



ROYAL YACHT CLUB OF VICTORIA

YEARBOOK 2019/2020

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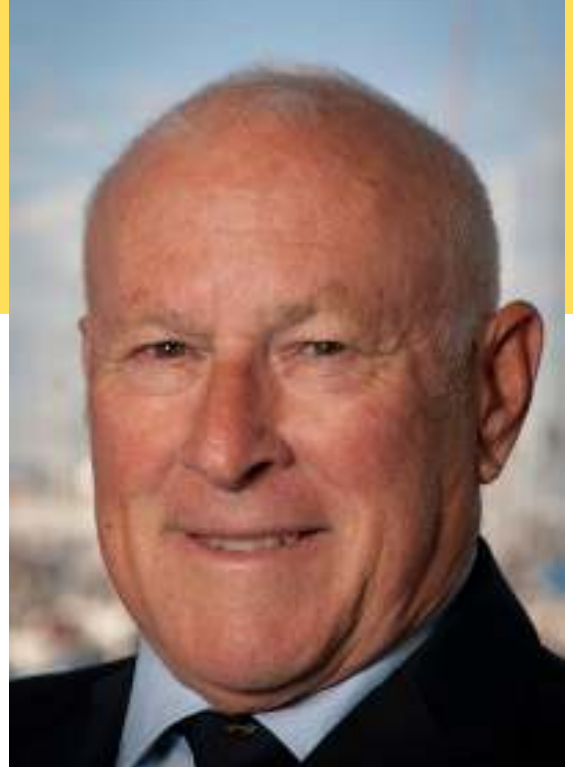
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FROM THE COMMODORE JOHN DUFFIN



Coming to the end of my term as Commodore, it has again been an interesting and challenging time. The first 18 months saw continued successes on the water culminating in the 2020 Musto Optimist Australian & Open Championship, continuing improvement to the Club's Member facilities and a buoyant Club membership.

From this good trajectory we then had to weather the storm of the COVID-19 pandemic. This imposed restrictions beyond our control and has dictated a tremendous change to our operations. Initially this was the termination of our racing programme and most social events, but has now progressed to a total close down of all activity both on and off the water.

However, we have used this time to improve the facilities at your Club. Under the guidance of our General Manager Michael Neumann, we have completed major improvements to the old railed yard, removing most of the rails and upgrading the surface with new concrete. This major task has been completed by volunteer Club Members, led by Steve Standen. We now have a large accessible and useable area to the west of the Clubhouse. Doug Hem has demonstrated his boat finishing skills

to strip back and revarnish the bar and foyer bench tops to a finish that is as good or better than the original. Ryan Blackstock and his yard staff have lifted the floating pontoons under the western hardstand crane for refurbishment and, with all sail training being cancelled, Ian Fox has inspected and replaced faulty mooring lines throughout the marina. Your Committees have been learning new skills to run meetings on Zoom; this was demonstrated when we run our AGM on Zoom.

On the financial side, I am pleased to report that in the past 12 months we have made good progress towards improving our financial position. We have been able to reduce our overdraft from \$554,999.95 to \$397,499.95. This has been a very good result on the part of our financial team of Treasurer Warwick Norman and General Manager Michael Neumann. Prompt actions have resulted in favourable outcomes with Parks Victoria and the Jobkeeper programme.

We have been able to pass some savings on to Members with reduced membership fees however, with the current restrictions in place, we have to ask Members to continue to be patient and support our Club with continued membership until we can return to full operations.

Our operations continue to be ably led by Michael Neumann. He is well supported in the office by Gary Cockinaras (Finance), Jennifer Russ (HR and Finance Administration),

Melissa Wisbey (Membership and Sailing Administrator), Camilla Bett (Marketing and Communications) and Allicia Rae (Sailing and Club Development Lead). The Yard operations are under the able leadership of Ryan Blackstock (Waterfront Manager) assisted by Luke Poperinskas. Ian Fox (Training Manager) has continued to run our very successful Sail Training Programme and our on water racing was again well run by David LeRoy (Race Manager). Michael now leads a well co-ordinated team managing our day to day operations.

We hosted the 2020 Musto Optimist Australian & Open Championship in January this year. This was a major event for the Club with an entry of 230 dinghies from several countries. With the 230 competitors plus coaches and family, the Club was a very busy place. It was a major exercise to organise the measuring and storage of boats and containers with only 6 months preparation time. It was well planned out by Allicia Rae and ran seamlessly. International entries arrived in shipping containers that had to be unpacked and stored which meant the yard and hardstand needed to be cleared of keelboats to make space. Racing started on time, but the regatta coincided with serious bushfires north of Melbourne. This presented a new and challenging dimension to the regatta. Not only did our Race Director David LeRoy have to check wind conditions each day, but also reports on smoke. The smoke not only reduced visibility but posed a health risk to competitors, race officials and volunteers.

Reduced visibility made it difficult for the race management team to monitor the race fleet. Great care was taken shepherding competitors across the shipping channel before and after races, but the reduced visibility made it difficult to see the whole fleet all the time. Some races were cancelled because of smoke on medical advice. Despite these challenges, the event proved to be an enormous success both on and off the water.

This regatta again demonstrated the tremendous support provided by our volunteers, with over 60 volunteers every day. Not only this event but most of our Club on water activities would not be possible without them. We also provided support to the ships visiting Williamstown in February and March. So again a big thank you to all our volunteers.

In late February/early March, the inaugural Williamstown Seaport Festival was held. This was a very busy event for Royals with our Club being open to the public on their way to visit the Tall Ships at Workshops Pier. Many Club Members took the opportunity to sail on the 70m historic Barque *James Craig*, although our Club booked sailing day had to be cancelled because of COVID-19.

Your Club has decided to return to running its own food and beverage operation. Pier 41 provided good service over the past few years, but we have decided with our new management structure to return to running our bar and restaurant with our own staff.

This will be put in place on the Club's re-opening after our current COVID-19 restrictions have been eased. We welcome Pete Evans who will be managing this new operation.

Our membership continues to grow since last year's AGM after the changes to the Rules, and we have recorded an increase of just over 16%.

Our floating marina development has been put on hold. The financial risk of proceeding was considered too great, particularly because it would require the building of suitable wave and surge protection to the north. The cost of this wave wall imposed a substantial premium to the project construction cost.

In recent years we have noticed a significant increase in ferry and shipping traffic causing surge issues to all marinas in Hobsons Bay, and particularly Royals. The State Government has recognised this issue and tasked Parks Victoria with investigating the problem. Parks have engaged a consultant to study this problem and recommend a solution that protects all waterfront stakeholders in Hobsons Bay. This report and recommendations were due to be delivered in late 2020, however this has now been delayed because of reduced traffic caused by the COVID-19 pandemic. The Club will reconsider its position in relation to the floating marina when the outcomes of this study are known.

Sailing at the Cub has been well attended and it was great to have Vicsail Melbourne-Geelong come on board as a sponsor of the Wednesday twilights. Our offshore sailors were again active in major ocean races. Bruce Taylor in *Chutzpah* and Matt Fahey in *Faster Forward* entered the Sydney Hobart with Bruce gaining a fourth in Division 3. On the local scene, we had a number of boats participating in ORCV Races to Tasmania. *Saltair*, *Soiree Bleu*, and *Alien* entered the Westcoaster to Hobart, and *Afrayed Knot* raced to Devonport.

The COVID-19 restrictions have required us to cancel a number of functions the Club would normally hold during the winter months, including Presentation Night. The awarding of trophies required some rethinking on the part of the Sailing Committee as most racing after Christmas was postponed. Thus, some trophies, such as the Phoenix Trophy, will not be awarded this year and aggregate and series races will be awarded based on reduced completed races.

Royals runs on the unstinting efforts provided by our volunteers. Our Committees and Committee Chairs contribute many hours to ensure our smooth operations. My sincere thanks to all committee members for their time and effort. Due to various personal reasons we saw Tony Johnson-Sneddon, Patrick Clarke and Peter Roberts resigning from General Committee after many years of great contribution. My thanks to all of them for their tireless efforts supporting the Club.

We have been able to fill these vacancies with Tim Olding taking up Tony's chairperson position, Ian Barclay chairing House and Social Committee and Andrew King taking on an ordinary position. These three members are well placed to assist the Club with long term succession planning for stability on the General Committee.

As so well demonstrated during the Optimist Championships, our volunteers are always there to support our Club. My sincere thanks to all our volunteers.

In my two years as Commodore and the years preceding it as a Flag Officer, I have appreciated the great support from Members of the Club and a strong spirit of cooperation and commitment to the Club. It has made my period as Commodore rewarding and enjoyable. I have had the privilege of working with some great people, some of whom are unsung Members of the Club. I thank you for this opportunity and I say a big thank you for the support I have been given.

JOHN DUFFIN

COMMODORE

FROM THE REAR COMMODORE SAILING JANE RICHARDS



Sailing Committee

Rear Commodore Sailing	Jane Richards
Keelboat Club Captain	Cath Beaufort
Off the Beach Club Captain	Ryan Grieve
Cruising	Ian Reichelt
SheSails	Liesl Petterd
2020 Cadet Worlds Chair	Tim Olding
General Manager	Michael Neumann
Race Director	David LeRoy
Sailing & Club Development	
Lead	Allicia Rae
Training & Development	Ian Fox
Measurer & Handicapper	John Duffin
Handicapper	Gary Fell
Club Equipment Auditors	Bernie Webber
	Andrew King

Annual Awards

Sailor of the Year	Louis Schofield
Youth Sailor of the Year	Clare Olding
Junior Sailor of the Year	Tim Ronchi
Cruising Sailor of the Year	Ian Reichelt
Club Member of the Year	Steve Standen
Crew Member of the Year	Wynn Schofield
Club Boat of the Year	Vertigo

Congratulations to all of our skippers and crews who participated in the 2019-20 Sailing Season. What a strange year it has been.

Despite extreme weather wreaking havoc on the first half of the season, out-of-control bush fires and a pandemic in the second half, a considerable percentage of our racing program was surprisingly completed.

Standout achievements include:

Another very impressive year from Louis Schofield winning the 2020 Youth Match Racing World Championship and 2019 Rolex Sydney Hobart Yacht Race - Sydney 38 Division winner;

Vertigo had a terrific year as overall winner of the 2019 Launceston to Hobart taking out both IRC and AMS Divisions with Clare Olding at the helm; *Private Equity* had a great regatta at Magnetic Island winning Div 1 as the smallest boat in the fleet and *Laurelle* followed last year's success taking out four Club trophies. I would also like to commend: *Rozinante II* for her climb up the ladder with Div 2 Aggregate win; *Assailant* putting pressure on the S80 fleet her first year out winning Div 3 Aggregate; *Mainstay* winning the Wednesday Twilight Div 1 PHS Bill Hales Trophy; and *Magic* for winning the Tripe & Onions Series.

Of particular note was our hosting of the 2020 Musto Optimist Australian & Open Championship in January 2020 in the midst of extreme weather conditions and hazardous smoke from the bush fires. Indeed, at times the Race Officer and competitors could not see from one end of the course to the other. Despite these testing conditions and on advice from a dedicated Medical Officer, the Race Committee was able to get in a full program with nearly all races held as scheduled resulting in a very successful regatta of 230 competitors, coaches and families. The regatta also clearly demonstrated our capability to successfully run a major international event in the lead up to the 2020 Cadet World & Australian Championships (noting that these have since been cancelled due to COVID-19). The Club also demonstrated its capacity to handle the logistics of a very large national and international contingent. Michael, Allicia, Ryan, David and all the RYCV team did an amazing job executing this event.

For those of you who were not able to attend, it was wonderful to experience the atmosphere, the quality of our race management, and to be so proud of the Club, our staff and volunteers.

My thanks also go to Patrick Clarke, Peter Roberts and Allicia Rae for the stellar job organising the 2019 Lipton Cup Regatta. Under Patrick's leadership and the hard work of our staff, we saw another jump in race entries as well as an increase in competitor satisfaction across all measures. Many thanks to all our partner clubs HBYC, PMYC, WSC, RMYS and volunteers who helped with the success of this flagship "Top of the Bay" regatta.

Our Club continues to provide world-class race management for a range of sailing events, to further our strategic objective to enhance our reputation for hosting world-class international, national and state events. Highlights this year include: Sail Melbourne where our Race Director was invited by World Sailing as an accredited International Race Officer to formally mentor an Australian delegate seeking International accreditation; Festival of Sails Passage Race and the Champions League Sailing event attended by representatives from all over Australia in Geelong.

Our Women's teams achieved great results in the Port Phillip Women's Championship Series with *Up-n-Go* 2nd and *Galatea* 3rd across IRC, AMS and PHS. After sole possession of The Kingston Trophies Perpetual Teams Trophy by RMYS since its inception in

2015, RYCV took the crown this year, recognising Royals with the greatest level of female participation and inclusion in the 2019/20 series. Our team comprised of *Up-n-Go*, *Balderdash*, *Duxelle* and *Galatea*. Go Girls!

Unfortunately, the 30th Australian Women's Keelboat Regatta scheduled for the 2020 June long weekend was cancelled due to COVID-19. This was a huge disappointment for our female skippers and crews who had been in training over the past year to field the strongest ever team from Royals – beating our overall 25% participation in the event last year.

Our Cruising Division continues to grow under the leadership of Ian Reichelt and the terrific camaraderie and support of the SS Rendezvous Team. Highlights of the program over the last year include the 2019 Football Grand Final Cruise to Docklands; the annual Martha Cove event in November, staying over for the winery trip; the Magical Mystery Tour to Wilsons Promontory; the Cruise to Portarlinton; and the White Night trip to Docklands. This is a pleasingly growing area of sailing participation at our Club.

Usually, at this time of the year we would be looking forward to Opening Day and the kick off to the new season with excitement. We would be hosting our new hands-on-safety day, pre-season briefing and Novice Skipper's race. In reality, the Sailing Committee is monitoring Government restrictions and

it is increasingly unlikely that we will be conducting any competitive sailing until the end of the year. In this new context, the Sailing Committee in collaboration with our partnering clubs, HBYC, PMYC, WSC and RMYS, has had to cancel the 2020 Lipton Cup Regatta and the International Cadet Worlds and Australian Championship. We will also postpone the 2020-21 sailing program until we are able to resume sailing.

I am very pleased to announce that our Club was a finalist in three categories of the annual Australian Sailing Victorian Awards 2020; RYCV as Club of the Year, our General Manager Michael Neumann for Sports Professional of the Year and our past Secretary Ann Goodwin for the SheSails Award. Whilst we did not win any categories, it was a great achievement reflecting the dedication and hard work of our Club and Members.

Finally, but not leastly, my thanks go to the members of the Sailing Committee and the OTB Committee. Thanks also to our hardworking team of Staff - Michael, Allicia, Ian, David, Melissa, Camilla, Gary & Jenny. It has been a difficult six months and your resilience and continued dedication to the Club has been amazing.

Most importantly, I wish to thank all of our wonderful volunteers who contribute to our on-shore and off-shore activities - without you we would not be able to have such a great time out there on the water. I would particularly like to thank our on-water stalwarts Dennis Spindley, Wanda English and her "merry gang" and also Ross Anderson for driving boats throughout the season.

It has been a very difficult and strange year and on behalf of the Sailing Committee I wish to acknowledge the challenges we have all had to face. My thoughts go out to our Members and community who have been impacted by the challenges of these times. Hold Fast. We will weather these storms and come back better and stronger.

