

MARCH 2025

TIDINGS

ROYAL FRESHWATER BAY YACHT CLUB

BACK AT SEA ON ENDEAVOUR

2025 WARREN JONES YOUTH REGATTA

LYNN WINS FOURTH PRINCE PHILIP CUP

IMAGE © TOM HODGE MEDIA



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IMAGE © TOM HODGE MEDIA



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CLUB STAFF

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ADMINISTRATION/ACCOUNTS

Communications

Membership/Offshore Administrator

Executive Assistant

Principal Accountant

Accounts

ON-WATER

Yachting Operations Manager

Sailing/Power Administrator

Dinghy & Training Operations Manager

Dinghy & Training Centre Administrator

Dinghy Club Head Coach

Training Centre Principal

HOSPITALITY

Operations Manager

Executive Chef

Bar/Restaurant Manager

Events/Weddings

GROUNDS

Bosun

Andy Fethers

Deb Hanrahan

Susan Ghent

Pic Lee Song

Phil Holt

Zoe Rostron

Debbie Blaauw

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We value our members' opinions. Feel free to send any comments, suggestions and feedback to rfbyc@rfbyc.asn.au



MEMBERSHIP MATTERS

The summer season may be coming to an end but there is always plenty to do at the Club. As the championship sailing events start to wind down, keep an eye out for other activities. We will Rock The Dock in March with a huge night of live music on the main wharf and try to get all Club registered boats on the water with the inaugural 100% Day at the end of the month! A Club-wide celebration focused around our sailing and boating activities.

Twilight sailing will run until Wednesday 09 April with Keelboat and Dinghy Closing Days at the end of that week. April brings learn to sail school holiday courses for kids and teens, a recreational skippers ticket course and adult sail training in keelboats. Visit the Courses section of the Club website to see what's coming up and make a booking.

The winter season of boating activities will begin with Power Opening Day on Saturday 03 May followed by the start of the Keelboat Frostbite and Dinghy Winter Series. All before the next edition of Tidings magazine!

rfbyc.asn.au



Club Calendar

There are many reasons to visit Royal Freshwater Bay Yacht Club. Take a look at the calendar on the website for a list of upcoming events. As well as social events and big parties like Rock the Dock, there are monthly Trivia Nights, Quarterdeck Lunches and opportunities to dine with friends. Did you know that you can now grab a bite from the snack menu in the Members Bar any day of the week? Follow the links for more information and to make an event booking or reserve a table for dinner. Log in to MyRFBYC to connect your reservation with your member account, use the website or the RFBYC app. For help with the website portal and member app please contact the Club office.

Membership

Did you know about our online membership application? Members can nominate a person for membership via the Club website. Simply login to MyRFBYC and go to the Join RFBYC section. The online membership form begins with the Club member. Use the proposing member form to enter a person's name and email address to send them an invitation to complete the membership application form. A seconder can be attached at the same time, both proposer and seconder need to be current members with at least five years of voting membership to be eligible.

#TeamRFBYC

166 members signed up to our whole of Club Sailing Team – take a look at the team photo spread in this edition of Tidings.

See you at the Club.

TIM CUMMINS COMMODORE



I T HAS BEEN an incredibly busy period at Royal Freshwater Bay Yacht Club both on and off the water as the summer sailing season quickly draws to a close.

Since my last article, Royal Freshwater Bay Yacht Club and its amazing group of volunteers and staff has successfully hosted the following major regattas from the Club:

- 505 State Championship won by Mark Stowell and Jake Bessen,
- Dragon Class Prince Philip Cup National Championship won by Richard Lynn, Ethan Preto-Low and Adam Brenz Verca,
- Warren Jones International Youth Regatta won by Cole Tapper and his crew from CYCA, Sydney,
- Dragon Class State Championship won by Richard Lynn, Ethan Prieto-Low and Adam Brenz Verca.

The 21st Warren Jones International Youth Regatta was a standout event this year. Everyone involved from Royal Freshwater Bay Yacht Club should be very proud for organising and running a world class match racing event for 12 talented teams equating to 70 sailors from Australia, New Zealand, Canada and the United States. The Race

Management Team performed an outstanding job navigating the challenging and hot conditions and I commend them all.

The Club's Strategic Plan is now accessible to all members on the Club's website under Club Documents; you will be required to log into the Member portal. As always, if you have any feedback please contact the Club. This guiding document is now live and sets the strategy and direction for the Club under the following piers – Administration and Governance, Sailing and Boating, Membership and Fellowship and Facilities. As part of our Sailing and Boating strategy to help address participation levels, the Club is initiating its first 100% day for Saturday, 28 March. This event will be a family friendly activity-based day to encourage all boats out of the marina, off the hardstand and out from the dinghy shed. At the time of writing this article I am very pleased members are supporting this concept with close to 130 regi-

strations for the day. I hope everyone enjoys the atmosphere and planned activities for the day and we hope to convert as many boats as possible back to regular sailing.

The marina is very much front and centre and is the focus of Capital Works and Maintenance Committee and General Committee. A condition report is now complete and a draft marina masterplan in hand. This planning tool will help stage the replacement and upgrades to our marina facility and addresses trends in member and vessel accommodation needs, such as additional deepwater wharf access, greater dry sailing storage opportunities and pens sized appropriately to meet the anticipated demand for the next 50+ years. The aim is to deliver a world class marina that will serve the needs of the Club and its members to 2050 and beyond. Initial discussions have been held with external statutory stakeholders to gauge levels of support or otherwise, and all funding options are being looked at closely to

ensure the Club can deliver this vital infrastructure. The Club acknowledges the inconvenience to some members, particularly on B Jetty, as we manage the complex issues of our riverbed lease, making safe ageing jetty decks and planning for the future marina within our means. Further updates and the release of key documents will be made available to members very soon.

Lastly, it is with great sadness that we farewell two members who made extraordinary and selfless contributions to Royal Freshwater Bay Yacht Club. Past Commodore and Life Member Basil Twine and Past Honorary Treasurer, National Race Officer and current General Committee Member Kim Laurence both passed away late last year. Their impact on our Club will be felt for many years to come and they will be sadly missed. Our heartfelt condolences to Jenny Twine and Jenny Laurence and their respective families. ■

MARK TREMAIN

VICE COMMODORE



THE CLUB has been extremely busy over the summer months and promises to continue as such as the warmer months start to come to an end. We have been pleasingly well represented across all fleets whether it be from a Club sailing perspective or that of the many regattas held over the current season.

MEMBERSHIP

Membership has shown very encouraging growth over the last few months, and we continue to see a steady flow of new applications for new membership. It really is so pleasing to see that our Club continues to be so desirable to so many. Our New Members Nights have recently been held in the newly completed Athol Hobbs Room and have proven to be a great success. I encourage you to mark your calendar with the upcoming New Members Nights – 11 April | 13 June | 22 August | 12 September and join us in welcoming our newest members. New Member's nights are a lovely tradition for our existing and new members. It provides a fun and inclusive atmosphere for everyone to mingle and meet new people and in many cases, reconnect with old acquaintances.

HOUSE AND SOCIAL

It is nice to receive so much positive feedback

and fabulous reviews for the Bowline and casual dining. Dario and his team have been busy both in the kitchen and working on new and interesting menu options. These offerings are designed around what best seasonal produce is available at the time to give us the best dining experience possible.

Just a gentle reminder, whilst we welcome members to the Club, please respect the House Rules as below:

- Guest must be able to always identify their hosting member.
- Children must be accompanied by an adult and behave appropriately.
- Appropriate footwear must be worn.
- Shirts with a collar are encouraged.
- No phones, hats, or thongs or permitted inside.

These rules apply for all carpeted areas within Cappoquin House.

More relaxed rules are available outside, and pa-

tronage of the Dragon Bar is encouraged. Food and Beverage may be ordered from this bar.

Rock the Dock party was one of the highlights in March. An event to be remembered once again. This event involved the rafting-up of vessels 'Mediterranean style' on the main wharf. Fabulous 80's band Oat Supply, kept the guests on the dance floor until late. Always a lot of fun and becoming a must attend Club event each year.

At the time of writing we are preparing for a whole Club event, '100% Day' on Saturday 29 March. We hope to get as many members and vessels participating as possible. It would be amazing to see an almost empty marina that afternoon. If you don't have access or are unable to be on a boat, there will be plenty of things to do on land with Club food and beverage, ice cream van, giant games, gin and spritz bar and live entertainment. At 7:30 pm

as a finale to the day there will be a firework display. It is and all family event not to be missed.

We are just about to start our process for the Club Charity selection. This is where we select a charity for the Club to partner with and help raise funds for the next two years. So, if you have a passion for a particular charity or are involved with a charity, please let us know and we can add these in for consideration. For the last two years we have been working with BrightSpark Foundation and this has proved to be a very worthwhile and meaningful partnership. We wish BrightSpark Foundation all the very best moving forward.

