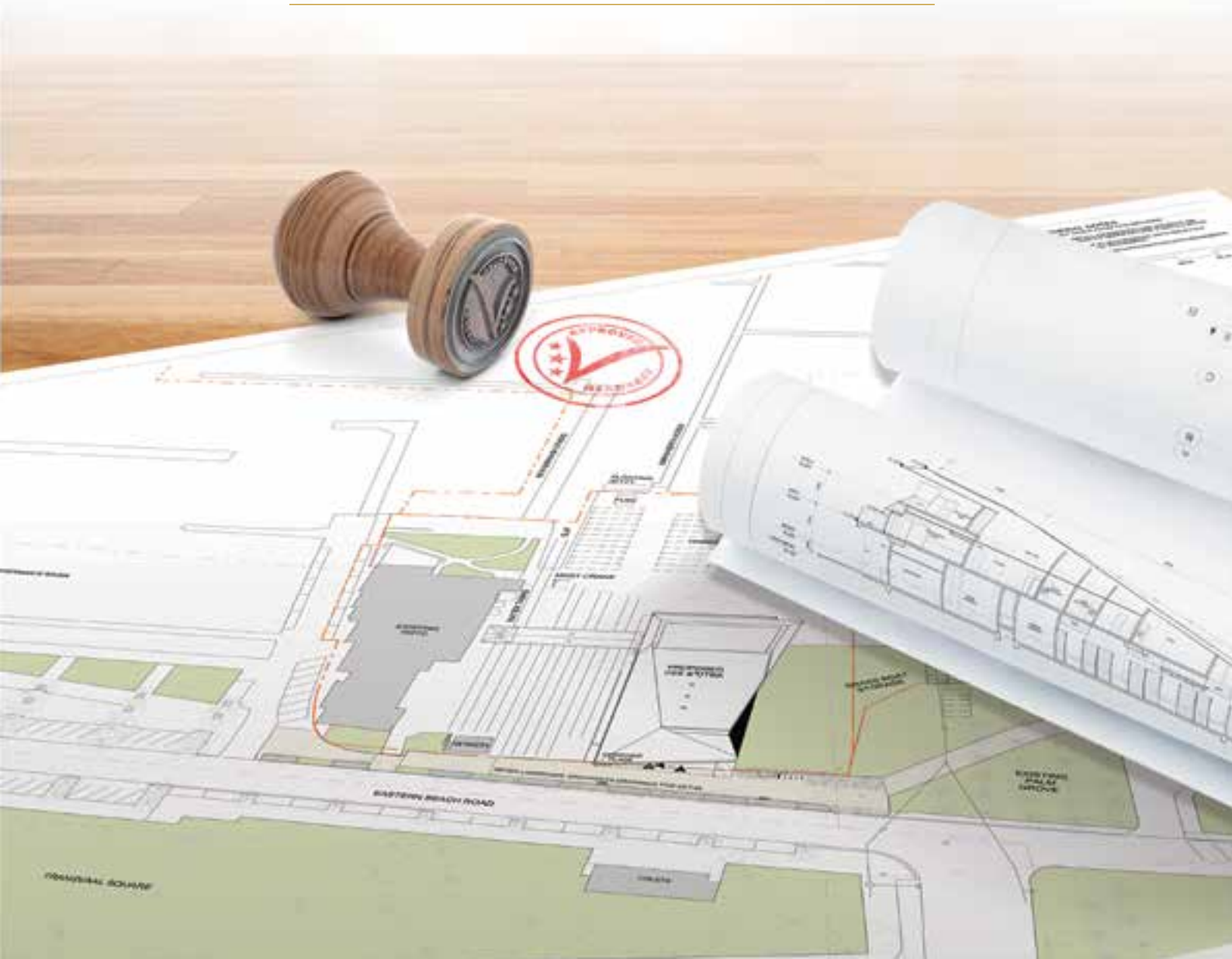




# Corinthian 2022

READY TO BUILD





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## Statement Of Purpose

"To be one of Australia's cornerstone yachting and boating clubs, hosting world class events and home to the nation's best sailors."

## Royal Warrant

By Admiralty Warrant of 27th March 1924, the privilege of wearing the Blue Ensign of Her Majesty's Navy with the Club Pennant was extended to yachts of this club.

PATRON: The Honorable Linda Dessau A.C., Governor of Victoria

## Flag Officers



**Stuart Dickson**  
Commodore



**Roger Bennett**  
Vice Commodore



**Chris Manton**  
Rear Commodore



**Phil Francis**  
Club Captain



**Peter Alexander**  
Treasurer

## RGYC Board



**Stephen Blackburn**



**Paul Buchholz**



**Brendan Garner**



**Alison Goodfellow**



**Laura Cora Macolino**



**Steve Williamson**

### RGYC General Manager

Phil Clohesy

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Drew Malcolm, Tom Smeaton, Denise Smeaton, Jan Neeson - Marshman, Sue di Sciascio, Nic Douglass, Salty Dingo and RGYC Members.

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### Disclaimer

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## From the Editor

# Ready To Build

Welcome to the 25th edition of *Corinthian*, the annual magazine from Royal Geelong Yacht Club. This is a journal of record, a celebration of recent successes and an inspiration for us to create a secure future for sailing and boating in Geelong.

*Ready To Build* and the design images on our front cover reflect all the work that has been done by so many at the Club to bring the construction of the new Victorian Sailing School / Off the Beach facility close to commencement. There is also the Building on the Bay report outlining the boom in construction being brought to the waters and shoreline of Corio Bay.

The back cover acknowledges Lisa Blair and her World Record fastest solo, non-stop, unassisted circumnavigation of Antarctica aboard *Climate Action Now*. Lisa was warmly welcomed to RGYC by the many Members who attended her exciting presentation. Lisa's contribution to climate research in such remote oceans is significant.

The stories written by Members are a pleasure to read and will inspire more people to participate in the delights and dramas of sailing and boating. There are two stories about the same event – both demonstrate how powerful an influence sailing and the people involved can be. The response from Members to our

requests for stories and reports is generous and is the foundation for *Corinthian*.

Selecting photographs for *Corinthian* is a challenge because there are hundreds of great images to choose from and limited space to use them. Photos of yachts racing near each other in a good breeze are always inspirational. Thank you to everyone who sends in their photos.

Here is your invitation to participate in the creation of *Corinthian* #26.

Enjoy reading.

**Chris Williams**

Editor





## Commodore's Report

It is a pleasure to present my second and last report as Commodore of Royal Geelong Yacht Club. 2022 has been a much better year than we experienced with Covid in 2020-21.

We have recovered very well and find ourselves in very good shape. Our Club's financials are extremely solid and our membership has remained steady. We currently have 1195 Members, with 906 male and 289 female (24%). Our retention rate is 90.9% and the average age of our Members is 55. With these results we have achieved most of our strategic goals.

It was also pleasing to see a fairly normal summer sailing season. Entries across all our fleets were slightly down on previous years which indicates we still have work to do in this area.

During the year we have seen many RGYC Members representing our Club in various sailing events around the country and internationally. These events included the Sydney Hobart Yacht Race, Cadet State and National Titles, ORCV races, the Etchells National and State Titles, the Fireball Traveller Series, Sailing Champions League - Asia Pacific Final, Lipton Cup, Airlie Beach, Hamilton and Magnetic Island race weeks, Fireball National and World titles and the VDL Cruise of Tasmania. Congratulations to all those skippers and crews who were involved and represented our Club.

2022 saw a very successful Festival of Sails, albeit with reduced shoreside program. Entries were strong with more than 200 boats and good sailing conditions for most of the weekend. Feedback from many of the competitors was very positive, many feeling that this year was more about the racing and the sailors. It was pleasing to see our new wave attenuator put to good use with many of the fleet being tied up alongside for the first time. The Geelong community had a close-up view of the boats and the sailing action.

The Wooden Boat Festival was run on the Labour Day Weekend and although it was a distilled event due to Covid-19, it was also extremely successful. We had a good number of classic vessels with around ninety five entries. Wangim Walk was put to good use with two visiting Tall Ships alongside attracting huge crowds. We also held the Etchells State Titles over the same weekend with a fleet of fourteen boats.

Following RGYC winning the 2020 Australian

Sailing Club of the Year Award, we had further success last year in winning the Community Clubs Victoria - Regional Community Club of the Year Award. This was followed by achieving a very creditable third place in the prestigious Tourism Victoria Awards in the Major Event Category.

In August we were informed that the preferred builder for our Off the Beach/Victorian Sailing School building project was withdrawing their offer and would not be proceeding and the project has been retendered. We have shortlisted three builders who have indicated that we will have a new Fixed Lump Price by the end of September. With relevant approvals in place, construction could commence in October.

It is extremely disappointing that our building project has seen long and sometimes unnecessary delays. Due to these delays, we are now seeing significant cost escalations as are being experienced across the whole building industry.

Our Marina is currently running at around 91% occupancy with new boats arriving on a regular basis. We had forty visiting boats over Easter which suggests that RGYC is becoming a very popular destination for boaties from around the Bay.

The plan for artwork on Wangim Walk is well advanced. Thanks to our local Member, Christine Couzens MP, and a State Government grant, the artwork will tell stories of our First Nations people who lived on the shores of Corio Bay.

The YOT Cafe & Bistro is now operated by RGYC. We are very fortunate to have both Nigel and Rob on our staff who both have extensive experience in the hospitality industry. It has been a smooth transition and with our new team in place we are looking forward to seeing the business grow and provide a great service to our Members and the public.

RGYC takes pride in our strong community engagement activities and we are continuing to expand these programs. For many years we have had a very active Sailability program for people with disabilities. We have extensive Learn to Sail programs through our Sailing Academy. The St Ayles rowing skiffs are available and more recently we have engaged with The Making Waves Foundation and the Geelong Youth Engagement Group. Our Wednesday Twilight

Sailing, sponsored by Ports Victoria, is open to all the Geelong community.

### Looking to the Future:

The National and World Fireball Championships will be held in Geelong in 2024. We are now pursuing other opportunities to host more world-class events.

Commonwealth Games 2026 will be held in regional Victoria. We are hopeful that Sailing could be chosen as a medal sport. In that case, we have been advised by Australian Sailing that Geelong and RGYC would be the host venue.

These events are important reasons we need our new Victorian Sailing School / Off the Beach facility to be operational as soon as possible and Stage 2 of the project also getting underway.

The Festival of Sails and the Wooden Boat Festival of Geelong both have a huge future and will continue to grow and remain Major Events on our waterfront. Both events will showcase our Club and the City of Greater Geelong as major lead up events for Commonwealth Games 2026. These events will be supported by our high quality facilities, the Melbourne Geelong Ferry Service and with the Spirit of Tasmania ferries moving to Geelong.

We are also working on a new Sailing Development Program. This initiative will involve the purchase of six Elliott 7 keelboats. The program will include Youth Development, Corporate Training & Sailing and Learn to Sail for all ages and genders, high-performance events, match racing, teams racing and school and community programs.

I am very proud of what we have achieved as a Club in what have been very challenging times. I would like to thank and congratulate everyone involved, especially our partners and sponsors, our volunteers, our staff and our management team. To the Board, thank you for your hard work and commitment. Your support over the last two years during my term as Commodore is very much appreciated.

It has been a privilege and honour to serve RGYC as Commodore and I leave knowing the Club has a very exciting future.

**Stuart Dickson**

RGYC Commodore

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## General Manager's Report

The Covid-19 emergent year of 2021/22 provided numerous challenges and opportunities. We experienced partial lockdowns and restrictions that gradually eased as the year progressed.

We've experienced good year on year growth in memberships (2%) and a strong influx of new vessels in our marina. We also experienced a strong uplift in visitors to our Club, both by boat and walk-ins.

I acknowledge the support and direction of the Board as we navigated the changing Covid-19 conditions over the past year, but also the previous year, which was one of the most challenging periods in world history.

We faced several staff changeovers as employers across the country sought to restructure their workforce following the pandemic. I am delighted that we have been able to attract highly talented people into our team and we are strongly positioned to grasp the significant opportunities that are on our doorstep.

It is important to recognize the outstanding efforts and results of our café operators, Andrea and Craig Wilson, over the past two years. The hospitality industry suffered the effects of Covid-19 impacts more than most industries. It is a credit to the dedication and hard work of Andrea and Craig that our Members and guests were served so well throughout that period.

As we have now taken over the operation of all food services, along with the beverage operations that our Club was already delivering, we are eager to continue to meet the high standards that Andrea and Craig established.

The Club has continued to perform extraordinarily well financially. At the recent Annual General Meeting, Treasurer Peter Alexander reported a strong cash surplus for the 2021/22 financial year. This result parallels our consistent financial performance over previous years. Our Club is currently debt free

with strong cash reserves and is well positioned to meet our planned future growth and development commitments.

I thank our Finance Committee for their highly professional and diligent governance of the Club's finances. RGYC is extremely fortunate to have such talented and committed Members overseeing our financial performance and position in the current environment and in the medium to long term.

The Geelong Waterfront Safe Harbour Precinct (GWSHP) Project has provided some challenges, particularly following the Covid-19 period. However, the completed on-water elements of the new floating marina arm and Wangim Walk- wave attenuator, our Club has demonstrated its ability to establish a vision and deliver this vision for the benefit of our Members and the community. Wangim Walk was the first completed project of the Geelong City Deal, an accomplishment of which we are extremely proud.

The on-land components of the GWSHP master plan are significant elements of the project that will also deliver great benefit to Members, the community and the visitor economy. With the continued excellent support of our funding partners, I am certain that we will complete delivery of all remaining elements of the masterplan over the next few years.