JANE RICHARDS

REAR COMMODORE SAILING



Club Results for 2019-20 Season

Trophy	Boat Name	Skipper Name
150TH JUBILEE TROPHY	Not Sailed	Not Sailed
ALWYN HILL TROPHY	Redback	Paul Cannon
ANDREW BELL TROPHY	Icon	Bruce Moorakian
AWINYA CUP	Lucy In The Sky	Calum Brennan
BILL HALES TROPHY	Melmsley	John Arnold
BLACK BOTTLE TROPHY	Not Sailed	Not Sailed
CHALLENGE 12 TROPHY	Icon	Bruce Moorakian
COMMODORE IN CHIEF'S TROPHY	Karina	David Gibson
COMMODORES TROPHY	Le Cascadeur	Ryan Blackstock
DIVISION 1 AGGREGATE TUI HALL MEMORIAL TROPHY	Kookaburra	Guy Thomas
DIVISION 2 AGGREGATE	Rodante II	Andrew Middleton
DIVISION 3 AGGREGATE	Avantail	Synd. Bruce Rodwell, Michael Barnes
E O DISBY TROPHY	Not Sailed	Not Sailed
ELWOOD HUGH TROPHY	Rodante II	Andrew Middleton
ESSENDON CUP AMS WINNER	Le Cascadeur	Ryan Blackstock
ESSENDON TROPHY SERIES	The Alchemist	Zack Sango
GEORGE LOW TROPHY	Vertigo	Tim Obling
HAROLD WARD TROPHY	Not Sailed	Not Sailed
LAURA GLORIA TROPHY	Tendoka	Patrick Clark
LIPTON CUP	Icon, Moorakian, Manjima	Bruce Moorakian, Paul Nelson, Tim Wetherill
LIVINGSTON TROPHY	Laurelle	Ray Bennett
LORD BRASSEY TROPHY	Sumatra	James Colesweghel
LORD FORSTER TROPHY	Lucy In The Sky	Calum Brennan
MCCUTCHEON CUP	Icon	Bruce Moorakian
PALLISER TROPHY	Commander B	David Burton
PHOENIX TROPHY	Not Sailed	Not Sailed
PHOENIX TROPHY WOODEN SPOON	Not Sailed	Not Sailed
REAR COMMODORE'S AMS DIV 3 SEASON AGGREGATE	Grietas	Paul Larcher
REAR COMMODORE'S TROPHY AMS DIV 2 SEASON AGGREGATE	Laurelle	Ray Bennett
RIVERS CUP	Laurelle	Ray Bennett
SONIA TROPHY	Magic Bullet	Leo Cartwell
STEAK & MUSHROOMS TROPHY	Shore Thing	Robin Warend
SUN THEATRE	Not Raced	Not Raced
THE JEFFREY GRAY MEMORIAL TROPHY	Laurelle	Ray Bennett
TRIBE AND ONIONS SERIES	Magic	Richard English
VAL HODGE TROPHY	Remedy	Aurilio Chabrol
VICE COMMODORE'S TROPHY AMS DIV 1 SEASON AGGREGATE	Not Awarded	Not Awarded



OTB NEWS

BY RYAN GRIEVE

The Off-The-Beach (OTB) group of RYCV have had an interesting, eventful and unfortunately a shortened 2020 season. The season began with the opening day sail past and 'novice skippers' race'. Our OTB section was well represented with a great turn out and start to the season.

OTB clubhouse renovations are mostly complete with the front verandah installed over the winter period. There has been a minor hold up with the final approval, however this should be a straight forward process for the works to be complete. A huge thankyou to Martin Speller and Guy Schofield for continuing this work and pushing on.

Like many sporting clubs, we are not immune to unacceptable behaviour. Unfortunately, the OTB junior fleet and their support network experienced some bullying behaviour which resulted in some resignations and disciplinary action. The unacceptable behaviour naturally had a negative impact on the group. The Club's General Committee, Sub-Committees, Honorary Solicitor and management oversaw the issues professionally and appropriately and took the necessary action to put a stop to this behaviour. We hope this has been resolved for good and the kids can get back to enjoying their time on the water and at the Club.

The O'Pen Skiffs (formerly Bics) were a success as an option to single handed junior sailing. No one has made the commitment to purchase one as yet,

however they had the fantastic effect of engaging kids to get out on the water, even for some that had moved on from Optis although were not yet ready to own a boat. Due to the current lock down the boats have remained on site and could be used again this coming season. Thanks to Allicia for arranging this through Tahe Outdoors Sydney.

International Cadet Nationals 2019/20 hosted by RGYC

RYCV was once again well represented at the Cadet Nationals hosted by Royal Geelong Yacht Club over the Christmas break.

It was a regatta with more elements than expected and many difficult conditions. The Cadets contended with races cancelled due to extreme heat, wind and smoke haze from the horrible Gippsland fires.

Congratulations to these seven RYCV boats:

Place	Boat name	Skipper	Crew
20	Thrill Seeker	Emma Maertens	Carla Maertens
21	Supersonic	Mats Maertens	Ariay Layton
37	Bridgewick farm	Zac Sayle	Ashton Rawstron
49	Sniper	Oliver Grieve	Rosie King
51	Gotcha	Tim Ronchi	Eliza Layton
53	King George	Leo Church	Archie Scott
55	Jonathon L	Ava Schofield	Isla Wilson

Photo: Joel Mathews 'losing it' on Melville waters



Senior OTB and i14s

The earlier part of the season 2019 to Jan 2020 has been very busy for the OTB senior sailors.

During this time 2 additional 14s arrived at the club making a total of 4 boats being sailed regularly.

The 14 fleet spent the entire winter training to get ready for the 2020 14 world championships in Perth.

RYCV represented the Club in the following regattas:

- Sail Sandy – Sandringham Yacht Club
- Sail Country – Albury Wodonga Yacht Club
- Sharpie State Titles – Mordialloc Sailing Club
- Lipton Cup Regatta – RYCV/PMYC
- Flinders Skiff Weekend – Flinders Yacht Club
- 2020 i14 World Titles – Perth Dinghy Sailing Club
- 14 State 'Foxy' Tiles – Sandringham Yacht Club
- 14 Traveller Series – McYC, SYC, BRYC, RYCV, RGYC

Four RYCV sailors competed at the 2020 i14 Nationals.

- *Gingernut* sailed by Joel Mathews and Marcel Bucek (RGYC)
- *Challengerx.com.au* sailed by Andrew King and Wynn Schofield
- *Long Eared Galoot* sailed by David Wright (RGYC) and Calum Prestegde
- *Dutch Courage* owned by Duncan Rae was sailed by Jenny Danks and George Richardson from Sydney

The Club aggregate series of the season was well patronized with large fleets of 14s, 29ers, Lasers and Finns regularly racing. Across the season we are seeing an increase in competing visiting boats including Impulses and Tasars. While the season was shortened due to Covid-19 it has been a year of building foundations and overall a successful one.

The obvious news is that due to the current pandemic, all activities since March have ceased. We had a few months during the early lighter restriction stages where a small number of dinghies managed to get some training in, however this was short lived. At the time of writing we are in the most severe stage four restrictions meaning we are unable to sail and entry to the club is limited. A winter training weekend for the Cadets due to be held in late August has also been cancelled.

The OTB group were very excited with the prospect of holding the International Cadet World Championships (a first for RYCV) alongside the National Championships. Unfortunately, both of these events have been cancelled due to the current state of the pandemic.

These restrictions and uncertainty have the knock-on effect of preventing our future planned activities. In previous years our



primary focus is to engage more OTB boats and members in the lead up to a new season although with the current situation we are very limited in what we can achieve. With all children currently schooling from home, actively scouting the local schools for interest is not possible. Preparation for the 2020/21 season is underway and will continue on the basis that we will be opening in some capacity, with or without an official opening day.

Presentation night for the OTB has also been held off until restrictions have lightened and we can have a gathering to celebrate our success prior to the new season.

Not only does this have an effect on the number of new members and boats sailing this coming season, it will have a significant impact on our volunteer base. Each year we train new volunteers to assist with boat driving, mark laying, rescue, VHF radio operators, RO's, shore marshal, canteen helpers and general assistance. We will continue this as soon as we are able.

I thank the OTB committee, Allicia Rae and Michael Neumann for their ongoing support and fantastic work in boosting the overall OTB experience.

2019/2020 TROPHY WINNERS

Trophy	Boat	Skipper & Crew
Junior Club Aggregate	<i>Supersonic</i>	Mats Maertens & Arjay Layton
Aoma Trophy	<i>Thrill Seeker</i>	Emma Maertens & Carla Maertens
Djemima Trophy	<i>Thrill Seeker</i>	Emma Maertens
Malcolm Anderson Trophy	<i>King George</i>	Leo Church
Sheeba Trophy	<i>Thrill Seeker</i>	Emma Maertens & Carla Maertens
Jan Trophy	<i>Thrill Seeker</i>	Emma Maertens & Carla Maertens
Commodore's Trophy	<i>Gotcha</i>	Tim Ronchi & Eliza Layton
Smart Trophy	<i>Supersonic</i>	Mats Maertens & Arjay Layton
Arch Cawthorne Trophy	<i>Supersonic</i>	Arjay Layton & Mats Maertens
Hillenaar Trophy	<i>Supersonic</i>	Mats Maertens & Arjay Layton
Walker Warner Trophy	<i>King George</i>	Leo Church & Leo Loftus
Phillip Miller Memorial Trophy	<i>Supersonic</i>	Arjay Layton
Parent's Encouragement Award	<i>Stealth</i>	Ellie Fazakerley
Open Club Aggregate	<i>ChallengerX</i>	Andrew King & Wynn Schofield
29er Club Aggregate	<i>Frustration</i>	Ned Peace & Jack Peace
Open Club Championship	<i>Taco Bill</i>	Will Sheers & Nicole Casanova
29er Club Championship	<i>Taco Bill</i>	Will Sheers & Nicole Casanova
Youth Trophy	<i>GingerNut</i>	Joel Matthews & Michael Johnson

The Youth Trophy is for the first placed junior member (based on skipper) sailing in the senior classes division.



2020 MUSTO OPTIMIST AUSTRALIAN AND OPEN CHAMPIONSHIP



© Drew Maleolos - 2020 Musto Optimist Australian Championship

More than 230 of sailing's future stars descended on the Royal Yacht Club of Victoria (RYCV) in January for the 2020 Musto Optimist Australian and Open Championship, which saw a range of weather conditions and some top racing across all the fleets.

New South Wales youngster Joel Beashel, at just 11 years of age, was good enough to come away with the overall victory, holding off the exceptionally talented Victorian Matty Goss who finished fourth, as well as some overseas stars in Irishman Rocco Wright in second and American Samara Walshe in third.

It continues a strong family legacy for Joel, who will be one to watch on the youth circuit in the coming years.

These young stars battled it out for the podium places in the Open Gold fleet, while the event also saw competitive racing in the Open Silver, Intermediate and Green fleets that help accommodate for the wide range of skill levels across the class.

What was firmly on display to the sailors and their families at this regatta was RYCV's capability at running major events,

2020 MUSTO OPTIMIST AUSTRALIAN AND OPEN CHAMPIONSHIP

which has gone from strength to strength this season after a hugely successful and rejuvenated Lipton Cup Regatta in November 2019, and ahead of the next International Cadet Worlds that will happen at the Club in December 2020.

The Optimist Championships was not a walk in the park to organise though, with a huge logistical effort being undertaken by General Manager Michael Neumann and the wider RYCV team to ensure things ran off without a hitch.

Michael said taking on the Optimist regatta on short notice was always going to be a challenge, however it was a really important step towards growing and enhancing the off-the-beach component of sailing at the Club.

“A lot of these sailors will go onto other sailing and potentially in the years to come they will become Olympic sailors or, go onto America’s Cup and other parts of the world circuit,” Michael said.

“So, the Optimist class is a major division of off-the-beach sailing in the world and it’s really going to help us grow our Cub and build the off-the-beach sailing here.”

The regatta kicked off with the teams racing component, which saw the home state team from Victoria clinch the overall victory against other interstate and international teams, with racing held close to the Club’s marina creating an ideal spectator experience.



Australian Optimist Coach Grant Alderson said teams racing was a great aspect of the Optimist class as it taught the sailors new skills and provided them with a thorough understanding of racing rules and tactics.

“The kids love it, it’s good fun, teaches them some good skills as far as rules, tactical stuff on the race course, so the kids really enjoy it,” he said.

2020 MUSTO OPTIMIST AUSTRALIAN AND OPEN CHAMPIONSHIP



Grant said beginning the regatta with team sailing was the best way to encourage greater camaraderie and friendship throughout the rest of the event, with some sailors that are rivals in their training fleets teaming up to represent their states.

The home state team from Victoria came away with a comprehensive victory with youngsters Matty Goss and Philip Cripsey from Royal Brighton Yacht Club among the top performers.

Later that day, the Club worked closely with the Hobsons Bay City Council to host a successful opening ceremony in Commonwealth Reserve adjacent to the Club and kick off the rest of the championships.

The major part of the regatta had some challenges with weather conditions as Melbourne was plagued by smoke haze from the devastating bushfires across eastern Victoria, however to their credit managed to run safe and successful racing throughout the week.

Sailors in the Green fleet developed fundamental skills across the seven days of sailing, the Intermediate sailors continued to improve and learn more about racing, while the Open sailors battled it out for the opportunity to be crowned champion – all in nearby waters off Williamstown with a stunning view of the Melbourne skyline as a backdrop.

It was also fantastic to have so many international competitors make the effort to compete, with a total of eight countries represented at the event – providing the Club with an opportunity to showcase its stellar handling of shipping containers and international logistics to make it a hassle-free experience for these visitors.

The event was well supported by major naming rights partner Musto, the Hobsons Bay City Council, the Victorian State Government, Parks Victoria, Aussie Boat Sales and Care Monkey, with media support provided by Down Under Sail.





LAURA GLORIA TROPHY

Wednesday the 11th September dawned a great spring day, northerly winds 10-15 knots and not a cloud to be seen, a great day for those fortunate enough to be retired, sick (snigger) or own their own business allowing flexitime to go sailing and compete in the Wednesday afternoon racing. The entrants this year numbered approx. 25 boats from RYCV and HBYC of all shapes and sizes racing a pursuit series (maybe slowest off first), a relaxed arvo on the water and maybe even a coupla frothies or a wine along the way. But for one boat it meant a lot more; they were racing for a cup struck by their father in honour of their grandmother and mother "The Laura Gloria cup", a pewter mug given to their father to carry around in WW2 for a well-earned sip every now and then.

Pat and John Clarke grew up at RYCV, Pat coming through International Cadets and John being a little older sailing with Pat and father Jack and mother Gloria on the family's H28 as did this author once or twice with a fond memory of not being allowed to tack the boat as the kettle hadn't boiled or the scones weren't ready, how good is that? Jack Clarke was a classic Club Member who was always there to help out and go for a sail with us kids tagging along.



LAURA GLORIA TROPHY

The Laura Gloria Cup was first raced for in 1987 and the boat *Double Bogey* was the winner owned by P.Brettagh. Since then the who's who of RYCV have competed for it with Peter Dusting racking up 10 wins (he wasn't hiding from his wife either, Jenny is one of the crew) and running second this year. Peter has been a great supporter of this time slot through winter and summer encouraging as many as possible to join in. Another great winner is the mighty *Tamesis* owned and created to its present state by Doug (Dr Frankenstein) Hemm, a small boat that punches well above its weight and length being an Austral 20 that is 24ft long (work that one out) and an oversized carbon mast.

This year, however, the cup belongs to the mighty *Tandeka* one of the bluebird class' finest with new mast and rigging, black sails, multiple spinnakers literally dripping with technology (a puck) and a skipper and crew from the same gene pool who are two of the nicest gents at the Club. John a retired school principal and Pat an environmental industry leader who also sat on the Club's General Committee.