With the warmer days slowly coming to an end, I would like to wish everyone a safe and happy Easter period. I hope to see you all around the Club or on the water soon. ■

images below from 100% Participation Day



KENNETH STEVENSON REAR COMMODORE SAIL



WITH THE MAIN PART of the season behind us it is a good time to reflect on some of our regattas, results and sailing activities.

#TeamRFBYC have been busy racking up some fantastic results so far with many members taking out top spots in interclub, state and national titles. Including but not limited to:

505 STATE CHAMPIONSHIPS

RFBYC hosted the 505 State Championships in November with ten boats competing. Congratulations to Mark Stowell who took out the win on *Relentless Jet*.

DRAGON NATIONALS.

These were held from 3 January to 10 January hosted by RFBYC. 24 boats competed with some teams coming from interstate as well as one from overseas.

The event was a resounding success on and off the water, significantly helped by our numerous and passionate volunteers led by our experienced race officer, Rob Hubbard.

The Prince Philip Cup was hotly contested with only one point separating

first and second place. The podium was stacked with RFBYC talent:

- 1st *Gordon* – Richard Lynn
- 2nd *Scoundrel* – Willy Packer
- 3rd *French Connection* – Grant Alderson

WARREN JONES INTERNATIONAL YOUTH REGATTA

This took place from 28 to 31 January with RFBYC the stand-alone host club. We had 12 teams entered coming from USA, Canada, UK, NZ and Australia. The event was a massive success due to all involved, including the sponsors, competitors and volunteers as well as our amazing RFBYC staff. All members should be extremely proud of the way the event was run, both on and off the water, with all visiting teams saying it was one of the best regattas they have attended and can't wait to come back to RFBYC next year. A big thank you to Swan River Racing for pro-

viding the Foundation 36's. Every single team talked about how much they loved sailing compared to the smaller ones they usually sail in other regattas.

Congratulations goes to Cole Tapper's team from Cruising Yacht Club of Australia who took out the number one spot with a result of 3-0 against Balboa Yacht Club's Jeffrey Petersen's team in the finals. RFBYC's Marcello Torre rounded out the podium in third place.

BUNBURY AND RETURN OCEAN RACE

This race started on Saturday 8 February in light winds and was only possible due to the involvement of Race Officer John McKechnie and his team as well as the RFBYC sailing administration staff. Thank you to all involved. The race was won by *Obsession*, skippered by Paul Arns from FSC.

SPORTS BOAT SPRINT SERIES

RFBYC hosted the inaugural sports boat sprint series on Sunday 9 February. The 14 sports boats competing in three short races held in front of the club house created fantastic competition with prime viewing of the action from the Club's top lawn as well as the Roland Smith Room balcony. There was live commentary by Will Boulden and Connor Nicholas, which added to the atmosphere.

Thanks to Nick Gray, Sports Boat Fleet Captain, race officer Sandra Whelan and all the volunteers who made this event possible.

The new to the Club VX1's stole the show, dominating the podium with Liam Pabbuwe sailing *Helter Skelter* coming in first, Martin Webster on *Black Bird* coming in second and Alan Smith's *Protopia* rounding out the podium.

continued on page 9



DAVID TUCKER

REAR COMMODORE DINGHY



AS WE APPROACH the end of the summer sailing season, I can reflect on the diversity of sailing experiences that our members have had. At one end of the spectrum, our sailors have enjoyed a program of fun social sailing – including Adventure races, Dinghy Twilighting, Club camp out and destination sails on our beautiful river.

The ability to make sailing an all-inclusive, fun activity to do with your friends and family is a key driver to build a strong base for our Club. At the other end of the spectrum, many of our sailors have represented the Club at the pinnacle of the sport in National and International events. Who have had more fun? It's impossible to know; that is the amazing thing about 'mucking about in boats', it comes in many forms and sizes.

#Team RFBYC has had a number of great successes over the summer period, with some of the notable performances listed below. I congratulate everyone who has represented the Club with pride and good sportsmanship.

Pete Nicholas and crew Luke Payne finished 2nd in the World 505 Championships in Adelaide, following their win in the 2024 event. An amazing result, Pete was in a position to defend his title up until the last race.

Simon Barwood finished 2nd in the Victorian Contender championships, and his boat is on its way to Garda for the World Championships in July.

Brenn Armstrong finished second in the WASZP Nationals (U18) and 9th overall in Tasmania.

Isabelle Hobson finished 2nd in the Intermediate fleet in the Open Skiff Nationals at Mordialloc Sailing Club. Isabelle will now represent Australia in the World Championships in Japan.

Nicholas Cooper finished 4th in the Optimist National Championships, and qualified for the Australian Optimist team. Nicholas also finished 3rd in the 2024 Asian and Oceanian Championship in Hong Kong and along with Orlando Lugovich won the Team racing championship.

Angus and Alasdair Cameron finished 2nd in the 29er Nationals sailed at Lake Cootharaba. The boys even drove to the regatta and a bunch of other events on the east coast before driving back on their own to Perth – that's an adventure!

Sailing ILCAs at Sail Brisbane, Thomas Cooper was 3rd in the ILCA4, Elyse Ainsworth was 1st in the ILCA 6 and Zac Littlewood was 1st in the ILCA7. The Club is proudly supporting Zac in this very critical

early phase of the Olympic period, and we wish him every success in his pursuit of Olympic Gold.

At a local level, we have had great participation in a number of local events, such as the RPYC Mini Series, the Busselton Skiff Regatta and the Walpole In the Trees Regatta. The popularity of these events shows that regatta sailing and blocking away time for a getaway works well for busy families.

The summer Learn to Sail program has been extremely busy and successful, with Chelsea and the team running a first class training program that has introduced 353 children to sailing, and created 45 new Club members so far this season. The calibre of this program cannot be overstated, I had to laugh as one morning Nia Jerwood (Club coach and current Olympian) was manning the registration desk while Double Gold Medalist Matt Wearn was sitting with her chatting. I'm not sure how many kids and parents knew they were in the midst of sailing greatness!

Club racing has progressed well – with a growth in total boats

registered and sailing over the season, but numbers on any given day being slightly lower. I feel this partly reflects the massive number of events that are happening external to the Club in Sailing, stretching numbers more thinly across more events. This will be a discussion point in our planning for next season and what events work for members.

Our Junior Committee continues to work hard in the background to foster the Dinghy Club, and have been focused on improving the ambience of the Dinghy clubhouse, and making results presentations more fun. While they continue to work these, I'm proud of the maturity and enthusiasm this committee shows towards the Club and sailing.

With only limited time left in the season, I congratulate all those sailors who have got out and gone sailing, either enjoying the river and social sailing, or competing at the highest level. And thank you to all the parents and volunteers who make this all happen! ■

GEOFF WELLS

REAR COMMODORE POWER



THE NEW YEAR is proceeding at pace with the hot summer behind us as we move into what many consider the best time for boating in and around Perth. The many events that have been well supported by our power boats is testament to that and we are gearing up for another busy winter season of events.

In February we held our annual Invitational Twilight Time Trial. Although the weather was a little iffy, including one quick squall right at the start, we had a fleet of 17 power yachts take part from pretty much most of the Clubs on the river and Fremantle. Winners on the night were *Au (RPYC)*, Gary Silcock and Diane Hansen on 5 points. Closely following them were *Lone Star (SoPYC)*, Garry Morrison and Amanda Watson, and *JoJo (PFSYC)*, Jason Binns and Doug Tostevin, both on 6 points. Thank you to the volunteers who handled race management and all the checkpoints. The 60+ people who participated at the Club afterwards with our BBQ and entertainment were able to thoroughly enjoy themselves with the evening weather clearing up nicely.

The annual Rock the Dock party was another great success this year, made all the better by

having 17 lovely power boats, and one yacht, rafted up on the main wharf. I know that the partying carried on well into the night (morning!) on some of the boats.

The Club's inaugural 100% Day will have been held by the time you read this, I'm sure to great success. Next year let's get even more power boats out there supporting the event next time.

Club members and their power boats have also been supporting a number of the sailing events held over the last few months. It is great to see some new members out there taking part also.

As the sailing season draws to a close I would like to thank all those members who have done their duty and provided support boat services for Saturday sailing. It is greatly appreciated by all of us out there sailing. I trust we will be able to count on the sailing fleets this time trialling season to provide

a checkpoint or two each week. It's not onerous, you can make it fun, and we will welcome you for a drink up at the Club after the time trial.

Our Time Trialling Season Opening Day is Saturday, 3 May which isn't far away. We're looking to have another great season with lots of good competition and continue our strong State Team performances. Get your nominations in now. As always, training will be provided to those starting out or in need of some guidance. Just let us (Sharon Skinner) know. Opening Day will consist of a short time trial followed by a raft-up on the main wharf for the Opening Ceremony and live entertainment. It is a fun day so make sure you bring your friends too.

