



Corinthian 2023

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TEAMWORK

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PERSISTENCE

=

SUCCESS



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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



Roger Bennett
Commodore



Paul Buchholz
Vice Commodore



Chris Manton
Rear Commodore



Phil Francis
Club Captain



Peter Alexander
Treasurer

RGYC Board



Stephen Blackburn



Jim Murray



Brendan Garner



Alison Goodfellow



Laura Cora Macolino



Steve Williamson

Royal Geelong Yacht Club acknowledges that we gather on and enjoy the traditional lands and waters of the Wadawurrung people and pay our respects to Elders past and present.

RGYC General Manager

Phil Clohesy

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From the Editor

Vision + Teamwork + Persistence = Success

Welcome to Corinthian, the annual magazine of Royal Geelong Yacht Club.

The authors of articles and reports featured in Corinthian have extended their enthusiasm for our Club and sailing to tell their stories for you. I thank them and all of our photographers for their generosity, creativity and skill.

Our Club has had another year of change and development. Read about the purchase of our new fleet of RS21 yachts to start our Sailing Development Program, a carefully planned strategy to increase participation in sailing. The fleet in action looks exciting!

We feature stories about the success of many of the younger (and some senior) Members of the

Club. The stories about the adventures of some of our very experienced Members show that you never know where sailing can lead you.

We report on the success of the Festival of Sails, our landmark event and the other feature events of the year.

This edition of Corinthian features stories of activities at RGYC that engage our Members, their families and friends in numerous social events and training programs.

Last year's Corinthian had the subtitle of "Ready to Build", a title which could well have been used again for this edition, given that we have been unable to commence the building program.

Our 2023 front cover suggests that "Vision+Teamwork+Persistence = Success".

The stories in Corinthian 2023 appear to demonstrate that, in many situations, this is true. The cover photo features RGYC sailors Evie and Jack, the 2023 Cadet National Champions, in hot pursuit of success.

What success story might you have to tell in Corinthian #27?

Enjoy reading.

Chris Williams

Editor





Commodore's Report

It is with pleasure that I provide my Commodore's Report for 2022 / 2023.

We have just finished our 164th year and as this milestone marks another year of Royal Geelong Yacht Club, I am pleased to report that the Club is well positioned to continue on its path of development and growth of our sailing and boating programs, community contribution and Member service offerings.

While Covid-19 still lingers in the background, the Club has rallied together over the last year to create a vibrant program of sailing and social events available to our Members and guests. The range of fun and challenging sailing activities run by women for women who want to learn how to sail is impressive.

We have welcomed the success of individuals and teams of young RGYC sailors participating in State, National and World Championships. RGYC yachts have also participated in ocean racing events such as the Melbourne to Hobart and the three large regattas in the Whitsundays. Some of our individual sailors are highly sought after as crew on very large yachts competing in famous regattas overseas.

The depth of talent, knowledge and experience we have at RGYC never ceases to amaze me.

This year's Club racing, while successful, has seen reduced numbers of boats and participants than in previous years. The Festival of Sails continues to be the highlight of our sailing calendar. The Passage Race is so well regarded that it attracts a wide range of boats and sailors who range from beginners to ocean racing experts. The sight of the fleet racing through the channel into Corio Bay is most

impressive. The race program was very well supported, and, as always, the excellent work of the race management team was essential to its success.

The new layout of the FOS Regatta village was effective and the crowds had a great time with the entertainment program we provided each day.

The Board is extremely pleased with the support and enthusiasm from Members in the purchase of the new fleet of RS21's which will spearhead the new Sailing Development Program. This program is the result of the hard working volunteers and staff who campaigned to make this program a reality. More sailing opportunities for Members will be created as part of this new fleet's activities.

A highlight of the year has been the steady increase in business for the YOT Café and we are very fortunate to have the Bar and Café teams' ongoing commitment to this very important Member service and revenue stream. We have a good opportunity to grow this important element of our Club, and to ensure that we provide an open and welcoming place for the general public to engage with the Club. If our guests enjoy these facilities, they may choose to become members of our vibrant Club.

Members are aware of the difficulties faced in making progress on the Geelong Waterfront Safe Harbour Precinct Project. However, the Club's commitment to this necessary development remains strong and we are slowly getting closer to meeting the requirements needed to commence building the Victorian Sailing School / Off the Beach facilities.

RGYC will once again become a hive of activity in the exciting season ahead. We are holding a series of Major Events commencing with our marquee event, the Festival of Sails, across the Australia Day long weekend. We then host the Fireball World Championship in February 2024, followed by our biannual Geelong Wooden Boat Festival on the Labor Day long weekend in March.

I thank the RGYC Board Members and volunteers who have contributed to, not only the exciting growth and innovation happening at RGYC, but also in maintaining the essence and history of our Club. Without their generous support the Club would not enjoy the continued success we are all incredibly proud of.

I also thank RGYC staff for their continued commitment and contribution to the excellence of the Club. We welcomed some new members to the staff team this year including the appointment of Steve Harper as the new General Manager of RGYC.

We recognise the service of the retiring General Manager, Phil Clohesy, after thirteen years and our Finance Manager Rob McLay and wish them well in their future endeavours.

It has been a privilege and honour to serve RGYC as Commodore this year and I am pleased to be able to continue in this position for the exciting year ahead.

Roger Bennett

RGYC Commodore

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General Manager's Report

This is my final report after thirteen years of working with committed, talented and passionate people from within the Club and around the Club.

It is not my intention to catalogue the years or provide a chronological outline of the many Club experiences and developments over the years, but I will reflect on several positive directional shifts over this time.

Firstly, our people. Our Members have been and continue to be incredibly passionate and generous in their support of the Club. The journey has not always been linear, but the long-term destination focus is an essential element of a highly successful, vibrant, and sustainable Club.

With a proud history dating back to 1859, the Royal Geelong Yacht Club Members understand their responsibility of ensuring that the Club continues to thrive and play a critical role in its community for at least another 160 years! The Club will continue to evolve and change. I thank the Members of the Club who have contributed to embracing and delivering change throughout my time as General Manager.

Secondly, our community. RGYC holds a proud and significant position within the Geelong community. Importantly, the Club contributes significantly to the support of our community across many levels and sectors. The Club openly embraces access, inclusion and diversity as demonstrated through our many Community Support Programs, including, but not limited to:

Geelong Connected Communities, Geelong Youth Engagement, St Ayles Skiffs Program, Strong Brother Strong Sister Foundation Indigenous Sailing Program, Making Waves Foundation (improving the lives of young people with disabilities and those experiencing disadvantage), Lifeboat, Sailability, Vision Impaired sailing and Aged Care events.

I am particularly proud our engagement with the First Nations community across our activities, events, programs, and project developments.

The 'core business' of sailing has remained the focus of the Board throughout my time at the Club. The traditional Club sailing programs have remained and initiatives such as the Sailing Academy, the RS21 Sailing Development Program, Barwon Sports Academy program, Women on Water and Recreational Boating are examples of forward thinking and planning to ensure the growth and development of the sport of sailing. The Festival of Sails and Wooden Boat Festival of Geelong continue to be significant events for our Club and Victoria.

The numerous State, National, Oceania and World Championships that RGYC has hosted over many years is testimony to the Club's capacity to attract and deliver elite level sailing regattas. There is no doubt that the Club possesses several points of difference that make RGYC attractive as a destination for major events and the visitor economy: the sailing waters of Corio Bay, the proximity to the Geelong centre and accommodation and our highly talented people – our volunteers and staff.

Over the past decade the Club has embarked on significant infrastructure projects and added to the Club's on-water race management assets. The Geelong Waterfront Safe Harbour Precinct Project is a landmark in its master planning and delivery of changed and new infrastructure.

The construction of the Wave Attenuator – Wangim Walk, and the new (28) floating berths is testament to the Club's capacity to conceptualise, plan, resource and construct major infrastructure. The challenge remains to continue the delivery of these plans, both in the immediate future with the construction of the VSS/RGYC shared facility and the completion of the other elements of the Masterplan that has been approved by the State Government of Victoria. Our Federal, State and Local Government elected members have been outstanding in their support, advice and funding of our Club's projects, events and programs that benefit our Members and our community. Our community partners and sponsors have been loyal, generous and supportive – thank you.

I bid you all farewell in the knowledge that much has been achieved and that there is much more to achieve. Thank you to all our people – you are outstanding.

Phil Clohesy

RGYC General Manager

Dynamic New RGYC Sailing Development Program Arrives

After initial discussions and research by the Sailing and Boating Committee in late 2021, the RGYC Board agreed to form a group called the Sailing Development Program Working Group in February 2022.

The aim of the group was to look at options for RGYC to be able to provide all different types of sailing programs using our own fleet of small, one design keelboats.

The group got into action very quickly and obtained information from yacht clubs over Australia that had similar programs. The clubs, CYCSA, CYCA, RPAYC, NCYC and RPYC were all very generous with their help and support.

The key areas that the boats needed to support were:

- Adult Keelboat Learn to Sail
- Member, Schools, Community and Youth development programs
- Match Racing and Teams Racing
- Sailing League
- Corporate sailing

With these key objectives in mind the group set about looking for the ideal boats to do these programs.

Three types stood out: Elliott 7's, RS21's and J70's. With the cost of each boat around ninety thousand dollars to one hundred and thirty thousand dollars and the costs of construction projects planned for RGYC, raising the funds was going to be a challenge. We had to focus on what was achievable for the Club.

During this process, the group found six RS21's that had become available. The boats had been used for the National Sailing League and because of the Covid 19 interruptions, they had only been used for six events. An agreement to purchase the fleet was reached based on the SDP group being able to raise the required funds.

After a solid campaign to engage the RGYC Members and potential sponsors there was amazing financial support from many people and the boats were purchased in July 2023.

Now RGYC has its own fleet of one design RS21's ready to implement our Sailing Development programs!

The plan for the coming season is as follows:

- Start Keelboat Adult Learn to Sail courses in October 2023.
- Conduct the first of many Member sprint series events in October/November 2023.
- Start Corporate sailing events in November/December 2023.
- Align with key schools to implement programs for 2024.
- Conduct a National Sailing League event during Festival of Sails 2024.
- Launch the RGYC Youth Academy programs in early 2024.
- Develop opportunities for all Members to be involved in a variety of ways.

The new fleet of exciting yachts will provide opportunities for RGYC Members and the wider community of Geelong to enjoy sailing skills training using the best available equipment.

You are invited to come to the Club and try them out with the support of our sail training team.

Brendan Garner





Sailing & Boating Report

Sailing Season 2022/23 has proceeded with a racing format and other activities virtually unencumbered by many of the problems of the past four years.

Opening Day was a delight with great weather and a large number of boats electing to do the Sail Past for the Commodore in his first year. The Etchells and Bravo fleets enjoyed their first Aggregate races of the season in the afternoon.

The sailing program was expanded to include many of the varied racing formats seen prior to 2020. We only had three abandoned race days due to poor weather and all of the fleets managed to have series results.

Many of the smaller series which we have not sailed in recent years were reintroduced which provided competitors with a more varied program.

Alpha Course

Saturday Aggregate racing was on three courses again this year – Alpha (keelboats), Bravo (OTB) and Charlie (Etchells).

The keelboats did their normal Saturday racing along with Twilight racing, the Tuff Marine Series, Two Handed Series and Women's Helm Series. We also had five boats complete the Gannet Cup overnight race.

Racing entries were on a par with 2021/22 and we again split the entrants into a Racing division and a Cruising division. Etchells entries were up on the 2021/22 season.

For all the fleets, the ability to compete every week is dependent on having adequate crew numbers and this is becoming more difficult to achieve. This is a challenge for RGYC as well as many other clubs. The potential restructuring of our membership model will hopefully help to improve this issue.

Season 2023/24 will progress with a similar race and course structure but with the reintroduction of the Triangle Windward Leeward race format.

Charlie Course

Charlie Course consists of our Etchells and VX fleets. The Etchells racing was very competitive and Panther won the Aggregate result by a

healthy margin. Season 2022/23 saw the loss of all of our VX One fleet.

The race officers who qualified last year and managed the Etchells fleet have continued to do so this year. They did a superb job and the Etchells sailors were very appreciative of their developing skills and expertise.

Bravo Course

Sussanah Gillam took up the challenge of leading the OTB Working group as the Chair and she has a dedicated team of Members working with her.

The Working Group continues to be an active and vibrant group within the Club with racing conducted for our Junior sailors in Cadets and Optis, and our Mixed OTB in Lasers, 29ers, Fireballs, Moths and Contenders.

This group has achieved a lot over the year, culminating in excellent results at the Cadet World Championship. The Club also hosted the Fireball States, the Musto and Flying Dutchman





Nationals and The Moth, 9ers and Cadet State Championships.