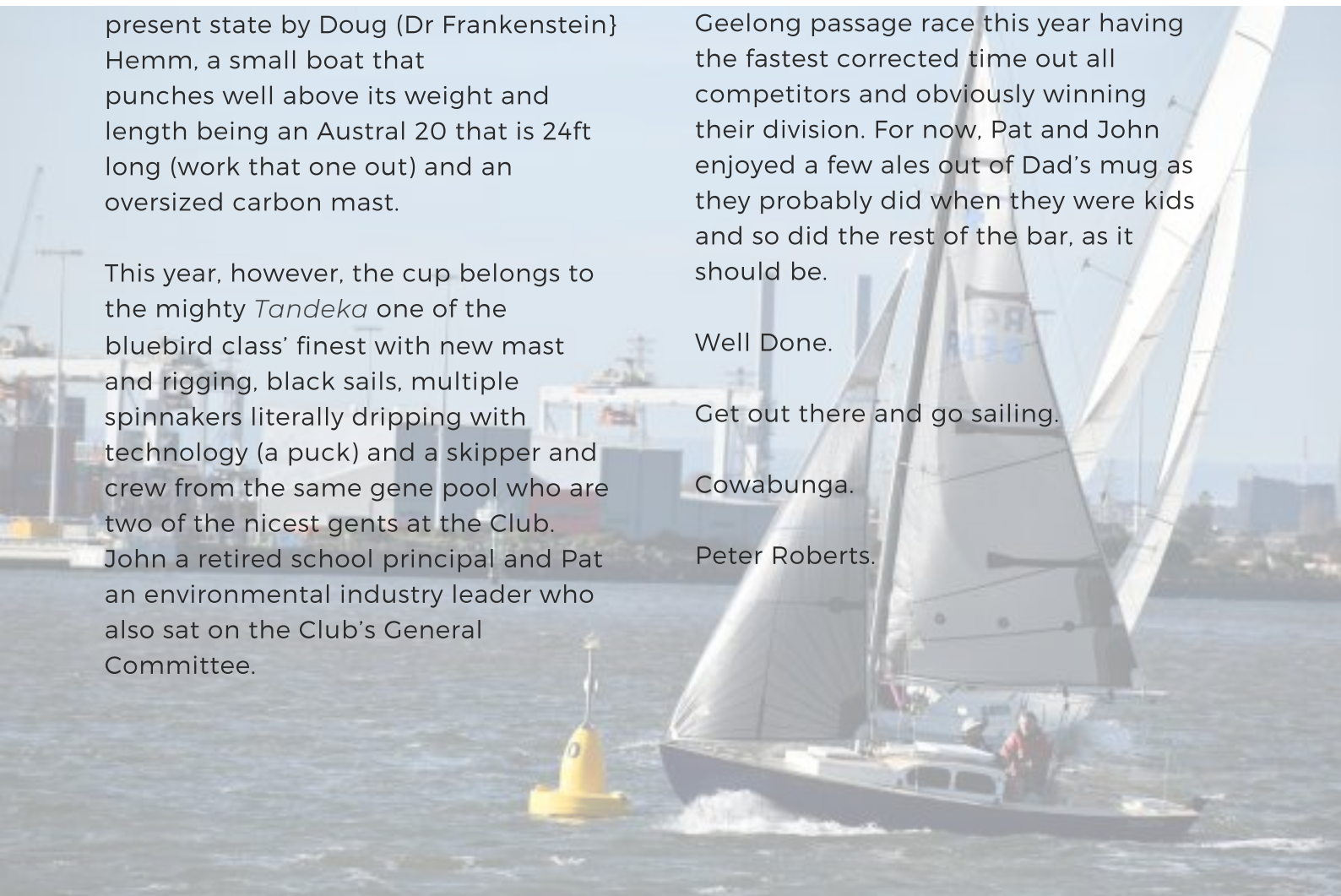
This win has meant a lot to them to honour their family's tradition at the Club by having their names added to the family trophy to the point of Pat letting go with almost a boast upon presentation (that's not true but they are so humble it's sickening). The class is enjoying a great revival due to the evenness of racing and affordability and, in the right conditions, can cause havoc in results against bigger boats as *Revel* (owned by club treasurer Warwick Norman) showed in the Geelong passage race this year having the fastest corrected time out all competitors and obviously winning their division. For now, Pat and John enjoyed a few ales out of Dad's mug as they probably did when they were kids and so did the rest of the bar, as it should be.

Well Done.

Get out there and go sailing.

Cowabunga.

Peter Roberts.



2019 LIPTON CUP REGATTA

The Lipton Cup Regatta in November 2019 was more inclusive and competitive than ever with a major change to the Lipton Cup Trophy implemented. Instead of single boats from Div A – IRC being eligible, a new team format was introduced to include boats from multiple divisions and rating systems.

7 teams were entered, some representing clubs, while others joined forces with yachts from across the bay. Sailors from RYCV, HBYC, RMYS and SYC all took part, but Team Hobbos (HBYC) made up of *Ikon*, *Moonraker* and *Manjimup* took out top honours. The team format was very successful and will continue into the future.

An emphasis was also placed on class racing this year with series for S80s, Etchells and a mixed fleet for “Sydney” boats, including 32s and 38s. Although Bluebirds did not have their own class series, Division D included 10 of them in stiff competition.

All in all, 86 keelboats took part in the regatta, which was an increase on previous years.

The Off the Beach fleet also saw a large increase in numbers, with the fleet more than doubling from the previous year, up to over 140 boats. Once again

there was a push towards class racing and publicising the event through associations as well as clubs.

Junior classes, such as the International Cadet and Optimists dominated, however there were also solid turnouts from Lasers, Tasars, F18s, Impulses, 14ft Skiffs, Musto Skiffs, Jolly Boats and Sabres.

Shoreside saw live music each afternoon into the early evening with performances from Better than the Wizards and John Braka. Sponsorship from Chobani and Negociants meant there were roaming samples of yoghurt for breakfast and wine tastings in the afternoon. The St Kilda Ferry offered transport options for sailors from Port Melbourne and St Kilda to join the festivities.

The 2019 Lipton Cup Regatta proved a great success and the new format truly provided racing for everyone. This would not have been possible without the amazing volunteers and our partner clubs; Port Melbourne Yacht Club, Hobsons Bay Yacht Club, Royal Melbourne Yacht Squadron and Williamstown Sailing Club, as well as our catering partner Pier 41.

Unfortunately, the 2020 Lipton Cup Regatta was cancelled due to Covid restrictions, but we're looking forward to seeing everyone again in 2021.





Photos: Damian Paull

LAUNCESTON TO HOBART AND ROUND THE BOTTOM

TIM OLDING

This year we decided to take Vertigo south to compete in the Launceston to Hobart Yacht race. It had been recommended to us by other Royals Members as a great tactical race hosted by the very friendly Derwent Sailing Squadron and Tamar Yacht Club. We also decided to make it a circumnavigation of Tasmania as I had never cruised the west coast and a visit to Port Davey and the Gordon River was always on my bucket list. It ended up a great trip with some racing success and some fantastic cruising experiences.

Delivery to Launceston

One of the great things about sailing in this day and age is the availability of excellent long-range forecasts and cost-effective routing tools that help with planning of passages. We use PredictWind as it integrates with our B&G chart plotter so that we have the latest weather and routing options stored on the plotter. It means that it is now possible to calculate the best departure time to dodge the worst of the weather, but, as we learned, winds can



LAUNCESTON TO HOBART AND ROUND THE BOTTOM

be up to 40% stronger than forecast just like they say on the BOM website. A good window was opening for December 20th with some risk of 25 to 30 knot SW winds in the later part of the passage. As it turned out we ended up with 30 to 40 knots on the beam for about 8 hours. Fortunately, the worst of the weather was in daylight hours and, as we had the wind only slightly ahead of the beam, we were able to coast through the worst of it with a #5 jib and the delivery main lashed to the boom. Vertigo handled the rough weather very well. She would happily sail at 6.5 knots on a TWA of 60 deg under J5 alone which makes steering very easy and takes a lot of stress off the helmsman and the boat. After several hours of 35 to 40 knots the seas grew to around 3 or 4m and we shipped a bit of water as some 4-meter green walls slapped us on the beam. Some of those on deck ended up washed to the end of their tethers which is excellent validation of our practise of always being clipped on when at sea.

Our shore team met us at Beauty Point to help dry out the boat and put her in racing configuration and we said goodbye to our delivery crew of Simon Olding, Simon Harvey and Gabby Olding. It was Gabby's first offshore experience and she treated the experience of being washed around the cockpit on the end of a tether as part of the fun.



The Race

The Launceston to Hobart Race is a 285 Nm coastal (Cat3 plus life-raft) race which starts in the very tidal Tamar River, heads East to Swan Island, through Banks Strait and then South to pass between Maria Island and the mainland before rounding Tasman Island and joining the bulk of the Sydney to Hobart Fleet on the march across Storm Bay and up the Derwent. It is a very coastal race with lots of turning points, tidal gates and shore-based weather features to negotiate.. Local knowledge is a key component, so we enlisted Hobart sailors Greg Rowlands, a past Royals member, and Stu Addison alongside Vertigo regulars of Clare Olding, Richard Gates, Richard Tate (R1&R2), Ian McGrath and Paulina Hryniewiecka.

LAUNCESTON TO HOBART AND ROUND THE BOTTOM

In a typically Tasmanian start, there was almost no wind at the gun but within a short space of time we were short tacking our way down the river in 20 knots and up to three knots of inflowing current. By the time we cleared the heads we had a reef and a J3 set up for 70 miles of upwind work to our first corner at Swan Island.

We had chosen the Mumm 36, Heatwave as the boat we had to beat on the water if we were to stand a chance of winning. We exited the river just ahead of them but on the first split they headed inshore while we stood out to sea for an extra mile. On the first cross they had jumped ahead of us by 200 m and we had learnt our first lesson for the race. Work the shore and sail high and fast in flat water. We spent the next 12 hours tacking along the shoreline with Heatwave never out of site.

The first crucial gate on the racetrack is Banks Strait. The tide through this gate between Swan and Clark Islands runs at up to 3 knots. If we got to the island by midnight, we would be swept south. If we were late, we would be fighting the tide while the two 50 footers raced off down the East coast. The gate shut at 2 am and Heatwave and Vertigo rounded Swan island together just in time for the last of the ebb tide to carry us south.

We managed to get ahead of Heatwave by tacking first to head south but by dawn we had paid a big price by getting too close to Eddystone Point. The wind

Idropped to nothing and we started doing circle work as the tide took us towards the rocks in dense fog. We dropped the main to give a spinnaker a chance of filling and managed to get south of the Point, but Heatwave had been a mile further offshore and was now 4 miles ahead.



LAUNCESTON TO HOBART AND ROUND THE BOTTOM

Day 2 was spent reaching and running down the east coast. As we got near Bicheno, the breeze went more on the nose with regular shifts. We started using the shifts to our advantage and managed to get back within sight of our rival. By nightfall we were off the Freycinet Peninsula, Heatwave was inshore in less pressure and we snuck past them on a big port tack lift.

From then on, the breeze started to lift until we were able to set a spinnaker and run down the passage between Maria Island and the mainland with Heatwave a mile behind. We had to gybe a few times to get around Tasman and passed it in spectacular fashion at 10:00 am. Storm Bay provided a few challenges as the breeze went light and the enemy closed to within 50 metres. We headed left, as the locals, Greg and Stu, promised us the breeze would build from that side while Heatwave headed right. They were right on the money and we picked up a 20 knot sea breeze and had a mad kite run up Storm Bay and into the Derwent, with Clare keeping the boat under complete control as she chased every wave she could find. As we crossed the line, Heatwave was only 1 minute behind us after a nearly 300-mile match race.

On corrected time we managed to pick up 1st place on IRC and AMS and were declared the overall winner of the race and the series that included the race to the Tamar Heads plus the King of the Derwent. A great race with a great crew.



The Return Trip

As I mentioned I have always wanted to cruise the west coast but always felt a little intimidated by its remoteness and the savage weather it can experience. I therefore sought out the advice of one of our most experienced cruisers, Ian Reichelt, who has spent plenty of time in the area.

He lent me his *Cruising the West Coast* book for our voyage and it proved a very useful guide to getting in and out of the harbours. It reinforced the key rule of

LAUNCESTON TO HOBART AND ROUND THE BOTTOM

offshore sailing of “be prepared”. Because we studied the coast we were going to cruise and read up on the anchorages and how to enter them we felt much more confident in taking the western route home.

The other important element to study is the weather. We watched the long-range forecast for several days prior to leaving Hobart and did not fully commit to going west until the morning of the King of the Derwent. The forecast had been consistent for the 2 days prior which, according to weather guru Robin Hewitt, is a good sign the forecast is accurate and proves I was listening during those excellent ORCV training sessions.

A window existed to get to Port Davey prior to a front crossing the region which would bring 40 to 50 knots of wind. It meant we had to do the King of the Derwent, attend the presentation then head straight off so we would get to Port Davey with some time to spare. Our crew consisted of Clare, Paulina and Mary O'Brien plus myself.

The trip turned out to include a lot of motoring on a very flat ocean which meant we could hug the coast and admire the rugged scenery with great views of Mewstone Rock, Maatsuyker Island and Southwest Cape. As we entered Port Davey and approached the Breaksea Islands we set a course to stay clear of Nares Rocks. It turns out the rocks are not exactly where the charts say they are. Fortunately, the swell revealed their true location and Clare spotted them with plenty of time to spare. It also turned out a local cruising boat was tracking our course on AIS. They were about to call us up just before we changed course.

The entrance to Bathurst Channel is quite dramatic, you enter Port Davey and head either to the north or south end of the Breakseas with no apparent safe harbour in sight. Even on a calm day there is normally a heavy swell that breaks on the rocky shores. As you round the end of the island you enter a different world of flat, sheltered water between high hills and the narrow entrance to Bathurst Channel reveals itself.



LAUNCESTON TO HOBART AND ROUND THE BOTTOM

It was only early afternoon, so we decided to meander up the Bathurst Channel to take in the views before heading back to Wombat Cove near the entrance to anchor up. We decided to rig a stern line to the shore as the forecast was for strong winds in the morning.



The following morning was January 4th and we woke to an orange sky with the smell of smoke on the air. The front had not yet arrived, and the northerly airstream was bringing smoke from the mainland fires all the way down to SW Tassie. A local cruising boat owned by Bob and Sue stopped by and we asked them where the best place to hole up for the coming gale would be. They told us to follow them up to Claytons Corner in Bathurst Harbour and they would show

us where to anchor. By the time we got there it was blowing 35 knots. The deep water at Claytons is very limited so we had to be precise in placing the anchor. It turns out that *Vertigo* loves to sail around her anchor, and we could not get her to lay on a short line.



The boat we followed up was a converted cray boat called George's Bay. They offered for us to raft up with them on the end of a very substantial anchor and some heavy chain which suited us just fine.

The rest of the day was one of those classic "hospitality of strangers" experiences. We were invited aboard into their heated cabin where we spent the day baking bread, drinking wine and

LAUNCESTON TO HOBART AND ROUND THE BOTTOM

swapping stories as the gale passed over us. They even lent us their tender so we could explore the local area and head up the creek to Melaleuca airport where there is a WiFi hotspot that allowed us to download the latest forecast.

While lounging in their cabin we heard Vertigo being hailed on their radio by Tas Maritime Radio. Upon returning their call I was asked, quite bizarrely, as we were in the Tasmanian wilderness, "Do you want anything from the shops?" It turns out my wife, Jo had rung them to give me a call as she was heading up to meet us at Strahan. I felt duty bound to order a few bottles of wine given the effort that had been made.

The wind started dropping by evening, so we scheduled an early departure the next morning to make our 100 mile trip to Strahan in Macquarie Harbour. This proved to be a long trip with the winds from the northwest and a lumpy sea and large SW swell. By the time we got to Cape Sorell it was dark, but the wind had dropped out and the sea flattened once we were in the shelter of the Cape. We motored through Hells Gate without too much worry. It is well lit, and the sea was flat, but I'm not sure we would have been as relaxed if the conditions had been less benign.



