



ROYAL YACHT CLUB
OF VICTORIA

2025
YEARBOOK

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From the Commodore

Dear Members,

As I enter my second year as Commodore, I'm reflecting on a period of significant activity, improvement, and forward planning for our Club. It has been a genuine privilege to serve in this role and to work alongside so many dedicated Members, staff, and volunteers who share a deep commitment to Royals.

I would first like to thank and commend our Immediate Past Commodore, Tim Olding, for his strategic and diligent stewardship of the Club during his tenure, but especially for his continued efforts together with Member Peter Little to revert the speed restriction on the Port Philip Ferries transiting Hobson's Bay back to 15 knots. This has alleviated the main source of high energy wave and surge action that was damaging Members' boats and degrading our marina and foreshore infrastructure.

Over the past twelve months, we've made solid progress on several major projects. At the time of writing, all piles are now completed on the new travel lift, the travel lift is under construction and on track to arrive in time for Opening Day, and our bar renovation and refresh is well underway. These works, along with ongoing maintenance across our facilities, are investments that form part of a long-term approach to safeguarding and improving the Club's assets and income.

This year, while we may not be reporting a profit, we have built the systems, structures, and physical assets that put us in a strong position for sustainable growth in the years ahead. Last year's introduction of an annual infrastructure levy across all membership categories is one example of this forward planning, creating a protected fund for major capital works that will require Member approval before being spent.

We have also placed renewed focus on Occupational Health & Safety. Dedicated Members have been assessing and tidying up our Club and developing updated health and safety policies and procedures to ensure we effectively resolve issues that arise, from workplace safety to the readiness of our vessels. The diverse and complex nature of our Club makes ensuring safety a large and time-consuming task, and I am grateful to Members Sandy Doull and Lisa Stevens, who, together with our staff, maintain our focus and progress in this area of our operations.

Of course, our mission remains to develop and grow participation in sailing, both within the Club and across the wider community, while providing high-quality services and facilities for our Members and their guests.



We are equally committed to fostering a positive, diverse, and inclusive club culture where everyone feels welcome. Over the past year, sailors from our Club have performed well in the leading sailing events in Australia, including local bay and longer ocean races, including the Melbourne and Sydney to Hobart yacht races, the Melbourne to Osaka race, and, for me, the Australian Wooden Boat Festival in Hobart. The Club has taken tangible steps towards expanding the quality and reach of our sport: hosting community sailing days to introduce newcomers to our sport, enhancing training opportunities for sailors of all ages, and investing in upgraded facilities and race management that improve both functionality and Member experience. I believe that these initiatives, combined with the energy and passion of our community, are strengthening Royals' reputation as a vibrant, forward-thinking Club.

Running a Club of our scale means balancing many roles: we are a vibrant Member community, a workplace of over 20 staff, and a large body of contracting marine tradespersons. We have a secure long-term lease that comes with significant ongoing obligations for capital improvement and responsible management of assets in a business with a \$3.6 million annual turnover. It's no small task, but thanks to the dedication of the General Committee, our sub-committees, General Manager Michael Neumann, and all our staff, we are navigating these responsibilities with purpose and direction. With Michael Neumann's decision to resign as the General Manager of Royal Yacht Club of Victoria, we express our heartfelt gratitude to him for his seven years of dedicated leadership and service to our Club objectives and our Members.

Thank you to everyone who has supported me in my first year as Commodore. I am confident that the infrastructure, business and cultural improvements that we have undertaken will support the continued growth and success of Royals well into the future.

Damian Purcell
Commodore

Keelboat News

In keelboats, many of our strong performers of the past few seasons were once again prominent in the results across the season.

The Challenge 12 Trophy, Division 1 aggregate Tui Hall Memorial Trophy, Vice Commodore's Trophy for Div1 Aggregate, the Geoffery Grey Memorial Trophy, E.O Digby Trophy, Lord Forster's Trophy and the Harold Ward Trophy were won by Gavin Gourley, James Permezel and Craig Black with MAGGIE ISLAND BREWERY.

Ray Borrett's LAURELLE featured once again, winning the Sun Theatre Trophy, Livingston Trophy, Div 2 Aggregate Herald ½ Tonne Cup, Commodore's Trophy, the 150th Jubilee Trophy, and the River Series Cup.

Pat Clarke's YOLLA had another good year winning the Elwood Huon Trophy, the Black Bottle Trophy and the HBYC 60th Port Phillip Sea Pilot's Race.

Other strong performers throughout the season were Peter McFarlane's LOCH SLOIDH 2 winning the Rear Commodore's Trophy for AMS Div2 Season aggregate and the McCutcheon Cup, and Denis Clarke's X&Y winning the Lord Brassey Trophy and the Awinya Cup.

Last season also recorded wins for Tim Campbell's PRIVATE EQUITY in the Commodore-in-Chief's Trophy, Peter Garner's JOAN LORRAINE in the Palliser Trophy, Peter Little's Sydney 38 ADRENALIN winning the Geoffery Evans Trophy and finally John Handley and STEALTH taking out the Phoenix Cup.

The Sonia Trophy for the lead RYCV boat in the race to Geelong in January was shared by Bruce Taylor's CHUTZPAH off the southern start line, and Catherine North's DUXELLE off the northern start line.

Our traditional and much-loved Sunday Pursuit Series the Tripe & Onions was one by John Robb's FOOTLOOSE and the Steak & Mushrooms by Peter Dusting's VALIANT 9.

To close out our Club awards for last season, Dan Morrow's AFFIRMATIVE ACTION took out the Andrew Bell Trophy and Division 2 of the Lipton Cup, Paul Larcher and GRAVITASTook out Division 3 of the Lipton Cup, David Barnett and NUNYARRA were the winners of the Cruising Division of Lipton Cup, and finally, special mention goes to Hester Freeman skippering QUIXOTIC to the win of the Val Hodge Trophy.



In ocean racing, our Club was once again well represented across the summer offshore season, with regular appearances from Justin Brenan's ALIEN who was once again successful taking second place in the Melbourne to Hobart race, and several other strong performances from Leo Cantwell's AILERON, Rob Hick's TOECUTTER and Tim & Clare Olding's VERTIGO in the prestigious Rudder Cup race to Devonport.

We could not let this year pass without making a special mention of our Osaka Cup representatives Cyrus Allen with his co-skipper Lillian Stewart on WHITE SPIRIT and Rod Gunther with his co-skipper Peter Tardrew aboard QUEST. Their performance in this epic 5,500nm double-handed race provided inspiration to many and captured the imaginations of our entire Club.

Finally, our racing season would not happen at all if it weren't for the tireless hard work of our Club administration and sail training team, led by our sailing administrator, Owen Church, and our Sail Training Development Manager, Ian Fox, and ably supported by Melissa Wisbey and Camilla Bett. As I am sure all of you will attest, day after day, week after week, this team manages our racing and training programs with a smile and a can-do attitude, and we all owe them a debt of gratitude for making our racing season the well-oiled machine it has become.