Tackers, Opti and Learn to Sail training programs are going well with most of the courses fully booked.

The Club recognizes the important part the OTB Working Group plays. This group is critical to creating a sailing career path for young sailors into other classes, including keel boats.

The training of a growing number of accredited Australian Sailing instructors and coaches has continued and these folk provide so many learning opportunities for their fellow Members.

Women on Water and SheSails

Women on Water and SheSails continue to be enthusiastic groups within our program. The Women's Helm series had three races this year and attracted a fleet of seven boats. Congratulations to all the women who sailed in this series.

Thanks go to the yacht owners who have supported this series and encouraged female crew members to skipper their boats and encourage women in sailing.

Safety Strategy

The Club's onboard safety audits continued this year, and it is pleasing to see how many of the audits are successful on the first inspection. Clearly the safety education which has been done over the past few years has resulted in a greater awareness of yacht safety.

Our thanks to Paul Buchholz and the team of auditors who generously donate their time and expertise to make this program a success. We also thank Yachtsafe who provide the online audit system.

Race Management Team

We have recruited more race management volunteers over the past three years, but we still do not have the numbers of race management crew to allow team members to be rostered off regularly. We are keen to recruit more volunteers and provide them with ongoing training.

All Members and sailors thank our race management volunteers for their dedication to the job, both on and off the water. We are very lucky to have such a committed and skillful group of people.

Essential Equipment

There have been many new additions and improvements to RGYC's on water assets this year. The Sailing and Boating Committee thanks the Board and our Members for supporting our on water asset improvements.

The focus for the next twelve months will be maintaining and continuing to upgrade all of our yachting marks and budgeting for some motor replacements and maintenance on all our vessels.

The recent purchase of the fleet of RS21s will allow us to greatly expand our Learn to Sail programs and provide the opportunity for Members and trainees to sail exciting yachts.

My thanks go to the members of the Sailing and Boating Committee and Drew Malcolm, our Sailing and Boating Manager, for their hard work and commitment to developing our programs.

Phil Francis

Club Captain



Festival of Sails

Anchoring its position as the largest keelboat regatta in the Southern Hemisphere, the 180th running of the Festival of Sails was a memorable event for all involved.

The 2023 Festival of Sails was a packed four-day event that saw the curtain raising Melbourne to Geelong Passage Race attract 300 yachts from all over Australia to the start line of the third oldest sporting event in Australia.

The overcast grey sky and choppy conditions at the start didn't deter the fleet, with many used to sailing in all kinds of weather. It was a spectacular sight as Principal Race Officer Denis Thompson gave the 'All Clear' with the fleet getting away cleanly.

Gordon Ketelbey's *Zen* from Sydney took out line honours with an impressive time of 3 hours 43 minutes and 17 seconds. Alan Woodward's *Reverie* (RBYC) was declared the overall winner of the 180th running of the race after 30 attempts, a true testament to the attraction of the Festival of Sails across decades!

The Festival itself attracted a staggering 114,386 spectator visits with plenty to see and do for sailors and spectators alike. The diversity of the activities in the Festival of Sails is what really sets this event apart. This event has continued to grow and evolve to become one of the hallmark major events on the Australian sporting calendar.

We thank the State Government of Victoria through Visit Victoria and the City of Greater Geelong through Geelong Major Events for their continued support.

The Festival of Sails stands apart from most other major events in Geelong due to its on-water component but there are many other featured activities and attractions to the festival that keep spectators coming back. The 2023 event saw 33 live music and entertainment artists and the introduction of an emerging artist showcase taking place at Fairnie Park. The return of the firework display is always a delight for everyone and provides that all important

climax to the event after the ever-popular flying display by the RAAF Roulettes on Australia Day.

As always, Royal Geelong Yacht Club is thrilled to have the honour of hosting the Festival of Sails and we made the most of the opportunity to showcase what the Geelong region and Corio Bay has to offer.

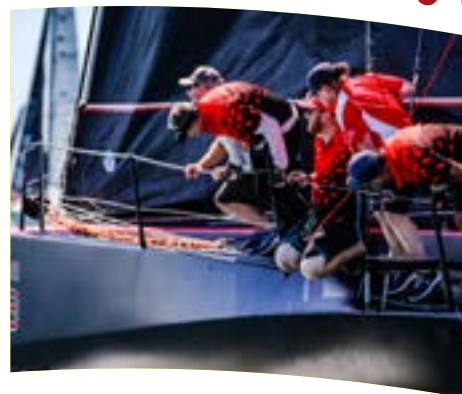
We acknowledge the tremendous amount of hard work that goes into creating this remarkable event. The Festival of Sails would not be possible without the support and dedication of our volunteers, dedicated RGYC Members and the support provided from yacht clubs around Port Phillip Bay. Without this support, Festival of Sails would not continue to set the standard for not only sailing events, but other sporting and major events.

We look forward to bringing you the Festival of Sails again in 2024!

Paul Buchholz

Chair of Festival of Sails





Alpha and Charlie Sailing Results

Alpha



Charlie



Series	Perpetual Trophy	Event / Performance	Awardees
Geelong to Queenscliff Race	Murray McAllister Cup	1st	<i>Doesn't Matter</i> Doesn't Matter Syndicate
		2nd	<i>Dynamic</i> Jim Murray / Gerry O'Brien
		3rd	<i>Inspiration</i> Peter Cameron
Leura Park Saturday Aggregate Series Division 1 PHS	Howard Hitchcock Perpetual Shield	1st	<i>Reverie</i> Reverie Syndicate
		2nd	<i>Allora</i> Paul Smedley
		3rd	<i>Spirit</i> Dale Robertson
Division 1 AMS	Sir Winston Churchill Perpetual Trophy	1st	<i>Kestrel</i> Jonathan Apted
		2nd	<i>The Usual Suspects</i> Daryl Speakman
		3rd	<i>Spirit of Rani</i> Phillip Francis
Division 1 ORC	Wilfred Libby Memorial Trophy	1st	<i>Dynamic</i> Jim Murray / Gerry O'Brien
		2nd	<i>The Usual Suspects</i> Daryl Speakman
		3rd	<i>Kestrel</i> Jonathan Apted
Division 1 PHS	Kevin Bell Trophy	1st - 3 Long Races	<i>Hush</i> Paul Gunner
	Coca Cola Shield	1st - Division 1 W/L Series	<i>Spirit</i> Dale Robertson
	Cutty Sark Trophy	1st - Club & W/L Aggregate	<i>Reverie</i> Reverie Syndicate
	Josh Glover Cup	1st - Glover Cup	<i>Allora</i> Paul Smedley
	W.H.(Jockey) Jones Perpetual Trophy	1st - Selected Races	<i>Allora</i> Paul Smedley
	Club Captains Trophy	1st - Last Race of the Season	<i>Kestrel</i> Jonathan Apted
Leura Park Saturday Aggregate Series Division 3	Sea Wren Cup	1st - Season Aggregate	<i>Fleurieu Warrior</i> Trevor Brown
	Betty Cole Perpetual Trophy	2nd - Season Aggregate	<i>Baltic</i> Peter Bone
		3rd - Season Aggregate	<i>Time Out</i> Lovro Ljubanovic
	Kevin Bell Trophy	1st - 3 Long Races	<i>Baltic</i> Peter Bone
	Winchester Western	1st - Division 3 Club Course Series	<i>Vivacite</i> Roger McLennan
	Club Captain's Trophy	1st - Last Race of the Season	<i>Fleurieu Warrior</i> Trevor Brown
Portarlington Race	Ernest Brockman Memorial Trophy	1st - Div 1	<i>The Usual Suspects</i> Daryl Speakman
	H P Douglass Shield	1st	<i>Reverie</i> Reverie Syndicate
	W H MacKinlay Cup Killara Trophy	1st	<i>Bad Influence</i> Michael Bakker / Jeff Wolff
	Geelong Media Trophy	1st - Div 3	<i>Bad Influence</i> Michael Bakker / Jeff Wolff
Etchells Series	Capt A D McPherson Tray	1st	<i>Panther</i> Brendan Garner / Steve Williamson
		2nd	<i>Matilda</i> Blake Robertson
		3rd	<i>Jac Hoi</i> John Kelly
	Martini Marine Perpetual Trophy	1st - Pre Christmas Racing	<i>Panther</i> Brendan Garner / Steve Williamson
	Harold Troon Cup	1st - Post Christmas Racing	<i>Panther</i> Brendan Garner / Steve Williamson
Festival of Sails	Lionel Windsor Trophy	For the Best Performed RGYC Division One Yacht in the FOS Passage Race	<i>Extasea</i> Paul Buchholz
	Mayflower Trophy	For the Best Performed RGYC Yacht over the Festival of Sails Regatta	<i>Kavala</i> Dave Ruffin

Special Awards	Myer Emporium Tray	For the Best Performed RGYC Yacht in the Festival of Sails Passage Race	<i>Kavala</i> Dave Ruffin
	Race Committee Trophy	Most Raced Boat of the Season.	<i>Bundaberg</i> John Kint
Ports Victoria Twilight Series Division 1	Twilight Pre Christmas	1st	<i>Bundaberg</i> John Kint
		2nd	<i>Kestrel</i> Jonathan Apted
		3rd	<i>Dynamic</i> Jim Murray / Gerry O'Brien
	Twilight Post Christmas	1st	<i>Spirit of Rani</i> Phillip Francis
		2nd	<i>Dynamic</i> Jim Murray / Gerry O'Brien
		3rd	<i>Reverie</i> Reverie Syndicate
	Twilight VRCA Trophy	1st	<i>Dynamic</i> Jim Murray / Gerry O'Brien
		2nd	<i>Kestrel</i> Jonathan Apted
		3rd	<i>Bad Influence</i> Michael Bakker / Jeff Wolff
	Davidsons Twilight Trophy	1st - Davidsons Twilight Race - Div 1	<i>Extasea</i> Paul Buchholz
	RGYC Foundation Twilight Trophy Div 1	1st - Sponsored Twilight Race - Div 1	<i>Inspiration</i> Peter Cameron
Ports Victoria Twilight Series Division 2	Twilight Pre Christmas	1st	<i>Jack Tar</i> Manfred Herzer
		2nd	<i>Fleurieu Warrior</i> Trevor Brown
		3rd	<i>Time Out</i> Lovro Ljubanovic
	Twilight Post Christmas	1st	<i>Grumpy Old Men</i> Allan Buckley
		2nd	<i>Joan Darc</i> Douglas Gaylard
		3rd	<i>Dalliance II</i> Geoff Newman
	Twilight VRCA Trophy	1st	<i>Fleurieu Warrior</i> Trevor Brown
		2nd	<i>Panache</i> Michael Melican
		3rd	<i>Dalliance II</i> Geoff Newman
	Davidsons Twilight Trophy	1st	<i>Jack Tar</i> Manfred Herzer
	RGYC Foundation Twilight Trophy Div 2	1st	<i>Murphy's Law</i> Harry Farnell
Two Handed Series	Two Handed Perpetual Trophy	1st	<i>Time Out</i> Lovro Ljubanovic
		2nd	<i>Jack Tar</i> Manfred Herzer
		3rd	<i>Meridian Passage</i> Paul Douglas
Winter Series	Davidsons Winter	Div 1	<i>Hush</i> Paul Gunner
	Davidsons Winter	Div 2	<i>Scarecrow</i> Hiske Klaassen
Women's Helm Series	Montgomery Family Trophy	1st	<i>Dynamic</i> Tobi Van Cleef
		2nd	<i>Kestrel</i> Helen Wallace
		3rd	<i>Bundaberg</i> Jenny Perks
	Lorna Anderson Trophy	1st - Women's Helm Series Race 2	<i>Dynamic</i> Tobi Van Cleef
			<i>Larriken2</i> Darren Pickering
Tuff Marine Series		1st	<i>Bundaberg</i> John Kint
		2nd	<i>Fleurieu Warrior</i> Trevor Brown
		3rd	<i>Larriken2</i> Darren Pickering
	Race 2	1st	<i>Extasea</i> Paul Buchholz
		2nd	<i>Solera</i> Stuart Richardson
		3rd	<i>Larriken2</i> Darren Pickering
Gannet Cup		1st	<i>Extasea</i> Paul Buchholz
		2nd	<i>Fleurieu Warrior</i> Trevor Brown
		3rd	

Off The Beach Report

The Off the Beach season has remained focused predominantly on racing but there has been a slow and steady development towards formal and informal training.

We note the Cadets continue to be a strong junior class at Geelong and they are well supported by Tony Bull (Head Coach) and enthusiastic parents. Regular on water coached sessions continue to strengthen the fleet and the recent Cadet Nationals won by Evie MacDonald and Jack Jones are great examples of the successful programs in place for RGYC's young sailors. Not just the seasoned juniors but also a number of new Cadet sailors experienced their first major event competing in the both Nationals and the Worlds this season.