The next morning, we met the rest of our family and headed up Macquarie harbour to spend the night at Sir John Falls on the Gordon River. The landing is 20 miles upriver, way past where the tour boats go. The river is very deep for most of the way and has been fully surveyed, so most electronic charting system have full depth contours all the way. There are a few narrow passages that required careful navigation to avoid grounding, but these were negotiated without drama. The weather was sunny and still the whole way up the river and we were rewarded with stunning scenery and reflections. We were able to tie up to the seaplane float and wander through the rainforest up to the falls which were suitably scenic.

LAUNCESTON TO HOBART AND ROUND THE BOTTOM

The next morning, we retraced our path back to Strahan to spend the night and everyone, but Paulina had to depart for other engagements. The weather was panning out just as we hoped, and the forecast for the next 2 days was for light SE winds and sun followed by easterlies in Bass Strait. We exited Hells Gates at 8:00 am and motor sailed until the SE breeze kicked in and we were able to set a kite for a pleasant afternoon running up the NW coast of Tassie.

By evening we were entering Bass Strait, the wind clocked east as forecast and we two-sail reached across the Strait. Around mid-morning we came across a large ship right on our bow and apparently heading straight for us. After hailing them to check their intentions, we were informed they could not manoeuvre as they were "drifting". Not sure why a large vessel would be adrift in the middle of Bass Strait, but I didn't think an offer of a tow would be of much use to them.



By late afternoon we were approaching the Heads and the smell of bushfires was apparent along with very limited visibility. We did not sight land until we were five miles out. We entered the heads around dusk and headed for Queenscliff for a well-earned rest. This was my first two-handed offshore experience and it was lots of fun. We had set the boat up with lazy jacks which made reefing very straightforward and an autohelm that can control a boat properly under sail takes a lot of strain off the crew.

Our Tassie trip was complete. It was a great combination of passage making, racing and cruising that could not have been more enjoyable. Many thanks to the shore crew of Jo and Natty all those who joined Vertigo on the various legs and a special thanks to Paulina for joining me for the final two-handed leg.

Can't wait for us all to get back to sailing so we can do it again.

LAUNCESTON TO HOBART AND ROUND THE BOTTOM



MARTHA COVE WEEKEND

I'm pleased to say it was a great success this year, even with Port Phillip putting on some interesting wet and lumpy conditions for a few days.

Congratulations to all who took the time out to come along and partake in lots of fun, food and companionship.

We had a good assortment of boats with four from RYCV. *Nancy Jane* Doug Hem, *Dancing Wave* Peter Harris and Fiona Williams, *Whimmaway* Hans Kopans and *Meltemi* Ian and Maralyn. We were joined by Gaye and Clint Jennings on Queenscliff's newest launched vessel, a Schonning 55 catamaran, *Wildfire* on her very first outing after fitting a new 88-foot winged mast. *Evelyn Grace* Barry and Dot from Wyndham Harbour, *Gannett 11* David and Sue Buck from Hobsons Bay, *Elysium* Mitch and Sallyanne Davis from Hobsons Bay and *Biribi 5*, a Phantom 40 Catamaran, Brian Drummond from RYBC also joined the cruise. Our Geelong Group was made up of *Elixer* Chris and Anthea Williams, *Magic of Geelong* Chris Hassell and partner, *Always Sunday*, a Phantom Catamaran. A total of 12 Boats all moored on the same row in Martha Cove.

Each boat received a welcome boat pack from PRO OCEAN on arrival. This year the facilities had been expanded and a new restaurant Martha's had



MARTHA COVE WEEKEND

been added with a coffee shop and new deli.

Our annual BBQ at the barbecue event area was attended by 48 people. Peter Harris and Fiona won the large hamper and Rob and Uni won the Aus Climate Dehumidifier from Peter Higgins. Thanks again Peter.

Thanks to RACV Marine for providing the food again this year and also welcome to Mark from Luxfords marine for the inflatable paddle board won by Harm Ellens.

Day two, we took 16 visitors to JIMMY RUM DISTILLERY for a tasting of five new rums and antipasto platters. Many thanks for a great day under cover and for the transport provided by Alicia from Peninsula Winery Tours. Many thanks to the welcoming staff at Martha Cove Marina and the local Yacht Squadron guys for assisting us with local rides to events. Many thanks to Laurie Tagg and Sharyn for their huge efforts to help keep us on task. On day three, most boats sailed home to their home Clubs.

Based on this year's event, next year should be even better.

Thanks from Ian Reichelt and Maralyn Bengert to all helpers who made this event a success.

SS Rendezvous Cruise Group RYCV



CLASSIC CUP REGATTA

**PETER COSTOLLOE CYAA (VIC)
HANDICAPPER**

For the thirteenth consecutive year, RYCV conducted the Cup Regatta for the Classic Yacht Association on November 5th. The beginning of the Classic Cup Regatta revolves around the close ties between the CYAA and CYANZ members. The bond of friendship between the members of both Associations is represented by the Tran Tasman trophy. This trophy records the visiting Association member who accrues the least points based on the results of the boats each visiting CYANZ member sails on during either the CYAA Cup Regatta or the CYANZ Auckland Classic Yacht Regatta.

A feature of this Cup Regatta was the representation of all keel boat clubs on Port Phillip and Corio Bay (*Baranne* from Royal Geelong YC). Within the 25 entries there were six Cup Regatta entrants from previous Sydney to Hobart events. Two of these were also past Southern Cross team members from New South Wales, *Mercedes III* and *Boambillee*. The waterline length across the 2019 Cup Regatta fleet was significant. To give all entrants at least 100 minutes of race time, a race format with three divisions with extended legs for the faster yachts was used.



CLASSIC CUP REGATTA

The 12 courses were designed to ensure all skippers and crew could watch the performance of all the other classic yachts racing. One division was specific to the Tummlaren class. For this class, podium results for both corrected times and one design performance were a feature. Classics from RYCV featured in the Cup Regatta trophy chase. For the 2019 Cup Regatta, the Tony Blake trophy for the best performing Classic over the 12 months of preceding series races and 2019 Cup Regatta racing went to the 1977 Sydney to Hobart entrant, the S&S 30 *Martini*. *Martini* also took the line honours Gun for Race 4.

The original Tony Blake painting hangs on the RYCV Classic Yacht wall. It was donated by Tony Blake to recognise the close relationship between members of both Classic Yacht Associations. The painting records the significant moment of 1907 Sayonara Cup Race between *Sayonara* and *Rawhiti* off Black Rock.

The best performing Classic on corrected time over the five extended course races came down to a tie break. On countback the award went to the best performed Tummlaren, *Snow Goose*, helmed by George Low. For the RYCV, they had to settle for second placing for *Fair Winds II* helmed by Mark Chew. The Classic Yacht handicapper trophy sponsored by the RYCV, Ferdi Darley and International Paints was awarded to the Tummlaren *Zephyr*. Her consistent racing performance in spite of adversities throughout the preceding year, in all types of Port Phillip conditions, was deemed by the handicapper to be a worthy recipient of his trophy. The Col Bandy Trophy for the best corrected time performance over the traditional CYYA courses went to the Sandringham boat *Marana* closely followed by the RYCV ex Sydney to Hobarter, *Serifa*, helmed by Michael Mactavish.



Mercedes III and *Fair Winds II* share the finish line with the 1910 classic *Oenone*.



Division 2 Tummlarens after starting race 4.

CLASSIC CUP REGATTA

The glamour end of the fleet saw *Acrospire III* awarded the Concours d'Élegance trophy by the visiting CYANZ members. The Race 5 performance of the ex Sydney to Hobart entry *Ruthean* was a notable feature of Race 5. In the 18 knot southerly conditions the close to scratch marker, *Ruthean*, came alive. There was no way to stop her as she tore up the pursuit start fleet to take out line honors. If Race 5 was the Melbourne Cup instead of the Cup Regatta, immediate swabs of *Ruthean* would have been called.

With no question, the success of the 2019 Cup Regatta can be traced back to the support provided by the RYCV Race Director David LeRoy. With a first time use of divisions and extended leg courses, it was David LeRoy that shepherded the Classics through event document preparation and then brought it all together with a no hiccup production on the three days of Cup Regatta racing and result management. All this no hiccup production was in spite of the weather conditions thrown up by Port Phillip. The production of the Race 5 group start times from three corrected time division listings was an icing on the cake feat of race management.

After the Cup Regatta BBQ and presentation ceremony, many calls from skippers and crews were made to pass on their complements to the RYCV Race Director. Another call of thanks came from the CYAA on water Cup Regatta photography to James Davis. Although weather conditions weren't suitable from a photographer point of view, James was also ready to go where the photographer pointed.

To the RYCV caterers, the Classics had nothing but compliments regarding the way all the requested Cup Regatta specials were handled. From preparing a special cup Regatta menu to handling the CYAA promotion material, Pier 41 performed to a level that saw not one adverse comment from any CYAA person. So, thanks to the Pier 41 managers, Kate and Gretta, for their support of the 2019 Cup Regatta,

A special thanks from the handicapper goes to the RYCV manager, Michael Newman, and his sailing administrators, Melissa Wisbey and Allicia Rae. Their support for the 2019 Cup Regatta at critical times had a significant impact towards making the 2019 Cup Regatta be the most successful ever.



SYDNEY HOBART YACHT RACE 2019

LOUIS SCHOFIELD

I'm pleased and proud to let you all know that I successfully finished my first Rolex Sydney Hobart Yacht Race last night after 3 days, 5 hours and 44 minutes at sea; my longest ocean race ever. Even more satisfying; we managed to win the Sydney 38 Division after a titanic struggle with *Cinquante* throughout the whole race. Ultimately, we claimed victory by a mere 2 minutes and 16 seconds after 3.5 days of racing.

The start was spectacular. The fleet of 157 boats set off from four start lines on Sydney Harbour in a building 10-15 knot north to nor-easterly breeze under clear blue skies. The harbour was awash with spectator boats, helicopters hovered overhead and the nervous tension on the docks before heading out was electrifying. It is without doubt one of the most unique sailing experiences in the world and I loved every moment.

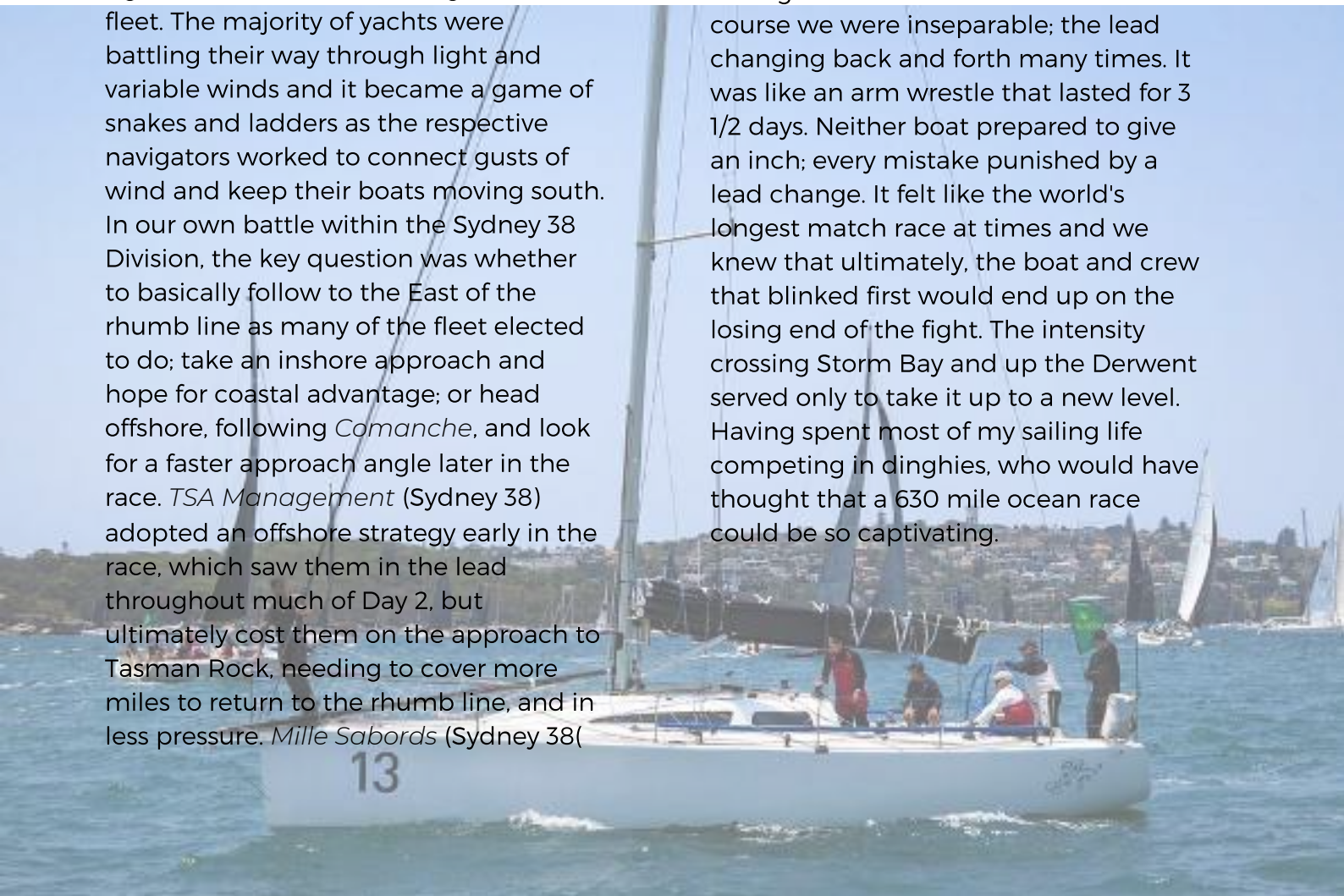
The race started in a fresh northerly with a weak southerly change forecast to reach the fleet overnight. It was apparent early on that navigating the transitions (holes or changing pressures between weather systems) would be the key to success in the race. As we made our way further down the coast and past Bateman's Bay, the stronger breezes from earlier in the day subsided and the fleet slowed dramatically. Before that, however, we had our own dramas with a spectacular broach an hour out from the Heads where we seriously thought about withdrawing as we were unsure about potential rudder damage. I'm glad we decided to push on.

Day Two saw many changes and significant movement throughout the fleet. The majority of yachts were battling their way through light and variable winds and it became a game of snakes and ladders as the respective navigators worked to connect gusts of wind and keep their boats moving south. In our own battle within the Sydney 38 Division, the key question was whether to basically follow to the East of the rhumb line as many of the fleet elected to do; take an inshore approach and hope for coastal advantage; or head offshore, following *Comanche*, and look for a faster approach angle later in the race. *TSA Management* (Sydney 38) adopted an offshore strategy early in the race, which saw them in the lead throughout much of Day 2, but ultimately cost them on the approach to Tasman Rock, needing to cover more miles to return to the rhumb line, and in less pressure. *Mille Sabords* (Sydney 38)

fell behind early in the race but managed to stage a late comeback, passing *TSA Management* and closing the margin significantly on the front runners in the last few hours.

About a third of the way across Bass Strait the breeze returned about the same time that our instruments failed, making it extremely difficult to steer downwind with gusts around 30 knots and steep seas overnight. It also didn't help with making the best sail selection, where we rely significantly on the data we receive from our instruments in deciding when to change over.

Ultimately the battle between *Cinquante* and ourselves raged on throughout the race. Over the whole course we were inseparable; the lead changing back and forth many times. It was like an arm wrestle that lasted for 3 1/2 days. Neither boat prepared to give an inch; every mistake punished by a lead change. It felt like the world's longest match race at times and we knew that ultimately, the boat and crew that blinked first would end up on the losing end of the fight. The intensity crossing Storm Bay and up the Derwent served only to take it up to a new level. Having spent most of my sailing life competing in dinghies, who would have thought that a 630 mile ocean race could be so captivating.