Matt Fahey
Rear Commodore Sailing



Club Awards

Sailor of the Year – Rod Gunther
 Cruising Sailor of the Year – Ken Uber
 Club Member of the Year – Marg Goddard and Rick English
 Crew Member of the Year – Allan Petersen
 Junior Sailor of the Year – Eliza-Jane Layton
 George Low Trophy for best performing boat – Andrew Middleton (QUIXOTIC)

TROPHY	BOAT NAME	SKIPPER
LIVINGSTON TROPHY	LAURELLE	Ray Barnett
	AFFIRMATIVE ACTION (D1)	Dan Morrow
	GRAVITAS (D2)	Paul Larcher
	SCARLET RUNNER (Super 40)	Rob Dace
	MURRAYRA (Classic & Cruising)	David Barnett
LIPTON CUP		
CHALLENGE 12 TROPHY	MAGGIE ISLAND BREWERY	C.Black/G.Gourley/J.Permazell
DIVISION 1 AGGREGATE TUI HALL MEMORIAL TROPHY	MAGGIE ISLAND BREWERY	C.Black/G.Gourley/J.Permazell
VICE COMMODORE'S TROPHY AMS DIV 1 SEASON		
AGGREGATE	MAGGIE ISLAND BREWERY	C.Black/G.Gourley/J.Permazell
DIVISION 2 AGGREGATE	LAURELLE	Ray Barnett
REAR COMMODORE'S TROPHY AMS DIV 2 SEASON		
AGGREGATE (plate)	LOCH SLOIDH 2	Peter McFarlane
THE JEFFREY GRAY MEMORIAL TROPHY	MAGGIE ISLAND BREWERY	C.Black/G.Gourley/J.Permazell
McUTCHEON CUP	LOCH SLOIDH 2	Peter McFarlane
E O DIGBY TROPHY	MAGGIE ISLAND BREWERY	C.Black/G.Gourley/J.Permazell
LORD BRASSEY TROPHY	X&Y	Dennis Clark
LORD FORSTER TROPHY	MAGGIE ISLAND BREWERY	C.Black/G.Gourley/J.Permazell
COMMODORE IN CHIEF'S TROPHY	PRIVATE EQUITY	Timothy Campbell
COMMODORE'S TROPHY	LAURELLE	Ray Barnett
ELWOOD HUON TROPHY	YOLLA	Patrick Clarke
PALLISER TROPHY	JOAN LORRAINE	Peter Garner
HAROLD WARD TROPHY	MAGGIE ISLAND BREWERY	C.Black/G.Gourley/J.Permazell
AWINYA CUP	X&Y	Dennis Clark
GEOFFREY EVANS TROPHY	ADREVALIN	Peter Little
PHOENIX TROPHY	STEALTH	John Handley
PHOENIX TROPHY WOODEN SPOON	STORM	Tony Johnson-Sneddon
BLACK BOTTLE TROPHY	YOLLA	Patrick Clarke
150th JUBILEE TROPHY	LAURELLE	Misha Samoylov
VAL HODGE TROPHY	QUIXOTIC	Heather Freeman
	CHUTZPAH-Start Line 1	Bruce Taylor
	DUXELLE-Start Line 2	Catherine North/Michael
SONIA TROPHY	FOOTLOOSE	John Robb
TRIBE AND ONIONS SERIES	VALIANT 9	Peter Duxing
STEAK & MUSHROOMS TROPHY		
BILL HALES TROPHY	RAGE	Tim Methenill
ANDREW BELL TROPHY	AFFIRMATIVE ACTION	Dan Morrow
ESSENDON CUP	ENCORE	Bill Feore
ESSENDON SERIES AMS WINNER	ENCORE	Bill Feore
LAURA GLORIA TROPHY	ENSEFAY	PC JOHN DUFFIN
RIVERS CUP	LAURELLE	Ray Barnett



Your Committees

Thank you to all our Members who have volunteered their time and skills serving on Club committees during 2024 - 2025. Our Club could not run without you!

GENERAL COMMITTEE

The General Committee plays a key role in the day to day running of the Club, and also future development.

Commodore - Damian Purcell
Vice Commodore - Cath Beaufort OAM
Rear Commodore Club - Guy Schofield
Rear Commodore Sailing - Matt Fahey
Secretary - Liesl Petterd
Treasurer - Warwick Norman AM
Committee Member - Sandy Doull
Committee Member - David Barnett
General Manager - Michael Neumann

SAILING COMMITTEE

The Sailing Committee is responsible for organising and coordinating sailing events and regattas which occur at the Club.

Chair - Matt Fahey
Off the Beach Club Captain - Claire Fazakerley
SheSails Rep - Liesl Petterd
Club Equipment Auditors - Duncan Rae/Ian Fox
Sailing Administrator - Andy Warner/Owen Church
Handicapper - Gary Fell
Training and Development - Ian Fox
Cruising - Vacant
Committee Member - Sam Smith
Committee Member - Grant Botica

PROPERTY AND FACILITIES

The Property and Facilities Committee assists in the operations of the Club's yard and marina.

Rear Commodore Club - Guy Schofield
Committee Member - Glenda Pililfeant
Committee Member - Peter Garner
Committee Member - Ken Uber
Waterfront Manager - Max Leonard
General Manager - Michael Neumann

HOUSE AND SOCIAL COMMITTEE

The House and Social Committee assists in planning and running social events.

Vice Commodore - Cath Beaufort OAM
Committee Member - Melissa Fahey
Committee Member - Julie Webb
Committee Member - Jackie Mitchell
Committee Member - Sabina Staedler
Committee Member - Rene Johnson-Sneddon
Food & Beverage Manager - Simone Kienc

MEMBERSHIP COMMITTEE

The Membership Committee discusses new and innovative ways to encourage more people to discover sailing.

Vice Commodore - Cath Beaufort OAM
Committee Member - Megan Jackson
Committee Member - Susan Webber
Committee Member - Julie Standen
Committee Member - Karen Moore
Committee Member - David Barnett
Membership & Sailing Administrator - Melissa Wisbey

Off the Beach

Our Junior Off the Beach sailing program continued to thrive during the 2024-25 season, ably supported by our enthusiastic and dedicated coaching team lead by Lulu Di Scasio and Maddie Scambary-Speller, and our committed team of parent volunteers.

This year, we've had a strong focus on growing and developing our junior fleet. Our current parents and sailors form an inclusive, supportive group with a strong sense of camaraderie both on and off the water, and we are delighted to have welcomed several new families to our Off the Beach community during the season.

We have established a small (but hopefully sustainable) Optimist fleet to sit alongside our existing International Cadet fleet as an alternative pathway for junior sailors graduating from the Tackers learn-to-sail program. It's early days yet, but there are promising synergies between our Optimist and Cadet programs.