The success of the Tackers courses has formed the backbone of an emerging group of new junior sailors in Optis. Much of this can be attributed to supporting these young sailors with Friday night training sessions where graduates from the program were able to book and use a Club Opti and hone their skills.

As the Fireballs start to gear up for the Worlds in February next year, we have seen a slow but steady increase in the number of boats and training sessions start to take place. Sailing a combination of big and gentle breezes, Brendan Garner and Ben O'Brien have shown they still have what it takes by winning the Fireball States at RGYC this year.

In the last season the Waszp fleet has grown significantly and over the warmer months on Thursday nights there has been a swarm off

Eastern Beach sailing short course practice races. One of these sailors is Conall Green who won the Waszp Nationals. Having a sailor of this standard in the fleet is a bonus and can only enhance the development of foiling at RGYC.

There has also been a resurgence of ILCA sailors who again do not race regularly on Saturday afternoons but can be seen training a couple of times a week at the Club.

This year saw the first OTB team racing day with mixed junior and senior sailors competing. Five teams with three Pacers per team spent the afternoon racing a short course off Wangim Walk until a winning team was established. It was a lot of fun and it is on the program for next season.

Whilst the numbers racing on Saturday afternoons may not have increased there is a lot of activity on non-racing days showing the move from formal racing to alternative on water activities. Recognition of this trend is essential for planning for the next season and supporting our OTB sailors.

A number of changes this season have been instrumental in getting some of these non-racing sessions up and running. The coaching policy has been modified to allow supported sailing to take place. A safety boat with driver and crew can now go on the water to support training sessions in the absence of a qualified coach.

The boat hire policy now has an online booking system making the process efficient and simple. A range of Club boats can now be booked for

supported sailing sessions, training, race days and when there is sufficient safety cover. These boats include Pacers, Optis, a Cadet. Also, two ILCA's (aka Lasers) have been brought up to racing standard and are also available to hire (free) by Club Members.

When communication is key the OTB Newsletter remains a great source of information and anyone who is interested should subscribe either via the RGYC website or by contacting the RGYC Office. This season we have introduced a WhatsApp group where all OTB sailors and supporters can get information. This compliments the OTB Newsletter by being a two-way communication platform and has proved very effective in alerting Members to important news.

As we see the close of the Summer season, embrace the cold Winter Series and look forward to the start of the new season, it is important to acknowledge the efforts and enthusiasm of the Off the Beach community, sailors and supporters. Looking to the future with an open mind and positive approach ready to embrace change when needed, will grow and develop these fleets and make them an integral part of Royal Geelong Yacht Club.

Susannah Gillam

Chairperson OTB Working Group






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Bravo Sailing Results

Bravo



Series	Perpetual Trophy	Event / Performance	Awardees
International Cadet Aggregate Series	B E Purnell Perpetual	1st Club Championship	<i>Resistance</i> Ben Garner & Will Garner
		2nd Club Championship	<i>Antares</i> Josh Garner & Patrick Fowler
		3rd Club Championship	<i>Tempest</i> Evie McDonald & Jack Jones
	Doug Hocking Perpetual	1st Club Championship	<i>Smooth Criminal</i> Grace Lochhead-Caddy & Florence Thomas
		2nd Club Championship	<i>Apollo</i> Charley Stephens & Hamish Scudamore
		3rd Club Championship	<i>Antares</i> Josh Garner & Patrick Fowler
	Deakin Wordly Perpetual Cadet (One trophy only)	1st Blue Division Skipper & Crew	<i>Resistance</i> Ben Garner & Will Garner
	E.J.Fairnie Perpetual Cup	1st Blue Division Skipper	<i>Resistance</i> Ben Garner
	Gordon Jackson Perpetual Cup	1st Blue Division Crew	<i>Resistance</i> Will Garner
	Tasman II	2nd Blue Division	<i>Antares</i> Josh Garner & Patrick Fowler
		3rd Blue Division	<i>Tempest</i> Evie McDonald & Jack Jones
	Searle Bros Perpetual	1st Blue Division	<i>Apollo</i> Charley Stephens & Hamish Scudamore
		2nd Blue Division	<i>Antares</i> Josh Garner & Patrick Fowler
		3rd Blue Division	<i>Assassin</i> Will Farnell & Isla Fenske
	Margaret & David Wane Perpetual	1st Red Division	<i>Ocean Warrior</i> Matilda Groves & Jasmine James
	Heath Championship Perpetual	1st Red Division Crew	<i>Ocean Warrior</i> Jasmine James
		2nd Red Division	<i>Smooth Criminal</i> Grace Lochhead-Caddy & Florence Thomas
		3rd Red Division	<i>Whip It Real Good</i> Walter Howard & James Smith
		1st Red Division	<i>Smooth Criminal</i> Grace Lochhead-Caddy & Florence Thomas
		2nd Red Division	<i>Ocean Warrior</i> Matilda Groves & Jasmine James
		3rd Red Division	<i>Whip It Real Good</i> Walter Howard & James Smith
International Cadet Special Races	Geoff "SOOS" Spedding Perpetual	1st Special Race	<i>Tempest</i> Evie McDonald & Jack Jones
	Senior Members Cadet Race	1st Senior Members Race	<i>Antares</i> Clare McAulliffe & Josh Garner
	Garner Crews Race Perpetual	1st Crew Race	<i>Mustang Sally</i> Jack O'Brien
	Landfall Perpetual	1st Blue Division Single Handed Race	<i>Antares</i> Josh Garner
International Cadet Major Regattas	Naval Auxillary	Best in National Championships	<i>Tempest</i> Evie McDonald & Jack Jones
	W L Curtis Perpetual	1st FOS OTB Racing	<i>Wild Card</i> Lulu Di Sciascio & Chloe Allen
International Cadet Special Awards	MJ & A Kelly	Junior Captain & Vice Captain	<i>Ben Garner</i> Cate McCoy
	C.H.Fleet Perpetual	Most Improved Skipper	Josh Garner
	G.M 'Gar' Vautier RAAF Memorial Trophy	Cadet Member Declared the Best for the Season	Evie McDonald
	OTB Committee (decided by OTB Working Group)	Encouragement Award (not perpetual)	Walter Howard
	OTB Committee (decided by OTB Working Group)	Crews Award (not perpetual)	Will Garner
	Gordon Jackson Memorial Cup (by OTB working group)	Best found, prepared & maintained boat	<i>Mustang Sally</i> Cate McCoy
	OTB Committee (decided by OTB Working Group)	Sailor most worthy who has not received a championship placing (not perpetual)	Cate McCoy
	Tony Bull Award (jib from Bull Sails by OTB Working Group)		Matilda Groves

	Ruth Plummer Club Member Award (by OTB Working Group)	Cadet whose activities embody the spirit of the Cadet fellowship	Ben Garner
	Gordon Jackson Perpetual	Maiden Skipper	Will Farnell
	Mackinlay Cup	1st WL Fleet	<i>Resistance</i> Ben Garner & Will Garner
	Neil R Ritchie Cadet Captain's Bowl	1st WLT Fleet	<i>Antares</i> Josh Garner & Patrick Fowler
	Robin Robbins Perpetual	1st Last Race	<i>Smooth Criminal</i> Grace Lochhead-Caddy & Florence Thomas
Fireball	John Sandigold Cup	1st	<i>What's The Story</i> Susannah Gillam & Andrew Butler
		2nd	<i>Hot Wire</i> Myles Gavin
		3rd	<i>Fred</i> Benjamin Doak & Glen Purnell
	Moocher Trophy	1st	<i>What's The Story</i> Susannah Gillam & Andrew Butler
ILCA	Cameron Dawson Ford	1st	<i>Harvey</i> James Stewart
		2nd	<i>Fascination</i> Clive Humphris
		3rd	<i>Vivid</i> John Henderson
	Geoff Wood Perpetual	1st	<i>Harvey</i> James Stewart
		2nd	<i>Fascination</i> Clive Humphris
		3rd	<i>Vivid</i> John Henderson
Mixed Class	Waroo Perpetual	1st	<i>Harvey</i> James Stewart
		2nd	<i>What's The Story</i> Susannah Gillam
		3rd	<i>Slammer</i> Susannah Gillam
	Ross Heyward Perpetual	1st	<i>Harvey</i> James Stewart
		2nd	<i>What's The Story</i> Susannah Gillam
		3rd	<i>Fascination</i> Clive Humphris
Youth Mixed		1st	<i>Baywatch</i> Mason Mahoney & Mathew Purnell
		2nd	<i>Discount Yachting</i> Elliot Hughes & Kahn Harris-Moore
		3rd	<i>Invertebrate</i> Elliot Hughes & Kahn Harris-Moore
	John Sykes Perpetual	Encouragement Award	Elliot Hughes & Kahn Harris-Moore
Sprint Series	Mixed Class	1st	<i>Fascination</i> Clive Humphris
		2nd	<i>Baywatch</i> Mason Mahoney & Mathew Purnell
		3rd	<i>Discount Yachting</i> Mason Mahoney & Mathew Purnell
	International Cadet	1st	<i>Tempest</i> Evie McDonald & Jack Jones
		2nd	<i>Antares</i> Josh Garner & Patrick Fowler
		3rd	<i>Resistance</i> Ben Garner & Will Garner



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The Enablers

RGYC Volunteers

The Oxford Dictionary defines a "Club" as "association for pursuance of common interest". Volunteers are the enablers that allow sailing races and other Club activities to occur and so a big thank you to those that have volunteered over the season.

The Race Management Volunteers have high visibility, they're out and about on race days, but there is a huge number of volunteers that are involved at RGYC, from the Board and many committees that meet regularly. There are many focused volunteer groups who carry out maintenance, or plan and run social events and training programs. The Club simply would not function without volunteers.

Why do people volunteer? Well, there seems there is a wide variety of reasons, including giving back to a sport that has given the volunteer so much such as friendships, driving boats, being out on the water and wanting things at RGYC to be done better.

New volunteers will always be welcome. Please contact the RGYC Office to find out how to join in.

Last Season - Race Management

It was another typical sailing season with more than 100 Club race events run, Festival of Sails plus two State Championships. This was a big

effort by a lot of wonderful people. Like all seasons, there were hiccups. Both of our main race management boats, Alpha One and Eclipse, had their mechanical problems that forced changes to the way races were run, but we got it done.

We strongly acknowledge the substantial contributions made over many years by Ray Goodwin and Geoffrey Searle, who have decided to wind back their involvement in RGYC. Thank you, Ray and Geoffrey.

One of the pleasing aspects of last season was the number of new volunteers, particularly the OTB parents who allowed us to run better races. The Festival of Sails had more than one hundred volunteers, including fifty of them on-water. Twenty of these volunteers were not from RGYC.

We have also revised the Volunteers page on the RGYC website. It now has several resources available including links to the Australia Sailing E-Learning program.

Volunteer Numbers

On a typical Saturday we run four race tracks. If everyone is available, we have just enough Race Management Volunteers to run the races effectively, but there's the problem.

Volunteers must be able to have time away from the Club without being concerned about the impact their absence has at the Club. It has been said many times, we need to double the number of race officers, mark layers, boat drivers, time keepers, Top Yacht operators, radio operators and people able to do many small tasks.

If we do not improve our volunteer numbers, the ability to run good races could be compromised.

Next Season

Next season will be bigger than normal, with Festival of Sails, then a week later, Fire Ball Worlds with many international competitors and, to cap things off, Wooden Boat Festival three weeks later. All these events are in addition to the normal Club racing program.

We plan to run training in January on mark laying and other race management tasks to give ourselves the best chance of doing a great job of the Fire Ball Worlds. We hope to get a lot of sailors who compete in Festival of Sails to volunteer for the Fire Ball Worlds. What better fun could you have than that?

Mike Lander



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Morgan Cornelias - Australia
The Apprentice

SCAN ME

Barracuda Plays at Airlie Beach Race Week 2022

Cam Rae and crew headed north in August for the seventh time to compete in the 2022 Airlie Beach Race Week aboard his latest yacht, a Thompson 30 named *Barracuda*. It was a welcome trip after a couple of quiet years due to the pandemic and it was a good hit out for the boat that had not been in the water for several years. Cam was joined by RGYC Members Myles Gavin, Teri Dodds and Darcy Baranowski, sports boat veterans Darren Spence and Heath Townsend and RYCV Member Rachel Edwardes.

The team are no strangers to the warm waters of the Whitsundays, having sailed together, and as competitors, on the Australian sports boat circuit with Airlie Beach one of the must do regattas each year.