I take this opportunity to thank Member for Geelong, Christine Couzens MP, for her strong support of our Club, our building developments, and our programs. Without Christine's drive and strength of leadership we would not be able to achieve what we have and what we plan to do.

We look to continue the strong working relationships that we enjoy with all levels of Government: Federal, State and City of Greater Geelong. The next four years will be the most exciting period possibly ever experienced in Geelong.

The 2026 Commonwealth Games, including the lead up periods and the post games years, will provide unique opportunities for us all in terms of programs, activities, profile and infrastructure. Importantly, the venues will deliver significant legacies for the benefit of Vitoria's regional communities for generations to come. Our Club is working tirelessly to be a part of delivering these opportunities for the benefit of all.

Our location on Corio Bay is seen as a key point of difference that enables us to uniquely deliver events and programs and grow and develop for the future.

However, it is our people that is our key point of difference!

RGYC has won many awards over recent years thanks to the combined efforts of our huge band of generous volunteers; passionate, dedicated and diverse members; key stakeholders external to the Club and our energetic and visionary Board. Well done and thank you all.

I thank outgoing Commodore Stuart Dickson for his dedicated and energetic commitment to his role over the past two years as Commodore.

I also thank our Board and staff for their loyal and tireless work that has enabled the Club to grow and prosper.

In welcoming incoming Commodore Roger Bennett, I look forward to continuing to deliver great benefits to our Members and the community through our programs, facilities and activities and our Geelong Waterfront Safe Harbour Precinct Project.

### **Phil Clohesy**

RGYC General Manager



## We are Ready to Build.

The Off the Beach clubhouse was celebrated at a "Goodbye" function for its long and interesting life as a venue for all RGYC Members, particularly our young sailors. Many of those "young" sailors have remained at the Club for

decades. Countless sailors and volunteers used the facilities in the clubhouse complex over its time as a training centre, headquarters for regattas and as a focus for social activities. Thank you to all the Members, past and present,

who contributed to the construction and maintenance of the Off the Beach clubhouse. May the new VSS/OTB building be as successful in the future.



# Geelong Waterfront Safe Harbour Precinct (GWSHP) Project Report

The past year has been a challenge regarding the finalisation of the design and commencement of construction of the new shared Victorian Sailing School/RGYC Off the Beach building.

We have experienced some lengthy delays as we navigated our way through an extensive design approval process. With the oversight of the Office of Victorian Government Architects, the design, including the form of the building and the functionalities within it have now been finalised and approved.

Throughout the design process, value management exercises were undertaken to identify cost savings through changes to design elements and construction materials.

This lengthy design review process significantly increased the time delay, in a period when construction and material prices were escalating at a great rate across the world.

The subsequent revised tender price from our preferred contractor resulted in a net funding shortfall. The Board took the decision to obtain an additional quotation. The preferred contractor withdrew from the project due their inability to resource this project, having just procured additional projects.

A re-tender process is underway, with three contractors due to provide their tender price by the end of September 2022. The tender evaluation team is established to review the tenders and make a recommendation to the Board and Project Control Group by early to mid-October 2022.

With both the Victorian Sailing School and Off the Beach buildings demolished, some preliminary consultancies completed and with secondary planning approval set to be received by the end of September, the Project is ready to commence soon. The commencement is subject to the Project being fully funded.

The Geelong Waterfront Precinct Project continues to receive strong support from the State Government of Victoria, which is very keen to see the Geelong Waterfront developed as the centrepiece of Geelong, acting as a significant visitor attraction now and into the future.

Meanwhile, the completed on-water aspects of the Project, the new wave attenuator - Wangim Walk - and the new floating marina arm, are highly successful. We have had record numbers of vessels visiting our marina and the harbour and significantly, since March 2021, we had 237,000 visitors to Wangim Walk during its first full year of operation.

**Phil Clohesy**



# Sailing & Boating Report

RGYC managed to get sailing season 2021/22 off to a late start at the beginning of November and with the exception for a few cancelled races due to poor weather, we managed to complete the season. Adaptability was crucial and the Race Officers and volunteers did a great job ensuring we maximized our time out on the water.

The demolition of the Off the Beach building, which has resulted in hard stand, boat storage and equipment storage constraints, means that Members have needed to compromise and be adaptable. Members have embraced the challenges of temporary facilities.

## Alpha Course

As was done in 2020/21, the Club chose to reduce the number of race options to avoid cancellation of races due to poor weather, reduce the load on volunteers, and to ensure that everyone was well protected from Covid-19.

Saturday Aggregate racing was on three courses - Alpha (keelboats), Bravo (OTB) and Charlie (Etchells & VX Ones). Keelboats also had Twilight racing, Night racing, Two Handed racing and Women's Helm racing.

The program proceeded over five months with fourteen Saturday races and thirteen Twilight races completed. All the smaller series were conducted, and with the exception of the Tuff night series, all had series results.

Racing entries were slightly lower than last year

and the fleet was split into a Racing division and a Cruising division. Etchells entries were up on 2020/21, however several entrants did not race regularly due to low crew numbers.

Season 2022/23 will progress with a similar race and course structure to this year and we hope to see an increase in the numbers of boat entries and participants.

Our race management team have again done a superb job delivering the program in a relatively complex environment. All sailing competitors and Members owe a great deal to this dedicated group.

## Charlie Course

Charlie Course fleet consists of eight Etchells and four VX Ones, and it is pleasing that the numbers competing have been maintained.

The Charlie fleets have continued to race on a dedicated course enhancing the concept of One Design racing and the racing has been highly competitive.

The competitors have appreciated the service they have received from their own specific Race Officers and other volunteers.

## Bravo Course

The OTB (Off the Beach) Working Group continues to be a busy part of the Club.

This year, due to the demolition of the OTB building, they have a temporary home in the

mezzanine of the main clubhouse. Senior sailors have welcomed this. The OTB group will no doubt be looking forward to moving into their new, and purpose designed building.

We have seen the installation of temporary showers and toilets next to the main clubhouse. All OTB sailors and volunteers can now access these new facilities and those in the main clubhouse.

The Working Group members have achieved a lot over 2021/22 and our thanks go to Jason Farnell and his team for their continued good work. We wish Susannah Gillam success as the new chairperson of this group.

The number of accredited Australian Sailing instructors and coaches has increased and our coaches and instructors provide learning opportunities both within the Club and for other clubs. This ultimately helps to increase participation in the sport as a whole.

## Women on Water and SheSails

The number of Women on Water and SheSails participants continues to grow. The group is a cohesive and motivated part of the Club's sailing program.

The Women's Helm series had three races this year and attracted a fleet of seven boats. Congratulations to Melinda Troeth who won the series sailing Vivacite.

RGYC has recently received a grant under the





Change our Game program which includes training for female sailors. The sail training is put to the test in a regatta over the Labour Day long weekend followed by the Women's Keelboat Regatta to be held over the Queen's Birthday weekend in 2023.

### Regattas

The Club hosted the Etchells State Titles over the Labour Day weekend in March. There were good entry numbers and it was a successful regatta. The best placed RGYC boat was Panther, sailed by Chris Manton and his crew.

This regatta coincided with the Biennial Wooden Boat Festival and hence the Club had a lot for everyone to see and do over the three days.

We also conducted our traditional Festival of Sails at the end of January with a near normal racing program but a limited shoreside festival.

### Safety

Our onboard yacht safety audits have been reintroduced and we continue to provide safety education for skippers and crews. Fundamental to this program is the reinforcement of the need for a safety focus at all times and recognizing aspects of our sport where risk is heightened.

Many of our kindred clubs are introducing similar safety programs which reflects well on our decision some years ago to pursue our safety auditing program.

We thank our safety auditors and Yachtsafe for the outstanding service they provide.

### Race Management

RGYC has had many of our race management volunteers continue to upgrade their levels of accreditation and training and their depth of experience continues to grow. However, whilst we have recruited more volunteers this year, we still do not have the number of people required to adequately provide a service without unreasonable expectations of attendance.

All Members and sailors thank all our race management volunteers for their dedication to the job. They donate their time and skills to support all our sailing programs and we sincerely appreciate having them.

### Equipment

During the last three years we have had a very ambitious program of events requiring specialized equipment. Therefore, RGYC has made significant investments in these assets to be used now and to prepare for the future. We now have a reliable fleet of course boats fitted with modern race management technology.

OTB's dedicated race committee vessel, Eclipse, has received some major upgrades and essential maintenance this year. We expect that Eclipse will continue to be a reliable RGYC vessel for many years to come.

Our fixed yachting marks on Corio Bay have been problematic over the last three years with several of them becoming detached from their moorings. We are currently replacing most of the marks and upgrading the ground tackle to which they are attached.

### Training

The Club training programs are ongoing - pandemic willing, and we are looking forward to a big year of training.

The Club now has four accredited Powerboat Handling and Safety Boat accredited instructors. As completion of both courses is required for anyone to undertake coaching and instructing at the Club, being able to provide these courses in-house at times which suit all of us, is a big improvement.

We look forward to a successful season 2022/23 without many of the constraints of the recent past.

### Phil Francis

Club Captain

### Peter Kirman

Sailing & Boating Manager





## Opening Day 2021





# Alpha and Charlie Sailing Results

Alpha



Charlie



| Series                         | Perpetual Trophy                       | Event / Performance           | Awardees                                    |
|--------------------------------|--|-------------------------------|---|
| Racing Division                | Kevin Bell Trophy                      | Winner 3 Long Races (4,6,12)  | Allora<br><b>Paul Smedley</b>               |
|                                | Ernest Brockman Memorial Trophy        | 1st Portarlington Race ORC    | Dynamic<br><b>J.Murray/G.O'Brien</b>        |
| Queenscliff Race               | Murray McAllister Cup                  | 1st                           | Extasea<br><b>Paul Buchholz</b>             |
|                                |  | 2nd                           | Larriken 2<br><b>Darren Pickering</b>       |
|                                |  | 3rd                           | Doesn't Matter<br><b>Barry Walker</b>       |
|                                | Reg and Alan Taylor Perpetual Trophy   | 2nd Season Aggregate          | Dynamic<br><b>J.Murray/G.O'Brien</b>        |
|                                | Club Captain's Trophy                  | 1st Last Race of the Season   | Extasea<br><b>Paul Buchholz</b>             |
|                                | Coca Cola Shield                       | 1st W/L Series                | Hush<br><b>Paul Gunner</b>                  |
|                                | H P Douglass Shield                    | 1st Portarlington Race PHS    | Hush<br><b>Paul Gunner</b>                  |
|                                | Cutty Sark Trophy                      | 1st Races 1, 3 & 5            | Jacobina<br><b>Peter Stephens</b>           |
|                                | Josh Glover Cup                        | 1st Glover Cup                | Spirit<br><b>Dale Robertson</b>             |
|                                | Howard Hitchcock Perpetual Shield      | 1st Season Aggregate          | The Usual Suspects<br><b>Daryl Speakman</b> |
| Racing Division PHS            | Kevin Morrison Trophy                  | 1st Races 2, 4 & 6            | The Usual Suspects<br><b>Daryl Speakman</b> |
|                                | W.H.(Jockey) Jones Perpetual Trophy    | 1st Club Courses 1,2,3,4,6,11 | The Usual Suspects<br><b>Daryl Speakman</b> |
| Racing Division AMS Division 1 | Sir Winston Churchill Perpetual Trophy | 1st                           | Kestrel<br><b>Jon Apted</b>                 |
|                                |  | 2nd                           | The Usual Suspects<br><b>Daryl Speakman</b> |
|                                |  | 3rd                           | Spirit of Rani<br><b>Phil Francis</b>       |
| Racing Division ORC            | Wilfred Libby Memorial Trophy          | 1st                           | Dynamic<br><b>J.Murray/G.O'Brien</b>        |
|                                | Striproll Trophy                       | 2nd                           | The Usual Suspects<br><b>Daryl Speakman</b> |
|                                |  | 3rd                           | Jacobina<br><b>Peter Stephens</b>           |
| Cruising Division              | Sea Wren Cup                           | 1st Season Aggregate          | Deja Vu<br><b>Bill Lodge</b>                |
|                                | Betty Cole Perpetual Trophy            | 2nd Season Aggregate          | Bad Influence<br><b>M.Bakker/J.Wolff</b>    |
|                                |  | 3rd Season Aggregate          | Baltic<br><b>Peter Bone</b>                 |
|                                | Club Captain's Trophy                  | 1st Last Race of the Season   | Bad Influence<br><b>M.Bakker/J.Wolff</b>    |
| Portarlington Race PHS         | Geelong Media Trophy - Killara Trophy  | WH MacKinlay Cup              | Bad Influence<br><b>M.Bakker/J.Wolff</b>    |
|                                | Kevin Bell Trophy                      | 3 Long Races                  | Bad Influence<br><b>M.Bakker/J.Wolff</b>    |
|                                | Arthur Collins Warroo Cup              | 1st Races 2, 4 & 6            | Deja Vu<br><b>Bill Lodge</b>                |
|                                | Winchester Trophy                      | 1st Club Course Series        | Deja Vu<br><b>Bill Lodge</b>                |
|                                | Captain A D McPherson Tray             | 1st Season Aggregate          | Smoking Gun<br><b>Nick Gunner</b>           |
| Etchells                       |  | 2nd Season Aggregate          | Tiger<br><b>Chris Manton</b>                |
|                                |  | 3rd Season Aggregate          | Jac Hoi<br><b>John Kelly</b>                |
|                                | Martini Marine Perpetual Trophy        | 1st Pre Christmas Racing      | Tiger<br><b>Chris Manton</b>                |
|                                | Harold Troon Cup                       | 1st Post Christmas Racing     | Smoking Gun<br><b>Nick Gunner</b>           |
|                                |  |                               |   |