A core group of Optimist sailors participated in Club racing this year, and with support and encouragement from coach Maddie, OPTI MAGIC (Sophia Howett), PASSING WIND (Marcus Hoang) and LOOK OUT! (Nick Burhop Keller) all sailed in their first regattas – initially competing in the greenfleet division but progressing to the intermediate division by the end of the season.

Our Cadet fleet has continued to grow. Eight boats regularly participated in Club racing over the summer season, and ten boats took part in our training program. With several sailors making the transition from crewing to skippering during the season, coach Lulu is supporting our new skippers and crews to grow in skill and confidence, while also providing the more experienced skippers with opportunities to develop their technical, tactical and race strategy skills to be competitive at a state and national level.

This year's Lipton Cup Regatta challenged the resilience of our sailors and volunteers. On the first day, strong northerly winds kept the less experienced OTB sailors on shore. On the second day, the fleet was hit by an extreme weather event, requiring a mass rescue of the around 60 Optimist, Cadet and Mirror dinghy sailors. We are grateful to everyone who assisted with the rescue and recovery efforts. Despite the conditions, there were some strong performances from RYCV boats, with top ten placings for MOCKINGJAY (Eliza Jane Layton and Ellie Lloyd, 4th), HYKNOTIC (Mairin Lloyd and Ross Tolcher, 6th) and SNIPER (Ellie Fazakerley and Emily Dean, 8th) in the Cadet division.



The six teams that made the long road trip to Port Lincoln, SA for the 63rd International Cadet Australian National Championships enjoyed a warm and friendly welcome from the Port Lincoln Yacht Club, perfect weather and great racing. MOCKINGJAY was the best performed RYCV boat finishing in 15th place, while JONATHAN L (Jarvis Coyle and Louis Ridgeway) improved consistently over the regatta to win first place on performance handicap trophy. BULLANT (Holly Severino and Manon Lay) collected the most pennants, with five podium finishes on performance handicap over the regatta. With the next Nationals being held at Royal Geelong Yacht Club, we are looking forward to strong participation from RYCV boats.

RYCV was well represented at the International Cadet State titles at Sandringham Yacht Club, with 8 boats entered. With all of the top boats from Tasmania and South Australia competing in the Victorian States as part of their preparation for the Cadet Worlds, there was strong competition at the front end of the fleet. MOCKINGJAY was again the best performing RYCV boat, with Eliza Jane Layton also winning the Mermaid Trophy for the first female skipper.

Complementing the regular Club racing and regatta program, this year, Williamstown Sailing Club, Hobsons Bay Yacht Club and RYCV combined to offer a very successful Friday twilight dinghy race series on the Williamstown side of the shipping channel. As well as providing extra on-water time for the really keen sailors, the fun, low-key format made Friday twilights perfect for less experienced sailors and for trying out new crews.

We aim to support our Junior Members to become accomplished sailors and pave the way for further sailing endeavours as they grow. This includes building connections between our older Cadet sailors and the RYCV keelboat community. This year, six of our Cadets/ex-Cadet sailors competed in the Bluebird State Championships, with DRAMBUIE (Arjay Layton, Eliza Jane Layton and Ellie Fazakerley) taking third place on handicap. Thank you to the Bluebird owners and sailors for making the OTB sailors welcome.

The RYCV Senior fleet has once again been noticeable by their absence on the racecourse (except for the Waszps who joined us for one day as part of their traveller series). The OTB team are always happy to support any sailors and are looking forward to more engagement with senior OTB sailors next year.

Off the Beach

To wrap up the season, the OTB sailors, volunteers, supporters and friends swapped their wetsuits and wet weather gear for red carpet attire to celebrate our awesome young sailors at our 2024-25 OTB Presentation Night. We had a fabulous evening. Thank you to our special guest for the evening, Janet Wilks, for presenting the trophies, and to Sandy and the bar staff for maintaining their sense of humour when we said, “just one more song” (for the sixth time).

The OTB Committee would like to thank everyone who contributed to fundraising efforts during the year. The funds raised supported our sailors going to Nationals as well as enabling us to purchase an additional Club Cadet. Our Club-owned Optis and Cadets play a crucial role in breaking down barriers to participation in sailing, with several of our current group of junior sailors starting out their sailing journey in a Club boat.

We would also like to thank our dedicated group of volunteers who step up, pitch in and keep everything running on the day both on and off the water. It's been great to see so many of our new OTB parents take up the training offered by the Club and acquire the skills to take on various on-water roles. Without our volunteer team, there would be no OTB sailing, so building up our pool of trained volunteers is as important as growing our Opti and Cadet fleets.

At the end of the season, Peter Layton stepped down from the OTB Committee. Peter has been a mainstay of both the Committee and our on-water team over several years, and the OTB Committee would like to thank him for his contribution and for sharing his knowledge and expertise with our sailors.

Claire Fazakerley
OTB Captain



Off the Beach

International Cadet 2024-25 Nationals Results

Place	Sail No	Boat	Skipper	Crew
15	9915	MOCKINGJAY	Eliza-Jane Layton	Ellie Lloyd
18	9917	CREATURE OF HABIT	Mairin Lloyd	Ross Tolcher
20	10049	MANTA RAY	Leo Loftus	Poppy Loftus
29	9779	SNIPER	Ellie Fazakerley	Emily Dean
31	9931	JONATHAN L	Jarvis Coyle	Louis Ridgeway
34	9617	BULLANT	Holly Severino	Manon Lay

International Cadet 2024-25 States results

Place	Sail No	Boat	Skipper	Crew
7	9915	MOCKINGJAY	Eliza-Jane Layton	Ellie Lloyd
12	10049	MANTA RAY	Leo Loftus	Zachary Cross
18	9917	CREATURE OF HABIT	Mairin Lloyd	Ross Tolcher
22	10048	AUSTRALIA 6	Matthew Cross	Marcus Hoang
23	9931	JONATHAN L	Jarvis Coyle	Louis Ridgeway
26	9779	SNIPER	Ellie Fazakerley	Ingrid Staedler
27	9621	STEALTH	Poppy Loftus	Emily Dean
28	9617	BULLANT	Holly Severino	Clark Severino