On Saturday, 10 May we are planning to hold a **Power Boat Mixer** event in the Athol Hobbs Room. This is an opportunity for all power boat members to

get together informally and socialise. We will review some of the feedback from the recent survey and give a very short introduction to time trialling for those that might be wondering what it really is all about. It's your opportunity to talk to the Power Committee and expand upon things that you want to do as a power boat owner within the Club. We would love to have you there so please mark the date in your diaries and look out for more information coming out via the usual channels. It is a great opportunity to meet other power boat owners that you may not have bumped into on the jetties.

Our annual Social Power Cruise and Lunch will be held on Saturday, 5 July this year. This is always a popular event so keep an eye on your email for when to book a place.

I look forward to seeing you on the water! ■





ANZAAC

Day

FRIDAY 25 APRIL

DAWN SERVICE

06.30 AM

DINNER

DJ Entertainment from 17:30 PM
Bookings Essential

TWILIGHT SAIL

16:00 PM

REAR COMMODORE SAIL CONTINUED

GEOGRAPHE BAY RACE WEEK

GBRW, hosted by Geographe Bay Yacht Club, was held from 15 to 21 February with 80 boats competing in seven divisions. Three RFBYC VX1's competed against Vipers in what they are now calling the ViperX class with Alan Smith's *Protopia* taking out second spot after a week of sailing in differing but mostly perfect conditions.

In the Super30 IRC fleet two RFBYC yachts competed against the hyped-up Cape 31's from FSC. *The Cadillac*, a Barrett 9.5 skippered by Peter Chappell, and *Don't Panic*, an 89er skippered by myself and David Davenport, took on the Cape 31's in a range of conditions on the pristine waters of Geographe Bay. Both RFBYC boats proved too much and too fast for the Cape 31's with *Don't Panic* taking out top spot on the podium and *The Cadillac* coming in a close second.

The regatta was extremely well run on and off the water with great racing and a fantastic social program. I would certainly encourage all members to try and take part in next year's event which is held in world-class sailing waters. Of note, there were multiple RFBYC members seen enjoying

themselves on the water and around GBYC, which proves you don't have to take your own yacht down there to join in the fun.

ETCHELLS STATE CHAMPIONSHIPS

The Etchells states were held from 1 to 3 March in Owen Anchorage for an eight race series with 12 boats entered. Winds ranged from 12-18kts from the SW to 5-10kts from the SW. Winning the event was RFBYC's Ethan Prieto-Low on *Rat Pack* with RFBYC's Mark Crier on *Forte* finishing third overall.

It seems Ethan has had an amazing summer as he was also on the winning team in the Dragon Nationals as well as the Dragon States. Well done, Ethan!

DRAGON STATE CHAMPIONSHIPS

The Dragon States, hosted by RFBYC, were held on 14 to 16 March with 13 boats entered. Rob Hubbard again expertly led his team in extremely tricky conditions to get all six scheduled races in. The winning Dragon, *Gordon*, skippered by Richard Lynn, almost picket fenced it with only one race being taken away from him by Andrew Foulkes' *Tatsu* who ended up third by only 0.5 of a point to Emma Shand's very well sailed *French Connec-*

tion who came in second. Very close racing indeed. Well done to all yachts who competed in very challenging conditions.

SS27 STATE CHAMPIONSHIPS

These were held over the season with 6 races hosted by four different clubs, 2 races were hosted by RFBYC with the rest being spread between SoPYC, EFYC and RPYC. RFBYC's Elise Manners, skippering *Carrageen II*, managed to finish the series with four firsts to deny the South Perth horde from taking the trophy back. This has been two years in a row that Elise has won the SS27 State Championships, which has been dominated by SoPYC yachts for many years. Of note, Elise had three of our flag officers on board for the series, including Commodore Tim Cummins, Rear Commodore Sail and Rear Commodore Power, Geoff Wells.

ST AYLES SKIFFS

#teamRFBYC took home both the *Margs Mug* and the *Blackwood Challenge* at the August rowing regatta in January.

Well done to all involved in #teamRFBYC!

By the time you read this article we will have celebrated 100% Day on 29 March and Closing Day

on 12 April. I sincerely hope that every member joined in the fun and was able to enjoy 100% Day on 29 March. At the time of writing this, the festival had not yet been held but it was certainly planned to be a huge day on the water with pursuit racing for the keelboats and dinghies and a huge raft-up for the power boats. After a full day on the water live music and fireworks are planned to round out the celebration of RFBYC and what the Club means to all of us. Again, I truly hope all members embraced the day.

As the season comes to a close, I thank and congratulate all of our sailors, volunteers and RFBYC staff for a fantastic summer, without whom none of the above events could happen.

I look forward to seeing you on the water and around our beautiful and truly world class Club in the coming months. ■





INVITATION TO JOIN OUR ON-WATER VOLUNTEER TEAM

AS WE APPROACH the close of our 2024–25 sailing season, we look back with pride at the many successful on-water events we’ve been able to deliver, all thanks to the dedication and hard work of our volunteers. It is important to recognise that these events could not have happened without the support of our skilled and experienced volunteer team.

They are the backbone of everything we do, ensuring that each event runs smoothly, safely, and with the level of excellence we strive for.

We understand that everyone leads busy lives, and time is precious. However, one of the core values of being part of a Club is the opportunity to give back. Volunteering is essential to the ongoing success of our events, and it’s crucial that we continue to foster a culture where our members support one another, especially when it comes to providing the help needed to run our sailing events.

As we look ahead to the future, it’s clear that we must expand our volunteer pool to ensure we can continue delivering the high-quality experiences that our membership expects. Currently, we rely on a small but incredibly valuable group of volunteers, and while they are passionate and dedicated, we need to ensure that the next generation of volunteers is ready to step up. The future of our events depends on it.

This winter, we will be running volunteer training sessions for on-water roles, and we would love to welcome more members into our volunteer team. If you’re an existing volunteer, we encourage you to tap someone on the shoulder and share your experiences. Help us reach those who may not yet have considered volunteering, but who could make a real difference in the future of our events. Your first-hand experience could be the encouragement someone needs to get involved.

Volunteering at RFBYC is not just about giving your time; it’s about being part of a community. It provides you with the opportunity to meet new people, learn new skills, and, of course, give back to our Club. Whether you’re looking to try something new or just want to help ensure the continued success of our sailing events, there’s a place for you on our team. No experience is necessary, just a willingness to learn, have fun and meet other members.

If you’re interested in volunteering or attending one of our informal training sessions, please complete the volunteer form, and one of our friendly on-water staff will be in touch soon. Your contribution, no matter how big or small, is invaluable and helps make our events possible.

We hope you’ll consider joining our volunteer team and helping us continue to create exceptional sailing experiences for all. Together, we can keep delivering outstanding events and strengthen the vibrant community here at RFBYC.

Come on board—we look forward to seeing you soon!

If you wish to find out more on volunteering, please give our Yachting Operations Manager a call, Debbie Blaauw 0437 968 664 or complete the on-line registration form via the QR code.



KEELBOAT CLUB RACING – SATURDAYS (OCT – APRIL)

CLUB LINE – START BOX

MID RIVER LINE – START BOAT

KEELBOAT WEDNESDAY TWILIGHT (OCT – APRIL)

START / FINISH TEAM – START BOX

SAFETY SUPPORT BOAT – DRIVER/CREW

KEELBOAT THURSDAY MID WEEK RACING (ALL YEAR ROUND)

START / FINISH TEAM – START BOX

SAFETY SUPPORT BOAT – DRIVER/CREW

KEELBOAT FROSTBITE SERIES – SUNDAYS (MAY – SEPTEMBER)

CLUB LINE – START BOX

SAFETY SUPPORT BOAT – DRIVER/CREW

DINGHY CLUB RACING – SUNDAYS (OCT – APRIL & MAY – SEPTEMBER)

START / FINISH TEAM – BOAT

MARK LAYERS – DRIVER/CREW

SUPPORT BOATS – DRIVER/CREW

BEACH MARSHALL

RADIO OPERATOR

POWER TIME TRIALLING EVENTS – SATURDAYS (MAY – SEPTEMBER)

START / FINISH TEAM

CHECK POINT DUTY

SPECIAL EVENTS – CLUB/STATE/NATIONAL/WORLD CHAMPIONSHIPS (THROUGHOUT THE YEAR)

START / FINISH TEAM – START BOAT

MARK LAYERS – DRIVER/CREW

SUPPORT BOAT – DRIVER/CREW

START / FINISH TEAM OPERATIONS

RACE OFFICER

RADIO OPERATOR

MARK LAYING ■

#TEAMRFBYC



#TEAMRFBYC



OUR WHOLE OF Club, Sailing Team for the 2024–2025 championship season. We have 166 RFBYC members representing the Club in Western Australia and all around the world.