| Series                 | Perpetual Trophy                   | Event / Performance   | Awardees                                     |
|------------------------|------------------------------------|---|--|
| VX One                 | Nhilla Cup                         | 1st   | KC<br><b>Kim Clarke</b>                      |
|                        |                                    | 2nd   | Slick<br><b>Brian Case</b>                   |
|                        |                                    | 3rd   | Velocity One<br><b>Kim Baranowski</b>        |
|                        |                                    |   |  |
| Festival of Sails      | Mayflower Trophy                   | For the Best Performed RGYC yacht over the Festival of Sails Regatta    | Bad Influence<br><b>M.Bakker/J.Wolff</b>     |
|                        | Lionel Windsor Trophy              | For the Best Performed RGYC Division One Yacht in the FOS Passage Race  | Extasea<br><b>Paul Buchholz</b>              |
| Special                | Race Committee Trophy              | Most Raced Boat of the Season   | Bundaberg<br><b>John Kint</b>                |
|                        | Myer Emporium Tray                 | For the Best Performed RGYC Yacht in the Festival of Sails Passage Race | Kavala<br><b>David Ruffin</b>                |
| Summer Miniseries      |                                    | 1st   | Kestrel<br><b>Jon Apted</b>                  |
|                        |                                    | 2nd   | Viva La Vie<br><b>Ian Murray</b>             |
|                        |                                    | 3rd   | Seconda<br><b>Laura Cora Macolino</b>        |
|                        |                                    |   |  |
| Division 1 Full Series | Twilight VRCA Trophy               | 1st   | Bundaberg<br><b>John Kint</b>                |
|                        |                                    | 2nd   | Hush<br><b>Paul Gunner</b>                   |
|                        |                                    | 3rd   | Kavala<br><b>David Ruffin</b>                |
|                        |                                    |   |  |
| Division 2 Full Series | Twilight VRCA Trophy               | 1st   | Dalliance II<br><b>Geoff Newman</b>          |
|                        |                                    | 2nd   | Panache<br><b>Michael Melican</b>            |
|                        |                                    | 3rd   | Patternmaker<br><b>Stuart Dickson</b>        |
|                        |                                    |   |  |
| Division 1             | Twilight Pre Christmas             | 1st   | Freestyle 1<br><b>Paul Anderson</b>          |
|                        |                                    | 2nd   | Exile<br><b>Leo Gold</b>                     |
|                        |                                    | 3rd   | Viva La Vie<br><b>Ian Murray</b>             |
|                        |                                    |   |  |
| Division 2             | Twilight Pre Christmas             | 1st   | Panache<br><b>Michael Melican</b>            |
|                        |                                    | 2nd   | Two Farr<br><b>Will Baum</b>                 |
|                        |                                    | 3rd   | Elixir<br><b>Chris Williams</b>              |
|                        |                                    |   |  |
| Division 1             | Twilight Post Christmas            | 1st   | Hush<br><b>Paul Gunner</b>                   |
|                        |                                    | 2nd   | Happy Hour<br><b>Brendon Lee</b>             |
|                        |                                    | 3rd   | Bad Influence<br><b>M.Bakker/J.Wolff</b>     |
|                        |                                    |   |  |
| Division 2             | Twilight Post Christmas            | 1st   | Dalliance II<br><b>Geoff Newman</b>          |
|                        |                                    | 2nd   | Joan D'Arc<br><b>Doug Gaylard</b>            |
|                        |                                    | 3rd   | Patternmaker<br><b>Stuart Dickson</b>        |
|                        |                                    |   |  |
| Division 1             | RGYC Foundation Twilight Trophy    | 1st RGYC Foundation Twilight Race                                       | Kavala<br><b>David Ruffin</b>                |
|                        | Davidsons Twilight Trophy          | 1st Davidsons Race Division 1   | Larriken 2<br><b>Darren Pickering</b>        |
| Division 2             | RGYC Foundation Twilight Trophy    | 1st RGYC Foundation Twilight Race                                       | Magic<br><b>Lachlan Hassell</b>              |
|                        | Davidsons Twilight Trophy          | 1st Davidsons Race Division 2   | Patternmaker<br><b>Stuart Dickson</b>        |
|                        | Two Handed Perpetual Trophy        | 1st   | Dynamic<br><b>Jim Murray / Gerry O'Brien</b> |
|                        |                                    | 2nd   | Time Out<br><b>Lovro Ljubanovic</b>          |
|                        |                                    | 3rd   | Allora<br><b>Paul Smedley</b>                |
|                        |                                    |   |  |
| Winter Series          | Davidsons Winter Trophy Division 1 | 1st   | Hush<br><b>Paul Gunner</b>                   |
|                        | Davidsons Winter Trophy Division 2 | 2nd   | 2nd Scarecrow<br><b>Hiske Klaassen</b>       |
| Women's Helm           | Montgomery Family Trophy           | 1st   | Vivacite<br><b>Melinda Troeth</b>            |
|                        |                                    | 2nd   | Razors Edge<br><b>Christine Loughnan</b>     |
|                        |                                    | 3rd   | Seconda<br><b>Janet Torode</b>               |
|                        | Lorna Anderson Trophy for Race 2   | 1st   | Vivacite<br><b>Melinda Troeth</b>            |
|                        |                                    |   |  |



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# Off The Beach Report

The 2021-22 OTB Season at RGYC got off to a similar start to the season before amid a frenzy of Covid-19 restrictions that seem a distant memory now. The start of the season was delayed and preparations were compromised with a string of lockdowns, but we still managed to maintain a good core fleet of sailors hitting the start line on October 30th.

We welcomed Frank McMahon taking the reins as our new Race Officer and running each week like a seasoned professional – we are very privileged to have someone of his skill set, attention to detail and commitment keeping everyone in check each week!

Twenty five races were held over fourteen race days in conditions ranging from drifting and boats struggling to make the time limit through to strong winds that tested sailors to just make it around the course and everything in between.

Our Mixed Fleet had seventeen boats entered but it was a reduced number that competed regularly and generally consisted of 29ers, Lasers and Fireballs along with our special guest 14' skiff and Waszp. The Mixed Fleet Yardstick Championship was won by 29er sailors Elliot Hughes and Khan Harris-Moore, followed by Laser sailors John Henderson in second and Clive Humphris in third.

John Henderson has been an inspiration in our fleet coming in as a Cadet parent with no sailing experience and progressing through to be a very competitive Laser sailor in a short number of years. Well done and hopefully more Cadet parents take the same path!

The Cadet Club Championship with twelve boats regularly competing was won by Cooper Field and Adela Thomas as a fitting way to finish Cooper's commitment to the class. Even with very close racing, Cooper and Adela managed thirteen wins for the season to place ahead of Ben and Will Garner in second and Lulu Di Sciascio and Chloe Allen in third.

The Cadet Nationals went ahead as planned at Largs Bay Sailing Club in South Australia while many other championships were delayed or cancelled as the Omicron outbreak was taking hold of the country. Cooper and Adela were the best placed RGYC boat in fifth, closely followed by Ben and Will Garner in seventh and Georgia Delaney and Seb Smith in tenth. With Cooper and Georgia ageing out of the class, Ben and Will Garner are currently our only qualifiers for the Australian Team to compete at the upcoming World Championship in Williamstown this Christmas. There will be another seven spots up for grabs in the next Nationals preceding the World Championship.

The Cadet and 29er States were held in the very relaxed Cairn Curran setting which, with camping and lake sailing conditions, was quite a different experience. RGYC was well represented in both fleets taking the top two spots in the 29er class with Mason Mahoney and Matt Purnell first and Elliott Hughes and Khan Harris Moore close behind in second. The Geelong Cadets took the top three spots led by Ben and Will Garner winning the Championship, followed by Lulu Di Sciascio and Chloe Allen in second and Evie McDonald, with new crew Jack Jones, taking third.

Another standout performance for the season was Conall Green foiling his way to third place in the Victorian Waszp State Championship.

The season has seen us say goodbye to our beloved OTB clubhouse which has been an integral part of all our sailing experiences. A farewell evening was held and well attended, names from years gone by like Backwell, Bucek, Parks, Chandley, Wilson and many more made it down for the occasion to tell stories of the "good old days". There will be some difficulties in the interim, but a new clubhouse will be built when we overcome the financial challenges and it's worth remembering that while the buildings are important, it's the Members that make up the real fabric of the Club!

This year the OTB working group says goodbye and a very special thank you to Amanda Field and Sue Di Sciascio who have both committed a huge amount of time and effort to the running of the OTB and Cadet Fleet – we can't thank you enough!

This season also sees me hand over the OTB Chairperson role to Susannah Gilham who, with a lot of sailing experience and as a current Fireball competitor, is taking on the role with a lot of enthusiasm and fresh eyes. I've got every confidence she is making positive change within our fleet and it will be a great season ahead.

We look forward to seeing you on the water next summer.

**Jason Farnell**

OTB Chair



# Bravo Sailing Results

Bravo



| Series                                  | Perpetual Trophy                | Event   | Awardees   |
|---|---------------------------------|---|--|
| International Cadet                     |                                 | 1st Club Championship                         | <i>Aquilo</i><br><b>Cooper Field / Adela Thomas</b>                  |
|   |                                 | 2nd Club Championship                         | <i>Resistance</i><br><b>Ben Garner / Will Garner</b>                 |
|   |                                 | 3rd Club Championship                         | <i>Wildcard</i><br><b>Lulu Di Sciascio / Chloe Allen</b>             |
|   | Doug Hocking Perpetual          | 1st Club PHS<br>(Performance Handicap System) | <i>Assassin</i><br><b>Will Farnell / Isla Fenske</b>                 |
|   |                                 | 2nd Club PHS                                  | <i>Aquilo</i><br><b>Cooper Field / Adela Thomas</b>                  |
|   |                                 | 3rd Club PHS                                  | <i>Antares</i><br><b>Josh Garner / Patrick Fowler</b>                |
|   | Deakin Wordly Perpetual Cadet   | 1st Blue Division Skipper and Crew            | <b>Cooper Field / Adela Thomas</b>                                   |
|   | E.J.Fairnie Perpetual Cup       | 1st Blue Division Skipper                     | <b>Cooper Field</b>  |
|   | Gordon Jackson Perpetual Cup    | 1st Blue Division Crew                        | <b>Adela Thomas</b>  |
|   | Tasman II                       | 2nd Blue Division                             | <i>Resistance</i><br><b>Ben Garner / Will Garner</b>                 |
|   |                                 | 3rd Blue Division                             | <i>Wildcard</i><br><b>Lulu Di Sciascio / Chloe Allen</b>             |
|   | Searle Bros Perpetual           | 1st Blue Division PHS                         | <b>Will Farnell / Isla Fenske</b>                                    |
|   |                                 | 2nd Blue Division PHS                         | <i>Aquilo</i><br><b>Cooper Field / Adela Thomas</b>                  |
|   |                                 | 3rd Blue Division PHS                         | <i>Antares</i><br><b>Josh Garner / Patrick Fowler</b>                |
|   | Landfall Perpetual              | 1st Blue Division Single Handed Race          | <b>Cooper Field</b>  |
|   | Garner Crews Race Perpetual     | 1st Crew Race                                 | <i>Wildcard</i><br><b>Chloe Allen</b>                                |
|   |                                 |   | <i>Aquilo</i><br><b>Cooper Field</b>                                 |
|   | W L Curtis Perpetual            | 1st Festival of Sails Off the Beach Racing    | <i>Tempest</i><br><b>Evie McDonald / Matilda Groves</b>              |
|   | Robin Robbins Perpetual         | 1st Last Race PHS                             | <i>Antares</i><br><b>Josh Garner / Patrick Fowler</b>                |
|   | Geoff "Soos" Spedding Perpetual | 1st Special Race PHS                          | <i>Antares</i><br><b>Josh Garner</b>                                 |
|   | Gordon Jackson Memorial Cup     | Best Found, Prepared and Maintained Boat      | <b>Evie McDonald</b>   |
|   | MJ & A Kelly                    | Junior Captain                                | <b>Lulu Di Sciascio</b>  |
|   | C.H.Fleet Perpetual             | Vice Captain                                  | <b>Cate McCoy</b>  |
|   |                                 | Most Improved Skipper                         | <i>Hot Wire</i><br><b>Myles Gavin / Ben O'Brien</b>                  |
| Fireball                                | Moocher Trophy                  | 1st Yardstick                                 | <i>Vivid</i><br><b>John Henderson</b>                                |
| Laser                                   | Cameron Dawson Ford             | 1st Yardstick                                 | <i>Fascination</i><br><b>Clive Humphris</b>                          |
|   |                                 | 2nd Yardstick                                 | <i>Slammer</i><br><b>Chris Jones</b>                                 |
|   |                                 | 3rd Yardstick                                 | <i>Fascination</i><br><b>Clive Humphris</b>                          |
| Laser Performance Handicap System       | Geoff Wood Perpetual            | 1st PHS                                       | <i>Fascination</i><br><b>Clive Humphris</b>                          |
|   |                                 | 2nd PHS                                       | <i>Vivid</i><br><b>John Henderson</b>                                |
|   |                                 | 3rd PHS                                       | <i>Slammer</i><br><b>Chris Jones</b>                                 |
| Mixed Class                             | Waroo Perpetual                 | 1st Yardstick                                 | <i>Carl</i><br><b>Elliot Hughes / Khan Harris-Moore</b>              |
|   |                                 | 2nd Yardstick                                 | <i>Vivid</i><br><b>John Henderson</b>                                |
|   |                                 | 3rd Yardstick                                 | <i>Fascination</i><br><b>Clive Humphris</b>                          |
| Mixed Class Performance Handicap System | Ross Heyward Perpetual          | 1st PHS                                       | <i>Fascination</i><br><b>Clive Humphris</b>                          |
|   |                                 | 2nd PHS                                       | <i>Vivid</i><br><b>John Henderson</b>                                |
|   |                                 | 3rd PHS                                       | <i>Discount Yachting</i><br><b>Elliot Hughes / Khan Harris-Moore</b> |
| Mixed Class Youth                       |                                 | 1st Yardstick                                 | <i>Discount Yachting</i><br><b>Elliot Hughes / Khan Harris-Moore</b> |
|   |                                 | 2nd Yardstick                                 | <i>Baywatch</i><br><b>Mason Mahoney / Mathew Purnell</b>             |
|   |                                 | 3rd Yardstick                                 | <b>Oliver Hordern / Conall Green</b>                                 |
| Mixed Class Youth                       | John Sykes Perpetual            | Encouragement Award                           | <b>Mason Mahoney</b>   |



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## Aiming To Come Back Stronger

### RGYC Volunteers

Covid-19 was and is still around and has prevented some of our most valued Members from volunteering their efforts as much as they would like. However, one hundred or so Members and others ran a full sailing program, Festival of Sails 2022, and the Wooden Boat Festival.