RYCV Trophy Winners 2024-25

Sheeba Trophy	CREATURE OF HABIT	Mairin Lloyd, Ross Tolcher
Jan Trophy	AUSTRALIA 6	Matthew Cross, Zachary Cross
Smart Trophy	MOCKINGJAY	Eliza-Jane Layton, Ellie Lloyd
Commodores Trophy	MOCKINGJAY	Eliza-Jane Layton, Ellie Lloyd
Junior Club Aggregate	MOCKINGJAY	Eliza-Jane Layton, Ellie Lloyd
Djemma Award	MOCKINGJAY	Eliza-Jane Layton
Malcolm Anderson	AUSTRALIA 6	Matthew Cross
Aoma Trophy	SNIPER	Ellie Fazakerley, Emily Dean/Ingrid Staedler
Digby Trophy	OPTI MAGIC	Sophia Howett
Arch Cawthorne	AUSTRALIA 6	Zachary Cross
Tom Hillenaar	AUSTRALIA 6	Matthew Cross, Zachary Cross
Junior Club Championship	MANTA RAY	Leo Loftus, Poppy Loftus/Manon Lay
The Cup	MOCKINGJAY	Eliza-Jane Layton, Ellie Lloyd
Walker Warner Trophy	JONATHAN L	Jarvis Coyle, Louis Ridgeway
Phillip Miller Memorial		Manon Lay
Most Tenacious Opti		Marcus Hoang
Parents Encouragement		Ingrid Staedler
Coaches Award	OPTI FLEET	Sophia Howett, Marcus Hoang, Nick Burhop, Keller
Coaches Award	CADET FLEET	Jarvis Coyle





Opening Day 2024/2025

The 172nd sailing season was officially opened on 5 October 2024.

We kicked off the festivities with the Sail Past, followed by various onshore formalities. We were privileged to have Captain Victor Hugo Molina Perez along with some crew members from the Mexican Navy tall ship, ARM CUAUHTÉMOC, join us for the celebrations.

The cannon was fired, and our Junior Club Captains, Leo Loftus and Mairin Lloyd, proudly raised the burgee to mark the beginning of the 2024/2025 sailing season.

The festivities continued with live music on the deck, making it a truly special occasion to launch the new sailing season in style.





OSAKA CUP

The 2025 Osaka Cup delivered yet another epic chapter in its storied history, with two RYCV boats – QUEST, skippered by Rod Gunther and Peter Tardrew, and WHITE SPIRIT, sailed by Cyrus Allen and Lillian Stewart – standing out for their incredible journeys. The Osaka Cup is a two-handed yacht race starting in Melbourne and finishing in Osaka, and it's one of the only south-north long-distance ocean races in the world. The route passes through multiple weather systems and seasons as it crosses the Pacific Ocean.

Both yachts set off on 17 March from Melbourne, braving more than 5,500 nautical miles of testing ocean conditions before reaching the shores of Osaka. After weeks at sea, QUEST arrived at 8:00 pm on 21 April, followed by WHITE SPIRIT at 3:31 am on 22 April. In a thrilling twist, after such a long haul, QUEST finished just 44 seconds behind rival boat LORD JIMINY, marking one of the closest finishes in the race.

For Gunther and Tardrew, affectionately calling themselves "Zimmerman sailors" due to their combined age of 143 years, this race was about more than competition – it was a testament to resilience, friendship, and enduring spirit. Having been close friends for most of their lives, the race was an emotional and physical test they were determined to meet.

"I think the thing that's been good for me is to find out that there's life in the old dog, in a way to just see what your capacity is," Tardrew reflected, speaking to the powerful personal achievement the journey represented.

The race was far from smooth sailing. Both QUEST and WHITE SPIRIT faced a gauntlet of strong winds, frustrating doldrums, unexpected issues, and mid-ocean repairs. Yet, through every high and low, the crews' determination never wavered.

"We don't run around the deck like we used to when we were younger," Gunther added, highlighting that the true reward was "just putting it all together and arriving to such a close finish."

For WHITE SPIRIT, the experience was as much about teamwork and connection as it was about seamanship. "We're ecstatic at having finished one of the world's epic ocean races. While we had some challenging times, it was an amazing experience, and we worked well together managing the boat, navigation, cooking and various repairs."

Lillian Stewart shared a standout moment: "The race presented the perfect mix of everything; complete calm to utter chaos. A real highlight was getting up close and personal with the Booby Birds that would land in our cockpit each night over the equator. They provided some comic relief and companionship – something quite different to what we're used to in the Bass Strait."

Cyrus Allen also reflected on their strategic approach. "We were very happy with how we sailed the boat. We knew early on some of the key navigation decisions we were going to make – such as digging out east despite very heavy weather into the EAC to chase underlying current assistance in an effort to gain an early advantage. WHITE SPIRIT is a very heavy cruiser, so chasing currents was often underpinning our decisions."

Congratulations are in order for all competitors who took on the enormous challenge of the Osaka Cup 2025 – a race that continues to showcase the very best of human endurance, teamwork, and adventure. It was an amazing achievement by all involved, including the race management team, volunteers, supporters, families and sailors.



ROYAL YACHT CLUB OF VICTORIA

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Photo: Michael Currie

ORCV COCK OF THE BAY

The 2024 Ronstan Cock of the Bay was a fast downwind race.

The 21 nautical mile race attracted 539 sailors in a fleet of 86 boats.

Congratulations to JOAN LORRAINE R4689, skippered by Peter Garner, who was 1st in the Cruising Division.





PETERSVILLE REGATTA. DOWN UNDER SAIL

The 2024 Petersville Regatta came to a close on Monday 30 December, with no racing on the final day due to no wind.

The hot northerly conditions created a glass out on Port Phillip Bay with no possibility of getting any racing started after an on-shore postponement until 11:15am – at which point the race committee called the event.

Sailors enjoyed a relaxed morning at the club before heading into presentations to name the winners for the regatta.

Many sailors, including Peter Little from the Royal Yacht Club of Victoria, were excited to be involved in the regatta despite the early finish on Day 4.

“It was a fantastic regatta, we had perfect weather and we had a great location,” he said.

Skippering Adrenalin in Division 1, Little reflected on the previous three days of racing, emphasising how he and his crew found the racing “difficult, but everyone has a go and it’s really close”.

Michael Ebeling on La Mer from Sandringham Yacht Club said the unique regatta format of the Petersville Regatta really suited his boat and his team, as they prefer longer course racing.

“It was competitive racing, flat water, everyone is very friendly so it’s a really good regatta to compete in,” Ebeling said.

“They’re very close starts, some good close roundings, and all-in-all it’s really competitive sailing.”

The completion of the Petersville Regatta marks the end of an exciting 2024 for the Blairgowrie Yacht Squadron, with the club set for another exciting year in 2025.

Congratulations to the following RYCV entrants.

Division 1

AMS

2. SOIREE BLEU R34 – Douglas Lithgow
PH

1. ADRENALIN R138 – Peter Little

Division 2

AMS

2. AILERON R6785 – Leo Cantwell
3. CELESTE R367 – Calum Brenan
PH

1. CELESTE R367 – Calum Brenan

2. AILERON R6785 – Leo Cantwell



Photo: AL Dillon

Seamanship, respect, preparation and a love of sailing – the spirit of double-handed sailing. ORCV Media

Six yachts sailed double-handed down the West Coast of Tasmania in the 52nd Melbourne to Hobart Yacht Race in a magnificent display of mateship and skillful seamanship alongside a deep love and respect for the sport of sailing.