SAFETY DEMONSTRATION DAY

A great and informative day was had by all at the Safety Demonstration Day last weekend. The weather held off while a crowd of members and visitors listened to presentations and watched demonstrations that covered all aspects of boating and water safety.

Thanks to Andrew King, Joel Matthews and Wynn Schofield for demonstrating how different lifejackets inflate. The demonstration was courtesy of EJ Milde & Co and AXIS PFDs and we appreciated the guys braving the water!

Ed from Maritime Safety Victoria provided a great demo on flares! And, at just the right moment, MFB fire boat *Prometheus* made a grand entrance. MFB Station Officer Grant O'Connor then took to the shore to deliver an important talk about marine safety.

Volunteers fired up the sausage sizzle with all proceeds going towards the



International Cadet Class 2020 World Championship hosted by RYCV in December 2020.

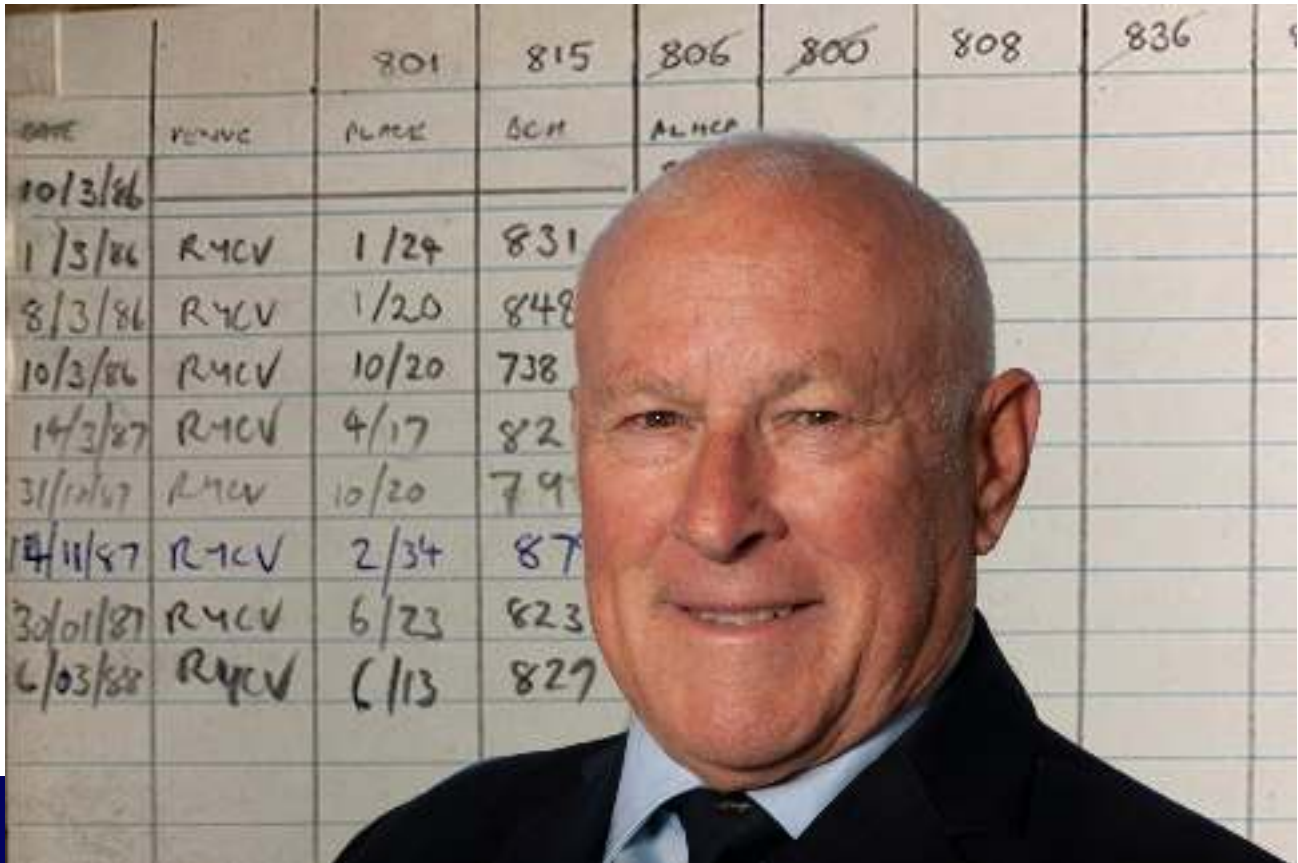
John from Maritime Safety Victoria also provided the crowd with an informative presentation on EPIRBs and PLBs which are crucial to boat safety.

West Offshore Products gave a great demo on life rafts. Harry's presentation was certainly a hit with the kids and adults alike!

We also had a visit from Coast Guard St Kilda who dropped in and showed everyone through the boat.

Aside from these practical demonstrations, friendly staff and volunteers were on hand from ORCV and Williamstown Swimming & Life Saving Club Inc providing information and tips on keeping you safe all summer long.





THE LOVE OF MEASUREMENT NO HANDICAP FOR JOHN DUFFIN

BY BRAD COLLIS

just as racing yachts have gone from traditional displacement boats to high-tech craft that can rise on foils to reach speeds of 45 knots, so too has handicapping evolved from a paper based record-keeping exercise to an automated computer function.

It used to be the domain of math types; lovers of numbers, statistics and records. And brave souls. Verbal keel-hauling by disgruntled boat owners equating boat size or cost with performance expectations imbued the job with another layer of 'colour' to complement the pencil and ink in the handicapper's book.

"Actually, that part hasn't changed," muses one of Australia's longest-serving handicappers, RYCV Commodore, John Duffin. "The computer only does what you tell it ... so the grumbling part hasn't changed."

John is reflecting on the enormous changes he has seen, and been a part of, in his 30 years as club handicapper before handing over to Gary Fell at the end of July.

"It used to be an exercise book filled with numbers, calculations, boat measurements and accumulated knowledge of boat designs and performance," says John. "Today it is software. You can adjust handicaps with a key stroke, although you still have to input accurate data from race results and race conditions."

When looking back he feels as if the past 30 years have flown quickly because of the constant changes to yacht design and handicapping systems: "Boat designs have a natural life. If a designer comes up with a new design, a new boat, and it does well with a good crew, it raises the bar. But only until the next design comes along. The boats out there today doing well with good crews were not on the water five years ago. That's the pace of change that a handicapper has to keep up with."

John joined Royals in 1980 and became handicapper in 1990. The role also required regular meetings with other handicappers around Port Philip to ensure the integrity of inter-club racing.

Handicapping is based on either performance or measurement, with the latter system undergoing considerable change over the years.

When John replaced Kevin Wolfe as RYCV handicapper in, club racing was based on performance handicaps and the IOR system for measurement ratings. IOR was replaced with IMS, then Channel and in the late 1990s the current IRC system. This was adopted by Yachting Australia as the preferred measurement rating system. John has been Royals measurer for all these rating systems, and now also ORCi which determines stability.

"He recalls: "Jon Klestadt was Club Captain and we would meet regularly on handicaps which were calculated and recorded weekly by hand in the handicap book.

Each club had a handicapper, and there were also a lot of phone discussions to come up with agreed handicaps for boats that raced inter-club. Goggs Manning from Sandringham was chair of Yachting Victoria Performance Handicap Committee and developer of the VYC Handicap System."

When Goggs retired as chair of the VYC handicap committee in the mid-1990s, John Duffin took over.

In 1999 the Channel ratings were discontinued and replaced with IRC2000, prompting Victoria to design and run its own measurement system – the AMS (Australian Measurement System) combining handicappers' analysis of performance and physical measurements.

AMS remains the most popular measurement rating in Victoria, South Australia and Tasmania and can boast the most measurement certificates in Australia.

As an aside to this, IRC and ORCi required boats to be measured and weighed by an accredited measurer, but serious deficiencies were shown up by the fatal 1998 Sydney Hobart after which some certificates were questioned, particularly relating to stability. Yachting authorities worldwide tightened up boat measuring. All boats had to demonstrate stability for major ocean races (Category 0 and 1) as recorded by the measurer.

John was appointed an ORCi measurer, and measured boats for ORC certificate, including a stability test. He remains a measurer for AMS, ORC and ORCi.

RYCV meantime continued to use the Victorian based performance system and

and around 2004 David LeRoy developed a computer based system named PAT (Performance And Times). PAT was subsequently adopted by most clubs around Port Philip until about 2008 when a new computer based performance handicap system was introduced called Topyacht.

TopYacht was developed by Melbourne-based IT expert Rod McCubbin to manage performance handicaps, based on the YV calculation system, and to also manage regatta programs and entries.

Royals adopted TopYacht in 2014.

TopYacht calculates performance based handicaps in a way that allows boats of different designs and ages to compete together on an equitable basis – provided boat configuration and the majority of the crew remain unchanged between races.

TopYacht has been adopted by most Australian clubs and is today used for all major regattas. Its beauty is that it has made performance handicapping largely automated, with software recalculating handicaps after each race.

John says he would actually like to see boats have two racing numbers: One for its handicap based on performance in each race. In this way the performance handicap would likely change after each race. And two, a rating based only on measurements. The rating would not change unless the boat's configuration changed (new sails etc).

"Thus a well sailed boat can win on AMS/IRC /ORCi week after week and its 'rating' will not change," he says.

John is the first to admit that no system is perfect; that the performance handicaps system can be subtly abused, such as owners not reporting performance-improving changes to equipment or sails: "I've also seen good boats put under a crew that sails appalling to get a generous handicap, and then the crew changed to people who know what they are doing."

"But," he says with a shrug, "this remains the most popular system because it doesn't cost anything, provides owners and skippers with a week-on-week performance benchmark, and it helps to promote sailing. It gets people out on the water competing against each other, no matter what class of boat they sail. For me it's a friendly system that encourages people to enter races and have a go".

"At the end of the day, that's what it's all about."



ROYALS TIMELINE HISTORY WALL

ANN GOODWIN

"The Royal Yacht Club of Victoria acknowledges the Boon Wurrung people whose land and waters our club enjoys. We pay respect to their Elders past, present and emerging."

The objective of this Royal Yacht Club of Victoria project was to create a visual interpretation of the history and culture of the Club with a series of posters to be displayed on the clubhouse walls. The Timeline highlights how Club sailing and social activities have changed since 1853.

The project commenced on 22nd April 2019 after receiving a Community Grant from Hobsons Bay City Council and the History Wall was officially opened by the Mayor of Hobsons Bay, Cr Jonathon Marsden, on Saturday 5th October 2019. The working theme for the project was "Honor the past, celebrate the present, embrace the future." (Steve Piscitelli, 2014.)

As project leader, I envisaged people coming into the clubhouse entrance foyer and viewing the history Timeline displayed on the foyer wall. With the Timeline project I wanted to create a meeting place where the Timeline would become a topic of conversation for the general public, Club Members and school children who come into the clubhouse. I wanted their first impressions to be a discovery of how Club activities have changed over time.



The Royal Yacht Club of Victoria has a 'living history' with their older sailors and their stories. The future for the Club development is with the cadet sailors of the present day. The proposed 2020 World Cadets championships to be hosted by the Royals coincided with sixty years since the International Cadet class was introduced to the Royals in 1957. The Club's living memory is with the older members who were the cadet sailors in the 1950's.

ROYALS TIMELINE HISTORY WALL

During the planning phase of the project I consulted and met with, shared stories and photos with local residents from Williamstown working as volunteers with organisations such as the Williamstown Historical Society. I spoke with local families who have been involved with the Royal Yacht Club of Victoria for two or more generations, and they have assisted with finding archival photos for Timeline display. I was able to build on the foundation work done in previous years by earlier Club historians and Club Archives committees.

There is no detailed written history of the Royal Yacht Club of Victoria available in book form. Two yacht clubs that were formed in Victoria (1859 & 1876) have a documented history in book form – the Royal Yacht Club of Geelong ('The Wind is Free', 1988) and the Royal Melbourne Yacht Squadron ('History of 100 years at RMYS', 1976). There is an unpublished manuscript of the 'History of the Royal Yacht Club of Victoria' written during the 1940's by Capt. H. R. Watson which has excerpts published in the Port of Melbourne Quarterly, October 1953 and edited excerpts in Royals Newsletters in 1993 and 2003 (Ron Joosten, Editor 2003). A brief history of the RYCV was published as a booklet in 2003 (Kathy McLean).

Club historians over the years have gathered documents, news cuttings and published articles from various yachting magazines and newsletters (The Anchor, 1911; The Winner, 1914). Unfortunately, Club

memorabilia, paintings, photos, models and trophies were lost in the clubhouse fire in 1970, although items saved included minute books and the yacht register.

During the Club celebration of 150 years in 2003, various photos and trophies donated by past members were displayed on the clubhouse walls, but the display now lacks a chronological sequence. A Club Archives sub-committee formed in 2012 began to store and catalogue the continued flow of donated items as an immediate priority. Unfortunately, the committee disbanded before a volunteer could be found to write the Club history. The Archives subcommittee was revived in 2016 with some of the former members returning to support the chairperson who quickly identified the lack of a written Club history.

The Yacht Club Connection to First Nations People and Williamstown

The land on which the yacht Club now occupies (at the intersection of Nelson Place and Thompson Street) was part of a Boon Wurrung village that predates British Colonisation in 1835. This land on Nelson Place was adjacent to a significant site for the Yalukit Willam Clan of the Boon Wurrung language group. An 'ancient she-oak' tree growing there, had become a meeting place and 'message tree' for both the Boon Wurrung people and the William's Town residents up to 1857 when this tree was struck down by the Williamstown Municipal Council.

ROYALS TIMELINE HISTORY WALL

George Verdon, a member of the Williamstown Municipal Council and it's first Mayor in 1856, had been active during the early years of sailing on Port Philip. George Verdon, a ship chandler in Williamstown and Sandridge, was a foundation member of the Port Philip Yacht Club which formed in May 1853. Gentlemen interested in sailing races had met at various hotels around Melbourne including the Albion Hotel in Williamstown. The Port Philip Yacht Club was reformed as the Victoria Yacht Club in 1856 with George Verdon as chair for the Foundation meeting. Captain Charles Ferguson was Harbour Master at Williamstown when he was appointed Vice Commodore for the Victoria Yacht Club in 1856.

When there was a revival of the Victoria Yacht Club membership in 1872, only seven of the club members were residents of Williamstown. By 1873 the Victoria Yacht Club was anxious to establish a club meeting place for sailors in Williamstown. After some delays, a boat shed was built in 1876 at the rear of the Water Police headquarters on reclaimed land on the beach frontage of Nelson Place, Williamstown.

Preliminary Research on Timeline walls.

Three Timeline displays influenced my decision to create a series of panels to highlight significant events in the Club's history.

Before I could start on the Royals Timeline concept, I needed to visit other yacht clubs to see how they had presented their club history using the Timeline format. I went to the Hobsons Bay Yacht Club, Williamstown. Their club history from 1888 to 2013 was portrayed on a Horizontal Sweep Timeline which extended along one wall, for almost 10 metres in length. Each photo displayed had an informative story with it.

I went to view the Immigration Museum Melbourne Timeline display 'Key Moments in Victoria's Immigration History' which used a collage of photos, newspaper cutting and cartoons, with short text descriptions on panels placed decade by decade horizontally.

I visited the Royal Prince Alfred Yacht Club in Sydney and found their club history portrayed in great detail on a Timeline consisting of panels with a vertical layout placed horizontally decade by decade along the entire wall of more than 12 metres.