They worked hard looking after our boats, race equipment, club rooms and marina. Some of this work was routine, week in and week out, some help was periodic such as in "Busy Bees" and helping out on race day to fill in gaps. And then there is committee work that quietly

happens to keep things organised and moving along. There is no doubt that at the heart of our Club are our core Members who quietly go about helping the Club work, with little other than personal satisfaction and a few "thanks" in return.

In season 2022/2023 we intend to build on our base of skilled volunteers, increasing the options for engaging with our Club by more, if not all Members. There are many ways we can achieve this, but one way is to simply ask more Members to join in and then help them to run their Club. We will increase the numbers of

people volunteering their time and existing skills whilst building the key competencies required in a premier sailing and boating club.

We appreciate the ongoing efforts by our regulars and look forward to them putting up their hands again, teaching and showing others "the ropes".

Thanks to everyone involved.

**Stephen Blackburn**  
Volunteer Coordinator



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# Festival of Sails

This year's event was the first major event for Victoria in 2022 and we did it in style.

The curtain raiser Passage Race from Melbourne to Geelong attracted more than 200 boats and 1500 competitors. Starting off Williamstown, this 179th running of the event was slightly down in participant numbers on previous years. However, the fleet enjoyed a near perfect spinnaker run for the most of the race.

Saturday night finished with a very impressive fireworks display. This spectacular show was hosted by the City of Greater Geelong to celebrate the arrival of the competitors and the opening of the Festival of Sails.

We had good weather for the duration of the regatta, and enthusiastic competitors enjoying

the very best of racing on Corio Bay, culminating in a memorable five-day event on the water.

It was a stand-out weekend. We made the most of the opportunity to showcase not only the best of Corio Bay, but also the new Wangim Walk which provided a platform for everyone to get a close up of the sailing action, the visit from the Navy managed Sail Training Vessel *Young Endeavour* and the berthing of a large number of visiting yachts. Wangim Walk has become the jewel in the crown of the Geelong waterfront.

This year we also had a number of other activities featuring a new program, "Gigs by Festival of Sails", which saw free live music across the Geelong CBD, supporting local performers and local businesses and venues.

It is essential to note that through these recent turbulent times for major events, we've had the consistent and generous support of the Victorian Government and the City of Greater Geelong which allowed us to deliver a very successful Festival of Sails yet again.

As with any event it comes down to the help and support from our stakeholders, sponsors, our dedicated Members, tireless volunteers, and the support of yacht clubs around Port Phillip Bay. A special thank you to everyone involved.

## Roger Bennett

Chair of Festival of Sails  
RGYC Vice Commodore





# Wooden Boat Festival of Geelong 2022

The Wooden Boat Festival of Geelong held over the March Labour Day long weekend at Royal Geelong Yacht Club has been a resounding success once again. Given the Covid-19 restrictions, the Wooden Boat Festival Committee opted for a distilled theme for this event. Focus was therefore initially directed towards wooden boats, wooden boat owners, crews and enthusiasts. We received massive support from The Classic Yacht Association of Australia, Couta Boat Association, The Wooden Boat Shop and wooden boat owners from all over Australia.

The Australian Wooden Boat Festival, which is held in Hobart, was well represented by Joy Phillips and her beautiful yacht, *Holger Danske*, and we remain grateful for the support, guidance and friendships forged during the festival. RGYC has several yachts nominated to attend the next Australian Wooden Boat Festival commencing on February 10, 2023.

There were more than 95 boat entries for our 2022 event and this was down on 2020. The Covid-19 issues of the preceding eighteen months and the lifting of social restrictions only three weeks prior to the Festival had an impact on these numbers.

Our key supporters for the 2022 event were the State Government of Victoria and the City of Greater Geelong and I thank them for their support in 2022 and hope that it will continue for the 2024 event. The Member for Geelong, Christine Couzens MP, continues to be a fantastic advocate for our event as Festival Ambassador. We sincerely thank Christine for her support and involvement with the event.

Thanks also to our naming rights partners, Yanmar and the Wooden Boat Shop, for their ongoing support.

The volunteer run Wooden Boat Festival of Geelong Committee worked tirelessly to bring this event to life, and I thank those who are involved with the planning and implementation of this festival. All our unique ideas and visions come from this wonderful group. Thanks also to our dedicated team of seventy five volunteers. Without their passion and commitment this event would not be possible.

The celebration of the history and tradition of these magnificent vessels, combined with unique and free community activities saw a huge number of people visit the Geelong waterfront. The added benefit of Wangim Walk (our new wave attenuator) provided a viewing platform for everyone to get closer than ever to the yachts and boats.

Another significant event that we are very proud of is our Tall Ships Sailing Opportunity sponsored by service organizations for local and Melbourne school children. Many students sailed on a Tall Ship followed by a BBQ lunch including an entertaining visit from Captain Jack Sparrow. We had two Tall Ships in Geelong for the weekend: the *Young Endeavour* and the *Enterprise* from Melbourne.

I know it was a Wooden Boat Festival but I would be remiss in not mentioning the on shore entertainment and in particular our own local performers "The Sweethearts" – the highly talented student performers from Mathew Flinders Girls High School. The vibe at the event was typical Geelong, once again proving it is a great place to be with high quality entertainment for all.

This unique event allows visitors the opportunity to get very close some of the most beautiful, historic boats in Australia and learn more about the skills and craft of wooden boat building and sailing.

**Bill Chittenden**  
Chairman





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# RGYC Sailing Academy

The RGYC Sailing Academy was launched back into action with the sudden lifting of Covid-19 restrictions towards the end of 2021.

Despite the challenges that we faced, including the need to train a new wave of instructors, we were able to deliver programs to over 200 participants. This included school groups, Tackers, OutThere sailing, adult dinghy learn to sail, keelboat, community engagement and powerboat handling courses.

It is a pleasure to announce that RGYC is a successful applicant in the *Whitworths Tackers*

*Boat Scheme*. OziOpti will be delivering six new Optimists to the Club for the 2022/23 season. This will provide a huge boost to our programs and allow us to increase participant numbers in the ever-popular Tackers courses.

The Club's Pacers were used to expand programs that include adult learn to sail this season. Dinghy sailing provides a great opportunity to learn fundamental skills which are transferable to sailing larger yachts. The Pacer programs are not limited to children and we will continue to offer programs to the broader community.

The Sailing Academy thanks all the instructors and volunteers who contributed to its success. Sharing the sport of sailing with newcomers and providing opportunities for those wishing to further their skills is vital to the growth of our Club. There will be many opportunities to be involved in 2022/23.

**Emma Marceau**





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### We need your help to do it!

The Royal Geelong Yacht Club Foundation is only in its twelfth year, but it has already donated an Access dinghy to the Sailability Program. The Foundation has several great projects on its wish list, but we need your help and involvement to bring them to fruition.

We aim to purchase the essential audio-visual and information technology equipment for the classroom in the new RGYC Sailing Academy. We also want to be involved in a significant programme to link younger dinghy sailing Members into an extending sailing experience with Members in keelboats.

These projects will be highly beneficial to RGYC by improving Member engagement and retention at critical stages in our young sailors' development.

**YOU** can play a part in building our Club's future and NOW is a great time to do it:

**YOU** can contribute by:

- Donating directly to the RGYC Foundation. Donations of \$1,000 or more will be recognised by presentation of Foundation Membership.
- Making a TAX DEDUCTIBLE donation through the Australian Sports Foundation. Again, donations of \$1,000 or more will be recognised by presentation of Foundation Membership. You can make a general contribution or direct it towards a particular program as defined on our website.
- Making a bequest to leave property or funds in your will to the RGYC Foundation.

The RGYC Foundation has built up a reasonable fund over its short existence and our rules limit the amount that can be spent annually. This ensures that your donations make an ongoing contribution to the future of RGYC and its impact on our community and that the Foundation's funds will contribute to our success for many years to come.

Foundation donation forms are available at the RGYC Office or in the main bar.



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# RGYC Skiff Rowing Success

The RGYC Skiff Rowing initiative is all about attracting people who would not otherwise consider walking through the door of a sailing club. With coastal and skiff rowing taking hold among yacht clubs all over the world, this is a key strategy for membership retention and diversification: new people, new thinking and new revenue. While two years of Covid certainly stalled the progress of RGYC Skiff Rowing, we did deliver the most exciting event in Australian St Ayles Skiff history with the 'Row-the-Rip' in March.

An RGYC flagged, Wooden Boat Festival of Geelong event in partnership with the St Ayles Skiff Community Rowing Association of Australia (SASCRAA), the 'Row-the-Rip' saw St Ayles Skiff crews from Victoria and Tasmania launch from Mordialloc Sailing Club on a six-day, open water expedition to row across the Rip. The route took crews down the eastern shores of Port Phillip Bay to Portsea, across Port Phillip Heads via the mercurial Rip to Queenscliff Cruising Yacht Club, St Leonards Sailing Club to complete at Portarlington. That done, the ultimate destination was more rowing in the more formal guise of the 'Spirit of St Ayles Cup' regatta at the Wooden Boat Festival of Geelong. As many RGYC members will know, the ancestry of the St Ayles Skiff lies with the Vikings and more recently in the cold seas of the Fair Isles off northern Scotland. A coxed, four-oared rowing boat of twenty-two feet, the skiffs are built by community groups around the world,

are easy to row and a very capable sea boat. They proved their heritage as beautiful, strong, dry boats in the open seaways of southern Port Phillip.

After what was jokingly referred to as "*the warm-up row*" from Mordialloc to Portsea, crews and boats gathered to launch for the feature row across the Rip at the Portsea Quarantine Station's restricted access beach. As Corinthian readers will know, picking the slack tide is critical for boating at the Rip. RGYC event manager and host Peter Doyle stressed this in his safety briefing and went on to emphasise that as the route would cross the busy shipping lane, crews of small, four-oared rowing boats should keep a weather eye out for tankers.

Once off the Quarantine beach and with the guidance of Queenscliff Marine Rescue, led by Michael Donahue and Vic Goy of Marine Training Services, crews took advantage of the twelve-knot out-flowing tide to arrive and stand offshore inside Point Nepean watching for the slack tide as the time to set course for Point Lonsdale.

With a stiff 28-knot breeze running from the east, sterns were set to take it square, deep breaths were taken and bows pointed due west to Point Lonsdale. The confused sea, so typical of slack at the Heads and the nearest boat often hull-down over the waves, the crossing was exhilarating. None of the crews had rowed their St Ayles Skiffs in open water before but all handled their boats with confidence, skill and

without incident. Most importantly, all were dry, relaxed and had enormous fun as they rowed up The Cut at Queenscliff and into Queenscliff Cruising Yacht Club for dinner.

Days two and three of the RtR were comfortable rows from Queenscliff to St Leonards Sailing Club and on to Portarlington. Rowing out through 'The Cut' at Queenscliff and around the Swan Island SAS security zone, crews inspected the wrecks of Australia's World War 1 submarine (HMAS J3), lunched with old and new friends on remote beaches and celebrated with a "We-made-it!" dinner at the Portarlington Hotel.

Hearty lunches catered for and dinners hosted along the way by the Queenscliff Cruising Yacht Club and St Leonards Sailing Club, exposed St Ayles Skiff rowers to the generous hospitality that is so typical of yacht clubs.

RGYC Skiff Rowing is all about fun and well-being for Members old and new. Most of the skiff builders and rowers are over 50 years old and over 50% are women. The St Ayles Skiff Association motto, "*Communities build boats. Boats build communities*", was exemplified in spades by the camaraderie of the Row-the-Rip and the championship regatta at the Wooden Boat Festival.

RGYC aims to encourage coastal rowing in all types of coastal rowing boats as a new dimension of its on-water and social activity.

**Peter Doyle**



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# Sydney to Hobart Race 2021

## Success for *Solera*

Stuart Richardson and his crew aboard *Solera* secured a double victory in the annual Rolex Sydney to Hobart yacht race. The Royal Geelong Yacht Club based team won both the Fully Crewed PHS and Corinthian PHS divisions after more than four and a half days at sea.