Barracuda, named after Cam's late father Alan's Paper Tiger catamaran which he sailed to success in the 1970's, is the fourth boat the team have taken north. Cam has previously campaigned a Thompson 8, a Shaw 650 and most recently, the Thompson 920 Poco Loco with various levels of success including winning the Airlie Beach regatta in 2009.

Facing the Test

The team had a less than ideal start to the regatta with tenth place in the opening race,

a drag race out to Double Cone Island with spinnakers up in a beautiful fifteen knot south easterly. It was a mass start for the record 220 boat fleet with everything from IRC racers to Fi8's and Weta's sharing the same start line. The twenty-four mile course, including a nine mile beat back into Pioneer Bay, gave the crew an opportunity to see what adjustments needed to be made after the boat had laid idle for so many years.

Race Two was another around island course in a similar wind strength and with the team sitting toward the front of the fleet the mainsheet webbing stops decided to part ways leaving Myles to make hasty onboard repairs before the team sailed to an eighth on corrected time.

With repairs undertaken and the rig re-tuned the team went into the more familiar setting of a day of windward leeward racing which earned them a second and third, pushing *Barracuda* up the leader board. The following day was a drifter in Pioneer Bay where the race officials set a large triangle course in an attempt to get a race in without leaving boats stranded in the Whitsunday Passage having to push the four metre tide, the largest tide of the year. This in itself caused havoc in the marina with many of the larger boats finding themselves settling more than a metre into the muddy marina floor.

Barracuda came away with the race win and were now sitting inside the top three overall. The final day was another long around the island passage race which was highlighted by a whale breaching close to the leeward of the fleet. It was a magnificent sight and one of the reasons that makes the Whitsunday regattas an absolute treat.

With a third placing in the final race, *Barracuda* finished equal second on points and third on countback in the Performance Racing Division.

Airlie Beach and Hamilton Island Race Weeks are must-do events for anyone who is lucky enough to escape north for the winter. Both regattas have their strong points and if you have the time, treat yourself to back-to-back regattas. Team *Barracuda* are heading north again in August, this time to Hamilton Island.

The constant twenty four degree days make the journey very worthwhile. Good sailing, good friends, good food and plenty of rum was just what the doctor ordered after a few years off the water for the *Barracuda* team.

Cam Rae



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Opening Day 2022





Strength in Sailing

RGYC Sailing Season 2022-2023 saw the launch of the inaugural program of Strength in Sailing. The pilot program was a joint initiative fostered by founding members:

Christine Couzens MP, Cormack Evans, Founder and Managing Director "Strong Brother Strong Sister", and RGYC Member Bill Chittenden.

The program is designed to introduce local Aboriginal youth to the sport of sailing and for them to use a racing yacht to compete in the RGYC Twilight Series.

We can claim the pilot program to be a huge success with a team of five young adults completing the entire season along with two of their very dedicated mentors.

The group have grown in confidence so much over the season and learned many new skills.

They have learned radio operation, knot tying, boat preparation, engine maintenance, sail trimming and under the very skilled guidance of Bruce King, how to helm a yacht under racing conditions.

The aim of the program is for the participants to sail the yacht themselves under our supervision and the results speak for themselves. Pre-Christmas races were definitely a learning period for everyone and to win post-Christmas races was an absolute bonus and a dream come true for everyone on board.

A fabulous end of season function was held at Strong Brother Strong Sister premises in Geelong West with a number of presentations and some great times.

We are privileged to have such a dedicated and caring group of volunteers who give so much

to this program, and they have all committed to saddling up again for next season. If you would like to join them, please contact the Club.

Special thanks also go to our supporters who help keep the yacht in top condition and provide equipment to the crew:

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RGYC who provide support and encouragement.

The program will be enhanced and grow again next season.

Bill Chittenden





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Discover Sailing at RGYC

Our Discover Sailing Centre is the starting point for many of the skippers and crew of the future. We had a total of 361 participants come through Discover Sailing Centre courses.

Here's what happened at RGYC this season.

- Many of our participants went through the entire program in one season, right from Tackers 1 to Green Fleet!
- We have some fantastic Green Fleet sailors who participated in their first OTB Winter race – even the cold could not dull their enthusiasm. They had the benefit of being coached by the current Cadet Champion, Evie McDonald.

- Some of our Cadet sailors who are qualified Assistant Instructors made significant contributions to the Academy by volunteering their time during the school holiday programs.
- Forty adults participated in the Dinghy Learn to Sail programs and we have seen a lot of interest from this age group in continuing to learn to sail at higher levels.
- Geelong Youth Engagement and their Spring Back Program allowed twenty teenagers the opportunity to experience sailing on Corio Bay for the first time.

- Due to the continuous effort of the SDP Working Group we have secured six keelboats to allow us to bring more opportunities to learn to sail in 2023-24.
- Our volunteer Powerboat Handling instructors did a fantastic job getting everyone qualified to enable more volunteers to be part of Club activities.

You can see that there is so much good fun and great learning in our programs to share with people new to sailing and boating.

We invite you and your friends to join us!

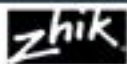


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Island Trader's Autumn Cruise to Deal Island

During an after dinner discussion with friends, the seed of a trip to the virtually unknown Kent Group in Bass Strait was planted and quickly grew.

The Kent Group consists of three main islands, Deal, Erith and Dover, which rise majestically out of the sea at Latitude 39° 28' 35" S Longitude 147° 18' 32" E.

These are some of my favorite places in Bass Strait because of the scenery, the wildlife that has no fear of humans and the range of safe anchorages that give protection in a blow from most directions.

David had fond memories of having been there with the Erith Mob, a group of artists, conservationists and nature lovers who had a shack and campsites on Erith Island in the Seventies. They played a big part in having the area protected and the preservation of this magnificent environment.

We decided that early to mid-April would most likely offer a good weather window. That plan soon blew out due to other commitments that came up.

I started watching the weather intently from mid-April so we could jump on the first opportunity to enter Bass Strait. We also had a crew change. Tim had something crop up and

had to drop out. Steven would be back from NZ and he also had been to Deal in his military days and was keen to go back.

It is quite a thing to get three blokes to be available at the same time even though we were all mostly retired.

It was looking good for a departure on the 24th of April. Northerly winds, twenty knots dropping in the afternoon of the 25th. Lock it in.

The machine swung into action with the crew contributing three frozen meals each along with other provisions. Meanwhile I filled *Island Trader* fuel and water tanks and loaded extra jerry cans of fuel. I also did oil changes on the engine and generator, stocked up on spare parts, extra engine oil as well as the myriad of checks needed before an offshore voyage.

Weather forecasts are usually pretty reliable, particularly when they haven't changed for a week, but not this time. The favorable winds turned from green- yellow to blue on the Windy site the day before, but by this stage we were committed to go.

We left RGYC on Monday morning at 0730. Flat water, a slight breeze and an outgoing tide. Easy.

We had a pleasant motor down the Bay and got to the Heads on slack water at 1330 hours. It was good to clear the Heads without dodging

ships, waves, chop zones and the common upwelling and swirls that can make a Rip exit a bit interesting.

Once we were out far enough to make sure we would miss the wave rider buoys, we followed the coast to Cape Schanck and then set course for Deal, which took us close to the Prom.

With a clear sky, flat water and warm air we motored at 6.2 knots @ 2200 RPM.

During the afternoon light breezes puffed up enough to for us to put the headsail out but they were short lived and only teased us. The sail was soon furled and we accepted that we were going to be motoring the whole way.

We were often visited by pods of dolphins and seals, who enjoyed a ride in the bow wave and entertained us with their aquabatics.

As the Sun set, we were able to have dinner without the usual difficulties that are part of Bass Strait cruising. We motored through the clear starry night, and the bioluminescence was lighting up the boat's wake. The dolphins looked amazing as their bodies lit up and left green trails in the water. One of the joys of night cruising in Bass Strait.

At sunrise we were a few miles west of the Hogan Group in a light wind. On the nose of course. We passed rugged, sparsely vegetated





islands and arrived on the west side of Deal. We entered Murray Passage from the south where there are dramatic views of Dover Island and the cliffs of Deal.

The short run up Murray Passage is spectacular and it opens into East Cove where we anchored for the night. We made a quick trip ashore where we could get internet reception for an update on the weather and then back to the boat for a very relaxed evening of good stories, food, a few drinks and a good sleep.

In the morning we headed over to West Cove on Erith where we anchored and headed in to the beach to check out the old hut and surrounds.

The Kent Group of islands offers good protection from rough weather. The first mariners, sealers and fisherman took shelter in the protected bays and coves. No doubt the first nations peoples of this area did the same.

We followed tracks frequented by Cape Barren Geese to the other side of the island and the more exposed, rugged western coastline.

The next morning we went for a walk to the museum, the lighthouse keeper's residence in the early days. We also met the volunteer caretaker couple who were nearing the end of a three month stint on the island.

There was certainly something brewing in the skies and weather information confirmed that there was a northwest blow coming through that night. We decided to circumnavigate Deal Island and check out bays and coves that could offer protection.

Winter Cove should have been the one, but sustained easterlies in the previous week had left a nasty easterly slop in there, so we continued on and ended up at East Cove for the night. The wind only got up to thirty knots and we had a restful night tucked in near the shore.

The wind and sea settled quickly, but another change was forecast in three days and it would blow from the west for a few more days. We decided to head home via Refuge Cove on the east side of Wilsons Promontory.

The Prom is about forty six nautical miles from Deal Island. Light winds on the nose. Of course. Another day motoring via the east side of Hogan Island had us arriving at Refuge late in the afternoon.

We pulled anchor just after daylight and headed off for the last leg. It was very calm again, so we took the scenic tour up the west side of the Prom and then set course for the Heads. We made pretty good time with favorable currents and arrived at the Heads an hour before daylight.

We slowed down to let two large ships and the Spirit of Tasmania go in front of us leaving a clear run and better tide for our entry to Port Phillip Bay.

Our course took us straight into Coles Channel and we pushed into the wind and a bit of chop on the run to Portarlington and our route to the west. The wind turned with us and the thought of getting a sail down the Outer Harbour quickly faded. Better than banging into a blow! We arrived at RGYC around 1330 hours.

I think the others would have liked to experience a bit more of the conditions Bass Strait is famous for.

We hoped to get some good sailing in, and it is reasonable to expect the weather for that at this time of year.

I was quite happy to have such an easy trip as I have taken enough beltings in Bass Strait to last the rest of my life.

Greg Wallis

Island Trader





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Superyacht Sailing in the Mediterranean

Sailing can provide some wonderful, unexpected opportunities. When we were young and were racing dinghies, we dreamt of sailing and cruising keelboats. When that became a reality, we were privileged to meet wonderful like-minded cruisers, some of whom became good friends. When two such friends asked us to join them on a superyacht in the Mediterranean we were delighted to accept

Following a refit of the yacht, *Anny*, in Majorca, Spain, we were able to join her for several weeks exploring the Spanish and French coastlines. After our train journey from Paris, we arrived at the marina in Barcelona for our first look at *Anny*, a Baltic 87. Our first impressions were all about the size of the yacht – everything was big, and somewhat complicated, but we were keen to go sailing!

After exploring Barcelona for a few days, a weather window presented itself for a crossing of the Golfe du Lion, with landfall at Toulon in France, some 250 nautical miles away. The challenge here is the prevalence of the Mistral, the cold, strong northwesterly wind that blows from southern France, producing high winds down the gulf. However, our overnight sail was smooth and comfortable, and we became more familiar with the attributes of the yacht.

The more time aboard, the less intimidating is the size of the vessel and its equipment, and one learns to rely on the capabilities of the power winches for unfurling sails, trimming, reefing and furling, all at the push of a button.

We were delighted to sail the coast from Toulon to Italy, but we found the relatively new French maritime regulations restrict where a boat in excess of 24 metres can anchor. Invariably we ended up further out from shore than we expected. We stayed in some delightful bays surrounded by the beautiful French towns of St Tropez, Canne, Juan le Pins, and Villefranche sur Mer, before leaving the yacht in Imperia, Italy.

The Big Boat Specs

Built in Finland thirty years ago, *Anny* has had the benefit of several refits since then. She is 26.5 metres long and 6.2 metres across the beam. There is a 13 tonne lifting fin keel with minimum draft of 2.8 metres and 4.7 metres fully down. Loaded with 3,450 litres of fuel, and 1200 litres of water, she weighs in at 70 tonnes. *Anny* is sloop rigged with a 35 metre tall carbon fibre mast with triple spreaders and an in-boom furling mainsail. The genoa and jib are on furlers. All furlers, the lifting keel, bow-thruster, two anchor winches and twelve sheet winches are hydraulically powered.

Auxiliary power is provided by a pair of 167hp diesel engines. There is a large generator, lithium batteries totalling 13,500 amp hours, washing machine, dryer, dishwasher, induction cooktop and electric oven/microwave and a water-maker.