#TeamRFBYC members share their images, results and news with us using social media. Here is a collection of pictures from some of the team. Follow Royal Freshwater Bay

Yacht Club on Facebook and Instagram to stay connected with what's happening at the Club and to hear news from your fellow Club members in competition. As we move

into the winter season locally, many of our members will be travelling to compete in the northern hemisphere summer championship season.

Go #TeamRFBYC! ■



INAUGURAL 100% PARTICIPATION DAY A SPECTACULAR SUCCESS

THE FRESHIE COMMUNITY came together for a wonderful afternoon and evening at the inaugural 100% Participation Day, where the spirit of camaraderie, friendly competition, and fun were on full display. With 123 boats taking part, this event has quickly become a standout on the calendar.

It was a near perfect day. The light winds and balmy temperatures created ideal conditions for a fleet of keelboats, dinghies, powerboats, and St Ayles skiffs to take to the water. As the boats sailed into Freshwater Bay, the scene was nothing short of magnificent—a true sea of colours, as each boat added to the vibrant display.

The handicap starts created a bit of fun for the dinghies and keelboats, the power boaties enjoyed a raft up and the St Ayles showcased their stunning row boats. The spirit of participation was outstanding, with sailors of all levels coming together to make the event a spectacular success.

After the on-water racing and activities, the festivities continued on land, with the sailing, boat-ing community staying to enjoy a fantastic evening together. The air was filled with laughter and joy, as families indulged in free ice cream, fairy floss, and engaged in giant lawn games.

The vibe was electric, with the energy building as live music played and people danced into the night. As the music faded, a DJ took over, keeping the crowd moving, and a stunning fireworks display lit up the sky, capping off an unforgettable day.

A special thank you is owed to our amazing team of volunteers, staff, and, of course, everyone who took part in making the day such

a success. Their hard work and dedication ensured that everything ran smoothly, from the racing to the festivities.

We couldn't have asked for a better day. The weather gods truly turned it on for us, giving us a warm, balmy evening before the easterly winds set in later. It was a perfect day for the Freshie community to shine."

A special congratulations go to Jennie Fitzhardinge, who won the raffle for a two-night stay for four people at Smith Beach Resort in Yallingup. A heartfelt thank you to Glen Matyear and Gavin Chapman for generously donating this wonderful prize!

The day also saw the awarding of the 100% Perpetual Trophy, given to the fleets with the highest participation percentage. This year, the honour went to the Couta and Mirror fleets, who were celebrated for their outstanding engagement. The trophy was awarded based on the number of boats on the Club register versus the number of boats that sailed—a well-deserved recognition for their commitment.

The keelboat racing, sponsored by Doolee Constructions, was a nail-biting spectacle. In a tightly contested finish, *Storyteller*, skippered by Brian Haggerty, narrowly defeated *Taru*, led by our own CEO, Andy Fethers, to take first place. It was an exciting finish that had a few of us on the edge of our seats.

The inaugural 100% Participation Day was a resounding success, one that will be remembered for years to come. With such a fantastic turnout and a day full of excitement, there is no doubt that this event will become an annual tradition. The Freshie community has shown that when we come together, anything is possible.

As the day drew to a close, smiles and laughter filled the air, and the promise of next year's event already hung in the breeze. Congratulations to everyone involved—here's to many more days of unforgettable moments on the water!

RESULTS

KEELBOATS

Story Teller – Brian Haggerty

Taru – Andy Fethers

Hitchhiker – Neil McAlister

Best Dressed Keelboat:

Minim Cove – Murray Kornweibel

DINGHIES

Black Duck – Hugh Healy

Iggy – Amy Moore

Liquid Limo – Isla Molyneaux

Best Dressed Dinghy:

Gira Gira – Harry Kornweibel

POWER BOATS

Best Dressed Power Boat:

Azure – Stephen Lewis

BEST PARTICIPATING FLEETS

The Perpetual Trophy for the highest participation percentage goes to:

Keelboat: Couta Fleet

Dinghies: Mirror Fleet ■





YOUTH MATCH RACING

MARCELLO TORRE



IN THIS REPORT, we hear from Marcello Torre and Mia Lovelady, two of our dedicated youth sailing skippers, who have competed in a series of prestigious youth match racing events during the January and February period. Both Marcello and Mia have shown incredible commitment, training extensively with their teams in the BW8s and Foundation 36s in preparation for major competitions.

These include the highly regarded Helly Hansen International, hosted by the CYCA, the Warren Jones International at RFBYC, and the Hardy Cup, organised by RSYS. Their hard work, teamwork, and passion for the sport have shone through as they navigated these challenging regattas.

HELLY HANSEN AND WARREN JONES REGATTA RECAP - MARCELLO TORRE

We recently competed in both the Helly Hansen International Youth Match Racing Regatta and the Warren Jones as part of our summer of sailing back home. We placed 6th in the Helly Hansen event hosted out of the CYCA and 3rd at the Warren Jones at our home Club. We found the racing in Sydney to be fun yet challenging. The venue was quite shifty and gusty most days, with a storm coming through in the middle of the event cancelling the second day and giving us only two days of racing. Despite the result here we sailed well, and the regatta served as a good warm up to the

Warren Jones and highlighted some areas for us to work on as a team.

The Warren Jones was our main goal for the year. We sailed well throughout the week and were happy to be back in the Foundation 36's. The week at home started off strong for us with a 9-2 scorecard in the round robin placing us second to Tapper heading into the finals. We faced Peterson in our semi-final, which started off as 1-1 heading into Friday. Unfortunately, we struggled to piece together a decent result in our final races against Peterson on the Friday. Not to detract from the USA team's performance, who sailed incredibly well on Friday and were deserving of their spot in the finals. We moved into the petit final against Hyde, were we dusted ourselves off and were able to fix our mistakes in our earlier races against Peterson and secure our spot in 3rd in a 3-match petit against Josh and his team.

Overall, we are happy as a team with our performance and both regattas. We have highlighted some

weaknesses to work on moving forward into 2025 and the events that we wish to attend. Our goal now is to compete in some of the open WMRT events in Europe over their summer, preparing to come back for our final year at the Warren Jones in 2026.

Thank you to RFBYC for all their support of us over the years. We are immensely grateful to be able to travel and compete in match racing, and it wouldn't be possible without the backing of RFBYC and the support network available to us at the Club. We look forward to a strong 2025 of sailing, and to represent our club again.

Helly Hansen International:
Marcello Torre (skipper),
Vassilis Katsaitis, George Elms,
James Hackett, Riley Evans

Warren Jones Regatta Team:
Marcello Torre (skipper),
Vassilis Katsaitis, George Elms,
Adam Brenz-Verca, James Hackett,
Riley Evans ■

*Mia Lovelady
continues on page 18*

YOUTH MATCH RACING

MIA LOVELADY



WARREN JONES REGATTA RECAP - MIA LOVELADY

The Warren Jones or 'Wojo' as we like to call it, is a prestigious, international youth match racing regatta which was held from 27 to 31 January this year. The event is sailed on Foundation 36 yachts, which are a one design large racing yacht and have been used for the Warren Jones for many years. Teams are required to be under the age of 25 and will choose to sail with five or six people if it is a male or mixed team, or seven people if the team is all female. Sailors travel from various countries, overseas as well as interstate, to experience racing on the Swan River and local Perth hospitality. Invited teams are some of the highest ranked in the world, making this an exciting regatta delivering the highest quality racing and biggest learning experiences.

The Warren Jones is one of the most well-known local events, making it an incredible honour to be a part of, especially on home waters. This year was my second year skippering an all-female team representing Royal Freshwater Bay Yacht Club. As a relatively new skipper to match racing my goal this year was just to sail clean races, improve boat handling and team communication while reflecting on each race as

a good learning experience. Most teams would have a goal to win, but match racing presents all sorts of challenges that you endure so, as I have learnt, winning will only occur with experience. Being an all-female team allows us to sail with seven instead of five or six which is an advantage, but we tend to lack the same strength and weight the all-male teams have, resulting in us needing to work harder. Though this presents as a challenge, we see it as a benefit. Having seven pairs of hands to get sails up and down and seven sets of eyes, definitely makes everyone's roles on the boat go a lot smoother and certainly makes my job as a skipper easier.

We managed to have a few weeks of training leading up to the event, however, with some members of my team away and some that don't live in Perth along with limited access to the Foundation 36's, we had to make do with the resources we had. Luckily, this year I had a very similar if not the same team as I did last year so everyone knew the boats and each other well making the training days just a shake-off and a clean-up of boat handling and communication skills. I was incredibly lucky to have six knowledgeable and highly experienced women by my side, including Chelsea Williams

(CYCA NSW) on main, Annabelle Jones as tactician, Rosie Rowell and Drina Bucktin trimming, Ona Rafart in the pit and Jemma Hodgson (RPAYC NSW) on bow. Without them I wouldn't have been able to compete and finish the event with a distinguishable result, along with gaining an incredible amount of knowledge and having the most amount of fun.