'I don't think it's sunk in yet,' says Richardson from aboard their Elliot 1350 during the trip back to Geelong. 'It's been such an amazing ride, from the trip to Sydney, to the race, the party and afterwards. Especially after only having the boat for twelve months and not being able to sail it due to Covid-19, we continually learned things about the boat and were still trying new things during the race.'

It was an extremely challenging race, beginning with twenty to thirty hours of beating into a

southerly breeze reaching up to thirty five knots with a short, sharp swell. Stuart says, 'The crew handled themselves really well. At one point we had about fifty millimetres of rain, we were all drenched, and five out of the seven crew were sick. Once we got over the first thirty hours, we all regrouped and got back into our watch system and just kept plugging away.'

Conditions eased on the second night and the race turned into a tactical battle as the navigators were tasked with finding the quickest route to Hobart in lighter breezes. 'It was good to have other boats around, which you don't normally have in ocean racing. There were about five yachts within sight. We'd go forward and then they'd go forward, so you could pace yourself on other boats.'

The race lived up to its reputation once again with the extremely challenging conditions causing many boats to retire. Paul Buchholz's RGYC team aboard *Extasea*, a Cookson 50 design, retired from the race on the first night having suffered problems with their engine. Stefan Treurniet was aboard *No Limit* which was also forced to retire.

RGYC was well represented throughout the fleet with Members competing on several yachts. RGYC Members Tom Alexander, Ian Graf and Marty Maher aboard *Flying Fish* finished fifth in Fully Crewed PHS. Jake Newman and Tim Davis aboard *Smuggler* finished sixth in IRC.





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## The Rebuild!

As we all know, things have changed a lot in the past year, with Covid ravaging the world and causing cancellations of regattas and events around the globe, and sailors from many countries being unable to participate. It has also made many facets of our lives much more inward looking and this has been true of Junior and Intermediate sailing at Royal Geelong Yacht Club.

As restrictions began to lift, we have seen an enthusiasm to get back on the water. We begin to re-build our impetus to train and learn new skills, with competitive sailing allowed again and a new Off the Beach clubhouse being built. We have a lot of new sailors taking up the ropes with a few jumping prematurely into skippering after the "missing" seasons of Covid. Quite a few new faces are appearing, and more are expected. We have a firm resolve to close the gap between the various Discover Sailing Courses and the Off the Beach sailing programs. There is no doubt that the influx of new faces is due to the calibre of young sailors who we currently have at the Club. They are enthusiastic, considerate, and great mentors. So, kudos to them and we are grateful that they are a part of the RGYC community.

After the "Covid Break" we have ended up with quite a disparity in sailing skill level with experienced pre-Covid sailors being joined

by beginners. This has been a testing time and a challenge for the coaches dealing with the lack of sailors' usual progression through the ranks. The absence of continuity provides new challenges to embrace and a few peaks and troughs to get through, but that is the nature of what we as sailors do!

The International Cadet has for many years been the mainstay of the RGYC junior program and this continues to be the case, even showing a slight upward trend in participation which we hope to accelerate. The other class that has shown great growth and enthusiasm is the International 29er class and it is so good to see so many of our Intermediate sailors competing in them. A special mention goes to Mason Mahoney / Matt Purnell and Elliot Hughes / Khan Harris-Moore who have been working hard in the group and doing well in regattas around the country.

In a few months we have the International Cadet Worlds in Williamstown and RGYC has for many years had a presence in the Australian Team. This year is no exception with Ben and Will Garner joining the team. As Australia is host nation, the Australian team has a double quota of fourteen boats (instead of the usual seven) and there will be a second intake of another seven boats after the National Championship prior to the Worlds to join the team already

selected at the last Nationals. I know many local sailors are working very hard to make the cut!

Looking further ahead, we have RGYC hosting the International Fireball Class World Championship in 2024. This looks like a natural progression to me and a chance for our young sailors to compete in two World Championships over two years!

On behalf of all the OTB coaching group, as always, thanks go to RGYC Members for their support.

It is great to see our sailors back out there getting into it.

On a final note, I know that as a group, and particularly our current and former Cadet sailors, our thoughts are with the Ukrainian, Russian and Belarussian sailors and coaches who we have had the pleasure of competing against at various events.

We look forward to the day we can all march as one under the various International Class Flags and compete in regattas as people living together and competing in the true spirit of sport - bringing out the best in ourselves and others.

Here's to the year ahead and a successful rebuild.

**Tony Bull**

# Van Diemen's Land Circumnavigation 2022

## The Best of Times

My three week sailing trip from Strahan to Hobart has been the best, most spectacular trip I have ever done.

The trip ticked all the boxes: a fantastic crew, Darryl as the captain of *Final Final*, Neil being first mate and me, the enthusiastic novice visiting the wonderful west coast of Tasmania. I learnt to sail, navigate, drive the tender (somewhat badly at times), and I learnt to catch fish, all with patient assistance from the guys.

I arrived in Strahan carrying my backpack and heard my name being called from the marina. *Final Final* was tethered to a cray boat on the marina where I had to navigate my way over railings, past cray pots onto the yacht. Neil had generously given up his cabin for me and had taken the dining room table as his bed for the next three weeks, which I gratefully appreciated.

The next morning, we sailed out to the Gordon River and tethered *Final Final* at Little Eddy alongside *Goggo*, *Wild Honey*, *Reverie*, *Folie A Deux* and *Momentum*. Everyone had settled into being sociable and preparing food when the line holding *Goggo* and all the other boats to shore broke and then everyone scrambled to start their engines whilst the line was secured again.

The next day three of us set off in the tender up the Gordon River. The river was running strongly and for a moment I was not sure we would get past the rapids as we weren't making any distance. Eventually we climbed the rapids and we took the river branch into the Franklin River.

The water was still and due to so much natural tannin, the water was dark brown. The reflection of the riverbanks was perfectly mirrored on the water. We reached a point where you couldn't tell real from reflection. The river curved and it was as though we were in a labyrinth with no way out. This was so spectacular I was brought to tears!

Never had I seen something so unique and beautiful.

A little further along, the river became very shallow and the next minute the propeller was crunching on the rocks and instinctively Neil jumped out, but not gracefully, and smashed his backside on the rocks. We manoeuvred the tender past the shallows and further up the river to a cave. The cave was magical and we scrambled over rocks and through a narrow canyon. I stood for a long moment looking back, taking it all in. We headed back to *Final Final* and anchored for the night in Kelly Basin.

The next day we went exploring around Pillinger, which is an abandoned port and town site in Kelly Basin. Afterwards we sailed to Sarah Island which was used as a colonial penal settlement where convicts laboured under the harshest conditions in the rainforest, felling Huon Pines for boat building.

We set sail back to Strahan for a barbeque that night with all the other VDL boats. Next morning, we sailed through the notoriously shallow and dangerous channel, Hells Gate,

bound for Hibbs Pyramid to anchor for the night with *Goggo*, *Wild Honey*, *Reverie* and to catch up with Pete and Rex, two local cray fisherman who have become friends over the years of sailing with the VDL.

We were invited to have dinner on *Goggo* where Rex had made a delicious crayfish curry. Pete also generously gave us a few crays and with encouragement, I bravely picked up one of them and named him "Trevor".

The next morning we set sail for Bramble Cove at the beginning of the Bathurst Channel. The weather could not have been better. Once we anchored in the cove, we took the tender over to *Goggo* and set sail to the edge of the channel to put out the craypots.

Upon their return they were all laughing about their adventure in a cave they had found and decided it was safe to enter in the tenders. Some way into the cave they saw a wall of white water approaching from the cave entrance, so both tenders in the narrow cave made an about turn and powered the motors as hard as they could to beat the wave before it smashed them into the cave walls. Now that they were safe, this was hilarious.

Later that day I climbed Mt Milner with John and Michele. The views from the top over Port Davey and the Bathurst Channel were spectacular. Later that day we had a beach picnic, Julie paddled the SUP, whilst we took the tenders to the beach and had some drinks,





nibbles and a swim. Another glorious day in paradise.

The next morning, we all set out to check the craypots. Darryl invited me to learn to drive the tender so he could pick up the pot. Despite clear instructions from Darryl on how to steer and how to use the accelerator, as we approached the pot I couldn't remember how to steer or which way to slow the boat down, so I steered us towards the rocks at a faster pace! Darryl calmly instructed me again and we were safe.

Eventually he picked up the pot which had nothing in it, so we threw the pot back into the water for another try. The next day we went to retrieve the pot again. This time it was one and a half metres from the rocks with the waves crashing up against them. I turned and looked at Darryl. All I could think was that we were going to be on the nine o'clock news.

I said, "I can't steer the tender, so I'll grab the pot."

"The pot is too heavy and you won't be able to get it," he replied.

"Yes I will," I promised.

As he steered the tender towards the rock, I leant over and with all my strength grabbed the buoy and started to pull up the rope.

I then I looked at him and called, "I can't pull it up anymore!"

By this time we were far enough away from the rocks and I took over the tender. Just one of many of the adventures from the trip which I loved.

We sailed down the Bathurst Channel to Clayton's Corner where we anchored for the next couple of days due to bad weather. Darryl and I walked up Mt Beattie. The track was good and again, the views down the channel towards Melaleuca were spectacular. Later that day Neil, Darryl and I took the tender to the Melaleuca airfield. I was steering the tender and in sections the water is very shallow, so I was given instructions on how to follow the river to remain in the deeper sections. Upon arriving at the very remote Melaleuca airfield, we managed to get a

small amount of phone reception. There is also a small museum and a loop walk.

After a couple of days, we sailed to Spain Bay for the night so we could get an early start to sail via Southwest Cape to Recherche Bay. The scenery along the coast was amazing, the wind was good and we kept an eye out for cray pots scattered along the coast.

Darryl had put out a line in hope of catching some tuna and halfway along the journey the line started to run out in a fury. Darryl quickly grabbed the rod while Neil steered the boat and Darryl battled for the next twenty minutes to bring in whatever was on the line. It was so exciting! The fish was slowly getting closer when the line went dead and it had got away. We'll never know what it was, but it was huge!

We set sail again, passing Maatsuyker Island and we sailed for about ten hours that day, every part of it breathtaking. We arrived in Recherche Bay and anchored in Cockle Creek. Later I got the fishing rod out and I pulled up two Snapper on the two hooks on my line.

The next day we sailed to Great Taylors Bay, another day of blue skies and sunshine. There are several walks around the bay and we did the Luggabone Circuit. Upon our return to the boat, we got the rods out and started fishing again. Darryl and I had a competition going over who could catch the biggest fish and I didn't win. However, I sat at the back of the boat enjoying the sun, catching lots of Mackerel and undersized Flathead. That night all the VDL crew in the bay were heading to the beach for a barbeque. With only thirty minutes before we had to head to the beach, I caught a Flathead which Darryl filleted for me and I happily set off to the barbeque to eat freshly caught Flathead. It was a great social night.

Several boats sailed to Dover to stock up on groceries and do laundry. That night we all met at the RSL for a meal and to celebrate Jan's birthday. Next day we said goodbye to Neil, and we sailed all day to Peppermint Cove, a pretty bay with rolling green hills. The next day we sailed to catch up with the other boats in Gourlays Bay. The bay was beautiful with bales of hay along the shore, like a Van Gogh painting.

That night we joined *Reverie*, *Wild Honey* and *Folie A Deux*, for an oyster barbeque. They had collected fresh oysters along the shore and had a great fire going. We all sat around cooking oysters in their shells on the fire, waiting for the shells to open before we devoured them. Another wonderful night.

The following day was the VDL-C catch up at the Kermandie pub in Port Huon. It was a great turn out with good food, lots of laughs and a special performance of the "Mutton Bird, Mutton Bird" song was performed by Bill, Jan, Little Sailors, and Pete who added a Harry Belafonte twist. After the pub a few of us went back to *Folie A Deux* for a night cap. I became the designated driver of the tender.

In the morning we set sail for Margate, the home of Pete, the cray fisherman and his partner Sue who put on a party at their home for all of us. It rained for most of the night whilst we stood around the furnace in the backyard with a view of the bay. Sue and Pete were fantastic hosts and we enjoyed a barbeque and food generously prepared by Sue. We were entertained by Robbo, Sue's pet rooster and another rendition of "Mutton Bird, Mutton Bird".

The next day we all set sail for Hobart and were lucky enough to get a berth at the marina. For some of us this was our last night before heading home, so we all had dinner together at a great pub, sharing stories of the trip, lots of laughs and new friendships.

This was the best trip I've ever had. I can't recommend this trip enough. If you ever get the chance to do this circumnavigation of Tasmania, you will be one of the privileged people who have had the opportunity to see the West Coast of Tasmania from the sea and visit some unique, beautiful places.

I'm so grateful to have been given the opportunity to join this adventure part way through. My only regret was not doing the whole trip.

**Fiona Tremaine**

# Ode to the Bay

The Van Diemen's Land Circumnavigation Cruise provides an opportunity for the pleasure of open water sailing in a social environment, where every day opens up new experiences and pleasures with fellow tourers.

One of the many social visits on our trip was to *Akama*, a large motor cruiser from Brisbane moored in behind Hibbs Pyramid, a rather exposed bolt hole half way down the rugged south-west coast of Tasmania. Skipper Tony Love recited the "Ode to the Bay".

The poem, written in 1907 by Tony's grandfather, James Love, is about sailing on Moreton Bay, but it seems equally fitting to the VDLC Cruise. The poem is dedicated to Thomas Welsby, then Commodore of Royal Queensland Yacht Club.