Accommodation is provided for up to ten people in five double cabins, each with its own head. A bunkroom for the Captain and crew is up forward. Aft of the accommodation is the dinghy 'garage', where the 3.8 metre water jet powered tender is stored and launched.

Vessels of this size generally operate with a paid captain and at least one crew member. With four experienced sailors on board, we had only Captain Alex to assist with running the boat. He was invaluable for local information and for dealing with authorities.

Is a Bigger Boat always the Best?

We thoroughly enjoyed our super-yacht Mediterranean cruising experience. However, the on-board consensus was that a smaller yacht, 15-20 metres in length, without a crew to manage and without anchoring restrictions, would be a more practical option in this region. Nonetheless this was an experience we would not have missed!

John Peirce



Vision Impaired Sailing Day

After a break of three years due to Covid 19, we finally got back on the waters of Corio Bay with thirty four vision impaired guests of our Club. There were experienced sailors and new visitors enjoying the sunny day and the light winds on the Bay.

RGYC Members volunteered their boats once again and they enjoyed the company of everyone involved. The RGYC fleet included *Kestrel*, *Baltic*, *Bundaberg*, *Larriken2*, *Grumpy Old Men* and *Happy Hour*.

More volunteers from Corio Bay Lions Club prepared the barbecue and salad lunch.

Participation certificates were given out by RGYC Commodore Roger Bennett and Jan Jones, the Corio Bay Lions Club Chair. There are plans to run this event again next year and it is hoped that more people will be at RGYC to share the fun of the Vision Impaired Sailing Day.



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RGYC 2023 Best Found Boat Award

In 1906 a conference in London attended by all the major yachting nations paved the way for this new breed of yacht - the Metre Class.

Out of the chaos of many different rating and handicap systems came a formula that allowed yachts from many countries to race together. The numeral designation ie 6, 8 or 12 has nothing to do with any physical dimension of the boat but is a result of a formula measuring the major design aspects.

In 1953 Bill Lowe, a member at RYCV, commissioned J.J. Savage and Sons of Williamstown, to design and build [to the Rule] an 8 Metre cruiser / racer-to be named *Mongoose III* with the unique official registration of KA1.

The hull was constructed from 1 1/8" Huon Pine over 2 x 1 1/2" laminated Ash frames at 8 - inch centres. There was a Spruce mast and boom.

In her first year she was sold to fellow RYCV member Richard White, renamed *Marie Louise III* and she competed successfully, and trained many junior sailors, for some twenty years.

Marie Louise was then owned for ten years by the Valhalla Syndicate, a group of Past Commodores at RBYC.

Peter Lloyd, having been inspired by the restoration of *Waitangi*, and the ongoing restoration of *Sayonara* and *Acrospire III*, purchased this classic boat in 1997. Peter was an original member in the formation of the Classic Yacht Association of Australia.

Marie Louise is therefore somewhat unique in being in such original, pristine condition, testament to the original build integrity.

I purchased *Marie Louise* in 2022.

I knew the minute I saw her that I just had to have her. She is also the best boat I have ever sailed - fast and wet but perfectly mannered. In 30 knots and fully rigged she still has a feather-light touch on the helm. Being heavy, she loves a good stiff breeze and we do best when it's 20-25 knots and very bumpy. She is crewed by an enthusiastic group of "old surfer mates" from Torquay who have never sailed before but love splashing around in water and wind and getting wet.

"She is not just a boat. She is part of our maritime heritage and most of all, a thing of great beauty, a symphony of wood, rope, and water, an object created by man with the only object to make us feel good about being alive. We are only caretakers and with luck she will outlive you and me. Future generations will think of us and will silently thank us for having seen her through the ages."

Sometimes I just sit on the marina and look at her.

Design: 8 Metre Cruiser / Racer

Designer: Jack Savage (to the International Metre formula) Builder: J.J. Savage and Sons Williamstown Victoria

Rig: Sloop 7/8 fractional

LOA: 40 LWL: 29 Beam: 9 Draft: 6

Year Launched: 1954

Scott Taylor





Geelong Waterfront Safe Harbour Precinct (GWSHP) Project

The construction of the Victorian Sailing School / Off the Beach (VSS/OTB) building at RGYC is still to commence as it has not been possible to complete the final stages of the negotiations required.

The Board remains committed to beginning this important project as soon as possible. We are generating new demand for the facility by creating the Sailing Development Program which

features the new fleet of RS21 yachts and skilled people to run it

It has been an uncomfortable time for our Off the Beach sailors as they work around the building site and use the temporary facilities. Despite this, the sailors and their support team of volunteers have shown their resilience and dedication to their sailing. Their success in various regattas is impressive.

There will be some more challenges to OTB sailors as the building program takes more space in the yard during the construction phase.

The new building will provide high quality learning spaces, accommodation, race management rooms and much more. The VSS/OTB building will be an excellent community asset on Geelong's waterfront.

It will be of great benefit to our sport, the people who attend the Sailing School and our Members.





Junior Sailing at RGYC

The International Cadet has long been the strongest sailing class for young sailors. We have strong fleet numbers and training sessions of up to sixteen boats are once again normal and recent results on the international stage show the strength of this class. RGYC is now one of the premier Cadet clubs in the world.

Lately some interest has remerged in the Optimist Class after our very strong fleet of a few years ago drifted away. It will be interesting to see if this activity grows enough to enable some fleet racing at Royal Geelong YC. Early indications are that this could be the case.

Retention of active sailors is a paramount part of the OTB culture and RGYC is actively addressing this. We have a smattering of young sailors in the Laser sailing at the Club. The 2024 Fireball World Championship is to be held at RGYC and there is a lot of interest in this class. It is good to see a few of our former Cadet sailors dusting off old boats and beginning to improve their sailing skills on a new class of boat.

The biggest development this year is the purchase of a fleet of RS21's by RGYC. This is a fantastic initiative which not only provides a

wonderful opportunity for the retention of our youth sailors coming out of junior ranks, but also a vehicle for the recruitment of youth sailors coming into the sport. This great initiative begins to resolve longtime bugbears of mine: Action on retention, recruitment, access, and affordability.

The future of junior and youth sailing is looking positive but there is still a lot of hard work to be done. Indications are that we are building a strong future for Off the Beach sailing at RGYC.

We look forward to the coming season.

Tony Bull





3/23 Raptor Place
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Sassy Sailing Sisters

Thanks to a generous \$10,000 grant from the Victorian Government Office for Women in Sport and Recreation under the 'Change Our Game' initiative and the support of numerous sponsors, the inaugural season of the Sassy Sailing Sisters development program began on 7th October 2022.

This program, open to women aged 18 and above, celebrates gender equality and aims to increase female participation in sailing. The activities aim to boost confidence, develop valuable skills in a safe environment and empower women from diverse backgrounds to take on more active roles on boats, be it in racing or cruising.

We were fortunate to have two renowned female sailors, Jackie Parry, author, and owner

of Sistership Training and Lisa Blair, the record holder of the solo unassisted and non-stop circumnavigation of Antarctica, who served as excellent role models for all participants.

The program fostered a wonderful sense of camaraderie, enabling the participants to learn together and forge connections both on and off the water. The positive feedback received at the program's conclusion was incredibly rewarding for the hardworking organizers who ensured its success.

The Sassy Sailing Sisters Development Program undeniably proved to be a resounding success, making a significant impact on female participation and involvement in the Club. The vibrant atmosphere and lasting connections that filled the Club during the program were truly

remarkable.

None of this would have been possible without the invaluable help of many volunteers and the support of skippers who generously shared their knowledge and hosted the participants on their boats.

The final awards dinner was filled with laughter and a few emotional tears with the 2022-2023 Sassy Sailing Sisters pledging to stay connected and become buddies for future participants.

As we look forward to the 2023-2024 season, we're inspired by the prospect of the program becoming a symbol of inclusion and diversity within our Club.





Aon 2023 Etchells World Championship

Miami Florida USA April 15 – 22

The *Tiger* 22 AUS1514 Team: Chris Manton (Helm), Rod Hagebols (Middle) and Nigel Abbott (Bow) are all members of Royal Geelong Yacht Club.

Chris, Nigel and I sailed through last Winter every second weekend. Fortunately, Geelong provides protected waters so that on the cold days with lots of breeze we were still able to practice.

Chris has spent quite a number of years racing the Etchells which also included the World Championship at Royal Queensland Yacht Squadron in 2018, sailing with Brendan Garner helming and Ben Obrien on Bow.

Nigel has many sailing successes including winning the 1986 Fireball World Championship in Canada. Nigel also spent many years campaigning with Alan Bond on the 12m program as Navigator on *Australia IV*. There is no question Nigel has brought a wealth of experience to the *Tiger* program. Nigel and I have competed with and against each other including the Flying Dutchman class when we were both campaigning for the Barcelona Olympics in 1992.

I have sailed lots of one design yachts and coached at Olympic level for a long time. I learned a lot from great sailors over the years while living and racing in the USA.

The Vision

The Australian Etchells class is in the fortunate position of having two World Championships within twelve months of each other as a consequence of the Covid 19 pandemic. The next event is the World Championship in March 2024 at Royal Perth Yacht Club followed by Royal Brighton Yacht Club in January 2025. With this in mind we wanted to gain as much experience as we could before the coming events in Australia. This way we could witness the best equipment and racing techniques. The trip to Miami proved to be very valuable, not only with tuning the boat, but also evaluating every aspect of the *Tiger* program. This included daily routines, training, equipment, nutrition, recovery, race strategy/ fleet management, tactics and decision making.

Miami

The Aon 2023 Etchells World Championship was primarily hosted by the Biscayne Bay Yacht Club with the assistance of The Coral Reef Yacht Club and the Shake a Leg Marina Foundation. The venue resembled Geelong with a similar wave pattern and shallow waters. We did a good job of managing the heat and hydration but the first week was brutal trying to prepare the new boat. For this event we had a new boat built by Heritage Yachts in Cowes UK, AUS1514. This boat was shipped to Miami with plenty of time for the Worlds. The team arrived two weeks prior to the event so that we could acclimatise and spend some time on the water in the new boat.

The Racing

Race 1 turned out to be anti-climactic for our team. We had spent the previous few days practicing starting, time on distance and acceleration. We executed an excellent start on Race 1. We were rumbling with a clear lane and plenty of space to leeward. Thirty seconds later the RC radioed the fleet calling out our bow number – it was a “U” flag start meaning we had to exit the course. We were confident with our line of sight and video footage so with this in mind we filed for redress against the RC that night. In the hearing the RC admitted a transcription error had occurred and our number should never have been called and hence awarded us average points based on Races 2, 3 and 4. Not ideal as Race 2 was immediately after Race 1 so we didn't know at the time that our redress would be successful. As a team we did a good job of putting this behind us and focused on the rest of the event on a race-by-race basis.

The early races were challenging, and we struggled to keep a lane off the line. We improved as the event progressed, a positive sign for the future. On the final day the RC went immediately to Black flag and we again executed an excellent start. It's very difficult to start a heavy boat in six knots of wind on a crowded start line with a Black flag but we did well and managed to secure our best race of the series (10th).



The organisers did a great job with the onshore events with complimentary dinners and cocktail parties each night. In addition, the media and tracking coverage is awesome which you can see at www.2023.etchellsworlds.org.

The Future

The class rules allow three or four crew members with a total weight limit of 285kg. Seven of the top ten boats were using four crew which has allowed physically smaller crew members to compete very successfully in the class. As a result, we are seeing more diversity in the class with growth in youth and female sailors.

The World Championships are coming to Australia for the next two years and this provides the perfect opportunity for this demographic of sailors to join the class and expand their sailing expertise in one of the strongest one design classes in the world.

If you are interested in giving the Etchells a try, please don't hesitate to contact Tom Kelly or any of our fleet members to arrange a sail. There are also boats for sale at the Club at a very reasonable price for such a fun, competitive yacht.

Rod Hagebols

Etchells Season 2022-2023

The Geelong Fleet has enjoyed another good year with growth in season entrants and consistent participation on the water. Nine boats entered for the season and between six and eight boats competed in each Saturday race. Two new boats, *Wicked* and *Back in Business*, joined the fleet.

After thirty two races, the Season Aggregate was won by *Panther* skippered by Brendan Garner. Second place was won by Matilda, skippered by Blake Robertson and third place was *Jac Hoi* skippered by John Kelly.

Chris Manton, skipper of 1488 *Tiger*, won Worlds Qualification and raced in the Miami World Championship. Chris and his team of Rod Hagebols and Nigel Abbott also won the Festival of Sails Guyon Wilson Trophy and are preparing for their next campaign which includes both the Perth and Brighton World Championships. Jake Newman, part owner of fleet boat, *Back in Business*, won the Etchells State Championship sailing onboard *Flumanchu 2*, with skipper Mark Roberts and Ben Lamb.