Gathering support from the community and organisations in Williamstown

During the planning phase of the project I consulted and met with local residents from Williamstown working as volunteers with various community organisations. When contact was made with the Williamstown Historical Society, I received generous support for the concept of the Timeline project.

ROYALS TIMELINE HISTORY WALL

I found sharing information about early Williamstown, and meeting with the Williamstown Historical Society volunteers Janet Long and Maurice Boyd, established a connection with the Williamstown Maritime Association (Pirates Tavern) and the Seaworks Maritime Precinct. Geoff Dougall at Seaworks shared images of the shipping and yachting history of Williamstown. (Note 2. Appendix Letters of support)

To continue my search for information on yachting history in the Williamstown community, I went to the Hobsons Bay City Council library in Williamstown which has a Heritage section. An exchange of emails with Pamela Kadow, Heritage Curator, community engagement librarian followed. A visit was made to the HBCC visitor information centre adjacent to the Commonwealth Reserve, Williamstown. It became apparent that there was limited interest in the history of yacht clubs in Williamstown and that yachting was viewed as an exclusive sport.

Seeking assistance from local families who have been involved with the Royal Yacht Club of Victoria for two or more generations was more productive as they assisted with finding archival photos for display. With greater publicity in Club newsletters I received generous support from Royal Yacht Club of Victoria Members, some of whom volunteered on the Archives sub- committee and attended working bees.

Ideas for the Timeline were canvassed with Members on the RYCV General committee and House & Social subcommittee. More recent highlights from the Club's history were discussed at the annual 'Club 21' luncheon supported by individuals making referrals to other Club Members who could assist.

It was decided to seek funding from Hobsons Bay City Council for the project as there was no provision in the RYCV annual operating budget to create a Timeline display in the clubhouse entrance. An application for funds from the HBCC Community Grants program required the project objective to meet the Hobsons Bay 2030 Community Vision Priority 2- 'Community Wellbeing and inter-connection'. As project leader, I liaised with Community Development Officer- Cathy Miles, and Arts & Culture Officer-Toni Burton. Their advice was invaluable, and the project was awarded a \$5,000 HBCC Community Grant as financial assistance towards the total budgeted cost. The Grant money was spent on the wall panels, graphic design artwork, scanning old photos, printing posters and painting the clubhouse foyer wall.

During April 2019 when the HBCC Community Grants officers were communicating with the Royals Timeline project leader, another community project titled 'Message Tree' was also linking in with the General Manager of the Royal Yacht Club of Victoria.

ROYALS TIMELINE HISTORY WALL

This 'Message Tree' project from GetUp Out West and the Spotswood RSL, was liaising with the Williamstown Historical Society and the Williamstown Police about the First Peoples' connection to a special place on the boundary of the yacht club land on Nelson Place dating back to 1857. The nominated coordinator for the 'Message Tree' project was Greg Thorpe, a Yalukit Marnang descendent of the Boon Wurrung people. Greg informed every one of the Boon Wurrung people's connection to the land and sea waters in Williamstown.



Timeline information was collected and collated from various sources. Items found in the RYCV Archives collection and elsewhere were minute books from 1880's onwards; booklets with Sailing Rules & Regulations from 1872; personal contributions from members' collections: Arthur Peck (newscuttings), Edgar Newlands (1907 'Rudder Cup' souvenir book), H.R. Watson (logbooks 1893, scrapbooks) and Cliff Gibson (scrapbooks, photos).

Photos from the past were found on the RYCV website history link (David Wallace, images) and in past copies of Royals newsletters, magazines and Yearbooks. Photographs, documents and news cuttings were donated by life members. Current life members and past commodores assisted at working bees to identify photos that would highlight the Club's history.

Other items of historical information were found through searches on the internet. The TROVE website yielded newspaper reports of yacht club activities in Victoria since 1853. Searches were made on the websites for Australian National Maritime Museum, Public Record Office Victoria, and the State Library of Victoria – illustrations (out of copyright).

ROYALS TIMELINE HISTORY WALL

The Royals Timeline History Wall is revealed

The project has been a resounding success. The Timeline History Wall has become a topic of conversation whenever club members notice the change in appearance of the clubhouse entrance foyer.

The reception staff report positive comments from members and visitors as they approach the enquiry desk. As project leader I have received complimentary accolades from sailing buddies, friends and Club Members for the success of the project and the compilation of the club history in a visual form. Brad Collis writes "Hi Ann, just seen the Timeline for the first time. It is fantastic. Great initiative and job well done."

Club Members of all ages have been recognising sailors in photos on the wall and expanding on stories told. It has been a collaborative effort from a small group of volunteers who shared the objective of creating a display of photos and stories from the Archives collection. "Great job. Looks impressive and interesting reading." David Barnett.

The Timeline posters were erected in the clubhouse foyer for permanent display on Friday 4th October 2019 in readiness for the sailing season Opening day on the Saturday.

The History Wall was officially unveiled by the Mayor of Hobsons Bay City Council, Cr Jonathon Marsden on Saturday 5th October 2019, Opening Day for the Royal Yacht Club of Victoria.



Mayor Cr Jonathon Marsden, Ann Goodwin, Commodore John Duffin

ROYALS TIMELINE HISTORY WALL

Official guests at the unveiling ceremony included two past Club Commodores (1974, 1970), RYCV Honorary Life members and representatives from Williamstown Historical Society, Williamstown Maritime Association and the Seaworks Maritime Precinct. An email sent by Geoff Dougall from the Seaworks Maritime Museum states "Could you please pass onto the Commodore and Committee my congratulations on ...the official opening of the History Wall which is a great achievement." October 2019.

The History Wall has benefits for the Williamstown community and Club Members

Over subsequent weeks and months, Timeline viewing sessions and Heritage talks were arranged for invited groups of friends and members of the Seaholme Probus Club and the Willin Wimmin choir from Williamstown. A 'Club Open Day' held during the Lipton Cup (a sailing regatta dating back to 1909) encouraged 18 visitors who had come into the clubhouse through the front entrance, to join the Royal Yacht Club of Victoria as social members.

The Timeline History Wall has boosted the 'well-being' of club members and given them a renewed 'sense of pride' in their clubhouse. 'Consequently, members have become more engaged in the appearance of their clubhouse and with the history of the Club.

Community interconnection' has been enhanced. The entrance foyer refurbishment has created a more welcoming area. This has encouraged a greater number of the local community coming into the clubhouse, to use the club facilities eg. Community groups such as U3A and Rotary are using club meeting rooms.

Relationships were formed by the Royal Yacht Club of Victoria with other community projects in the local Williamstown area. The Timeline History Wall project discovered an overlap with Greg Thorpe and his 'Message Tree' project focusing on the interaction between Boon Wurrung First Nations people and the British settlers in Williamstown dating back to 1857. The connections made with the Hobsons Bay City Council, the Williamstown Maritime Association and the Seaworks Maritime Precinct has developed further with the inaugural Williamstown Maritime Festival being held in February 2020 on the Williamstown waterfront.

The early history of the Williamstown foreshore has been acknowledged and celebrated with the creation of the Royals Timeline. The future looks promising, with a maritime precinct for Williamstown being planned and the Royal Yacht Club of Victoria will be part of this future.

YEAR IN REVIEW

AUGUST

Our workboat Jack Stewart was re-launched after a major refit including new engine. It is named in honour of a long-time Member.

Jack was the Sargent in charge of the then Victorian Police Boating Squad before they were based next door to us. Jack sailed on a number of boats at the Club and got involved in maintaining Club boats. One job was helping to make a new work boat off the old hull of an ex pilot tender. It needed too much work to be a viable rebuild. So, the idea of using the old wooden hull as a male mould and modifying it with more freeboard and rounded smooth sides was born.

The wooden clinker sides of the old boat were filled and faired by Doug Hem; Colin Johnson built a fibreglass hull from this form. The workboat layout had some design innovations based on Jack's experience and practical knowledge. The steering is a tiller but not where it is normally positioned. Its operation looks complicated but is effective and quick, and clear of the towline when in use. On launching, the boat was named Jack Stewart. Jack also refurbished the brass cannon that we use each year on Opening Day to start the sailing season; he was in charge of the firing using black powder and wads.

Jack lived in Geelong for many years sailing his Corio Vertue out of RGYC.



Jack also raced on a number of Royals boats, including several ocean races with the likes of Past Commodore Peter Bedggood, Russell King and then owner Joe Beecher on *Apollo II*. He then sailed with Commodore John Duffin on *Apollo II*.

Jack was a wealth of knowledge from his time on the water and knew exactly where the Port Philip navigation marks were located, in particular where Gellibrand Reef started and stopped. He would take *Apollo II* in alarmingly close to the rocks well inside the Gellibrand light, much to John Duffin's consternation.

He mentored many of our now older Club Members, and one of his students was Peter Dorian (Spike) who went on to achieve significant sailing achievements including the Volvo Round the World race.

As Club Coxwain, he drove *Thorsen* to assist our now Race Director David LeRoy and David (Daffy) Wallace in race starts for many years. Jack passed away in 2000 but his name lives on in our now refurbished workboat.

YEAR IN REVIEW

The Jack Stewart has been re-engined with a new Volvo D1 -30, plus new gearbox and prop. The Club acknowledges the valued support in refurbishing from;

- Mariner Engineering - Engine & running gear installation
- PC Peter Bedggood - Bow fenders
- Marine solutions - Hull fenders
- Doug Hem The Antifoul Doctor - painting
- Ryan, Max, Luke and David LeRoy - Hull preparation, bulge pumps and finishing work.

Without this team of Members, contractors and staff the refurbishment would have cost significantly more and it just goes to show how much pride everyone involved has for the Club and our vessels.

Well done to the Royals who participated in the 2019 Noakes Sydney Gold Coast!

- *Chutzpah* (Bruce Taylor) - Line Honours 21st, IRC, 20th Overall & 5th in Div 2, 18th on ORCi Overall and 6th in Div 2
- *Jaffa* (Terry Posma) - Line Honours 58th, ORCi, 45th & 11th in Div 3, Corinthian 10th
- *Carrera S* (Gerry Cantwell) - Retired

Once again there was an annual migration of Royals boats and Members to the warmer climate of the Whitsundays for Hamilton Island Race Week. This year our boat numbers may



have been down but the Members up there appeared to be similar to last year. Greg and Di Snowball raced *Dreamcatcher III* and then went on to race at Magnetic Island Race Week. Vice Commodore Doug Shields and Cathy complement their capable crew together with Jim Conway, Steve Standen, Mal Chisholm, Ian Staley, and Joel Mathews from out of the junior ranks. On *Vanilla II* David Perkins had a good complement of Royals crew including Commodore John Duffin and his *Eneseay* crew including Geoff Sadler, Gary MacLeod, Bonnie Schulz, and Ian Barclay. *Vanilla II* had a very successful week in the lead up series at Airlie Beach Race Week winning Cruising Division A with Past Commodore Andrew Munroe setting new standards in navigating round the Whitsunday islands and asymmetrical spinnaker trim.



Photo Credit: Salty Dingo

YEAR IN REVIEW

Ray Nankervis in his Buizen 48 Karm again raced in Division 2 with John Raff complimenting his crew. This was again after winning Division 2 at Airlie Beach Race Week last week. Past Commodore Bruce Taylor raced on David Curry's yacht *Ponyo* in the IRC race Division with Blake Anderson providing sails advice. David Allen was again sailing master on one of

the most competitive race boats. This time on *No Limit*, a Reichel Pugh 63 racing in IRC Division 1. Danny Trainer sailed on an Adams 10, which guaranteed a fast and wet ride. Ideal weather and idyllic Whitsunday Islands scenery provided for spectacular racing and sailing. Regular sightings of whales also added to the interest.



YEAR IN REVIEW

SEPTEMBER

Well done to Tim Campbell in *Private Equity* who won Cruising Division 1 of the Sealink Magnetic Island Race Week, with his Royals and Hobsons Bay crew. Tim steered *Private Equity*, the smallest boat in Division 1, to second place in the final race to clinch victory by two points over boats from Queensland, New South Wales, Victoria and Tasmania.

Private Equity placed 4-4-(11)-1-(11)-2 to beat two local boats with the minor placings being decided on a countback between four boats.

In Division 2 Brian Yarnel on *Mika* achieved an 8th, and Greg and Di Snowball on *Dreamcatcher III* a 10th in their series.

Immediate Past Commodore John Duffin and Past Commodore Andrew Munroe sailed on *Vanilla II* and achieved a creditable 4th in this division.

In Division 3, *Charm Offensive*, skippered by James Permazel, again sailed with a Royals crew, including Mick Grimshaw, Jane Grills, Paul Sandles, Cath Beaufort, Duncan Rae, Gavin Gourlay, and Luke Smith.

The International 14ft Skiff Presentation Night was held at Royal Melbourne Yacht Squadron on Saturday 31 August. RYCV sailors had a successful evening with 5 members, 21 years and under, inducted into the class, each receiving their pocket and an I14 commemorative towel. The class welcomes Oscar Kirkpatrick, Joel Matthews, Maddie Scambary-Speller, Wynn Schofield and Michael Johnson. Andrew King also received a trophy for the largest contribution to the class over the past 12 months, for his efforts in building the fleet at RYCV.

Well done to all.

Photo L-R: Oscar Kirkpatrick, Joel Matthews, Maddie Scambary-Speller, Andrew King, Rosie King, Wynn Schofield, Michael Johnson



YEAR IN REVIEW

Thanks to the House and Social Committee who organise the Friday Night Raffle, we got new chairs in our Bar! The money raised from the sale of raffle tickets was used to purchase 10 new chairs which were a welcome and comfortable addition to the Bar.



'Club Night - 4 September was Peter Hardy's presentation on "The Effects of Plastics on our Oceans."

Peter Hardy's presentation was filled with information. He spoke about –

- His time in the Arctic that included the loss of the permafrost in the area, the indigenous people endangered by the poisons found in seal meat. The scientific view was "the Arctic is lost".
- His time on the *Sea Dragon* in the Pacific as Part of Earthwatch to monitor the level of pollutants in the sea.

Peter showed pictures of the island of plastic in the ocean, 5 miles wide, 6 stories deep, estimated to grow by 13 billion plastic bottles per year. These plastics break down into microplastics. Microplastics are eaten by fish and filter feeders, amplified up through the food chain and ultimately eaten by people.

Peter explained POPs (persistent organic pollutants) that adhere to microplastics and are a major threat to life (DDT, dioxins, PCBs, etc). The POPs cause birth defects, cancer, mutations, and other health effects.

School lead study found Bream caught in the Maribyrnong River contained high levels of plastic and pollutants, injurious to health.

Studies with his students found plastics on Williamstown Beach, possibly a result of discharge from Werribee Sewerage Farm. Fish caught in the area have been found to contain POPs at significant levels.

Peter is a member of Hobsons Bay Yacht Club and is an active sailor. He is happy to pass on his knowledge and experiences to anyone interested in hearing more on this subject.

YEAR IN REVIEW

From Friday 6th to Sunday 8th September, a crew of 8, largely made up of girls from RYCV, participated in the third Townsville Yacht Club Gals regatta with 6 races being completed over the two days. The regatta had increased numbers this year with 12 boats and around 90 competitors including crews from Townsville, Newcastle, Mooloolaba and Victoria having 3 crews from Brighton, Sandringham and Royals.

The crew from RYCV skippered by Cath Beaufort and sailing *Charm Offensive* finished equal fourth for the regatta, and also achieved 3 podium finishes in individual races. Cath was also interviewed on for WIN and 7 News noting that the tide is turning for the participation of women's sailing with females now taking more lead roles in boats. The crew would like to thank James Permezel for generously lending us *Charm Offensive* and look forward to returning next year to TYC Gals.

It was fitting that *Tandeka* won the Laura Gloria Trophy, a cup struck by their father in honour of their grandmother and mother. See feature article for more details.