## Ode to the Bay

*Here's to the Bay*

*The good old Bay*

*A weekend trip, a month or a day*

*Here's to the splash of the morning dip*

*The rum and the milk we like to sip*

*Here's to the walk along the shore*

*Dressed in a hat, and nothing more*

*Here's to the flinch of a friendly smack*

*on a blistered and sunburnt back*

*Here's to the wind and the stinging spray*

*The sunny Northeaster, the Southerly grey*

*Here's to the wind we all detest*

*With cold frosty breath that comes from the West*

*Here's to the boat we all call 'she'*

*Tight as a bottle, trim as can be*

*Here's to her mast, her sails, her sheets*

*Her anchor her boom her stays and her cleats*

*Here's to the motor that sends her along*

*When the wind is too light and the tide too strong*

*Here's to the oysters, the crabs and the fish*

*The primus, the kettle, the plates and the dish*

*Here's to the health of all yachtsmen I say*

*Who always find joy in a trip to the Bay*

**Our skippers and crews brought the poem to life through our participation in the 2022 Van Diemen's Land Circumnavigation Cruise.**



**Here's to the wind and the stinging spray  
The sunny Northeaster, the Southerly grey  
Here's to the wind we all detest  
With cold frosty breath that comes from the West**

The nervous excitement of departing Port Davey from Spain Bay and out into the Southern Ocean without having much idea of what lies ahead. The swell was up about four metres and the wind strong enough for us to travel at eleven knots under sail. It's cold but exhilarating managing wind shifts, swell and sails.



**The rum and the milk we like to sip**

Not "rum & milk" as the poem suggests. Thanks to the hospitality of our hosts, local Cray fisherman Peter and his partner Sue, the RGYC boats indulged in beers and barbeque at their home at the Margate Jetty, right at the edge of the bush and a backyard overlooking the bay. We crowded around his heater (a modified gas bottle) in our coats and pants along with an assortment of his friends including deck hands, fellow fishermen (including his son) who told stories of a Cray fisherman's life.



**Here's to the splash of the morning dip**  
Sailors swimming in the Franklin River



**Here's to the walk along the shore**

After nine kilometres of walking along the start of the South-West track from Cockles Creek, Recherche Bay (Its claim to fame is that it is the southern end of roads in Australia), this is the view to the South Cape headland, before heading back again.



**Here's to the boat we all call 'she'  
Tight as a bottle, trim as can be  
Here's to her mast, her sails, her sheets  
Her anchor her boom her stays and her cleats  
Here's to the motor that sends her along  
When the wind is too light and the tide too strong**  
*Wild Honey* at anchor in Spain Bay, Port Davey



**Here's to the oysters, the crabs and the fish  
The primus, the kettle, the plates and the dish**

Oystering amongst the rocks on the beach at Gourleys Bay. All gathered around the fire applying a little heat to open up the oysters to give them a slightly cooked and smoky flavour. (Second favorite was freshly caught Tuna Sashimi while cruising into Port Davey).



**Here's to the health of all yachtsmen I say  
Who always find joy in a trip to the Bay**

One last toast to us (sailors) as we near Hobart.  
Thanks for the good times.

The Ode to the Bay certainly sums up the pleasure of ocean cruising as part of a well-run (but not over organized) VDLC excursion around the southwest coast of Tasmania.

Thanks to all those who participated and a special thanks to the organizers.

Doug Gow travelled from Strahan to Hobart with *Wild Honey* and its crew: Bruce Hollioake (skipper), Peter Horgan, Bill Rae, Justin Harris, Rebecca Rae and Adrian Balharrie.

**Doug Gow**



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## RGYC Etchells – Teamwork Pays Off

### Season 2021-2022

This season the Geelong Etchells fleet enjoyed some of its closest racing in years. With some new boats joining the fleet it made for a lot of fun on and off the water. In terms of championship fleets our fleet is small, but the quality of the racing is top shelf.

A lot of the boats were busy early in the season updating their setups. The Etchells class has undergone some sail sheeting developments of the last few years and it was time to take the leap as there was no doubt it would increase performance on the water.

A lot of the fleet's success is directly attributable to the hard work of the volunteer Race Committee headed by Mike Lander with the help of his team on Charlie Course. They

managed to package at least twenty races over fifteen race days into the season after losing three additional days to poor weather.

Our Etchells fleet Captain, James Hannah, has done an outstanding job helping to coordinate the fleet. James puts in long hours of committee work and even made the Etchells "half model" trophies for the Festival of Sails, Victorian State Championship and the Club Championship. In doing that James was awarded the Verfurth Trophy as the RGYC Member who has done the most for yachting at the Club over the last season.

The season championship was hard fought with the *Smoking Gun* team of Simon Gunner, Tony McCrae and Nick Gunner taking out the

major prize. Second place went to *Tiger* with Ben O'Brien, Rod Hagebols and Chris Manton. Third place went to *Jac Hoi* with Danielle Fraser, James Hannah and John Kelly.

The planning for next season is well underway, with some more boats joining the competition for the season championship. The fleet is also endeavouring to attract more boats from Melbourne and interstate for the Festival of Sails Guyon Wilson Trophy.

We are all looking forward to a bigger and better year. See you then!!

**Rodney Hagebols - *Tiger* - AUS1488**





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## RGYC Women in Sailing

### So Much To Learn and So Much Fun!

A group of innocent and naïve women eagerly accepted an invitation to 'go for a sail' on *Razor's Edge* in late 2021. Why wouldn't we? An opportunity to replace our Covid-19 lockdown confines with new faces, a gentle breeze, sunshine and the gorgeous surrounds of Corio Bay was too good to refuse.

Being invited back for a second sail was a source of pride, as it meant we passed the test and did not disgrace ourselves. The realisation hit however that we had a lot to learn, especially the lingo.....sheets instead of ropes, starboard for right and port for left! The bruises also provided insight on the physical nature of our new hobby.

We were fortunate to have the expertise of the female skipper of *Apprentice*, Joanne Cornelius, to give us the tips and tricks for women in sailing. The handy hints of what to wear, what to expect and explanations in layman's terms were invaluable.

Four months later, with a number of the Women's Helm Races and Wednesday night Twilight sails under our belts, things got serious. Education on Man-Overboard procedures (perhaps it should be "Crew Overboard"?), perfecting boat set up and pack ups, additional helming lessons, learning wind directions

and safety in sailing were all on the list. The installation of a toilet 'modesty curtain' was undertaken in preparation for the women coming on board for the main event.....Festival of Sails.

We headed off from Williamstown for the Passage Race, and what an experience we had on the day! We will always remember being at sea, surrounded by other yachts at the starting line, jostling for position on a stunning morning in January 2022. We quickly learnt that the skills that we had acquired over the previous couple of months were going to be vital for us to remain safe and sound throughout the journey.

Successfully reaching Royal Geelong Yacht Club was celebrated and the highlights reflected on. No person went overboard (only a sail bag), we had an ample supply of sunscreen, food and water and all women on board had time at the helm. We didn't break any speed records but we had an absolutely amazing experience.

It isn't all hard sailing at RGYC. We have been fortunate to have the support of European Affair and The Learning Professionals who sponsored the Women's Helm Series for 2021/22. Their generous contribution of training for Marine Licences, boardroom lectures in the basics of

sailing and decking many out in new jackets meant we very quickly found our place in sailing. The white jacket brigade certainly stands out!

After each race, everyone felt like a winner! There was lots of fun and laughter, with hospitality of food and drinks provided along with presentation gifts and bouquets of flowers for the winners of the series.

We extend our sincere thanks to all the RGYC Members who have warmly welcomed us to the world of sailing and the yacht club, supported this initiative and our personal development.

All the participants have been beneficiaries of deep knowledge, commitment and kindness. We are proud of our achievements and are spreading the word to other women who may be interested in learning new skills and participating in exciting experiences. Our membership is paid up for the next year, so we can continue 'being involved, finding fun, friends and fair winds'.

Christine Loughnan, Liz Perez, Tami White, Joanne Cornelius

(Participants in the Women in Sailing initiative and crew on *Razor's Edge* and *Apprentice*.)

**Tami White**



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# There Is An Answer

Why would you buy a yacht when you are well into your 78th year?

This is what friends, family and golf mates kept asking me after I let it be known late last year that I had bought a 24 foot trailer-sailer in Hobart and would be bringing it over to Royal Geelong as soon as I could get the okay to travel again (think Covid restrictions).

The boat is a Peter Joubert-designed Koala 24, then named *Puff* because its previous owner Peter Marshall, 80, had traded down from a Peterson 40 twelve years earlier and said that instead of needing a half-gale to get sailing, it now took only a puff!

I saw *Puff* on Gumtree, was impressed with her condition and fitout, and bought her sight-unseen after the marine surveyor I engaged in Hobart swamped me with images of everything and gave the forty two year-old vessel a glowing report.

It was a Christmas present to me which I got back home to Torquay after our Bass Strait ferry crossing on December 23.

She was launched at RGYC on January 21, with a new name: *FFolly* (My little in-joke. It stands for Featherston's Folly).

RGYC Marina Manager, Paul Walters, allocated me a marina pen and within a week *FFolly* was able to move into a permanent home in pen B9. What an advantage! Family and potential crew could get aboard and be out on Corio Bay quickly.

It was fantastic to be back racing again on Wednesday evenings. Twilights are such fun and in Division 2 pursuit races and the longer races we entered we were usually handicapped as the first yacht to start.

The adrenalin pumps as you try to outrun the fleet and even when you get overtaken you get a buzz from seeing the bigger boats slashing past.

When the handicappers' thinking and the weather are just right, there's an exhilarating rush of emotions as you slide through the finish line to win.

After-race drinks in the clubhouse are always a joy, especially when fellow skippers and crews drop by to see how you went and to offer congratulations when you have a win.

Outside of racing there are family jaunts (grandkids on board and minimal sail with calm conditions recommended) and cruising.

*FFolly* has done solo trips from RGYC to

Sandringham YC, Queenscliff to home and a four-day expedition to Mornington (with a night anchored off Clifton Springs), Mornington to Blairgowrie and from there to RGYC in boisterous conditions.

Bass Strait and Western Port are on the to-do list in the coming season.

Regular crew Nick Ivens used to own the Columbia 34 Tara at RGYC and I crewed for him before the boat was sold about six years ago.

Another benefit of keeping *FFolly* in a pen is sharing coffees made by my next-pen neighbor Peter Webb and swapping yarns with fellow owners and crew on the marina walkways.

*FFolly* has been undergoing repairs and some improvements over winter but is expected to be back in the thick of things in the new sailing season.

Dust off your trailable and come and join us ... we would relish the competition and companionship.

**Ed Featherstone**



# Go Cruising: What could possibly.....?

Sue and I departed RGYC on 6th February 2020, after a comprehensive preparation of our Cole 43, *Cadence of Adelaide*, which we have owned for fourteen years and in that time have done many Bass Strait crossings and cruises.

The preparation for the trip included:

- Antifoul the hull
- Remove and service the mast, replace rigging
- Sail check and maintenance
- Extra solar panels to allow us to run a freezer continuously
- Complete engine service.
- Stock the boat with tools and two spares for all filters, impellers, belts and many other smaller maintenance items.
- Food and fuel.

We were delayed for the first three weeks by unfavourable weather which included two easterly gales so we cruised in Port Phillip Bay visiting Docklands, St. Kilda, Brighton and Mornington, all great places in easterly weather conditions.

A break in the weather, or more of a change in direction to a westerly flow, eventually came and we departed from Queenscliff after what turned out to be a pleasant shakedown cruise in the Bay.

While this was all going on in our lives there were disastrous bush fires in East Gippsland and NSW and we were tempted to delay our departure. We had heard from other sailors that the smoke and ash was bad even out at sea. We decided we would head to Lakes Entrance and at least we could reassess things when we got there.

Sue bought some face masks in preparation. Little did we know that they were going to be needed for another purpose.

By this time it was March 2020 and trickling along in the background of all press and media was mention of this Chinese Virus, nothing to worry about, probably just another Bird Flu scare.

The next barrier appeared when we planned to depart Lakes Entrance. A container ship had lost more than fifty containers overboard and they were strewn between Broken Bay and Eden. Authorities were advising small craft not to leave ports in those areas.

We were really enjoying the Gippsland lakes, visiting some favourite spots from our previous trailer sailer days and we had visits from family and friends.

The evening before our planned departure from Lakes, we were watching the news and the words I thought I would never hear in Australia, "border closures", were mentioned. This was a scary thought, and we spoke with our neighbours in the pen next door. They were from Hobart and heading north with us, but hearing this being discussed in the media they decided to head back home to Tasmania. This proved to be a good decision.

We also changed plans and thought we would stay a week or two and see what came of all this virus talk. A week later another word, "lockdowns", was mentioned.

Then it came. Whilst anchored near Paynesville a fellow sailor passed our boat and told us we had to go to the jetty in Paynesville to meet with the Gippsland Ports staff. We were told

we had to leave our boat where it was and that Victoria had declared boating as "non-essential". So began our four month lockdown at Bulls Cruisers Marina, Paynesville. We, along with six other boats, were set up with berths, showers and toilets. Gippsland Ports were fantastic in such a trying situation.

We applied for a permit to cross the border into NSW multiple times, but being a vessel meant we were classed along with the cruise ships such as *Ruby Princess* and there was no leniency dependent on vessel size.

Eventually we gained a permit to enter NSW by sea in June 2020, and on June 21st we sailed to Eden, NSW, in cold and rain on the shortest day of the year (also the longest night of the year) for a twenty-four-hour slog. It really was a case of "now or never".

The rest of our trip to Queensland's Whitsunday Islands was littered with more delays and disasters. It's a challenging list!