Looking toward the new season, we are aiming to continue to grow the fleet by encouraging new boat purchases and by getting current boats on the water. We are also seeking to increase the participation of our Club's younger sailors as crew in the Etchells fleet.

Tom Kelly

Geelong Fleet Captain



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Alpha Presentation Night







RGYC Member Services

What a Great Year!

The Member Services Committee has been exceptionally active this year, delivering on its commitment to provide more engaging activities tailored to our diverse membership.

We achieved great success with our inaugural RGYC Community Open Day, inviting the public to experience the Club's offerings. Throughout the year, numerous Members embraced opportunities like the Sassy Sailing Sisters development program, Twilight sailing with skippers, and embarking on their sailing journey with Off the Beach boats.

The inaugural RGYC Women's Networking event brought together our female Members, providing them with an enjoyable and intriguing afternoon. This event has sparked a desire for further interactive and inclusive gatherings in the future.

Our Music on the Lawn series featuring a range of musicians has delighted Members, sparking joyful singing and dancing to their tunes on Sunday afternoons. Yoga, now in its second year, continues to thrive on Tuesday afternoons, with our dedicated instructor Heather nurturing Members' physical and mental well-being.

The immensely popular Cruising Dinners have made a comeback, featuring captivating speakers who regaled the audience with enthralling stories. A wealth of other events enriched the year, including fundraising activities like Movember, Pink Week, the Solstice Swim and Trivia nights.

The standout highlights of this year included the remarkable Melbourne Cup Luncheon, where fun games and delightful fashions on the field kept us thoroughly entertained. Additionally, the dazzling Glitz and Glam Ball was a resounding

success, drawing a diverse crowd of over a hundred Members and guests ranging from 19 to over 70 years old, all dancing and singing throughout the night.

None of this would have been possible without our group of dedicated and hardworking volunteers who, together with our RGYC staff and Yot team, poured their hearts into ensuring the success of these activities.

We look forward to even more Members enjoying events at RGYC in the new season.

Thanks everyone!

Laura Cora







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ScareCrow

Third Time Lucky!

My passion for sailing began at an early age while cruising the lakes of Holland with my parents in a small timber boat. We moved to Geelong twelve years ago and for some unknown reason I only started sailing again at the tail end of the 2021/2022 Summer Series with Geoff and Andrea Newman.

At the age of twenty four and with the sailing experience of an eleven year old it was never my intention to own a boat, but alas(?), with the encouragement of Geoff and the people around me I became a boat owner on my third visit to the Club!! Although I have no regrets, owning a boat means committing to continuous work and maintenance but certainly still achievable for anyone with a bit of creativity and determination.

Meet the Challenges

The biggest misconception of boat ownership is that things need to be perfect, and nothing comes cheap. I learned quickly that buying second hand parts, purchasing your safety equipment on sale and with a bit of DIY you don't need to be a corporate big wig to participate in this sport as an owner.

The boat I ended up purchasing was called *ScareCrow*, a once loved Thunderbird 26 that had been neglected in recent times. The boat was stored on the hardstand and after a quick inspection with my partner we discovered little to no dampness within the cabin, the hull and sails were in good condition with the only issues being the aged and weathered lines scattered across the deck.

After some further advice from Geoff Newman, we determined a list of items that needed to be completed so that we could race in the 2022 Davidsons Winter Series.

We quickly got to work ticking each item off the list. As much as I wanted to race the boat, I also wanted to be able to enjoy it on weekend cruises with my family and friends. I wanted the boat to look and feel a little more appealing than its original dishevelled self. With a four litre drum of varnish, a few pieces of left over plywood and a roll of sandpaper I was able to restore all the timber trim in and outside of the boat. I replaced the door to the cockpit and built new transom lids covering the motor and storage compartment.

Using an old foam mattress found in the shed and purchasing a few metres of canvas provided me with enough supplies to create cushions for the interior of boat on a budget. These were all cosmetic additions that really didn't need to be done but made the boat somewhat attractive.

Success

Once *ScareCrow* was transferred into my name and the all the little jobs were completed, we decided to take the boat out for its maiden cruise. We headed out in about twelve knots and had an absolute ball just casually sailing around the Bay. Now... captaining a boat for a leisurely cruise is one thing but being only at arm's length to the boats around you while racing for the first time certainly got the blood pumping.

We completed our first race finishing in second, a result all on board thought was outstanding but the original owner of the boat, Geoffrey Searle, dished up some tough love, 'Maybe if you trimmed those sails right you could have finished first'.

Class Is In

Many lessons were to come after this day. I learned that I cannot control my competitive

nature, and neither can the rest of the crew. I learned to never let ropes fall into the water, especially when starting your motor, because getting your ropes stuck in the propeller is very easy to do once, and maybe a few more times after that... You also look like a bloody idiot when you leave your fenders hanging out of the boat when on the water and racing. I also learnt that I should always check if the cockpit drainage holes aren't blocked before a heavy downpour leaves you in ankle deep water halfway into the race. These are all lessons that become apparent in the moment and teach you as a captain to remain calm and give clear, direct instructions. Asking someone (who is somehow greener than myself) to 'grab that thing and put it on there and tighten that up' does not suffice.

Things I Know Now

By way of either dumb luck or great advice from those around me, we went on to win the 2022 Winter Series in a boat half the cost of my first car and with more DIY's than a house on The Block. Nevertheless, what this has demonstrated is that being competitive in club racing is not directly related to finances and that anyone with a bit of passion and creativity can become engaged in the sport.

What I learned in my first year of sailing on my own boat is that my passion for sailing never left after moving from Holland to Australia. I learned that sailing is like riding a bicycle, once you learn it you can never unlearn it.

And I learned that the best thing about owning a boat is sharing the experience with friends and family.

Hiske Klaassen



Women on Water – WOW!

The 2022/23 season saw continued energy, participation and success for our female Members. Currently almost twenty five percent of RGYC Members are female, with a large majority of this group actively involved in senior and junior sailing and racing activities on our home waters of Corio Bay as well as further afield.

The number of girls sailing each Friday and Saturday in the junior fleets has been strong, along with those keen to learn about sailing through the various opportunities offered by the RGYC Sailing Academy. Notable success for our junior female sailors included Evie McDonald ((National Australian Cadet Champion and third in the World Championship), Jorja Mahoney (Australian Optimist Team), and Lulu Di Sciascio (Barwon Sports Academy Sailing Development Award).

RGYC hosted the inaugural Women's Keel Boat Regatta over the March long weekend. Congratulations to the winning team on *Patternmaker* who scored a consistent second in all their races with Helen Wallace and Fiona Tremaine at the helm. Melinda Troeth and the

team on *Vivacite* were second overall, with Storm and Addi Bucek leading the *Anaconda* team into third place. Around fifty Members and guests participated in the two days of racing. It was the first time some of the sailors had raced in a regatta and it was great to see all the women actively involved in key roles on the yachts.

The Montgomery Family Trophy was also keenly contested over three Sunday races with Tobi Van Cleef on *Dynamic* receiving the honours following her two firsts and a third over the series. Helen Wallace on *Kestrel* was a close contender with three second places. Newcomer Jenny Perks, on *Bundaberg*, rose to the challenge of helming for the first time, taking out third place for the series and a win in the third race.

Throughout the year, the WOW group have a 'Shout Out' to help recognise the activities and achievements of our Members. Along with those already mentioned, there was also a Shout Out to Lucy Townson for her third place in the both the Women's Championship and Grand Masters Championship at the Sabre

Nationals in Tasmania, Julie Spec (first place in the S80 class and second place in AMS in the 2022 Australian Women's Keelboat Regatta) and Alison Weatherly (fifth in the Hansa National Championship and first in Victorian State Championship). Hiske Klassen won first place in the Davidsons Winter Series PHS Division on her boat, *ScareCrow*.

Throughout the season, the skill development and social interactions generated by the Sassy Sailing Sisters program has also created opportunities for Members through the encouragement of new and existing female Members. This demonstrates how the greater Club community can rise in support of all our Members.

The Women on Water Group celebrate the various ways that RGYC has provided an inclusive and supportive environment for Members during the year. We look forward to being able to support and strengthen all Boating and Social Club activities in the seasons ahead.

Alison Goodfellow



Bravo Presentation Night





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Our RGYC Family

Team *Reverie*: A Yachting Odyssey

"Only one more race to go. Is it possible?"

It was the last race of the 2022/23 'Division One Season Aggregate' and the championship was in the balance until the gun to end this final race. Team *Reverie*, with nearly its entire crew on board, went nervously about the business of readying the boat for this race. By some strange twist of fate, possibly caused by a change in the space time continuum, *Reverie* had accidentally found herself in an unaccustomed situation, leading Division One on handicap and "only one more race to go". Winning the 100 year old 'Hitchcock Perpetual Shield' would be, arguably, the most prestigious and coveted achievement, historically, of anything else on offer at RGYC.

"Only one more race to go."

How did Team *Reverie* find itself in this position? Here is the real story.

In 2003 a group of six very enthusiastic Thunderbird owners who had, by the way, loved every minute of the twenty odd years they had spent sailing Thunderbirds, with and against each other, asked themselves, "What else?"

And so it was that Ian Hunter, Jim Tennant, the three deVries brothers, Gus, Peter, and Gerry, along with Peter Geels, pooled their resources and embarked on the twenty year odyssey with the purchase of *Reverie*, a Farr 38 IMS built by Binks in 1993. Very early on in the journey, many of the other participants in the Thunderbird fleet, as well as mates new to keelboat sailing, came and joined in the fun. Team *Reverie* was born.

Six owners of one boat was an interesting experiment. On the upside, sharing the

expenses was obviously good, then add a readymade, dedicated crew, sharing of talent and workload, and sharing the fun. On the downside? Well after twenty years we still haven't encountered a downside.

With such a diverse and enthusiastic crew, Team *Reverie* has, through mutual respect, a shared sense of fun and adventure, found a perfect harmony in sailing with a bunch of their best mates. When racing, Team *Reverie* are always giving it their best shot, but not at the cost of losing the pure joy that sailing and competitive team sailing brings. Team *Reverie* members have mentioned that never has a harsh word been spoken, and that's truly remarkable. Of course, that could be put down to a general failing of hearing and eyesight.

Another crew member mentioned that you couldn't find a nicer bunch of blokes to sail with, and that laughter is always the main order of the day. "Have you heard the one about the time Team *Reverie* was sailing in the Baltic Sea and started taking on water. They radioed the German coast guard and....." That one and three or four other favourites get rolled out every year, and every year the Team still fall about in fits of laughter. You have to grow old, but you don't have to grow up.

Another unique feature aboard *Reverie* is that it's run as a democracy. You may have wondered why *Reverie* is slow to react on occasion, like for example, when there is a sudden wind shift or a change in wind pressure. The simple answer is everyone has a say, everyone has a vote. By the time the votes are in and the points of order have been dealt with, no one remembers why

the vote was called for, and the team in the Cockpit (Fantasyland) and the Team on the Bow (Adventureland) just go on about their business. Every team member on *Reverie* is capable of doing every task required when sailing, although they do have specialist positions most of the time. Oddly enough, Team *Reverie* usually don't decide who is going to helm for the day until just prior to leaving the marina.

One of things that is often mentioned by others, especially when *Reverie* is up in the yard, is the number of team members that can be seen participating in general maintenance. Everybody chips in and the work is always done in record time. In fact, Team *Reverie* has such a diverse range of talent that 95% of the maintenance is done by the team. Those talents have also spread to many maintenance tasks undertaken by Team *Reverie* to improve the grounds and buildings of RGYC including many years of volunteering at events like State and World Championships and the Festival of Sails.

Over the years Team *Reverie* has had the privilege of volunteering to assist in many of the programs RGYC undertakes for the benefit of the community in general, notably Cruises for The Visually Impaired and Geelong Youth Engagement. We also take out numerous guests on Wednesday Twilight races, many for their first ever experience on a sailboat.

Racing around the cans and the sticks on a Saturday and Wednesday has always been at the core of Team *Reverie*'s on water activities. There is nothing like racing to continue to hone your boating skills and to ensure that *Reverie* is kept in tip top condition.



For the past twenty consecutive years *Reverie* has competed in either Division 1 or Division 2 Saturday Aggregate, Wednesday Twilight, the Winter Series and Festival of Sails, with varying degrees of success. If a day's success was measured in glassware, then that glassware was evenly distributed around the team. To this day no team member has managed to collect a matching set. For Team *Reverie* success is measured differently, in an intangible way, by the friendships formed, the shared laughter and the never-ending pursuit of the seemingly impossible. The perfect race.