Quest, the blue-hulled Atlantic 48 skippered by Peter Tardrew and Rod Gunther from the Royal Yacht Club of Victoria, was the first double-hander to cross the line in the 435 nautical mile race.

Tardrew was proud of Quest's performance in the tough conditions that the West Coast is renowned for and was in good spirits after experiencing a blow to the head in the later stages of the race.

Gunther and Tardrew have only been sailing two-handed together for a couple of years but have decades of sailing experience between them with the trust and respect for each other quite palpable.

"We pushed as hard as we could and were first two-hander in – we are absolutely rapt with our performance," said Tardrew.

Sailing around Maatsuyker Island was a big moment in the race for Quest.

"The boat was fine, modern auto-pilots are just amazing things, and going around Maatsuyker – we had to granny round, we weren't going to gybe, we've got an inline rig with runners so gybing for us is a bit more complicated... and at that point we had over 35 [knots] – we were probably a little bit late but that was OK," said Tardrew.

Tardrew reflected on the race and his on-board injury, with the highest praise reserved for his co-skipper in what was an intense and difficult moment for the skipper.

"I flew across the cabin, breaking the window with my face and came tumbling down on the nav' table.

"I just lay there and there was a lot of blood.

"Rod was busy, there was a lot on, it was dark, blowing a gale with wind and rain, it wasn't a good time for anyone to be solo on a boat...every box you could tick for bad news was there, but he did what he had to do to look after the boat once he knew I was conscious," said Tardrew.



Photo: AL Dillon

With age comes experience and it's clear that these two skippers ooze enormous respect for each other's abilities, which were put to the test in this year's race.

"You have to be able to rely on each other...you need confidence in that reliance... I'm 100 per cent confident that Rod can do anything I can do and he's stronger than me, he's such a capable human.

"I think if you are going to go to the South Pole, Rod would say that he could do it and would do it superbly well having never done it before - he's such a competent, resilient and resourceful man, he's got come amazing characteristics for this sort of stuff.

"I'm not sure I do...I think I do it because I want to be like that rather than I am like that" said Tardrew.

A modest and reluctant hero, Gunther played down his heroic performance when Tardrew was injured, instead coming back to the co-skippering responsibilities that they shared throughout the race.

"It was a pretty hard race...Pete got pretty hurt out there but really, we both looked after each other well.

"Pete is a damn good sailor!

"We have loads of sailing experience between us...we do all the work on the boat ourselves, so you get to know the boat and get to know each other.

"Pete's got great practical skills, he's always thinking about things, and he's reasonably handy on the mechanical side with good boatbuilding skills which all works well for us," said Gunther.

Sandringham Yacht Club's Dave Kenny and Paul Schulz co-skippered the J44, The Secretary and were pleased to be in Hobart after a tough race.

"You hear stories of it being brutal and it was, we had some challenging conditions, the whole fleet did, it was tough but I'm glad we've done it, said Schulz.

Kenny reflected on the race overall including the strategic challenges the course presents.

"It's a race of several parts, getting out of the rip at Port Phillip Heads which is always a challenge, then there's a decent length of ocean race, and then you restart your challenge coming up Storm Bay and into the River [Derwent]," said Kenny.

Schulz and Kenny did not have the ideal lead up to the race with the boat sitting at the SYC for eight months



waiting for new rigging to come from New Zealand, which set back their preparations, meaning this year's Westcoaster was the first long race on the boat for the duo.

Kenny was quick to note, however, that their lack of preparation and on water time was offset by their knowledge of each other.

"Paul and I grew up sailing together, we've sailed against each other for decades, and with each other ocean racing for quite a while now – we read each other very well.

"We have established routines onboard which make you settle in quickly which helps," said Kenny.

In relation to preparing to sail double-handed, Kenny was keen to point out the importance of understanding themselves as individuals and understanding each other.

"In 2017, we took some advice from a psychologist which was to sit down and write down your triggers, like how do you react when you get tired, what makes you angry, what things can't you deal with...so we both did that and cross-referenced the list and now, we know I can be finicky and Paul can be casual, and we don't make a thing out of it because we know that's our trigger.

"If you want to go double-handed sailing, everyone has to be able to do every job on the boat competently, and you have to understand each other," said Kenny.

And if offered a chance to sail double-handed Schulz and Kenny agree, "grab it with both hands."

"When you sit for long times on the rail, you get a very narrow view of ocean racing...there's something quite special about being the only one there, being up on deck at 2am doing 20 knots, that's a thrill," said Kenny.

Fatigue management is a challenge faced by all sailors and one that was a particular challenge for the double-handed division.

"I love sleep, but you can put your body through a lot, and it will cope with a lot, and when you're tired, you need to really think about your decisions," said Schulz.

Kenny and Schulz run a standard naval watch routine, with flexibility important as well as tactical use of coffee.

Overall, the skippers were impressed with the race but stressed the need for a focus on safety and preparation for all sailors.

"You've got to monitor your style, you've got to be more conservative, without a doubt, in a race like this, with few ports of refuge and when you know big weather is coming.

"We both had a healthy appreciation of travelling around the bottom [of Tasmania] and Maatsuyker Island and the weird currents and the standing up swells, and it was certainly big and busy down there, but nowhere near as big as it could have been," said Kenny.

Scarlet Runner, the Carkeek 43 skippered by Rob Date from the Sandringham Yacht Club was the provisional winner of this year's race on AMS handicap while Rushour, the multihull skippered by Drew Carruthers from the Multihull Yacht Club of Queensland set a new record in the multihull division.



BRUCE TAYLOR LIVES UP TO BOAT'S NAME. DI PEARSON/RSHYR MEDIA

Bruce Taylor lived up to the name of his 40-footer Chutzpah after he crossed the line in 11th place on Sunday in the 2024 Rolex Sydney Hobart Yacht Race.

"My whole team was brilliant, except me, I wasn't well," the 75-year-old skipper said dockside.

"I'm older so it's getting harder to move around the boat, it bucks a lot in the weather we had, and I can't react as quickly as I used to," he said.

But his "extreme self-confidence" (the Yiddish meaning of the word) came to the fore when asked if it was time to move to a larger or cruiser boat.

The suggestion was met with derision: Taylor, a Melbourne orthodontist, is a small boat sailor through and through and nothing is going to change that.

Taylor was doing his 43rd Hobart and son Drew's 31st – they have done 31 together now, the most by any father son – and that number is unlikely to be beaten.

"In a way, it was typical hard running on the first night, which suits us – but we blew up a spinnaker," Taylor said.

"Going into Bass Strait, we blew up a jib top. We thought it was going to be a sprung sheets reach across the Strait, which would have suited us, but it turned into a beat, so we went offshore to pick up current, which was harder work than we thought."