- East Coast Low off southern NSW with sixty knot winds and 8-10 metre seas resulting in us hiding in Jervis Bay for a week
- East Coast Low off Sydney which saw us sheltering in Cronulla for a week
- Six months in Sydney Harbour with various lockdowns and border reopenings and closures.
- East Coast Low off northern NSW - trapped in Newcastle for a week.
- A month of rainy weather and flooding spent in Port Stephens
- Coffs Harbour - ten days waiting for northerly gales and rain to disappear.





We were still enjoying ourselves and meeting with lots of cruisers who were travelling either with us or on the same path. Great friendships were made, especially in challenging times and conditions.

We crossed many coastal bars including Forster, Camden Haven, Coffs Harbour, Iluka, Southport, Mooloolaba, Wide Bay Bar and Bundaberg. Although treacherous at times and to be taken very seriously, we found that with the luxury of time and good planning they were “doable”

By March 2021 we had been travelling a year and had quite settled into the lifestyle.

March 2021 was also when the Northern NSW floods happened, and of course we were in the Clarence River when we had 300mm of rain for three days in a row and a total of one metre of rainfall in that week. We were stuck in Iluka for the week, but still had a great time after the rain stopped.

We sailed onward to the Gold Coast and Easter, experiencing the Broadwater “madness” with every water craft available out on the waterway.

At Scarborough, north of Brisbane, we took the opportunity to fly back to Geelong to catch up with family and friends. We returned to the boat in the marina about an hour before the Queensland border slammed shut for about the fourth time.

We sailed on to Mooloolaba, Hervey Bay, Bundaberg and to Great Keppel Island all with favourable south easterly trade winds.

There was a military exercise in the Shoal Bay area which limits boat movement, anchoring and shore activities. When we were allowed to pass

through, we headed to Middle Percy Island. This was a milestone for us and lots of other yachties, evident by the thirty-plus boats in the very rolly anchorage. We visited the famous A frame with all the past yachts’ tokens, then got bucked out of there by one metre waves rolling into the anchorage.

On to Mackay and the start of many great tropical island visits as we cruised north to the Whitsundays. All islands come with their own challenges of fringing reef or extremely deep anchorages or constant 20-30 knot south easterly trade winds.

The oncoming cyclone season meant we left the area in October 2021 and we finally got our boat back to RGYC in May 2022.

The mystery is that we left in one boat and arrived home in another.

Whilst in Sydney we sold our beloved *Cadence of Adelaide* and bought a Northshore 46 - *Meridian Passage*.

Why? We knew we were going to be cruising for longer than we first expected (thanks mostly to Covid-19) and although the Cole 43 was a great sea boat, it lacked a few things for long time cruising and live aboard. A boat with a larger volume meant more comfort and more room for guests aboard.

*Meridian Passage* had been loved by her previous owner and had extensively cruised the east coast. A hard dodger had been added along with a hard bimini and a sugar scoop stern to allow better access to the boat from a dinghy. It also provided a swimming platform.

The lifting centre board allowed access to shallower waters and less stressful bar crossings without compromising speed and stability. This shallow draft also meant being able to anchor closer to shore and in calmer waters. Plenty of solar panels (580W) made constantly running a freezer and fridge feasible without starting the main engine.

The cutter rig means we have an easier to use and more variable sail plan. The staysail and three reefs in the main make the boat just about ready for anything. Reefing and mainsail controls are at the mast, which I prefer because lines are run more directly. This makes everything related to reefing simpler and faster.

*Meridian Passage* has an interesting history. She has sailed in two Sydney to Hobarts with reasonable results in very tough conditions. She found herself confiscated by the Australian Government for running drugs in the Pacific and spent some time on the hardstand in the Northern Territory before being sold and lovingly brought back up to scratch by the owner we bought her from.

Now Covid-19 seems to be mostly under control, and most of the associated hardships are hopefully behind us all, we can now start planning for the next passage...

**Paul Douglas**

# 'Doing a Graeme' in the FOS 2022 Passage Race

Whenever we welcome visitors aboard *Jacobina*, it's customary for our skipper Peter ('Stevo') Stephens to explain the safety features and practices aboard his Jutson 950 pride and joy.

There are all the usual things – such as how to don a PFD; how to start the iron sail; where the flares, first-aid kit and bolt-cutters are stowed and how to use the radio. (As an aside, the location of the beer fridge and Anzac biscuits are also considered 'life-saving'.) Stevo concludes his safety induction by adopting a very serious face and intoning in a low stern voice: "... and whatever you do, don't do a Graeme!". Newbies stare in puzzlement and wonder: "What the hell does that mean?".

'Doing a Graeme' originated from this year's Festival of Sails Passage Race on January 22nd. Around 8.30 am on that fateful morning, the press-ganged crew of *Jacobina* – Matt, Nick, Kate, Graeme and your humble author – left Williamstown to join several hundred other boats out in the start zone. The forecast maximum temperature was a very pleasant 32 degrees, and it was already a clear and sunny 24 with barely a ripple on the water. In anticipation of the forecast seven knot northerly, we flew *Jacobina's* infamous half-ounce 'Big Green Frog' kite, together with a new Hyde #1 jib.

Most boats around us were similarly rigged for the light conditions. The weather gods had other ideas, and the breeze quickly kicked in at 16 knots, gusting to 20. So, as the gun went off at 9.30 am, our biggest navigational challenge was avoiding other yachts that were wiping out all over the place in the white-capped brine.

Fortunately, our sails held – but there were plenty of torn sails around us. To mis-quote that famous line from *Apocalypse Now*, we imagined Bully somewhere thinking: 'I love the sound of rip-stop shredding in the morning'.

Once underway, the fleet spread out in a predictable pattern: about a third of the boats chose to hug the northern coastline; a third headed south toward Queenscliff hoping to catch the afternoon sea-change from the SE; whilst the remaining third – including *Jacobina* – sailed the rhumb-line due southwest.

We kept our jib up under the Big Green Frog until near Point Cook as we didn't want to risk anyone going to the bow to haul down the jib.

With great trimming by Kate and Matt, Nick on the backstay and Graeme working the vang, we hit a top speed of 11.3 knots. (I think I was just windward ballast.) An hour after the start the northerly began to taper off, so that as we dodged south around those very inconveniently placed mussel farms, it was about 5 knots. This gave us time to crack the day's first beers and grab a bite to eat.

The breeze almost died around 1.30 pm as the fleet headed north west up the Outer Harbour towards Point Henry. Thirty minutes later it kicked in again – this time at about 13 knots from the south south east. Approaching the Alcoa Outer Mark, our Big Green Frog was again giving us good speed as we duelled with RGYC boat, *Dynamic*, and gybed ready to enter Corio Bay. After sailing west along Hopetoun Channel, we turned southwest around Number 10 for the run home – still under spinnaker.

About twenty five minutes later we crossed the line in a respectable time (just behind *Dynamic*), with at least half the fleet still coming in behind us.

And then it happened!

Perhaps we were a bit tired ... or complacent ... or just keen to get out of the heat and head to the bar. As soon as we had cleared the finish, we doused the kite and began to pack up the boat. The ever-helpful Graeme had scuttled from the foredeck back to the starboard side of the crowded cockpit to haul in and coil our kite lines. He was about half-way done when an unexpected gust threw the mainsail further out into the starboard quarter ... right where Graeme was standing. Suddenly he wasn't standing there, and someone was yelling, "Man overboard!"

My next sighting of Graeme was of him in the water, flopping about in our wake. Fortunately, he was conscious and had a big smile on his face – like a happy seal taking a swim on a hot day. He even still had his glasses on. However, what he couldn't see were the boats charging towards the finish line that lay just behind where he was floating. It seemed they couldn't see him either, so a quick rescue was demanded.

Anyone who knows our skipper will also know he's not one to loudly boast of his many talents on the helm. Instead, he's instructed me to do that for him. As I went for the lifebuoy, and



Nick, Kate and Matt eased and worked the sails while watching Graeme's position. Stevo calmly executed a perfectly tied figure-8 bow to gybe us up then around and slowly down into the wind to where our soggy crewmember had now drifted.

As we gybed around him, we tossed a line over the stern to successfully pluck a smiling and slightly boom-bruised Graeme from the brine, saving him from the very real threat of being run-over on the finish line by other fast-approaching boats. For anyone who doubts the 'wonder' of this rescue, check out the course-plot from Matt's GPS watch!

After sending Graeme below deck with a towel, we resumed sailing west then south into the breeze to haul down our sails, start the motor, and distribute some very well-earned refreshments. Fifteen minutes later we were back in our pen, where Stevo felt compelled to calm his nerves by taking a plunge off *Jacobina's* stern to wallow in the crystal-clear waters of the marina. As he floated about with a cold can in hand, his only (uncensored) comment to Graeme back on the boat was: "Don't do a Graeme again!".

Since that race, that's been the number one safety mantra aboard *Jacobina* – as it should be aboard any safe vessel. My thanks to Stevo, Nick, Matt, Kate, Claire, Lucy, Charley, our guests Bully and Mike, and importantly, Graeme, for another fun season of sailing. Let there be many more to come!

**Geoff Russell**





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# Our RGYC Family - Harry Farnell

In 1962 Harry joined the Bendigo Yacht Club. The club was being formed whilst the dam bank for Lake Eppalock, where the club boats were to sail, was being constructed. During his time at Bendigo YC, he sailed a VJ, a Swinger (Bob Miller design) and a Flying Fifteen. Harry was elected to the BYC Board of Management in 1975.

During the early days at BYC the members were involved with the development of the club house, boat storage, a large BBQ area, and a general tidying up of the area for camping. These shared activities encouraged friendships to develop.

After qualifying as a Technical Officer in Communication Technology, Harry was promoted to Geelong as a Technical Officer in the main telephone exchange in Little Ryrie Street.

At his first morning tea in Geelong and being the new kid on the block, he was asked several questions, for example, "Where do you plan to live in Geelong? Do you play a sport?" He advised the gathering that he sailed and planned to join the Royal Geelong Yacht Club. Their response was, "You will never get in there! They're a bunch of snobs!"

At lunch time he walked to the yacht club seeking membership. The office staff gave him a membership form and advised him to take the form down the road to the boat builder, Les King. Les would nominate him and arrange a member to second the nomination. Upon his return to work he told the staff that he was in the process of becoming a member at RGYC. The silence was deafening!

During Harry's early years at RGYC he sailed a Flying Fifteen called *FFirey* with his wife Val. At that time the fleet was twelve boats and the competitive sailing was excellent. Unfortunately, within a couple of years the Flying Fifteen fleet disappeared.

Following the demise of the Flying 15 fleet Harry sold *FFirey* and purchased an Ultimate 18 trailable yacht in kit form and assembled the boat at his home. When the boat was completed, he sailed on the Gippsland Lakes, Hawkesbury River, Myall River and Myall Lake with the family as crew.

In 1981 he sold the yacht and commenced building a new boat at Elmore in partnership

with a mate, Alex McGregor. At Elmore they built the plug for the hull using reinforced steel rod, chicken wire, hessian, plaster and tooling gel coat. Following completion of the plug, they layed up the hull mould. With the mould completed, the hull for *Murphy's Law* was built. During this stage of construction it was difficult to make time to travel to Elmore due to work and family commitments. The decision was made to build the deck mould, lay up the deck and complete the boat in Geelong. *Murphy's Law* was completed and launched on February 23rd 1986 and is still racing in Twilight events at RGYC.

The sailing bug has been passed on to his children, Lisa and Jason, both sailing with good results in their Cadet, *Rustler*. *Rustler* was sold in 1987 and replaced by *Honky Tonk Woman*, built by Harry in their garage and lounge room. Jason won the 1988 Cadet Australian Championship and competed in the 1989 Cadet World Championship in Holland sailing *Honky Tonk Woman*.

The Farnell family have also been enthusiastically involved with Club activities. Val has been involved with Sailability, Cadet Canteen, and race administration on Alpha course for many years. Jason has just completed several years as Off the Beach Chairman.

The family's enthusiasm for sailing has continued down the line to Harry's grand children. In 2019 Emma Kelly, with William Farnell as crew, represented Australia in the Cadet World Championship held in Poland and in 2020/21 Imogen Farnell was elected as the RGYC Cadet Captain.

Beside sailing his own yachts, Harry has gained extensive ocean sailing experience on other boats. He has completed two Sydney to Hobart races, six West Coast Races to Hobart, one East Coast to Hobart, numerous Devonport / Launceston races and the Fremantle to Geraldton Race. He has been on numerous trips to the Abrolhos Islands and the Montebello Islands from Geraldton plus various yacht delivery trips to and from Queensland, New South Wales and Tasmania.

In 1980 he was a crew member on *Mistress Mine* sailing from New Zealand to Queensland. Harry relates the story:

"Approximately 500 nautical miles west of New Zealand we were hit by big seas with the



approach of Cyclone Symon. In an attempt to escape the storm, we changed course and headed south west. It was difficult to know how high the sea was as the sky and sea were white with foam. All sails were removed and stowed below, the boom was lashed to the deck and the tiller was tied off to the centre.

Several times, as we fell off waves, the mast was parallel to the downside of breaking waves. On one occasion with the boat sliding sideways down a wave, the tiller and attachment plates were smashed and this allowed the rudder to swing wildly in the wave action. There was an urgent call to repair the tiller to prevent the rudder smashing in to the ferro cement hull and puncturing it.

The tiller attachment plates were bent back into shape and a new tiller was fitted and re-lashed. These repairs were carried out in a cockpit full of water and waves breaking over the deck. After about twenty-four hours the sea began to settle and we sailed towards Eden. In Eden we were able to clear Customs and restock the boat. Due to work commitments and being late to arrive, I returned to Geelong via public transport.