Team *Reverie* revelled in cruising; their cruising exploits could fill a book. Four 'Van Diemen's Land Circumnavigations', a 'Ten Island Tour', a 'Top of Tassie Tour', numerous trips around the Bay, and annual Football trips to Docklands.

Here is just one chapter of that book if it was ever to be written.

"During one of *Reverie's* four circumnavigations of Tasmania, we left Hells Gate around mid afternoon for the overnight passage to Bathurst Harbour. At about three in the morning, we had thirty five plus knots of a south westerly breeze, a four metre swell, three reefs in the main and the number four tested to its limit. Jim was on watch loving every minute of the robust conditions, but always cognisant of the need to keep *Reverie* well away from the beckoning lee shore.

Legend has it that we were so far off Tassie's lee shore that we could hear the distant call

of elephants and the thud of Zulu spears hitting the deck. Nevertheless, in the breaking dawn, *Reverie* navigated her way safely behind Breaksea Island into the Bathurst Channel and anchored snugly in Schooner Cove.

At seven a.m. Jim sat us all down and reached for the cornflakes. Instead of cereal, he produced a bottle of his favourite twelve-year-old Glenfiddich Scotch Whisky. He poured us all a good measure, patted us on the head and sent us off to bed. We slept like babies. What a thoughtful, caring shipmate!

In case you are wondering, with "Only one more race to go", Team *Reverie* was placed third in that final race of the 2023 Summer Season and that was enough to achieve the seemingly impossible. Team *Reverie* won the Division One Season Aggregate, the Hitchcock Perpetual Shield.

Perhaps with a total of 375 years of sailing experience and an average age of 72.5 years, Team *Reverie* have managed to learn a few things along the way about sailing and life in general after all.

Unfortunately, in 2008 Peter deVries, who was *Reverie's* practical joker, had to give up sailing due to ill health. Peter passed away earlier this year, but our memories of him live on.

Sadly, Gus deVries passed away in 2017 following a brief illness. Gus was Team *Reverie's* elder statesman and a thorough gentleman. Gus' ashes were scattered from the stern of *Reverie*

in the vicinity of CB 2. On Team *Reverie*, CB 2 is now affectionately known as "Gus".

Recently we were devastated at the sudden passing of our inspirational shipmate, Jim Tennant, who was returning home after delivering Bundaberg from RGYC to Airlie Beach. Team *Reverie*, Jim's family and Jim's friends will miss 'Gentleman Jim' and his unique sense of humour. *Reverie* will sail on with Jim's spirit always on board.

The current members of Team *Reverie* are: Ian Hunter, Gerry deVries, Peter Geels, Mark Crouch, Kevin Battye, Brendon Boyd, Dave Godley, Chalk (Chris) White, Stuart Dickson and recently Jason Beveridge. Garry Marchant retired in 2016 after he came off his Harley in Tasmania.

Team *Reverie* would like to sincerely thank their families, RGYC and all the wonderful people they have met on their twenty-year journey, for their guidance, support and friendship.

Life is a journey, not a destination. So, "Carpe Diem."

Only one more race to go?

No.

Lots more races to go.

Team *Reverie*

Championship Results

World Championships

Name	Event	Results
Evie McDonald and Jack Jones	2023 International Cadet World Championship, Belgium	3rd
Josh Garner and Will Garner	2023 International Cadet Promotional Fleet, Belgium	1st
Zac Sayle and Charlie White	2023 International Cadet Promotional Fleet, Belgium	3rd
Adela Thomas	2022 International Cadet World Championship, RYCV	3rd
Josh Garner and Patrick Fowler	2022 International Cadet Promotional Fleet, RYCV	2nd

Australian Championships

Name	Event	Results
Conall Green	2023 WASZP Australian Championship, Perth	1st
Evie McDonald and Jack Jones	2023 International Cadet Australian Championship, RYCV	1st
Jorja Mahoney	2023 Australian Optimist Championship, RPAYC	4th Overall / 1st Female

State Championships

Name	Event	Results
Brendan Garner and Ben O'Brien	2023 Fireball Victorian Championship	1st
Peter Bartels and Darren Hocking	2023 Flying Dutchman Australian Championship	3rd
Elliot Hughes and Khan Harris Moore	2023 29er Victorian Championship	1st
Mason Mahoney and Mathew Purnell	2023 29er Victorian Championship	2nd
Jake Newman	2023 Etchells Victorian Championship	1st

Other Awards

Vice Commodore Paul Buchholz - 2023 ORCV Ocean Racer of the Year



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Sharing the Bay with BIG Ships

Sailors at RGYC have had their first year of sharing Corio Bay with Spirit of Tasmania 1 and 2, the current vessels linking Geelong to Devonport in Tasmania.

Some of the Twilight races have seen interactions between the fleet of racing yachts and the ferry that is departing from the new terminal called "Spirit of Tasmania Quay". The views of the ships as they reverse out of the quay and turn south give racing sailors plenty of

time to choose a course that avoids the ship and doesn't impede their own progress. Sometimes yachts adjust their course to pass behind the ship and keep clear of the channel, providing crews with a great view. The passengers on the ferry have the perfect view of a racing fleet!

Festival of Sails also saw some fabulous images of Spirit of Tasmania transiting the channel with the yachts preparing for a race in the background.

Commencing in the first quarter of 2024. Geelong will see the arrival of new vessels, Spirit of Tasmania IV and V, to replace the current ships. The new ships, being built in Finland, are about 40% larger capacity at 212 metres long, have a beam of 35 metres and carry many more vehicles and up to 1800 passengers.

Many RGYC Members have already enjoyed sailing on the existing ferries and the appeal of crossing Bass Strait again at high speed and in comfort will be hard to resist!

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Goggo and the 50th Melbourne to Hobart

A Two-Part Drama

Chapter One

Deciding to enter the 50th Melbourne to Hobart was easy. I had been lucky enough to compete in the 50th Sydney - Hobart, the 60th Sydney - Hobart and the one hundredth Rudder Cup, so the decision was made to take on this challenging ocean race on *Goggo*.

Who would I take? Jake, Bart, Daniel, Rhys, Pickering, Petros, Lockie and two first time ocean racers Darryl and Dougal, but Jake was only a maybe due to his commitments with the *Smuggler* campaign and the Sydney - Hobart Yacht Race.

What will it take?

I had the boat which I thought was almost ready for the race so off to the insurance company to find out how much extra it would cost. It didn't seem too bad, but they said you will need rig, hull, rudder and keel inspections. No worries!

I went to see Brendan Garner and found out that he would condemn the rig as its age was unknown. I asked Brendan if he could redo it in the next month as this was critical. The boat was booked to come out of the water and the mast came out straight away. The rudder and keel were inspected and given the green light. Two weeks went by, the mast was reinstalled, and we went back in the water.

I was thinking that was that, but not quite, as most of the running rigging needed to be replaced. Not a problem, just do it.

Our next issue, the Category 2 certificate. This, I thought, should be easy as the boat was well

found. Wrong again. All sorts of things needed to be changed.

I then had to have the boat measured. Daniel was able to do a full scan of the hull that was necessary to get an ORC certificate.

Next, we needed a stability test carried out by John Duffin who came down from Melbourne. We completed the stability test and were another step closer.

I contacted Jon Sayer who was the designer and builder of the boat to get a structural certificate. He informed me that he had no documents relating to *Great Escape*, (*Goggo's* former name) as he had been burgled and had lost all relevant documents.

As *Goggo* is a wooden boat, he asked me to measure all of the boat's scantlings [structural timbers] and send him the data. This required a day's work measuring all the centres on the frames, hull thickness, deck thickness, stringers, the spacings between ribs, the internal keel timbers, keel bolt sizes and how many, the bulkhead spacings and even how many laminations were in the deck beams, ribs etc. Once completed we sent it off to Jon who confirmed that the boat was built to the American Bureau of Shipping Standard.

While this was happening, we had to have the boat lifted out of the water at Sandringham for weighing. No problem, but we were running out of time. Off to Sandy that Sunday morning and as Julie and I have been cruising the boat,

everything including a washing machine had to be unloaded onto the floating marina. *Goggo* was ready to be weighed. 12.5 tonnes.

We continued to sort through the crew requirements. We didn't have enough Sea Survival certificates between the crew. Jake, who had given up his ride on *Smuggler*, Dougal, Darryl and I completed the ORCV Sea Survival training.

All the life jackets needed to be upgraded and new wet weather gear, tethers and sea boots purchased for everyone. At this point, a new spinnaker, mainsail and headsail were due to arrive and with a week to go we still had our overnight qualifying sail to complete. We did that sail in beautiful conditions off Phillip Island.

The life raft was delivered, but the Personal Locator Beacons that were hired and due to be delivered by mail did not arrive. Unfortunately, they were lost in transit. Frantically we had to search out another eight units. Stewart Richardson from RGYC was able to help us. He delivered them to us on the morning of our final inspection. We could now gain the Category Two certificate.

However, we still didn't have an emergency HF antenna. As it turned out Rhys had one at his mother's home.

With only four days to go we had finally qualified to be a starter in the race to Hobart. No stress!



Chapter Two

Everyone was super excited, and we had a great sail down to Queenscliff. We checked the start line, mixing it with the other sixty boats.

We started at the Portsea end of the line in about five knots of breeze - a light northeaster. We had the new main on for the first time and the brand new assa. It was a clear start, and we were able to make great progress along the Point Nepean side of the Heads, gybing across at the last minute to the first marker buoy below Queenscliff lighthouse. We were running in about seventh place as we passed through the Heads.

It was a fabulous day, sunny and beautiful conditions running across Bass Strait. The breeze stayed with us all day steadily building until we were off the South Coast of King Island. The breeze was now a nice twenty knots and the boat was moving well but the breeze went fickle. The night sky started to put on a show with lots of lightning over the next two hours.

After multiple gybes and spinnaker changes, a southerly of forty knots from the west piped in. The spinnaker down haul block exploded and the pole skied. It was mayhem and everyone on deck made a mad dash to get the spinnaker down. That done, we unfurled the headsail and powered on.

We made some simple lashings to create a new down haul and we were able to put the kite up again when the breeze allowed.

Around mid-morning we were passing Cape Grim with around twenty knots of breeze. The kite was back up and we were having a great sail. We were now running about tenth for line honours.

There were other yachts around us and we were aware of a dark front approaching from behind. We decided to just bear away a little. Forty to fifty knots of wind came with a rush. The spinnaker on the boat to the west of us appeared to explode! Down came our spinnaker.

The head sail was unfurled and we close reached for the rest of the day with the Southern Ocean swell building. All the crew were on the rail and there were other yachts still in sight. The wind dropped again to about twenty knots. Up went the kite, the small one this time.

Early that evening a small black cloud and a little rain appeared out to the west. Another squall of thirty to forty knots hit and the spinnaker brace parted. The noise was amazing! With the spinnaker down, the head sail out, and the kite repacked, we settled down again for another fast night. The breeze eased to around twenty five knots.

At around 3:00 am we rounded South West Cape and bore away to Maatsuyker Island. All hands were on deck and up went the big fractional kite to everyone's delight. With the Sun rising and the breeze directly behind us everyone was happy as we were running proud towards Cape Bruny.

The breeze was easing and spirits were high. We all celebrated with a little toast to our success so far, as we were now running seventh overall. We also knew that there was a long way to go.

We arrived at Cape Bruny which unfortunately turned into a parking lot at around 11:00 am. Ten tacks and multiple gybes later, we were still at

Cape Bruny. Three boats came up from behind and passed us. We were two miles further out to the east. Finally, at around 3:30 in the afternoon, the breeze started to fill in and we were again sailing up the east coast of Bruny.

The wind stopped again.

A 180-degree wind shift came in at the Iron Pot allowing *Goggo*, carrying the new assa, a dream reach up the Derwent to the finish.

The welcome was fantastic, truly amazing! We were welcomed into Constitution Dock, a lifelong dream fulfilled as I have watched the Sydney -Hobart celebrations over many years.

The race was over, the Hobart party started. What a great time was had in Hobart. The amazing crew were Jake & Bart Newman, Daniel Palmer, Darren Pickering, Rhys Cantwell, Peter McCormack, Dougal Kinnear, Darryl Attrill, Locky Hassell and me. It was a major undertaking, but one I'll never forget. The M2H was a real test on the crew and boat. Both performed brilliantly.

Goggo sailed well to finish second on Performance Handicap and tenth over the line, just missing out on winning the PHS trophy by four minutes.

A huge thank you to the crew who made me look good. What an honour to go sailing with such great friends and family.

Bill Newman

Goggo



International Cadet World Championship and Promotional Regatta

Nieuwpoort, Belgium 2023

Six RGYC Cadet sailors ventured to Belgium in July to compete in this apex event. Evie McDonald and Jack Jones, current Australian Champions, and Evie, as Co-Captain of the team, were competing in the World Championship.