Before I move on, I just want to thank Royal Freshwater Bay Yacht Club for hosting an amazing event, it was extremely well run and organised, and my team and I are very grateful for your ongoing support and hospitality. Also, the volunteers, Race Officer, sponsors, Swan River Sailing for providing the boats and maintenance along with RFBYC staff made the event possible and memorable for all, so on behalf of Miami Race Team, I thank you.

Monday was the first official day of the event, though racing didn't start until Tuesday, teams spent the day training and getting used to the boats, familiarising themselves with the yacht club and other teams. Our team spent the day preparing for the week, stocking up on an enormous number of snacks and all kinds of hydration given we knew it would be a very hot and long week, usual for the Warren Jones. All teams

YOUTH MATCH RACING

WARREN JONES REGATTA



were allocated one training session on the Foundation 36's, either in the morning or afternoon and were required to weigh in at some point throughout the day. Unlike many teams, with seven of us on board we had a slightly increased weight limit, although we were nowhere near the limit for a team of six, meaning the days prior were spent fuelling up to prepare for the week. After weighing in we proceeded to our afternoon training session where we focused on our boat handling given it was quite windy. The afternoon proved to be a challenge, a mistake through the gybe meant we managed to tear a training spinnaker to the point where we couldn't get it down and had to be towed in and send someone up the mast to untangle and retrieve it. An expensive mistake made, and racing hadn't even begun yet; although after much discussion we have now been allowed to turn this spinnaker into Miami Race Team merchandise for future regattas.

The format for this Warren Jones was looking a little different due to the cyclones in the Northwest region of WA causing extremely hot weather and unpredictable wind forecasted for the week. The Race Committee effectively decided to shorten the racing to a single round

robin instead of two. Tuesday was the first day of racing and the start of the round robin. I was particularly nervous given we only had one opportunity to verse each team along with racing at my home yacht club in front of family and friends, but I knew that my team and I would give this week everything we had.

We had very light winds in the morning and already hot weather with the wind expected to build through the afternoon into a typical seabreeze and the heat to get worse. We had two flights before we were off for two, racing against Hyde and Torre ended up being super close over the line and throughout both races we were very much in touch with the other team the entire time. Our two flights off happened to be during the hottest part of the day so we were very lucky to be spending this time refuelling and rehydrating while other teams battled the heat. The afternoon seabreeze came in full force, and we ended up sailing three flights. Our first race against McCutcheon wasn't looking too good with a penalty in the prestart setting us back already. However, with exceptional boat handling and a simple strategy we were able to create a decent lead over them with enough gauge between our boat and theirs allowing us to 'kill' this

penalty on the second upwind. A risky move but we managed it well, claiming this race as our first win of the event. Coming out of this race the team agreed for the next two flights to keep things simple, and the boat handling clean, given the wind was increasing. The races against Coleman and Kemp were close but given our experience versus their experience we were just hoping to learn as much as we could. The day was topped off by the welcome function held in the newly renovated Athol Hobbs space, a lovely display of all the teams in their uniform along with sponsors, special guests, and organisers.

In the spirit of being an all-female team and taking on the well-known quote from the movie Mean Girls ('on Wednesday's we wear pink') on Wednesday we wore matching pink shorts. A now tradition that we are known for and will carry with us through our match racing journey. Also being allocated the 'pink' boat posed us for a set of iconic photos for the day. The team was feeling positive going into day two of racing, given all the close races we had on day one along with a win we were feeling positive and 'fired up'. Another hot and unbearable day with unpredictable winds from different directions

YOUTH MATCH RACING

WARREN JONES REGATTA CONTINUED

was forecast but we managed to get through as many races as we could. We had three flights on before we were off for two, against Fong, Tapper, and Smith. The light easterly winds favoured us as a lighter team along with some 'local' knowledge helping us navigate the tricky conditions. We had three very close races and managed to steal two wins against Fong and Smith. Prioritising boat handling, keeping the boat going fast, picking the shifts and clean manoeuvres around the racecourse contributed significantly to our wins.

Going into the afternoon we were feeling confident that we could do well and potentially steal a few more wins. A building but still light seabreeze relieved us from the heat of the day allowing us to recoup our energy for the remaining races. We had three flights left of the round robin against King, Petersen, and Scott. Our race against King was probably the toughest and most frustrating race we had all regatta. Our clean start and ability to manoeuvre the boat around the course slightly better created a gauge, small enough to keep the other boat and us in touch but big enough for us to keep our lead throughout the race. We made sure to keep the communication at a maximum to assist everyone with doing their job well, however, a small mistake right at the end of the race where we should have protected our lane a bit better, allowed them to sneak inside the finish pin and win the race. A massive learning for the team but still extremely frustrating, though I guess that's the sport of match racing, and after a team debrief and a recollection of thoughts, we agreed to keep the racing super simple, doing only what we needed to stay close to the other team.

The breeze was starting to pick up now and our next race against Petersen was another tough one but

given he has far more experience than we do the goal was to stay as close to him as we could, though we had some boat handling issues on the down winds we did well to stay in touch most of the race. The last race of the day and of our round robin series was against Scott. The energy and motivation by this point in the day was starting to drop as everyone in the team was feeling fatigued and sore but given our performance over the round robins, we were determined to end it on a high. However, a few errors in our prestart ended us being further down the line below the pin lay, forcing us to pinch around the start pin, letting Scott take control of the race. We battled hard and were able to gain back some boat lengths we lost by picking the left side of the course, but it wasn't enough to give us the win.

Our results from the round robins placed us 8th on the leader board qualifying us for the quarter finals. No matter the result from here I was incredibly proud of our performance in the round robins and very happy with how the team was performing over the last couple of days. The quarter finals consisted of the top eight boats and given our placing at last year's event, qualifying into the top eight was a significant improvement. The plan was to race the remaining flights of the round robin on Thursday morning and start the quarter finals shortly after that.

On Thursday morning while waiting for wind the formalities of the quarter finals was discussed with the top eight teams and as Cole Tapper was leading the event, he chose to race us as we were ranked at the bottom in 8th place. A smart move for him but given the amount of experience he has, we would have to work extra hard to do as well as we possibly could. Our goal going into these races was to just learn as

much as we could and try and keep the gauge as close as possible.

The wind had filled in from a SW direction but was still very light as our racing had begun. We had a very tough prestart in the first race, struggling to keep flow on our foils putting us in a worse off position and being held above the start boat in the last minute before the start also disadvantaged us. We just needed to keep the boat going fast and make sure we could keep in touch with Tapper as much as we could. Tapper just had much better boat handling over the racecourse as well as a wealth of match racing experience and got further away from us the entire race. The second prestart did not go in our favour, ending up with two penalties before the start set us back before the race had even begun. A lack of communication after this meant we started the race quite slow and behind Tapper and having to 'kill' a penalty immediately after the start set us back even more. We kept going, trying our best to build the speed and pick the shifts to try and close the gauge between us and Tapper but given we still had an outstanding penalty, any distance we gained wasn't enough. Discussions with the team after the race helped boost the confidence on the boat to give it our all in the next one. The wind was starting to fill in stronger now and the fatigue was setting in leading into race three, potentially the last race but if we ended up winning this race we would continue until three wins were on the scorecard. We started the prestart well, but after circling around the media boat we had left just enough distance for Tapper to sneak inside us and a large miscommunication meant we had to quickly avoid them but contact against their boat gave us a penalty. Unfortunately, we were never able to gain the distance we lost from this meaning Tapper moved to the

YOUTH MATCH RACING

MIA LOVELADY - HARDY CUP



semi-finals undefeated to us 3-0, placing us in 8th overall.

Reflecting on a very long, hot, and successful week I am extremely happy with how our team performed at the Warren Jones, we learnt so many new things and got better at so many more. It was such a rewarding week of racing with lots of close races and a few wins on our scorecard along with a few very frustrating losses. Overall, we thoroughly enjoyed this year's Warren Jones, it was an extremely well-run event by RFBYC, and it was a pleasure to be representing our home Club on home waters in front of family and friends. We were very grateful to receive such positive feedback from the community following our performance and thanks to coach Will Boulden we took away some great knowledge that we will use in future regattas to come. I look forward to competing in next year's Warren Jones and am excited to see how much we can improve over the next year.

THE HARDY CUP RECAP - MIA LOVELADY

The Hardy Cup was held out of Royal Sydney Yacht Squadron from 16 to 20 February 2025. It is an international youth match racing event for teams under the age of 23, sailed on Elliot 7 keelboats on Sydney Harbour. This year there were ten teams, three from countries including New Zealand and America along with six teams from all around NSW. This was my second year skippering a team and my final opportunity to sail in this youth event as I age out next year. I was very excited and honoured to be representing Royal Freshwater Bay Yacht Club once again, with an extremely talented team by my side, including Will Drew on main, Drina Bucktin trimming, Annabelle Jones as float and tactician, and Ethan Lozevski (NSW) on bow.