We were excited to take delivery of 12 new Optis just in time for the summer sailing season. Special thanks to Whitworths Marine & Leisure in conjunction with the Australian Sailing - Victoria boat loan scheme for their support.



Our AGM was held on 21st September 2019. We are pleased to report that all four special resolutions were passed unanimously.

Broadly, these were;

1. Relatively minor updates, corrections and changes to the Rules
2. Streamlining the application for social membership and clarification of member voting rights
3. Updating and renewing the classifications of our membership categories
4. Increasing the number of social members from 15% to 49%.

These resolutions will enable us to continue to expand our Club and grow our membership base ensuring a sustainable future for RYCV.

YEAR IN REVIEW

A great and informative day was had by all at the Safety Demonstration Day on 22nd September. The weather held off while a crowd of members and visitors listened to presentations and watched demonstrations that covered all aspects of boating and water safety.

The Spring Sail Regatta held in Geelong from 21 – 24 September, and what an adventurous weekend it was! We had three RYCV boats racing in the series; *Supersonic* with Carla and Mats Maertens, *Manxman* with Maddie Speller and Lasse Maertens and *Bridgewick Farm* with Zac Sayle and Ashton Rawston who also took part in the two-day coaching.

Saturday started off with a bang with squalls gusting up to 30ish knots and so everyone was kept on land until it calmed down. Eventually, we did head out and managed to squish in a starting sequence before another squall hit, this time bringing the hail and 40+ knot gusts. Most



of the fleet capsized with a few sails ripped, tangled kites and dings in boats although Zac and Ashton managed to stay upright!

Sunday brought more promising conditions, a smooth 10-15 knots where the race committee was able to squeeze in 4 races, all trapezoid courses. Overall, *Supersonic* had a really awesome series placing 5th overall, followed by *Manxman* in 12th and *Bridgewick Farm* in 17th position, with a total of 20 boats.

All in all, it was a great series that tested our boats and our racing skills. Thanks to Royal Geelong Yacht Club for hosting the regatta and the great volunteers and rescue boats!

Maddie Speller, Junior Club Captain



YEAR IN REVIEW

OCTOBER

Opening Day for the 167th sailing season at Royals on the 5th October was a fun filled, festive day for all.

Mayor of Williamstown, Cr Jonathon Marsden, opened our Royals Timeline which spans our history from 1900 – 2020 and has made a huge impact on our entry hall.

Congratulations to Ann Goodwin and the Archives Committee on a wonderful and informative display. Thanks also to Hobsons Bay City Council who provided a grant to support the project.

The opening ceremony followed and Commodore John Duffin welcome everyone before Rev. Marg Goddard blessed the fleet. Rear Commodore Sailing Jane Richards fired the cannon signifying the opening of the sailing season and the Burgee was broken out by our junior club captains, Maddie Scambary-Speller and Tim Ronchi.



The Rats of Tobruk piped us onto water and members and crew went to their boats to prepare for the Sail Past while our guests were kindly entertained aboard *Macanudo* with Michael Neumann at the helm.

This year, the Novice Skippers' Race had a strong field of 12 entries. Congratulations to Oscar Kirkpatrick on *Vertigo* who came first followed by Ava Schofield on *Galatea* and Guy Thomas on *Kookaburra*.

Following the sailing, "After Dark" played on the deck, entertaining members and their families into the evening. Altogether, it was a great opening day enjoyed by many.

The Club was sad to advise the passing of member Leigh Norgate. Leigh had been a member of the Royal Yacht Club of Victoria since 1956 and was an Honorary Life Member of the Club.

Leigh was a very well-known and active member of the Club and was a contributor to the Archives sub-committee. He will be greatly missed by all at the Club. A memorial service for Leigh was held at the Club on 17th October.



YEAR IN REVIEW

NOVEMBER

Along with our good friends at the Sun Theatre, we were excited to hold a movie night featuring the inspirational film "Maiden". It was a sell out!

A big thank you to everyone who attended our screening. With your generous support, we will be able to develop avenues for women and girls in sailing at our Club. A special thanks to our friends at the Sun Theatre, we had a great night!

The Club was sad to advise the passing of Member Peter Elliott. Peter was a Member of the Royal Yacht Club of Victoria since 1991. He will be greatly missed by all that knew him at the Club.

Melbourne Cup was another successful and enjoyable day at Royals. This event is probably the longest held Club social event and it has been going for 20 years.

The numbers were down to seventy this year due to various events clashing; the Mount Martha cruise, racing to Stanley and a big O birthday celebration in Queensland among other things. It was nonetheless well supported by the faithful regulars. \$660 was paid out to the winners in the ten sweeps and a profit of \$103 was put towards the Cadet Worlds at Royals in 2020.



Top: Christal Chen, Patricia McCaull with Pricilla, Eila Yardell and Danny Trainor

Bottom: Immediate Past Commodore John Duffin, Carol Gurney, Jenny Dusting, Mike Rainer and Carol Neumann

'Fashions on the Field' was ably compared by Danny (Mr Bojangles) Trainor who entertained the gathering and judged the categories with the secret assistance of Cath Beaufort. Eila Yardell was judged the winner of the Ladies' Fashion and Patricia McCaull and her friend Pricilla won the best Female Jockey. PC Bob McGregor was judged the best dressed gentleman and Mia won the children's group.

Thanks go to Immediate Past Commodore John Duffin for his welcome to the guests and to his wife Carol for picking the winner of the Phantom Sweep. Thanks also to Peter and Jenny Dusting for selling the Phantom Sweep!

Sail Country for Andrew King started on Friday morning, 1 November, with what he thought would be ample time to arrive at Albury-Wodonga Yacht Club and be on the water for first warning at 1.30pm on Saturday. However, by 12.30pm, 3 boats, the "Ubertrailer" and 2 broken down vehicles were stuck on the freeway at Kilmore.

YEAR IN REVIEW



Fortunately, Amanda Rawstron, also on route to Sail Country was driving by and came to the rescue by hooking up her car and continued towing the trailer to Benalla.

After leaving Williamstown at 10.30am, they had managed to travel 200 km in about 7 hours. Things were not looking good. While in Benalla, Steve Matthey from SCM electrical lent us one of his vans and the journey continued to Wodonga with no further catastrophes. They arrived at Lake Hume to be greeted by very windy and gusty conditions and a hot 35 degrees. While out on the water, gusts of 38 knots were being recorded and the wind shifts were playing havoc with setting the course.

The 114's, waiting for the AP to come down, found a place to 'drag race' on the flat water with kites up and a top speed of 19.9 knots was clocked by Stewart Vickery and James Patterson on Argo, just not able to crack the 20 knot barrier.

On Saturday night the RYCV crews (Joel Mathews, Otis Myles-Malone, Wynn Schofield, Andrew King, Ashton Rawstron, Oscar Kirkpatrick, Amanda Rawstron, Leigh Rawstron and "fixer and organizer of everything" (Allicia Rae) relaxed on the lawn at the front of the club with beers and a BBQ.

Day two brought cooler and lighter conditions with two races sailed before thunderstorms and lightning strikes brought all sailing to an end. It was a successful weekend for the RYCV 14ft skiffs!

Andrew King and Wynn Schofield came 1st in their class and 2nd in the mixed yardstick 96.5 and below. Joel Mathews and Otis Myles-Malone came 3rd in the same division. Sail Country showed us why this event is a much loved and enduring regatta. Warm weather and challenging sailing conditions with a friendly atmosphere and fantastic views across Lake Hume. Next year we hope to see more RYCV competitors participating in this event.

The Palliser Trophy was sailed in wet conditions in a North to North Easterly breeze. Most boats enjoyed a quick trip south to Mornington. The race was won by Mornington Yacht Club's *Javelin*. Honours in the Palliser Trophy went to *Coromandel* sailed by David Burton.

YEAR IN REVIEW

For the thirteenth consecutive year RYCV conducted the Cup Regatta for the Classic Yacht Association. The beginning of the Classic Cup Regatta revolve around the close ties between the CYAA and CYANZ members.

The bond of friendship between the members of both Associations is represented by the Tran Tasman trophy. This trophy records the visiting Association member who accrues the least points based on the results of the boats each visiting CYANZ member sails on during either the CYAA Cup Regatta or the CYANZ Auckland Classic Yacht Regatta.



Martha Cove Weekend Cruise was a great success this year, even with Port Phillip putting on some interesting wet and lumpy conditions for a few days.

Congratulations to all who took the time out to come along and partake in lots of fun, food and companionship.



The Club was sad to advise the passing of Past Commodore James Shields. PC James Shields was a member for over 69 years and is the father of our current Commodore, Doug Shields. A service was held for James at the Club on Tuesday 26 November at 1pm followed by the wake.

The Club was also sad to advise the passing of Ronald Layton. Ronald was a member for over 35 years across his lifetime.

The Lipton Cup was sailed in near ideal conditions on 5 course areas over 2 days of sailing.

We had a large increase to the number of entries, particularly in the Off The Beach divisions. Williamstown and Port Melbourne yacht clubs supported the event with race committees and management of the OTB component.

The first ORCV Coastal Sprint to Western Port and return was held on 23rd November. Congratulations to Justin Brenan, *Alien*, for placing 1st on AMS and 2nd on IRC and PHS.

YEAR IN REVIEW

RYCV Commodore's Trophy HBYC Walter Paton Passage to Portarlinton was held on 23rd November. The first three places were filled by Hobsons Bay yachts. Congratulations to our Waterfront Manager, Ryan Blackstock, who finished in first place on *Le Cascadeur*.

The annual skiff weekend at Flinders was held on the 23rd and 24th of November.

Flinders Yacht Club makes a great backdrop for the event with stunning views of Western Port, Phillip Island and Bass Strait. This year, 15 14ft skiffs turned up including 3 boats from Royals. All competitors were able to camp at the yacht club for the weekend.

Saturday started off with light and variable breezes, with the forecast predicting 20+ knots from the South West later in the afternoon. As the breeze slowly shifted and strengthened, the fleet was now racing in 20-25 knots making it challenging for the young RYCV boats. The increase in breeze was good practice for the upcoming 14 Worlds in Perth. The top recorded boat speed was 25 knots. Saturday afternoon racing was followed up an association dinner at the Club.

Sunday brought light and sunny conditions and many tired bodies from the day before. The lighter 10 knot breeze and warm weather were most welcome allowing 4 races to be run over the course of the day. During Sunday morning Lipton cup winners were presented with their trophies. 14's occupied the top 3 spots from the week before.



Lipton Cup Presentation - 1st place Mark Krstic & James Lanati "Sticky Fingers"

The Elwood Huon Trophy was held on Saturday 30th November. It was run in a light south easterly breeze which built as the race progressed.

Congratulations to the following entrants.

1. Magic Bullet - Leo Cantwell
2. Drambuie - Craig Black
3. Rozinante II- Andrew Middleton



YEAR IN REVIEW

DECEMBER

The Club was sad to advise the passing Bob Munro. Bob was a member of RYCV for more than 72 years. A private service was held for Bob.

It was a fun and festive occasion at the Commodore's Christmas Lunch on Friday 6th December. It was lovely to see so many members and VIPs. Guest speaker Greg Thorpe's talk was very informative about the history of the RYCV site and was enjoyed by all.



Sunny skies and fair winds enticed a fleet of 19 boats from the Tripe & Onion and Steak & Mushroom Series to enjoy a competitive day on the water. Then 80 plus Crew and Skippers attended and thoroughly enjoyed the famous T&O Christmas Prawn and Steak BBQ lunch which was followed by a selection of delectable cakes. Much merriment was had by all.

It was a fun and busy day at Royals on 15th December and there was a huge welcome for Santa by Seaplane! Lots and lots of children turned out to wait for Santa and his elves, and they weren't disappointed!



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The children were entertained by the face painter and jumping castle while parents and families relaxed on the lawn. A great day was had by all. Thank you to the House and Social Committee and volunteers who made this day such a success.



JANUARY

The Club was a buzz from 2nd - 9th January as we hosted over 230 sailors from 8 countries. On the final day of racing it was Joel Beashel (NSW) who leapfrogged the competition to take out the 2020 Musto Optimist Australian Championship at just 11 years of age.

Congratulations and well done to all our members who sailed in races across Christmas and New Year.

Cock of the Bay

Division 2 IRC

4 - *Mercedes III*, M Ryan

Division 1 AMS

18 - *Soiree Bleu*, D Lithgow

Division 2 AMS

4 - *Cocoon*, M Jackson

10 - *Magic Bullet*, L Cantwell

15 - *Mercedes III*, M Ryan

Division 1 PHS

18 - *Soiree Bleu*, D Lithgow

Division 2 PHS

12 - *Magic Bullet*, L Cantwell

18 - *Cocoon*, M Jackson

32 - *Mercedes III*, M Ryan

33 - *Duxelle*, M Mactavish

YEAR IN REVIEW

Melbourne to Devonport

Division 1 IRC

1 – *Afrayed Knot*, B Early

AMS

5 – *Afrayed Knot*, B Early

PHS

4 – *Afrayed Knot*, B Early

Melbourne to Hobart

2nd Across line, Douglas Lithgow's *Soiree Bleu*

Alien & Saltair retired

Sydney to Hobart

IRC

24 – *Goat* – Louis Schofield

50 – *Chutzpah*

Faster Forward retired

Jaffa ORCi – 42, ORCi Div 3 – 14, Corinthian

PHS 13

Launceston to Hobart

IRC

1 – *Vertigo*, T Olding

AMS

1 – *Vertigo*, T Olding

Royal Geelong Yacht Club hosted the Australian Cadet Nationals. Several of our junior sailors participated in the regatta to round out their season.

One Design Results:

- 20th – *Thrill Seeker* (Emma & Carla Maertens)
- 21st – *Supersonic* (Mats Maertens & Arjay Layton)
- 37th – *Bridgewick Farm* (Zac Sayle & Ashton Rawstron)
- 49th – *Sniper* (Ollie Grieve & Rosie King)
- 51st – *Gotcha* (Tim Ronchi & Eliza Layton)
- 53rd – *King George* (Leo Church & Archie Scott)
- 55th – *Jonathan L* (Ava Schofield & Isla Wilson)
- Ollie and Rosie also won 1st place on PHS.

The Impulse Nationals were held at Altona Yacht Club. Paul Lindemann was competing in his first nationals in the class and put in an impressive performance to come 32nd in an experienced fleet of Impulse sailors.

YEAR IN REVIEW

Several of our OTB members sailed on keelboats over the break. Will Sheers completed the Sydney to Hobart on *White Noise* coming 11th in both their IRC and ORCi divisions. He backed that up with the J24 Nationals on *Checkmate*, where they took out the title!

Sail Melbourne was once again a great regatta. Sailors came from all over the world to compete in invited classes, World Championships, Australian championships and Olympic qualifiers. Congratulations to David Ellis who came 8th in the Finns (and 6th in the recent Nationals). Also, a big shout out to the RYCV volunteers who ran the race areas for the Paras (2.4m & Liberty classes) and the men's and women's RS:X.

The Magical Mystery Tour to Wilsons Promontory abandoned in January due to no visibility outside the heads and heavy weather. Instead, they split up and cruised inside Port Philip after a dinner and barbecues at QCYC.

The Awinya Cup was held on Saturday 18th January. The final results were;

1. *Lucy In The Sky* - Calum Brenan
2. *Rozinante II* - Andrew Middleton
3. *Rough Cut* - Duncan Rae

RYCV sailors had a fantastic time at Festival of Sails over the Australia Day weekend and scored some great results to boot!

Huey threw a little bit of everything at us, with a particularly bonkers passage race with lots of close quarters sailing (if that's what you call a 200 boat raft up traveling at 5 knots!).