Zac Sayle and Charlie White competed in the Promotional Regatta, which was run in conjunction with the World Titles. They were also reserve boat for the Australian Team.

Josh Garner and Will Garner, desperately unlucky not to make the team, but with a few years left in the class decided to attend the regatta to gain valuable experience.

Nieuwpoort and the Belgian Cadet class, were excellent hosts. This location had the makings of a very testing regatta, with a formidable sailing area. An Ibiza-style tent was the regatta headquarters alongside the Belgian Airforce Yacht Club's facilities.

Most of the team arrived early to train on the unique waters of the North Sea. The venue is known for serious waves and significant tide. We had a few days ashore with strong winds coming

in and advice from locals not to venture out. We eventually got on the water and did some practice racing with the Belgian and Czech teams. Thanks to both teams for allowing us to sail with them.

Many thanks to Big Alex (Alexander Nicolaus), who not only provided the bulk of our boats and a coaching RIB but delivered them to and from the regatta. The second coaching RIB from the German Class organisation did not arrive and that was a concern. Our Belgian Class Host Patrick Schoonooge just said, "No problem!". Next morning a RIB was delivered to us with fuel being the only cost.

Several days before the Opening Ceremony, a few sailors succumbed to gastrointestinal problems. Was this food poisoning or something else? As cases mounted across all teams, it became clear it was a bad stomach bug. Our team went straight into "Covid mode", but this may have been problematic as whilst it went through most teams, we delayed the effect on us until the regatta week. Doh!

On the first day of the regatta, the Opening Ceremony saw a parachute display by the

Belgian military and the Deputy Prime Minister of Belgium was present as guest of honour. The practice race was called off due to strong winds. Not such a bad thing considering potential damage to boats.

The first race day arrived with more strong winds and big swells. The first start was a general recall with the tide sweeping up the course and a black flag was flown for the restart. That became the trend for the week with a prevalence of black and U flag starts.

The second and third races saw more of the same. Evie and Jack had a very inauspicious start with a black flag in the first race preventing them from sailing in the restart. This was followed by a twelfth in race two following a 720-turn penalty in the first few seconds, so it was a good recovery. The final race of the day saw them establish their credentials with a second place. I found out later that Evie was suffering from the dreaded lurgy!

Day Two brought lighter winds, resulting in only two races being run instead of the scheduled three. This day was much better for Evie and Jack with a first and a fourth. The first place was





a fantastic come from behind effort with the final perfectly executed roll tack on the finish line giving them a winning margin of half a second.

Day Three was the proposed Lay Day but with high winds forecast for the following day, the Race Committee prudently decided to reschedule and sail this day. Races six and seven were sailed in six to ten knots and then there was a huge delay before race eight as the wind did not settle until very late. Our sailors left the shore at 11.30 am and returned at 8.30 that evening.

Evie and Jack scored a trio of tenth places and despite this being very acceptable, they freely admitted that a few fundamental errors cost them at times. A testament to their coachability was shown when, as I came alongside after the race and called, "Evie, Jack! Sorry, but it's time for a bit of tough love." Their response was, "YES PLEASE!"

Thursday was a welcome rest day, with trips to Bruges for some and trips to the Protest Committee for others. But it all worked out well, with the protests falling our way and discards coming into play in the results.

The final day brought a solid twelve to sixteen knots and the rolling sea state that typifies a Nieuwpoort regatta. Evie and Jack were lying third going into the last day with others within striking distance.

There was a lot on the line.

My parting words were, "Don't feel the pressure, be the pressure". Easy for me to say and difficult to implement. (Us coaches are good at that) Boy did they do it! They cemented a podium finish in commanding fashion with ninth and a fifth and beating their closest rivals in both races.

As the final race started, we realised the leading two boats had not had a great day and were potentially beatable. Evie and Jack had a good start and were in the leading pack with rivals back a bit, which sent us on the coach boat scrambling for previous days' results as this was a scenario we had not considered at the day's start. They continued to improve and came home with a third.

They finished five points behind first and three points off second having made up twenty odd points on the last day. A third place is a fantastic

result and Evie also won the Best Female Helm for the second time and Jack won the unofficial award for the Most Photographed Sailor at the event!!

Over on the Promotional Regatta course, the two RGYC boats dominated. Josh Garner and Will Garner were outstanding with a scoreline that put the result way beyond doubt with six wins in eleven races and a worst result of third, often finishing well amongst the Worlds fleet that started five minutes earlier! Zac Sayle and Charlie White also had a good result to gain a well-deserved third place.

So, across the two regattas, RGYC Cadet sailors filled three of the six podium finishes. Remarkable!

Well done to all involved and the entire RGYC International Cadet and OTB fraternity who provide the environment that is reflected in these results.

Tony Bull





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Why Would You Join A Yacht Club?

I was down at the Club the other day.

In the yard I see Jon and Gavin working on *Elixir*. "Hey Jon, how's things?" I ask.

I can't remember how many times I have asked or been asked that question at the Yacht Club. But one thing is for sure, the outcome is always a friendly chat. The conversation often turns to things you see in the yard, like when Lennie cut his boat in half and added six feet to it, or the time when...

I turn my attention to Gavin. He is deftly applying an even coat of antifoul to the hull. "Gavin, you missed a spot mate." I leave before I cop an 'accidental' flick of blue paint on my nice white tee shirt.

Generations

Ryan has his newly acquired Mini Transat 650 in the water.

"Hey Ryan, how's things?" Florence and Oliver are with him. They are part of the future of our Club, all dressed up in their beanies, so cute, and life jackets, so practical. They are off for a sail and some Dad time together.

Ryan asks Florence, "You know those wood blocks you love playing with?" Florence nods and smiles with the memory. "Well, Geoff made those for you when you were just one year old."

The six year old Florence beams at me. I'm rewarded.

Not for me?

There's Darryl walking down the wharf. "Hey Darryl, how's things?"

He is just back from helping Tim deliver a TP52 to Adelaide. Deliveries are a great way to get ocean experience. We discussed all things TP. I learn about how barren below these tops of the line race boats are. No fridge and only a gas camping stove for cooking.

Note to self... I love it on the ocean, but I also enjoy my creature comforts, so if asked to help deliver a race boat... think about it. Twice.

I catch up with my partner, Gaye. She has finished her café provided coffee and is checking out the library of Member donated books.

Many Dimensions

Let's wander over to *Bundaberg* resting in her pen. I had offered to help get *Bundy* ready for the forthcoming Apollo Bay Race.

Preparing the boat is a familiar activity. It could have been just before setting off for an ORCV Sprint Series or getting ready for the 1500 mile trek north to Queensland, where *Bundy* is entered into the Airlie Beach, Hamilton Island, Magnetic Island regatta trio. It could have been a Tassie circumnavigation. Irrespective, the greeting is there. "Hey John, how's things?"

A familiar smile and response, "Like a cup of tea guys?"

"Well, yes thanks."

We have done this so many times and have never run out of conversation.

It's late May. Chilly. Clouds scud from the southwest. Below decks on *Bundy* is warm, inviting. *Bundy* embraces you, takes you in, makes you feel safe. I wrap my hands around the hot cup, smell the aroma of Earl Grey. We talk.

Adventure

I look up at the bulkhead crammed with plaques and honors won in past (and recent) glory days. Ten Melbourne - Hobarts, multiple Ocean Racing events, every year '88, through to '94. Four Hammos.

There is a special one, the Port Phillip Sea Pilots trophy for "First out of the Heads". Grant Warrington's Ingles 47 *Wild Thing* was behind

Bundy, *Animal Farm* was ahead until she broke her mast. We passed by as the crew retrieved the rig and we got out of the Heads ahead of the fleet. Good memories.

Discussion moves to the forthcoming Apollo Bay Race. The record for that race is five hours and twenty four minutes, set by *Kaos* in 1999.

"We were in that race," John recalls. "Thirty five knots of breeze and a spectacular kite run all the way. *Kaos* blew two kites. We were leading all the way, right up until half a mile from the finish. I didn't like how close the finish line was set to the lee shore. No room for error, so I called to drop the kite early. Finished a close second."

Risk and reward.

Things that could have been.

Seamanship.

Answers?

It is the combination of seamanship, John and Rochelle's welcoming attitude and love for adventure that has made *Bundy* attractive to experienced sailors and newcomers alike. That has its rewards. So many rewards.

Returning down the wharf I wonder.

Sailboat racing. Why do we do it?

Winning is part of it for sure. A big part of it. It's the best feeling to be skilled and competitive.

What keeps us coming back?

It's the adventure, the challenge, the yarns, the companionship, the friendships forged.

It's watching our children grow up in the company of men and women one trusts and admires.

Why would you ever stop going sailing?

Geoff Montgomery

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RGYC FOUNDATION

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Dear Members and Friends of RGYC,
I was going to write about the RGYC Foundation's achievements this year, including helping to raise funds to enable the Sailing Development Committee to purchase the six RS21s and to help send our Cadets to compete so successfully in Belgium. We also donated some of our Foundation funds to help these Cadets and several other young RGYC Members travel overseas to compete very successfully in various regattas.

As I said, that is what I was going to write about but then I thought that I could save all that for the Chair's Annual Report and write about an interesting book and what it set me thinking about. It is the autobiography of a young man who actually was at school with me for a time and I met him again last year at a fundraiser for the school's successful Foundation.

He gives a torrid account of his time at school (and remember that they were VERY different institutions then) and his survival in what was an isolated and disconnected experience for him. He had a somewhat unusual home circumstance and this contributed to it but the book then proceeds to take us through what he saw as another very difficult transition in his placement

as a Jackaroo on several properties in Victoria and Queensland.

He writes of his recognition of the way in which his coping with the difficult times and growing to appreciate them as opportunities for personal growth, allowed him to get to know himself, appreciate and value himself and eventually move into a career in which he genuinely felt excited and comfortable. The book is "Jackaroo" by Michael Thornton.

It made me reflect on the sliding doors and moments of opportunity open to us at different stages of our lives and the impact that these opportunities can have in the developing person. I think of my father letting me take the helm for a season in his Flying Fifteen after crewing for him for one season.. A great growth experience for me but on any boat thereafter, if he was on the helm sailing upwind, I was always wondering why he was taking so long making up his mind to tack!

From there, and with a sense of GRATITUDE for the opportunities which I had, I think to all of those very many boys and girls, young and older, who never have that kind of growth experience and I would like to see them have it!

Can we get our RGYC Foundation to the size, strength and capacity to be able to do this? It really does start with the donations or bequests to, or membership of, the RGYC Foundation. When we have the funds we can soon find the young people and support them to do an RGYC Learn to Sail course.

Can we give them an RGYC Membership for a year just to start them off? Perhaps get them into a team, crewing on a boat with good mentors around them. This would be great for young people who are finding their way and also for any young person who would like to take up the challenge.

That will bring very positive experiences and growth as a person. We might grow as well!!! This will potentially increase numbers sailing and contribute to the growth of RGYC. Can it be more than a dream???

Do make contact with any of your RGYC Foundation Trustees if you would like to join in. We are in the midst of modification of our Rules and a variety of other matters and your participation will be welcome.

Jonathan Apted

RGYC Foundation Chairman





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In Memory Of...

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

Leo Gold - Joined 1992
Graham Thomson - Joined 1967
Peter De Vries - Joined 1967
John Backwell - Joined 1951
Graeme Hubbert - Joined 1998
Robin Robbins - Joined 1945
Robert Miller - Joined 1952

Tony Gage - Joined 1971
Robert Dwyer - Joined 1953
Betty Stevenson - Joined 1958
Jim Tennant - Joined 1976
Graeme Martini - Joined 1967
Michelle Goy - Joined 2007

RGYC Staff 2022 / 2023

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**

Club Committees – At the Heart of Our Club

Royal Geelong Yacht Club was created by volunteers who met at Mack's Hotel to form the Club in 1859. The commitment of those founders is continued today by the numerous volunteers who we rely on in all aspects of Club life. Every Member and guest benefits from the work done by the people who give their time, skills and effort to RGYC. The Geelong community also benefits from the events, education and skills training we provide. Our staff provide essential skills and leadership as part of our Club team.

Committees and Working Groups include:

The Board of Management

Finance

Governance

Sailing and Boating

Off the Beach Working Group

Race Management

Festival of Sails

Major Events

Member Engagement

Member Services

She Sails

Wooden Boat Festival

Fireball World Championship

OTB Sailor Transition

Yard, Marina & Facilities

Sailability

Geelong Waterfront Safe Harbour Precinct Project:

Working Group

Control Group

Building Group

Our Club will welcome your contribution as a volunteer to help us build on the legacy left by those volunteers in 1859.

Please contact us at rgyc.com.au.



Yard Activity



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