It was an amazing opportunity to be racing some very highly ranked and experienced teams as well as some fresh faces who were compet-

ing in this event for the first time. Compared to the Foundation 36's sailed in the Warren Jones, Elliot 7's are much smaller and faster, with similar characteristics to a dinghy, so having good communication, boat handling and experience sailing these boats is what set apart the best teams. Most teams competing sail these boats frequently at their home yacht clubs meaning their knowledge of the boat was far better than ours considering access to Elliot 7's and regular training in WA is limited. However, we managed to fit as much training on the BW8's at RFBYC as we could, working on building our skills and teamwork leading up to the event. Our team was very fortunate to be hosted by an amazing family in Greenwich who are members at the RSYS and provided us with the most amazing hospitality to make us feel the most at home. So, on behalf of my team, we thank Julie and Simon Ford for taking us in and opening their home

YOUTH MATCH RACING

HARDY CUP CONTINUED

to us for the week; we are extremely grateful.

The first day was our training day and the weather was looking to be a windy southerly, the windiest we saw all week. Each team was allocated a few hours to get themselves familiar with the boats and the location of the racecourse. We spent time going through roles and responsibilities along with communication expected during racing, which was important as this was the first time the entire team had trained together on the Elliot's. The extremely shifty conditions were quite a challenge and a few times we got taken by surprise at the nature of the shifts and difference in wind strengths, but overall, it was a productive session, minus two members falling overboard. We felt confident in our boat handling leading up to the racing the next day. That evening we had the welcome function where all teams were introduced, and it was a great opportunity to familiarise ourselves with the race officer, umpires, special guests, and yacht club representatives.

Monday was our first day of racing, the nerves were setting in, but we had pleasant conditions all day with a light SE breeze building throughout the day. We had some close races either winning or finishing within boat lengths of the other team. Though the first few races were rocky, getting used to how these boats manoeuvre and how we worked as a team, it was a long but successful day. Completing an entire round robin on day one was exhausting with minimal time in between flights to catch our breath, by the end of the day the team was feeling the fatigue already. A few situations between boats landed us with some penalties, but that is the sport of match racing – though some outside perspective of how we could improve from a coach would

have been extremely helpful. After racing the race committee made an amendment stating that they were aiming to complete three round robins in three days before continuing to the final series on day four, and they amended the last signal time to be 'sunset' each day. Which caught us all by surprise as we quickly realised how physically and mentally draining this event would be.

Come day two we had light conditions all day but slowly building in the afternoon. A lack of wind saw us under AP on shore while we waited for wind but once the breeze filled in the race committee was dedicated to getting in all the racing planned for the day. The conditions were super shifty and unpredictable at times making a lead change in a race as easy as picking the right shift over your opponent. Another round robin was completed but a very tricky day of racing. Once again, we had a good day, some things didn't go to plan, but we had some very close races and wins which we were happy with. These boats are small and very much like a dinghy so you can really 'throw them around' with bodyweight. The biggest thing we took away was how important using our bodyweight was in lighter conditions and how much of a difference it made with using bodyweight movements.

Day three was the last day of the round robin racing and the plan was to get another whole round robin completed. In spirit of it being Wednesday the team was excited to honour our tradition from the Warren Jones and wear our matching pink shorts and the boys joined in too adding some pink ribbon to their team uniform. Another light and long challenging day on the water. Picking the shifts well and having good boat handling and experience was the biggest difference between the teams at the top.

Some more frustrating races were completed as well as having some successful races, making it a very mixed day.

The last day of racing was upon us, we hadn't performed that well over the week, but had heaps of good learning moments. With limited experience sailing together as a team and time in the Elliot 7's we were just hoping to learn as much as we could out of the week and try our best to put some wins on our scorecard. The plan was to do the sail-offs in the morning and finals in the afternoon. We won two consecutive races against Newcastle placing us at 9th overall.

After much reflection we were happy with how some things went, including our teamwork and communication and our improvement of boat handling, but this wasn't enough for us to do better on the leader board. A very tough week with long days on the water and lots of racing which was challenging both mentally and physically. We had some amazing races and some not so amazing ones, but we learnt a significant number of new skills and were grateful we went to the event.

A very well-run event, the race committee was extremely efficient with getting all the racing done, the yacht club was very generous, supplying us with breakfast, lunch, and a snack after racing as well as providing us with a billet for the week. So, thank you to Royal Sydney Yacht Squadron and everyone involved for having us, providing us with the best hospitality making us feel right at home. Lastly, thank you to RFBYC for assisting us to get to the Hardy Cup, your ongoing assistance is what helps us get to events like this and on behalf of the team and I we are extremely grateful for everything you do for us. ■

VOYAGER ESTATE

MARGARET RIVER

Midweek Winter Series

Thursdays, 17 April to 16 October 2025

Join us for unforgettable days on the water, where thrilling sailing meets fine wine! The Mid-Week Winter Series will bring together sailors and wine lovers for an exhilarating race followed by prizes from Voyager Estate.

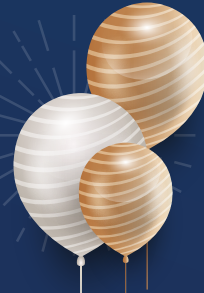
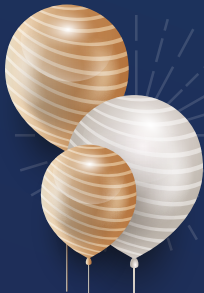
- Exciting sailing competition for all skill levels
- Weekly presentations & celebration
- Dinner Voucher and Exclusive prizes by Voyager Estate

Don't miss the chance to raise your sails and your glass!
For more information on the 2025 Midweek Winter Series
scan the QR Code or visit

<https://rfbyc.asn.au/web/pages/midweekwinter>



Start Times: B Fleet at 15:10 | A Fleet at 15:30
(Incorporating IRC, AMS and BW8 Fleets)
Presentation of Results in the Main Bar from 17:30



2025

KEELBOAT CLOSING DAY

Party

SATURDAY * 12 APRIL

**COME ALONG AND CELEBRATE THE END
OF ANOTHER WONDERFUL SAILING SEASON AT
ROYAL FRESHWATER BAY YACHT CLUB**

LIVE ENTERTAINMENT FROM 1630
CASUAL DINING MENU AVAILABLE
FROM THE MEMBERS' BAR.



ILCA OCEANIA & AUSTRALIAN OPEN AND YOUTH CHAMPIONSHIPS 2025

BRISBANE, QUEENSLAND

ON-SITE PRE-EVENT TRAINING started 28 December, having flown in the day before, and rigged up the charter boat that morning. That day there were four ILCA 4s from WA out on the water. Our plan was to get used to the local conditions, particularly the high humidity.

I missed the sea breeze and cool water from back home and quickly discovered the importance of drinking plenty of water. December 29 also consisted of training, there were four ILCA 4s out on the water, but we invited three people from over east who were out sailing without a coach to join us. Our focus was speed upwind and downwind in the new conditions, this was useful as the chop was short, fast and small, which meant that we had to manoeuvre ourselves around the chop while still heading upwind fast. December 30 was a rest day, and we got told by our coaches not to come down to the club at all!

December 31 was another day of training with a group of five ILCA 4s, as team WA continued to fly in. We headed out and joined in with the Victorian sailors and did some racing, which was useful as we had not had very many people on our practice start lines the previous day. I struggled with containing my spot on the line due to the current, so I knew that was something I had to be wary of when the official racing started. It was New Year's Eve, but I decided the best decision for the evening was to go to back to the house, cook some pasta and head to bed!

1 January 2025 was the registration for the regatta. I ran into a bit of trouble when I found out my bottom section was too straight, (which would mean I would be able to point higher). Fortunately, when I took the section back to the charter company, they immediately swapped out it for a new one. After

measurement, the ILCA 4 group headed out for our last training session before the regatta. The last team member having arrived, we were now a group of six and just did speed testing so not to overexert ourselves. January 2 was a rest day.

QUALIFYING SERIES:

January 3 was the first day of the qualifying series. We faced 15–20 knot winds, and after the first race racing was abandoned as there was a storm-front coming overhead which created wavy and windy conditions and made it quite hard to see. I managed to get a 9th, which was due to all the training I had done in Perth in windy weather before heading over there.

January 4 was the second day of qualifiers. I found the consistent 20 knots challenging and came off the water exhausted, with two 17ths and a 14th on my score card. We did three races that day due to not being able to complete two the day before. I was very thankful for the constant training in the Perth sea breezes, as that gave me the confidence to keep pushing myself.

The final day of qualifiers gave us reasonably light wind, which was very much like the conditions which I train in at RFBYC. I came off the water with a 9th and an 11th.

I finished the qualifying series in 24th place out of 47, comfortably making it into gold fleet, which I was very happy about.