A team of RYCV volunteers also headed to Geelong with Race Director, David Le Roy to run the first event of the National Sailing League Oceania's 2019-2020 Season.

[Click here to view all results](#)



YEAR IN REVIEW

FEBRUARY

The Lord Forster Trophy was donated to Royals by the grandson of Lord Forster, who was Governor-General from 1920 to 1925 and Club Commodore from 1921 to 1925.

The trophy was contested on 1 February and congratulations to the following entrants;

1. *Lucy In The Sky* - Calum Brenan
2. *Flying Circus* - Eric Marsh
3. *Rough Cut* - Rae Duncan

Congratulations to *Ruthean* and her top flight skipper and crew for her first overall corrected time win in the CYAA Summer Series Race 6.

Division winners on corrected time were *Ruthean*, Ferdi Darley Division 3, *Sirocco*, Charlie Salter Division two and *Mamuka Rere*, Cam Smith Division 1.

Such a great sight to see *Acrospire IV* just creaming across the slight seas. She was a picture of power as she worked on chasing down *Kingurra*. It was a turn the back the clock to the 40's moment. Thanks to the special effort put in by Peter Johns and his crew on Frances, Our Sayonara Cup Winner of the 50's and old nemesis of *Acrospire IV*. Having her brought back to racing at short notice was a special Race 6 sight.



Congratulations to *Cocoon* who won AMS Cruising with Spinnaker Division 2 at the Petersville Regatta in Blairgowrie. Well done to Leo Cantwell on *Magic Bullet* on coming second in the same division. *Magic Bullet* also came second in PHS. Michael Pointon on *Vitesse* came third in Division 3 Cruising with Spinnaker in AMS. Well done to all!



YEAR IN REVIEW

After much consideration, we were excited to announce the names of our new Optis!

- Sharkbait - Finley Orr
- OptiMist - Martin Ryan
- OptiMum - Martin Ryan
- OptiCal - Martin Ryan
- Rocket - Laura Firth and family
- Splash - Laura Firth and family
- OptiMates - Donna and Stephen Hendy
- Victoria - Jo Sasse

Well done to all and thank you to everyone who submitted names.

As part of the Port Phillip Women's Championship Series, the 2020 Jennifer Goldsmith Perpetual Trophy - Lady Skippers' Race saw 17 entrants hitting the water with the perfect conditions of a 14kts SE, flat sea and bright sunshine. Well done to all Royals who participated.

Sunday 23rd of February was the 114 Grand Prix Heat 7 at RYCV.

A light 5 knots was present in the morning, which had built to 10-15 knots by midday in the South; there was a touch of excitement in the air as this was far better than the variable 5 knots predicted but, with varying wind directions all around the bay, all was not as it seemed.

Racing was scheduled for 2pm and as the 14's moseyed out to the race course it became clear the morning Northerly and afternoon Southerly were having a competition of their own with Williamstown smack bang in the centre of it all.



After a small delay it seemed the Southerly had taken control and racing got underway in a comfortable 10-12 knots with boats easily 2 wiring upwind. A left hand shift right before the start caught a few boats out; Lindsay Irwin and Scott Cunningham were OCS and both went back, Anthony Anderson had a great jump off pin end but couldn't capitalise after the breeze shifted back moments later; this would be the story of the day with the breeze shifting between South and South East laying a minefield of holes for the competitors.

Mark Krstic managed to navigate the upwind the best rounding the top mark in first with Lindsay Irwin 2nd and Chris Vaughan 3rd. The downwind legs proved to be the most challenging and entertaining as the breeze dropped and swung around catching boats out either sitting in no breeze or in some cases tipping in to windward. Mark and Lindsay stretched out on the rest of the field but the fight for 3rd place was tight between Scott Cunningham, Anthony Anderson and Chris Vaughan all

YEAR IN REVIEW

trading places on the upwind and downwind legs, with Scott finally taking the advantage at the finish.

Final places were:

1st *Sticky Fingers* - Mark Krstic & James Lanati

2nd *Ronstan Irwin Sails* – Lindsay Irwin & Andrew Perry

3rd *Is this goin' in or what?* – Scott Cunningham & Dave Parker

Congratulations Louis Schofield! RYCV Member Louis Schofield and his team won the 2020 Harken Youth International Regatta, hosted by Royal New Zealand Yacht Squadron. Louis and his team then represented Australia in the World Youth Match Racing Championships where they were crowned Harken 2020 Youth Match Racing WORLD CHAMPIONS after defeating American Jack Parkin three-nil in the final.

MARCH

Discover Sailing Day was a busy and successful day on 1st March! As part of the Williamstown Seaport Festival, we had over 100 people come and try sailing as well as hundreds more who visited the Club and enjoyed the live music and food specials. The fantastic weather enabled everyone to enjoy our Club and the wonderful atmosphere.

Thank you to all the boat owners who gave their time and took enthusiastic guests out sailing. The feedback was fantastic, and the day generated a number of new Members. A big thank you to all our volunteers around the Club who made our visitors feel welcome. We can't run these events without your support.



Image: Andrew Delves:

YEAR IN REVIEW

On Sunday 1st March, a fleet of eight boats competed in the annual Val Hodge race hosted by RYCV, with this also being the third race of the 19/20 PPWCS series. This year the day had a different format with 2 races being held.

We had a beautiful day of blue sky, with conditions being reasonably mild at around 10 knots, although there were some gusts which challenged our crews.

Congratulations to Aurelie Chabrol and her crew on *Remedy* for taking out the Val Hodge trophy with results being based on the combined score from the two races. Aurelie said her crew of 4 girls and one male are trying out different roles on the boat and went for a conservative approach to the race choosing not to put a kite up given the challenging conditions. This paid off with consistent results of a third and a second being achieved in each race.

Coming in second was Katie Holroyd on *Serious Yahoo* and Jane Richards on *Galatea*. *Serious Yahoo* also won AMS, with *Up 'n Go* second and *Galatea* third. *Serious Yahoo* continued their good results for the day winning IRC, followed by *Galatea* and *Up 'n Go*. Well done to all winners and participants.

There was plenty of other activity at the top end of the bay with the Classics racing, Discover Sailing Days and tall ships out on the water as part of the Williamstown Seaport Festival all of which added to the atmosphere of the day.

At Sandringham Yacht Club the International Cadets and the 114s had their state championships. Below are the results for our competitors.

Cadets

Anaconda (Elliot Hughes from RGYC & Lasse Maertens) – 3rd OD & 23rd PHS

Thrill Seeker (Emma & Carla Maertens) – 11th OD & 4th PHS

Supersonic (Mats Maertens & Arjary Layton) – 12th OD & 17th PHS

Bridgewick Farm (Zac Sayle & Ashton Rawstron) – 21st OD & 7th PHS

Stealth (James Allpress & Ellie Fazakerley) – 22nd OD & 1st PHS

Need for Speed (Maddie Scambary-Speller & Molly Grimes) – 24th OD & 16th PHS

Gotcha (Tim Ronchi & Eliza Layton) – 25th OD & 22nd PHS

Pepsea (Leo Church & Leo Loftus) – 26th OD & 27th PHS

Sniper (Ollie Grieve & Rosie King) – 30th OD & 30th PHS

14ft skiffs

Long Eared Galoot (David Wright & Callum Prestedge) – 11th

Ron Jeremy (Andrew King & Wynn Schofield) – 12th

Dutch Courage (Duncan Rae & Oscar Kirkpatrick) – 14th

This year, the 14 state were renamed The Mark Fox 14 state titles to commemorate the untimely passing of 14 sailor Mark Fox. Mark Fox or “Foxy” was a long-term supporter of 14’s as well as being a 39-year member of Sandringham Yacht Club.

YEAR IN REVIEW

This year the states had 18 boats competing and the regatta was also shared with the B14 and Musto Skiffs. The first day of sailing started with a constant 10-15 knots sometimes going as high as 18 knots. This was perfect sailing conditions for 14's and a number of spectators boats showed up to watch some of the action. They were not disappointed as the persistent large swell played havoc with all boats a number of which 'cartwheeled' during the races. Two races were run before a 25 knot sea breeze came up.

Sunday proved to be much more challenging with 20-25 knots all day and the three scheduled races were brought back to two. This didn't prevent a number of boats dropping out of contention due to the challenging conditions.

Monday started off with around 25 knots and the boats were held on shore with the AP flags flying for about an hour. The wind finally dropped below 20 knots and continued to abate throughout the day. This allowed the race committee to get 3 races in.

This year's 14 states were one of the largest with boats coming from as far as NSW and is a testament to the strength of the class in Victoria with more growth expected mainly from RYCV.

The 2020 Melbourne to King Island Yacht Race lived up to its reputation as one of the most popular races on the ORCV calendar. Congratulations to Vertigo who came 3rd on AMS. A great effort! Well done to all Royals who participated.



As the final race of the Tripe & Onions Series was abandoned due to COVID-19, we were pleased to announce the following winners.

Congratulations and well done to everyone who participated!

Division 1. *Shore Thing* – Robin Warlond
Division 2. *Magic* – Richard English





THE CLUB AND COVID-19

As with most businesses and venues, Royals was greatly affected by the COVID-19 pandemic as we swiftly adapted to changing Government restrictions. We were forced to cancel all sailing, including major international regattas and the Lipton Cup, and all sail training programs. The restaurant and bar shut, and most staff members started working from home.

However, Michael and his team efficiently used this time to improve the facilities at your Club. Our Honorary Architect, Charlie Salter, recommended a number of improvements to our clubhouse, OTB area and overall site, and our General Manager, Michael Neumann, co-ordinated this work.

Club Member Steve Standen generously volunteered his time and, along with his team, completed major improvements to the old railed yard, removing most of the rails and upgrading the surface with new concrete. This was a major task and we now have a large accessible and useable area to the west of the Clubhouse. This space is ideal for boat storage or large events.

Doug Hem once again demonstrated his boat finishing skills to strip back and revarnish the bar and foyer bench tops to a finish that is as good or better than the original. In the end, Doug put over 10 coats on the bar and it is positively sparkling!

We also used the lockdown to paint the dining room, repolish the floor and update the lighting. The overall finish is fresh and inviting and the dimming lights create a great ambiance.

The painting did not stop in the dining room. We are so pleased with our newly painted blue front door, and committee room doors. They really smarten the place up!

The centrepiece of our soft renovations is *Magic Mayo* who is suspended from the ceiling in the dining room. *Magic Mayo* has a long and significant history at Royals having been a part of the Club since 1976. In 1987, Ryan Grieve and Lars Larson sailed *Magic Mayo* to 1st place in the Invitation race World Championships in Pwllheli, Wales. This amazing achievement was recognized when HRH Princess Anne presented them with the trophy.

Outside, the team were just as busy. Ryan Blackstock and his yard staff lifted the floating pontoons under the western hardstand crane for refurbishment and, with all sail training being cancelled, Ian Fox has inspected and replaced faulty mooring lines throughout the marina.

With the generous support of our Members, we have a number of new permanent, hardwood picnic tables on our lawn. These tables have greatly

enhanced our outdoor dining options and have created 96 additional seats. Thank you to everyone who sponsored a table.

Our food and beverage team also worked hard cleaning the kitchen and developing a fresh, new seasonal menu. This new food and beverage offering was ready to go as soon as the restrictions allowed us to do

We were pleased to be able to offer Members 25% off their membership for the 2020/2021 year. This discount was well received and appreciated by Members and we had very few Resignations despite the challenging year. In fact, our Member continued to grow with over 70 Members joining since the end of March.

We would like to thank all our Members and staff for their continued support during this very challenging year. It was only through their dedication, commitment and patience that we were able to emerge as a strong and positive Club.



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INAUGURAL MELBOURNE TO HOBART YACHT RACE - 1972. (NOW KNOWN AS THE 'WEST COASTER')

Charles Treleaven

Life is strange – one never knows where it will take you.

To describe how I became friends with Hedley Calvert it is necessary to go back to my plastics days in the early 1970's.

Lumacell Plastics had pioneered the markets for expanded polystyrene sheet, and while we had captured a major share of the Australian pre-packed meat market with a range of food trays, we were looking for other markets to exploit.

We noted that South Africa had successfully used this material for a range of apple trays and these were used in their growing export field. At this time, apple packers in Australia used purple paper - pulp trays.

Shipping was changing to the use of containers, and with apples the freight cost was based on the number of apple cases that could be packed into a standard container. The Victorian Research Centre at Scoresby realised that the cost of freight for apples could be reduced if the volume shipped in each container could be increased and this meant tightening the pack.

The cost of experimentation for the pulp tray manufacturer was prohibitive, considering the wide range of trays for the various sizes of apples, whereas for us it was simple. We simply cut the various sized fruit, nailed them on a board, took a plaster-cast, and vacuum formed samples.

The resultant modified pack became known as the "Scoresby Pack" and resulted in an increase in the number of cases per forty-foot container of about twenty per cent.

A series of export trials were needed, and these brought me into contact with Hedley Calvert, who ran Waterloo Packers in the Huon Valley, and exported about 900,000 cases of apples each year. He subsequently became a good friend.

Although he was a very successful businessman, Hedley was at this time the leading ocean racing yacht skipper in Tasmania, and owned a famous yacht called "Huon Lass." He announced that he would enter the new Melbourne to Hobart ocean race instead of the usual Sydney to Hobart race.

About four days before Christmas 1972, Hedley and his crew arrived in "Huon Lass" at Hobsons Bay Yacht Club, but without their navigator who had arranged to fly to Melbourne on Christmas evening, so that he could spend that day with his family.

We had a couple of pleasant evenings with Hedley and his crew, and invited them to spend Christmas Day with my family. This was declined, on the grounds that they did not want to disturb our celebrations. As it turned out, Christmas morning was cold and miserable, and very early I had a depressed Hedley on the phone asking if the invitation was still open. Taxis were quickly arranged and we had seven extra for lunch that day.

INAUGURAL MELBOURNE TO HOBART YACHT RACE - 1972. (NOW KNOWN AS THE 'WEST COASTER')

Charles Treleaven

They stayed until about four, and then sailed to Queenscliff, where the race would start the next morning.

It was about 7pm Christmas night when I received another phone call from Hedley, saying that the Navigator had missed the plane he was expected to fly on, and the earliest he would arrive at Tullamarine would be the next morning, barely over an hour before the race was due to start at Queenscliff. Hedley was depressed, because he felt he would have to cancel racing, being without his right-hand man. I told him I would see what I could do to help. It seemed impossible, especially being Christmas Day, with everything and everybody closed or relaxed.

I rang a colleague at the Aero Club for advice. He gave me the name and number of an aviator who ran a small hire plane business, though he did not really have much hope that this man could help me.

As luck would have it, not only did he answer the phone, but said that he would meet the Hobart plane the next morning and fly the person to a small airfield near Queenscliff. He gave detailed instructions as to how to find him and his plane at Tullamarine Airport.

So far so good, but our friend was still not in Queenscliff. It so happens that because of the frequency of sailing at the Heads,

I had made radio friends with the Lighthouse Keeper at Point Lonsdale. Nothing ventured, I found his home number, and again good fortune indeed smiled. He was home and full of Christmas cheer.

I asked him if he knew of a reliable local taxi driver, and he gave me a name and a number. Again, I was lucky and booked him to meet a light aircraft at Barwon Heads airfield, and to take a passenger quickly to the pier at Queenscliff.

All these arrangements were relayed to Hedley, who in turn contacted the navigator in Hobart and gave him all the necessary instructions. I doubt that any of us slept that night – there was so much that could go wrong.

The next morning it all worked like clockwork, and the navigator was aboard the “Huon Lass” in time for the race to start. PHEW! Surely it could only happen in Australia.

A few weeks later, I received a very generous picnic set from Hedley and the boys, with a note of thanks addressed to the “Maker of Miracles”.

This was no miracle - I was just lucky to have friends and to know people who could help.