The day after arriving home in Geelong I received a phone call from Canberra regarding a "May Day" call marine authorities had received from *Mistress Mine*. They asked me what safety equipment was on board the boat and I was able to advise details of life raft, life jackets and so on. The boat had hit rocks off Rams Head and sank. The following day rescue aircraft flew over the area and found written in the sand, "All's well. Send Cigarettes and Whiskey".

Following his return from New Zealand, Harry met Kevin Bell at RGYC and sailed on Kevin's boats, such as *Jemima* and *Volante*, for more

than twenty years. Kevin was the first Geelong boat owner to purchase a GPS and it was installed by Harry. GPS instruments have greatly improved ocean racing and safety. The experience gained sailing with Kevin is greatly appreciated by Harry.

Approximately fifteen years after the dramatic New Zealand to Australia journey, Harry sailed to New Zealand from Geelong on *City Limits* and rates the passage as one of the best. On port tack from the Heads to the top of New Zealand with a full set of sails and smooth seas. Perfect!

Harry was appointed to the RGYC Committee of Management and served on most Sub Committees including Membership, OTB, and Yard. During his time on the Committee, he participated in many changes around the Club such as equal sailing rights for female members, completion of the marina, installation

of the hardstand crane and the OTB clubhouse relocation.

While Harry was in Amsterdam for the 1989 Cadet World Championship with Jason and Tim Davis he was elected as Rear Commodore of the Club.

The Forward Planning Committee, headed by Guyon Wilson, found that the OTB club house need to be relocated to allow larger boats to be serviced in the yard. Harry was elected as Commodore in 1993 and his first job was to sign contracts to relocate the Cadet club house from its location next to the slipway to near the southern boundary of the Club where it remained until its demolition in 2022. Along with the relocation of the building the toilets were upgraded and attached to the south side of the relocated Cadet club house. The design was work was carried out by Richard Lowe.

When Harry retired, he became involved with co-ordinating several major projects within the Club. Installation of the wastewater treatment plant and replacement / upgrade of the fuel dock and associated equipment, installation of the pontoons in the hardstand basin and alongside the main marina arm were major undertakings Harry managed.

During the implementation of these significant projects, he has been supported by many Members and he appreciates their ideas, input, support and their friendship.

Harry Farnell was elected as an Honorary Life Member of Royal Geelong Yacht Club in 2005. This is an honour he has undoubtedly deserved.

Keep an eye out for *Murphy's Law* and Harry, still racing on Corio Bay 36 years on.

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# Building on the Bay

## Boral Clinker Grinding Facility

Construction is complete on Boral Cement's \$130 million new clinker grinding and cement facility at GeelongPort. The new facility can process up to 1.3 million tonnes of cementitious products per annum. The facility is connected to Lascelles Wharf by a conveyor system.

The cement produced at Lascelles Wharf will be made from a mix of clinker – a mix of limestone and minerals – and granulated blast furnace slag (GBFS). This by-product of the steel manufacturing process would otherwise end up in landfill.

There are currently 600 ship visits to GeelongPort each year with more to come. Recreational sailors will meet more big ships in Corio Bay so skippers and crew will need to keep a sharp eye on the main channels at all times.



## GeelongPort - Windfarm Project Cargo Precinct Plans

Since 2018, GeelongPort has facilitated the berthing and laydown of more than two million tonnes of wind farm cargo. RGYC sailors have seen many of the ships bringing these what were once unusual cargoes to Geelong.

GeelongPort has released plans to develop up to 25 hectares of land for a wind farm hub to support Victoria's growing renewables industry. Located at Oyster Cove near GeelongPort's Lascelles Wharf, the precinct will provide facilities for the berthing, laydown and construction of equipment for onshore and offshore wind farm projects.

The new precinct is expected to be a major contributor to economic activity in Geelong and regional Victoria by boosting jobs in the region, developing local supply chains and providing infrastructure to attract renewables businesses.

The Victorian Government has committed to a 2032 offshore wind target for Victoria of at least 2GW, aiming for first power to come progressively online from 2028.

Some of the offshore wind farm projects will be located in Bass Strait, off the Gippsland coast. Sailors passing through these areas will need to chart their courses with this new infrastructure in mind.

GeelongPort is a critical part of the Geelong region's economy, facilitating more than \$7 billion of trade annually, with the new precinct to further boost jobs and activity.



## Building on the Bay

# Gas and Other Fuels Development on Corio Bay Viva's Corio Energy Hub Proposals

RGYC sailors are very aware of the safety exclusion zone surrounding the Viva petroleum wharf complex in Corio Bay. The most significant new developments of the facilities at the site are related to the transport and storage of hydrogen, liquid natural gas, diesel storage and the planned refuelling station for hydrogen powered trucks. Shipping traffic on the Bay will increase significantly once the new hydrogen, LNG facilities and the three 3 million litre diesel

tanks are built. All these elements will take considerable time to build.

The proposed Gas Terminal Project includes an extension to the existing Refinery Pier. The pier extension will be approximately 570 metres long (similar to existing pier arms) located to the north-east of Refinery Pier No. 1 berth. A floating platform is an integral part of the project. There will be some dredging around this area to allow large gas tankers to turn safely. The

ships will use the existing shipping channels in Corio Bay.

Our yacht racing events will be affected more often by shipping movements in the channels that race courses cross. RGYC Race Management teams are adept at managing these potential incidents, but the responsibility lies heavily on skippers and crews to be very alert and avoid all ships at all times.



## Point Wilson Waterside Infrastructure Remediation (PWWIR) Project

RGYC sailors and other vessel operators know this site simply as "Point Wilson Pier", a 2.4 kilometre long pier around which vessels travelling to and from Melbourne must pass.

The Australian Government Defence Infrastructure Division has undertaken a project to rebuild the Point Wilson Explosives Area (PWEA) waterside infrastructure to enable the recommencement of bulk Explosive Ordnance (EO) importation operations.

The structure was at the end of its service life and required an upgrade to improve the safety of operations and functionality. The cost of the project was listed as \$193m. Much of the work has been completed.

The works include:

- A new wharf and link structure
- Refurbished jetty piles and new jetty deck
- Refurbished and new mooring and berthing infrastructure

- Upgrade and replacement of the support infrastructure involving electrical, communications, hydraulics and fire services. Recreational sailors will need to review their courses to ensure that they do not infringe regulations regarding exclusion zones surrounding the wharf.

# Building on the Bay

## Spirit of Tasmania Passenger and Freight Terminal

RGYC sailors will certainly notice the increased vessel traffic on Corio Bay with the arrival of the two large ferries which operate between Victoria and Tasmania. The big red and white ships will also be quite an attraction for people who can view them close to the shore at Point Henry as they transit the Hopetoun Channel.

Spirit of Tasmania (operated by TT-Line) and GeelongPort have worked together to make Geelong the new Victorian home for the Spirit of Tasmania vessels.

The move will provide benefits not only for Tasmania but also for Victoria and has created many jobs during construction. There will be

new jobs for people in the Geelong region as they help to operate the facilities.

GeelongPort has developed a dedicated 12-hectare terminal and freight facility at Corio Quay for Spirit of Tasmania's operational requirements.

The new terminal features:

- Comfortable, accessible and connected passenger lounge areas
- Children's play area, cafe, and a pet exercise area
- Space for efficient boarding and security processes for passengers

- Dedicated passenger drop-off and long-term parking
- Dedicated berth for the Spirit of Tasmania vessels
- Office facilities and crew accommodation
- Crew and staff car parking and
- Flexible storage and expanded facilities for freight clients.

The first arrival of the Spirit of Tasmania will be on 23rd October 2022.



**A NEW ADVENTURE  
BEGINS IN GEELONG**

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[spiritoftasmania.com.au](http://spiritoftasmania.com.au)

**SPIRIT of TASMANIA**

# Fireball Australian Championship

Six Royal Geelong Yacht Club Fireballs ventured west for the 2022 Fireball Australian Championship hosted by Portland Yacht Club. Victorians dominated the fifteen boat fleet with only two South Australian crews attending due to Covid-19.

RGYC was very well represented with six crews participating.

- Josh White and Peter James - *The Big Bang Theory*
- Susannah Gillam and Andrew Butler - *What's the Story*
- Nick and Simon Gunner - *Scatter Gun*
- Glen Purnell and Ben Doak - *Fred*
- Myles Gavin and Ben O'Brien - *Hot Wire*
- And finally, the wild card entry of thirteen year old Josh Garner skippering *Return of the Jedi* with Brendan Garner on the wire.

The first five races were sailed in trying conditions of winds ranging from 18 to 25 knots from the southeast and a large Portland swell. Glen and Ben (new-to the class) managed to complete most races in the difficult conditions, with Josh and Brendan negotiating the situation well. Susannah and Andrew found some moments of speed while Josh and Peter were always in contention. Nick and Simon Gunner managed some second places, with Myles and Ben also in the top three.

The next five races were held in lighter winds of 5 to 15 knots plus a nasty chop on top of the left-over swell from the days before. Josh and Brendan revelled in these lighter conditions, gaining a third place in Race Six. Susannah and Andrew, and Josh and Peter were always dangerous in these conditions. Glen and Ben showed real determination and gained valuable experience.

It was a credit to the Portland Race Committee getting all ten races in while dealing with a wide range of conditions. Jalina Thompson and Nathan Shockley won the event. The best placed Geelong team was Myles Gavin and Ben O'Brien finishing fifth overall.

Congratulations to RGYC's Josh Garner for winning the Youth Trophy and Susannah Gillam for winning the Female Skipper Trophy.

RGYC will be hosting the Fireball World Championship in February, 2024.

## RGYC Members elect Past Commodore John Kint as a Life Member of the Club.

John's contribution to the Club includes making *Bundaberg* available to more visitors on our Twilight races and other events than almost any other boat owner in the Club.

He has provided leadership to many sailors by taking them, either as crew or as "cruising in company", on numerous cruises to Tasmania and to the Queensland coast. His generosity in sharing his experience and skills is exemplary and has led to many more RGYC boats being active.

John has been our Commodore twice, first for two years and then for three years. The award of the 2020 Australian Sailing Yacht Club of the Year to RGYC reflects well on John's leadership and team building during his tenure. John and the leadership team also successfully dealt with the impacts of Covid-19 in its first, most challenging phases.

His commitment to volunteering has also extended to the Wooden Boat Festival and the Off the Beach and Cadet events. He has been chairman of the Festival of Sails. Over his many years at our Club John has often been seen in Soos' Bar cooking the barbecue for Members.

John was a key driver behind the implementation of the Geelong Waterfront Safe Harbour Precinct Project, with significant input into the design and construction of the wave attenuator and the new floating marina arm. John has also overseen the creation and installation of the rescue boat floating pontoons, an innovative solution to a long-standing problem.

John has also provided leadership in the planning of the Victorian Sailing School / Off the Beach building, his project management skills being important to the Club's completion of the project.

Congratulations and thank you John.





## In Memory Of...

It is with great sadness and regret that we record the passing during the year of the following esteemed Members:

**John Holt** – Joined 1953

**Baden Powell** – Joined 1993

**Past Commodore & Honorary Life Member John Garner** – Joined 1976

**Dr Terry Reichl** – Joined 1984

**Don Townson** – Joined 1960

## RGYC Staff 2021 / 2022

General Manager: **Phil Clohesy**

Accounts Administrator: **Ann Hardy**

Club Operations Coordinator: **Libbee Roddis & Emily Prisco**

Sales & Relationships Manager: **Steve Hassell**

Finance Manager: **Rob McLay**

Major Events Manager: **Steve Harper**

Venue Manager: **Nigel Newton**

Marketing & Communications Coordinator: **Drew Malcolm**

Marina Manager: **Paul Walters**

Marina Assistant: **Roger Eastham**

Sailing & Boating Manager: **Peter Kirman**

Education & Training Administrator: **Emma Marceau**

Green Fleet & Learn to Sail Transition Coordinator: **Meg Goodfellow**

## RGYC Sub-Committees

As well as the RGYC Board, Sub-Committees and Working Groups work tirelessly throughout the year to ensure that the Club continues to run smoothly and is continuing to give our Members the best possible experience. We thank all of those who have volunteered their time and efforts on each of the Sub-Committees and Working Groups in 2020/21.

### Sub-Committee/Working Group:

Finance  
Governance  
Strategic Planning  
Sailing & Boating  
Wooden Boat Festival  
Yard, Marina, Assets & Facilities Management  
Member Services & Social Activities  
Major Events  
Festival of Sails  
Off The Beach  
Race Management Team

### Chaired by:

Peter Alexander  
Paul Buchholz  
Grant St. Quentin  
Phil Francis  
Bill Chittendon  
Steve Williamson  
Laura Cora Macolino  
Chris Manton  
Roger Bennett  
Jason Farnell  
Annina Varella

### Sub-Committee/Working Group: Chaired by:

Training  
General Boating  
She Sails  
Sailability  
Member Engagement  
Volunteers  
GWSHP Project Working Group  
GWSHP Project Control Group  
GWSHP Project Building  
OTB Sailor Transition  
World Fireball Championships  
Phil Francis  
Glenn Dwyer  
Alison Goodfellow  
Graeme Ritchie  
Stephen Blackburn  
Stephen Blackburn  
Stuart Dickson  
Phil Clohesy  
Chris Manton  
Alison Goodfellow  
Brendan Garner



## Yard Activity



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RGYC Members congratulate Lisa Blair, sailing her yacht Climate Action Now, for achieving the fastest solo, non-stop, unassisted circumnavigation of Antarctica. Lisa's record of 92 days, 18 hours, 21 minutes was achieved on May 25, 2022.