FINALS SERIES:

February 6 was the first day of the finals series. All the Team WA sailors had qualified for gold fleet, so it was

nice to see some familiar faces on the start line. The start line was busy with everyone intensely fighting for their spot on the line. I came off the water with a 28th and a 22nd. At first, I was unhappy with these results, but I then realised that I was still in the top half of gold fleet. On 7 January I achieved a 9th and a 13th, in medium wind but still really intense racing. Despite being fatigued I went out on the last day of the regatta to give it my best shot, placing 17th and 18th.

RESULTS:

I finished the regatta in 20th place overall, placing 2nd U18 girl and 3rd female overall. It was exciting to find myself on the podium and taking home my first ILCA cubes.

Team WA won the much talked about Battens Trophy, which resulted in a big celebration and a very happy Tristan at the presentation ceremony! I was proud to be part of such a high-achieving team, loved the camaraderie of the whole group, and especially appreciated the support from Coach Oli and the WA AST sailors throughout the regatta.

Thank you to RFBYC for the travel grant, contributing to my trip to Brisbane and another amazing Nationals experience.

WHAT'S NEXT?

Based on my experience in Brisbane, this year I am going to continue to work on my fitness and boat handling with the aim of placing higher up the leaderboard at the Hobart Nationals in January 2026. ■



IN THE TREES REGATTA PERFECT IN EVERY WAY



THE PRETTY TOWN OF WALPOLE and its local sailing club hosted the annual ‘In the Trees Regatta’ over the long weekend 1–3 March. This popular event attracted a huge fleet of over 120 boats, with participants traveling from various regional and metropolitan sailing clubs to compete on the scenic Nornalup Inlet. Participants and spectators alike were treated to favourable sailing conditions throughout the weekend. It wasn’t too windy and only a light sprinkling of early morning rain – not enough to bother these campers!

Several RFBYC members made the trip down with boats stacked on car rooftops and trailers. It’s a great effort from families who manage to transport more than one boat and crew. And it doesn’t stop at the effort to get boats and people down there – most camped on-site at Coalmine Beach, so packing gear for two or three nights of camping as well sounds like an effort, but the pay-off is in the huge amount of fun had on water and on land. This is an event everyone should put in the diary for 2026.

There were seven entries and ten members sailing for RFBYC. Members Steve and Leonie Ward were integral volunteers as Steve was the official race starter (more on that later) and Leonie was the official timer on the finish boat.

The regatta featured multiple divisions, accommodating a wide range of sailing classes. There was a

big turnout of Optimists and Mirrors with Rear Commodore David & Nalin Tucker and Guy & Lauchlan Naylor competing in the Mirror Division, against 13 others. The largest fleet was the combined Lasers with Hugh Healy, Pia Hooper and Susie Parker competing among a fleet of 25. Clive Beeton sailed his Sabre Shark against 13 others and Cam & Tessa Hooper raced their RS Feva in a fleet of 21.

Other classes taking part included ones we don’t see much of in Freshwater Bay, so it was interesting comparing different boats and seeing how they perform. Scow Moths, GP14’s, National 125’s, old Pelicans, Goat Island Skiff, Finns, Sharpie, gaff rigs and yawls, Tasars, Windrush 14s, trailer sailers, Hobie 16s, and even an International 2.4mR, highlighting the Regatta’s inclusivity and broad appeal.

The Regatta recognises the variations in mixed fleets by using an international yardstick measure, then applying a performance-based handicap. So, for instance in the fleet of ILCA 7, 6 and 5’s the 25 yachts started as one fleet and sailed the same course. Using the yardstick, variations between rig size is ‘equalised’ and then race performance is considered in applying individual handicaps. Quite a mystery – but resulting in great outcomes.

The Walpole Yacht Club and Denmark Sailing Club presented a well-run, fun regatta. Registration, daily briefings, food vans, catering and presentations all ran smoothly. Members of RFBYC and RPYC also helped in the Race Operations, showing the collaborative spirit of our sailing community in WA.

Alison Hooper had a great time and went on-line to share her experience. ‘What is not to love about

with photos from Alison Hooper, David Tucker and Sarah Walker

IN THE TREES REGATTA PERFECT IN EVERY WAY



inset: Steve Ward and Mark Fitzhardinge.

far page,
clockwise from left:
Coalmine Beach, Laser Fleet,
Mirror Fleet.

this page,
clockwise from upper left:
the daily briefing, Nalin Tucker
upskilling in the Rec room,
Hooper girls having fun on the
beach, Hoopers on the water,
rigging on the beach, David
and Nalin Tucker.

the In the Trees Regatta? Great Southern, you've done it again. We had such a lovely time. Thanks to competitors, organisers & volunteers. We know the pool to draw from is small. Champagne conditions for sailing. See you next year.'

One of the unique experiences of sailing in this Regatta is the Starting Procedure and the course configurations. This is why people study calculus, trigonometry and algebra! Steve Ward and his team are masterful at starting nine divisions back-to-back on five-minute start sequences. That's not all though. They use the long-gone method of red-flag drops. Back in the day when most kids didn't have sailing watches (yes, there was such a day), we counted down the last three minutes by watching three red flags – as the first 'dropped' we knew we had two minutes to start, as the second red flag 'dropped' we

had one minute to start (so start the countdown in your head 59, 58, 57 etc) and then on the drop of the last red flag, we started.

The other aspect of the Regatta is the course configuration. There are two courses sailed on at any one time: left hand course or right hand course. From the start each fleet sails out to its 'spreader buoy' and, depending on which division, either takes a port-hand rounding or a starboard rounding. From the spreader mark you head to what becomes the 'top mark' from where sausage or triangle laps are then completed. The finish line used by all divisions is also a challenge as the fleet that sailed the port-side course complete their race leaving the finish boat to port and the fleet that sailed the starboard course finish leaving the finish boat on starboard. Yeh! Tricky with 150 yachts doing this. So well done the finish boat team too!

One of our younger competitors, Nalin Tucker had plenty to say about how much fun the whole weekend is. *'I loved playing in the Rec room at night for as long as we wanted until we were tired, then sailing and using the spinnaker and winning two races. I didn't like when Dad tried to help me with the spinnaker pole and it hit me in the head!'*

Well done Nalin and David – two wins out of five races was worth a wrangle with the pole.

You can check out the results on the Walpole Yacht Club website www.walpoleyachtclub.com.au/results. However, that's not the point. We had a lot of fun and we really want all our RFBYC off-the-beach sailors to enjoy In the Trees Regatta next year. Book your campsite for the March 2026 long weekend now!



BACK AT SEA *on* ENDEAVOUR

John Longley

*main image: the pinnace
right: James Craig peaking
into our great cabin*



Many RFBYC members were involved in both the building and sailing of Endeavour, the replica of Cook's famous ship H.M. Bark Endeavour launched in Fremantle in 1993.



Members will be glad to know that the ship is in good order and has just completed a very successful voyage from Sydney to Hobart and return. The main aim of this voyage was to attend the marvellous Australian Wooden Boat Festival that is held in Hobart every two years.

Endeavour had not sailed on any significant voyage for over five years. She had planned to do a circumnavigation in 2020 but COVID curtailed that plan. After lying at her berth at the Australian National Maritime Museum for two years it took a while to get her back into suitable condition to be able to voyage again. Her engines needed to be rebuilt, she needed new generators and some of her standing rigging had to be replaced. All this work was done by the Museum and, after a few short sea trials, the *Endeavour* was ready for sea again.

A professional crew of 16 tall ship mariners from around Australia, and indeed overseas, was mustered under her new captain. Anthony Longhurst has been with *Endeavour* for most of his adult working life. He joined as a topman when the ship left Fremantle in October 1994 and has risen through the ranks to now command the ship – just like James Cook.

continued on page 32





left page:
 top: Captain Longhurst; murmuring along at 3 knots;
 middle: anchoring Wineglass Bay; here comes the southerly;
 bottom: sunset Wineglass Bay; heading south.

this page:
 top: retrieving the anchor;
 heading under Sydney Harbour Bridge;
 middle: Soren Larson in the Parade of Sail;
 berthed at Princes Wharf, James Craig astern;
 lower middle: contemplating life in Ralph Bay;
 entering Storm Bay;
 bottom: down below.



I joined the ship on the 28 January as did 39 other voyage crew and supernumeraries. After a full day's training, during which a strong 'southerly buster' swept over the ship, we departed and headed under the Sydney Harbour Bridge, down the harbour and out to sea through the Heads. There was a light SE blowing and as the captain was keen to get some sea room the ship motored to the East.

The next day the wind backed East and we were able to set square sails and start making some progress to the South. It remained light for the next couple of days while the ship murmured along at between 3 and 4 knots, often accompanied by dolphins and albatrosses, but by the time we got to Gabo Island, which marks the beginning of Bass Strait, the

wind backed NE and picked up speed. A fast, robust crossing of Bass Strait took us halfway down the Eastern coast of Tasmania.