He said halfway down the Tasmanian coast "we found a near hole and struggled to keep moving". "Then Kings (Kingsley Piesse, the navigator) picked a great course into Tasman Island," he said.

"We've often had trouble with that part, but it was perfect this time and we came into Garrow Light doing 13 knots – and then found no wind."

Looking haggard and unshaven, prompting son, Drew to ask if we wanted a before and after photo, Taylor was happy with the fact that they were the first 40-footer into Hobart. The other 10 finishers in front of them are upwards of 52 feet.

Cocody, Richard Fromentin's French JPK 11.80, was 16th to finish the race at 05:52:58pm. She was the closest in size to *Chutzpah* to finish, over two and a half hours behind *Chutzpah*.

Today, *Chutzpah's* overall position is undecided, as there are still so many boats racing, however, she is currently 13th.

Taylor and his crew are likely to win Division 2 though, adding to their already incredible tally of 25 top three divisional placings since 1987 with his various *Chutzpahs*.

Over the years, Taylor has also produced some notable overall results, starting with sixth in 1987, second in 1990, fifth in 1992, second in IMS in 1994, sixth in 2001, fifth in 2002, fourth in 2003, fourth in 2007, fifth in 2013 and second in 2014, missing the win by just 38 minutes 18 seconds.

He and his stalwart crew, who have racked up 305 Sydney Hobarts between them, remain hopeful of that elusive Overall win.

Congratulations to CHUTZPAH, Bruce Taylor, (11th IRC, 1st IRC Div.2 and 11th Line Honours) and TOECUTTER, Robert Hick (27th IRC, 5th IRC Div. 4 and 46th Line Honours).



ORCV MELBOURNE TO HOBART

Congratulations to the following entrants.

AMS

1. SCARLET RUNNER SM13 – Rob Date
2. ALIEN R880 – Justin Brennan
3. VERTIGO R935 – Tim Olding & Claire Olding

ORC AP

1. SCARLET RUNNER SM13 – Rob Date
2. MAVERICK SM3600 – Rod Smallman / Alex Toomey
3. VERTIGO R935 – Tim Olding & Claire Olding

Mono PHS

1. SCARLET RUNNER SM13 – Rob Date
2. KIONI 0477 – Dennis Ward
3. ALIEN R880 – Justin Brennan

DH PHS

1. MAGELLAN K1 – Richard Grant / Megan Grant
2. MAVERICK SM3600 – Rod Smallman / Alex Toomey
3. QUEST R9090 – Peter Tardrew / Rod Gunther

Special mention to Justin Brennan, skipper of ALIEN, who won the Edward Henty Perpetual Trophy awarded to second place on AMS handicap.

Tim and Clare Olding, co-skippers of the fully crewed monohull VERTIGO, took out the Batman Perpetual Trophy for third place overall on AMS handicap and finished in third place on ORC.

Rod Gunther won the (New) Kevin Behrens Shield for the Outstanding Crew Member.



FESTIVAL OF SAILS

Australia Day long weekend, Festival of Sails hosted 246 boats, 1,100 sailors, 100,000 visitors, with close to twenty divisional champions crowned post racing.

Congratulations to the following RYCV entrants.

CHUTZPAH – Bruce Taylor
Line Honours, 3rd Passage Rating Series Division 1 IRC

G'NET – Duncan Russell
3rd Passage Rating Series Division 1
ORC AP

TOECUTTER – Robert Hick
2nd Passage Rating Series Division 2
IRC

EXECUTIVE DECISION – William Sheers
1st Passage Rating Series Division 3
ORC AP, 2nd Passage Rating Series
Division 3 AMS

VERTIGO – Tim Olding 3
rd Passage Rating Series Division 3
ORC AP, 3rd Passage Rating Series
Division 3 AMS

LAURELLE – Ray Borrett
3rd Passage Rating Series Division 4
AMS

MERAK – Bas Huibers
3rd S80



Photos: Salty Dingo





LIPTON CUP REGATTA

Our Lipton Cup Regatta last November saw 43 keelboats (including eight of the fastest racing yachts on the Bay) and 48 OTB boats gather for the Cub's signature event of the year.

With our later start of 12:00 for the performance keelboats, Saturday's racing proved to be a little willing, with all fleets racing in robust 20+ knots, but both the keelboat and OTB sailors enjoyed the opportunity to test their skills in stronger conditions.

As many of you would be aware, on Sunday all competing fleets were suddenly hit by winds significantly greater than forecast for that morning, resulting all racing for the Regatta being abandoned and a significant number of boats and crew needing assistance.

Fortunately, we had 45 dedicated volunteers on the water who acted swiftly to retrieve the sailors and their boats, ensuring their safety. Our primary focus was ensuring all on-water personnel were safe and accounted for before retrieving the dinghies.

We are pleased that all crew members were safely returned to the Club and all boats recovered with mostly only minor damage, and little to no injuries.

With enough racing completed on Saturday to achieve a result for the regatta, we all gathered on the newly refurbished Peck Deck to enjoy each other's company, a cold drink and to celebrate with the prize winners during the presentation.

We would like to thank everyone involved in the Lipton Cup, especially the spontaneous volunteers who quickly stepped in to support the rescue teams both on and off the water. Everyone's help in managing the challenging rescue situation we faced on Sunday was deeply appreciated and highlights the strong sense of community within the sailing world!

We look forward to welcoming all competitors again for this year's Lipton Cup.







MAGICAL MYSTERY CRUISE REFUGE COVE, DECEMBER 2024

The Magical Mystery Cruise to Refuge Cove in Wilsons Prom took place in December 2024/January 2025 over New Year.

The following boats participated in this cruise in company:

- David Isom on OUTSIDER II from Metung
- Ian Reichelt and Maralyn Bengert on MELTEMI OF MELBOURNE from RYCV
- Hans Kopans on WHIMAWAY from RYCV
- Hugh Pilsworth on KEIRA II from SYC
- Doug and Amy Tonks on HARDTACK from HBYC
- Harm and Lisa on TRESOR from Hastings
- Ian Staley on DREAM CATCHER from RYCV

The following boats also met the fleet at QCYC and then decided to stay in Port Phillip Bay:

- Chris Powel on MOLLY HAWK from HBYC
- Rod & Lilian on SAPHIRE OF LONDON from RGYC

The weather at Port Phillip Heads was 5 to 10 knots west, changing to easterly with light swell, just ideal for those who had not ventured outside Port Phillip for a few years. On board MELTEMI as mothership were Ian Reichelt, Maralyn Bengert, and our new crew member Mel Chambers. Weather conditions were warm and comfortable, and it was an easy motor sail to windward for most of the day, enabling all crew to settle in and get used to the boat.

Overnight wind moved to the southeast and stayed light, and we made a decision to continue to sail overnight directly to the Prom and arrive within 24 hours. Night sailing in light breezes was very easy, and because there was no moon, it was best to use our radar and plotter to check all courses we had plotted. This proved best as we had picked up a number of fishing vessels and large ships, including a cruise vessel heading to Sydney on a direct route, which would intersect with us if we allowed

that to happen.

All boats that headed to the Prom had a comfortable trip, and some stayed overnight at Waratah Bay anchored at Bird Rock.

All boats arrived in Refuge Cove on the 31st of December and found good anchorage close to the beach. We all rested, inflated our dinghies, and socialised and spent New Year's Eve on board our own vessels.

On New Year's Day around midday, we met on the beach for a chat and discussed our trips, boat issues, and plans for departure. Group photos were taken to celebrate that all 7 boats had arrived.

Refuge Cove would normally have a lot of boats anchored here, but as we had arrived straight after Christmas, we were fortunate to only have a total of 10 assorted boats and fishing groups visiting for day trips. The weather was great with light south westerly breezes, ideal for swimming and a walk up to Telegraph Point, where some mobile reception allowed us to get weather for later in the week for the return trip to Port Phillip and others to sail on to Deal Island and southern Tasmania.

None of this year's boats had Starlink as the cruising was in Victorian and Tasmanian waters. For long-term cruising, we all think Starlink would be the best form of communication and weather formatting.

OUTLANDER II left on 2nd January en route to Port Welshpool to pick up another crew member. The remaining boats decided to depart on the 3rd of January at 06.00am. Two boats left to visit Deal Island and Flinders Island, and KEIRA II went to Deal, Devonport, and on to Stanley before returning to Melbourne.

TRESOR sailed back to Hastings, and HARDTACK also sailed to Hastings, having a diesel problem. WHIMAWAY and MELTEMI sailed straight through to Port Phillip. Overall, each boat that entered this event, the CYAV Magical Mystery Cruise in Company, had a successful trip and celebrated a 2024-25 cruise of the year. We look forward to finding other cruises to do this year and welcome all members of CYAV and other yacht clubs to join us.

Ian Reichelt





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REGATTA



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VAL HODGE TROPHY

The 12th annual Val Hodge female helm race was hosted by RYCV last Sunday 2 February.

It was fabulous to see 17 boats competing including 7 from Royals and all clubs from around the Bay represented, with many of the boats also participating in the 2024 / 2025 Port Phillip Womens' Championship Series (PPWCS).

To beat the heat the race was brought forward by an hour, with solid racing occurring in around 15-20 knots.

Thanks to our race officer Owen Church and start boat volunteers. Thanks also to the boat owners who lent their boats which were able to compete, and those who offered their boats that we weren't able to find helms for (thank you & we'll aim to find helms for next year).

Call outs to the novice helms that took part, and our female boat owners who competed.

Congratulations to Hester Freeman and QUIXOTIC crew for winning the Val Hodge trophy which is awarded on PHS.

Congratulations also to Clare Olding and VERTIGO for winning ORC and BULLET (SYC) for taking out AMS.





CADET NATIONALS

Port Lincoln 2024-25



Our Cadets had an incredible week of racing in Port Lincoln.

From the Royals team, there was plenty to celebrate:

Jonathan L (9931) (Jarvis and Louis) took out 1st place in handicap—a fantastic effort from this pair in their first Nationals together.

Bullant (9617) (Holly and Manon) is heading home with a swag of handicap pendants after a stellar week.

Mockingjay (9915) (Eliza and Ellie) was our highest overall placing Royals boat, closely followed by *Creature of Habit* (9917) (Mairin and Ross),

Mantaray (10049) (Leo and Poppy), and *Sniper* (9779) (Ellie and Emily).

A huge thank you to all the parents and siblings who supported our sailors in getting to Port Lincoln. Your efforts—whether driving, towing, or cheering from the sidelines—made this amazing experience possible for the team.

Congratulations to all the sailors for their hard work, determination, and teamwork throughout the regatta. It's been an unforgettable championship!





ROYALS TRAINING CENTRE



Kids and Adult Learn to Sail
Learn to sail on our keelboats or dinghies
Stand up paddle boards
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TACKERS



Discover Sailing Day
For anyone who's always wanted to try sailing but never been given the opportunity.



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Practical powerboat course
Start powerboating course
Powerboat handling course
Safety boat course

Small Boat Courses
Start sailing
Better sailing
Start racing
Better racing



Keelboat Courses
Start crewing
Start helming
Keelboat spinnaker
Keelboat seamanship
Start racing

Short Courses
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VHF Marine Radio Course
Club Crane Course



Partners



OTB PRESENTATION NIGHT



OTB PRESENTATION NIGHT





RYCV NEW TRAVEL LIFT AND YARD UPGRADE

The planned yard upgrade took place from July through to late September 2025.

During this period, yard operations were restricted, with strict work zones implemented both on and off the water, with a projected return to full operational capacity in early October 2025.

This upgrade included the full replacement of existing lifting piers and the installation of a state-of-the-art Travel Lift with the following features:

- **Lifting capacity** of approximately **32 tonnes**
- **Lifting length** of approximately **20 metres**
- **Lifting width/beam** of approximately **5.5 metres**
- **Draft capacity** of up to **4 metres** (subject to fairway depth)
- **Optional multiple sling configuration**, ideal for cradling heavier and timber vessels to distribute weight evenly across the hull and keel
- **2-tonne jib crane** for lifting masts, engines, and other components
- **Faster winch speeds** to improve haul-out and launch efficiency
- **Forward cross beam** minimises the need to remove a yacht's backstay for lifting
- **Most mizzen masts** will not need to be removed for haul out

Additionally, we enhanced the maintenance berthing facilities alongside the lifting piers, which included:

- Power and water to each berth
- Improved whaling boards and fendering for safer and more secure berthing.

We thank Members for their understanding and cooperation during the important upgrade period. These improvements are intended to significantly enhance our service capacity, efficiency, and safety.

If you wish to book a haul out, please contact Waterfront Manager Max Leonard at waterfront@rycv.asn.au or on 0402 230 287.





RYCV BAR RENOVATION

The planned bar upgrade took place from mid August through to late September 2025.

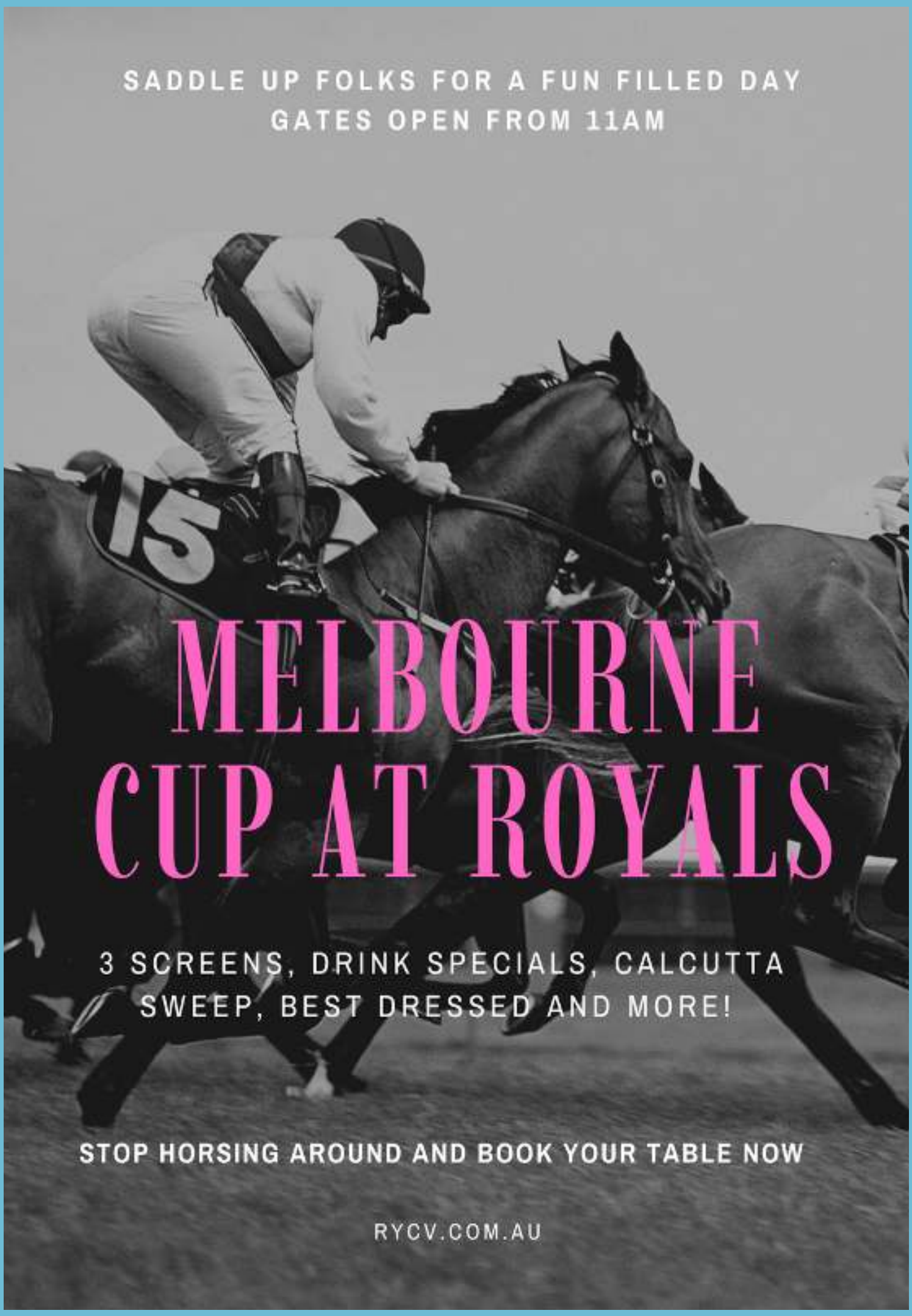
During this period, the committee room was utilised as a temporary service bar. Tap beer was not be available during the works, and pre-packaged beer and mixed spirits served. Wine by the glass was still available utilising bio-cups, as we had very limited glass washing facilities. Tea and coffee will also not be available during the works.

We thank Members and their guests who continued to support the Club's food and beverage service.

The planned upgrades included

- New beer delivery system
- New soft drink delivery system
- New refrigeration
- New merchandise display cabinet
- Improved stock layout will improve service times and Member service
- Improved glassware storage to assist with demand in peak times





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TRIPE & ONIONS STEAK & MUSHROOMS

This has been our 28th year, and things have certainly changed over time. Fleets have gotten bigger, as have the yachts; skippers have gotten older, but the competition is as fierce as ever, with only a few points separating the winners.

Due to adverse weather conditions, only 11 races were completed out of the scheduled 12, and we are now looking at including an additional resail date.

Congratulations to all the T&O and S&M sailors who, under difficult circumstances, have made this series a resounding success. It is your continuing participation, your comradery, your hospitality, and the hospitality of the club that makes the series the success that it is.

Series winners Division 1 are:

1. R40 VALIANT 9 - Peter Dusting
2. R6620 AFRAYED KNOT - Karl Howett
3. R114 SHORE THING - Robin Warlond
4. R123 DREAMCATCHER - Ian Staley

Series winners Division 2 are:

1. R968 FOOTLOOSE - John Robb
2. R388 SILVER CLOUD - Steve Standen
3. R108 ELLEN LEWIS - DOUG Mclean
4. R198 YOUNG @ HEART - Noel & Carol Williams

Special thanks to Royals office staff and our volunteers that make things run smoothly so that we can go racing.

Rick English signing off.





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Rick English signing off.



RYCV PRESENTATION NIGHT



RYCV PRESENTATION NIGHT



SANTA BY THE SEA



A photograph of two sailboats on a blue body of water under a clear sky. The larger sailboat is in the foreground, and a smaller one is further away. The image is framed by a white, wavy border.

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CLASSIC CUP

The Classic Cup at the Royal Yacht Club of Victoria (RYCV), held from 1-3 November, was an exciting showcase of sailing talent, camaraderie, and the beauty of Port Phillip!

Day 1: Tummlaren Invitational Racing

We kicked off the regatta with the Tummlaren Invitational Racing, featuring loaned boats and competitors from New South Wales, Victoria, New Zealand, and Tasmania. It was fantastic to see such diverse participation and fierce competition as sailors navigated the windward-leeward courses with skill and determination.

Day 2: Windward-Leeward Series for All Boats

All boats took to the water for a challenging windward-leeward series. Gusty conditions added an extra layer of excitement, testing the crews' resilience and mastery of their vessels amidst the shifting winds. The spirited races kept everyone on their toes and showcased the true competitive spirit of our sailing community.

Day 3: Single Long Race Around Fixed Marks

The weekend concluded with a single, classic long race around fixed marks under steady 15 knot winds. The fleet delivered an outstanding performance, making for a thrilling finale to an action-packed regatta! The consistent winds provided the perfect conditions for a memorable race, highlighting the sailors' endurance and strategy.

A heartfelt thank you to all the sailors, spectators, and dedicated volunteers who contributed to the success of the Classic Cup Regatta 2024. Your enthusiasm and support are what make events like this possible. We can't wait to see you all again next year for another incredible sailing adventure!

Tummlaren Invitational

Congratulations to the following entrants.

1. 97 YVONNE - Peter Brooks
2. 96 AVIAN - Peter Kerr
3. 309 SNOW GOOSE - Martin Robertson

Classic Cup

Congratulations to the following entrants.

1. G7007 GOGGO - William Newman
2. C97 MARGARITA - Harry Mighell
3. R450 MERCEDES III - Martin Ryan







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