A forecast of a strong Southerly encouraged the captain to head for the famous Wineglass Bay which we entered while it was still blowing 30 knots from the North. The two tonne best bower anchor was hoisted over the side and we spent the next two days in this famous bay as the Northerly faded and we waited for the Southerly to come through. This time was not wasted as the crew set about all those maintenance tasks that a wooden ship is always seeking – sanding, oiling, painting, splicing, rigging and so forth. As predicted the Southerly came ripping through but the next day after it backed to the North, we

hoisted and catted the anchor and headed out to sea. The Northerly freshened and a day later we rounded Tasman Island and hardened up to cross Storm Bay, sailing tight on our bowlines.

It was not to last and halfway across the wind faded and became very fickle. We slowly worked the ship up into the mouth of the Derwent and as the wind faded motored to anchor in Ralph Bay.

Next morning we were due to join nine other tall ships and lead a Parade of Sail down to Hobart. The wind veered to the South which was perfect so we hoisted most square sails and joined the flotilla which was accompanied by over 200 other vessels. The ship berthed at the head of Princes Wharf right in the middle of Hobart and over the next three days 3000 people came on board.



At the completion of the festival a new complement of voyage crew joined the ship and after a day's training the ship once again got to sea. What a voyage they were to have.

A 30 knot SW carried the ship across Storm Bay and around Tasman Island at which time the wind backed to the South and really started to blow. Endeavour set double reefed topsails and a reefed fore course and took off. The lovely *James Craig*, which had left some five hours before, was at this stage on the horizon, but within 24 hours *Endeavour* passed her surfing at 12.6 knots on one wave. I don't think *Endeavour* had ever sailed faster than with this incredible Southerly that brought snow to Victoria.

Endeavour blasted across Bass Strait and halfway up the East coast towards

Sydney and then suddenly it was all over – the Southerly faded leaving the ship wallowing with light winds and a slopely left-over swell.

Because she was so far ahead of her voyage plan the Captain decided he would put into Jervis Bay to do some maintenance. There was only 60 miles to go but the crew were to learn of the frustration of sailing square rigged ships. The engines were left silent as Captain Longhurst and the crew worked tirelessly to extract every little bit of Northerly progress out of the fickle winds. It took two days to do the last 60 miles. They finally entered Jervis Bay and came to anchor all under sail.

After a day of maintenance, it was back to sea this time heading for Broken

Bay where they again anchored under sail. 24 hours later they sailed off the anchor, headed back South in a convenient NE, through the Heads and down the Harbour to within 300 metres of her berth at the Museum and only then used her engines to come alongside.

It was truly a magnificent performance by the Fremantle built ship and augurs well for her future sailing programme. ■

*main image:
setting the sprit sail
above: John Longley
actively enjoying the sailing
activities, aloft and at the
helm wearing the beanie for
RFBYC*



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*this image: the fleet
below: Packer vs Lynn
opposite: PPC winners, Richard
Lynn, Ethan Prieto-Low and
Adam Brenz-Verca*



PHOTOGRAPHY © TOM HODGE MEDIA

FOURTH TIME FOR LYNN

THE PRINCE PHILIP CUP 2025



THE PRINCE PHILIP CUP (PPC) is the premier championship for the International Dragon class in Australia. The 2025 regatta, hosted by Royal Freshwater Bay Yacht Club on the Swan River, concluded on January 10, with Richard Lynn and his team of Ethan Prieto-Low and Adam Brenz-Verca sailing *Gordon AUS222*, clinching the title by a narrow one-point margin. This victory marks Richard's fourth PPC win, coming exactly three decades after his inaugural triumph in 1995.

ENTRIES

This year's Regatta had 24 entries, the most since the PPC was last held in Perth in 2019, with nineteen of these representing RFBYC. Notable visitors included Hugh Wardrop from Tasmania, sailing his own *Riga AUS200*, and Jock Young, also from Tasmania, sailing David Lynn's *Relentless AUS212*. The regatta drew international entries as well, with Tim Tavinor from the UK sailing Rob Parker's *Cappoquin III AUS198*, Hugh Howard sailing his Victorian-based *Tarakona GBR802*, and Andy Moss helming Sandy Anderson's *Plum Crazy AUS185*, which was brought across from Hobart specifically for the regatta.

WEATHER CONDITIONS

PPC2025 was graced with Perth's iconic summer sailing conditions, defined mostly by the reliable sea breeze sweeping in from the southwest. Across the regatta, competitors enjoyed consistent winds ranging from 15–18knots, coupled with sunny skies that showcased the Swan River at its best. These conditions offered a blend of challenge and exhilaration, ensuring skilful sailing and tactical precision were rewarded.

A standout day in the weather narrative was Tuesday 7 January, when conditions turned particularly lively. The Fremantle Doctor arrived stronger than on previous days, building to 18–23knots by mid-afternoon. This brought increased chop to Melville Water, testing the sailors' endurance and boat-handling skills. While the stronger winds created challenging upwind legs, they also set the stage for thrilling spinnaker runs. Unfortunately the conditions also took a toll on several boats and crews. Luckily the Lay Day was scheduled the following day allowing for boats and bodies to be repaired.

DAILY RACING OUTCOMES

Each day brought new challenges, with consistent performances and tactical prowess separating the frontrunners from the rest of the fleet:

DAY 1: RACES 1 AND 2

The regatta opened with moderate conditions, allowing crews to settle into their rhythm. Richard Lynn's *Gordon* set the tone early, securing strong finishes with a second and a first place. Willy Packer's hopes in *Scoundrel* looked

shaky following a win in the first race but a 7th in the second race while Grant Alderson in *French Connection* secured two third places, laying the groundwork for what would become a gripping three-way battle for the title. Seventy-six year old Vice Patron Geoff Totterdell in *Shapes* showed great form to take a second place in Race 2.

DAY 2: RACES 3 AND 4

It was windy! Lynn secured a first and a third (being his worst race result for the regatta), while Packer found his form again with two second places. Alderson proved consistent with another third in Race 3 and then managed to get his first win on the board in Race 4. The dynamic performances of Lynn, Packer and Alderson kept the competition wide open at the top end.

DAY 3: RACES 5 AND 6

In champagne sailing conditions averaging 12–15knots SSW-SW, Lynn remained consistent with two second places, while Packer took another first and a third. Alderson however appeared to run into some trouble finishing an unexpected eleventh place. This seemed to strengthen his resolve to perform



above: fleet start

better in the second race of the day and he was well rewarded with a first place.

Race 5 was the first race to see a visitor on the podium. Jock Young from Tasmania sailing a borrowed boat (*Relentless*) finished third after hanging around mid-fleet for earlier races.

The cumulative results at the end of Race 6 meant that anyone of Packer, Lynn or Alderson could win the title.

DAY 4: RACES 7 AND 8

The championship came down to the wire, with the final two races deciding the outcome. Lynn's *Gordon* triumphed in Race 7, edging out *Scoundrel* and further tightening his grip on the title. Andrew Foulkes in *Tatsu AUS203* found his form just a little too late with a third place in Race 7. Alderson's fourth place effectively removed *French Connection AUS211* from contention.

In the final race, Packer in *Scoundrel* claimed victory, but Lynn's second-place in *Gordon* was enough to secure the championship by a one-point margin. Alderson finished strongly but ultimately fell short of challenging for the top spot. Third place went to UK visitor Tim Tavinor – a well-received late appearance on the daily podium.

Throughout the series, the close competition and frequent lead changes highlighted the depth of talent in the fleet, ensuring the regatta remained captivating from start to finish.

Reflecting on the win, Lynn, Prieto-Low and Brenz-Verca attributed their success to teamwork with Lynn stating, 'We are an egalitarian boat; we all do our jobs to the best of our ability.' Packer acknowledged Lynn's consistent performance throughout the series, noting that being able to discard a third-place finish was exceptional.

INTERNATIONAL DRAGON CLASS - ONE FOR THE AGES

The PPC2025 reflected the timeless appeal of the Dragon class, with competitors ranging widely in age and boats spanning decades of history. This diversity—among sailors and vessels—highlighted the enduring charm and adaptability of the class here in Australia and reflected in UK/Europe.

OLDEST BOAT AND YOUNGEST COMPETITOR

The oldest boat in the fleet was the 60-year-old *Aeolus*, previously owned by Bun Lynn (Richard's father) and a past winner of the PPC. *Aeolus* was the only all-wooden Dragon in the regatta. Skipped by Jennie Fitzhardinge, a devoted Dragon sailor and wooden boat enthusiast, *Aeolus* was crewed by an all-female team that included the regatta's youngest competitor, 13-year-old Celina Trinh. A passionate Optimist sailor, Celina

PRINCE PHILIP CUP

CONTINUED



above: spinnakers on the run

embraced the challenge of sailing a Dragon, saying, 'I enjoy a challenge and have been loving the opportunity to sail the beautiful Aeolus, while learning new skills from the experienced helm of Jennie and crew of Alex Maskell and Stef Effenberger. I hope I can keep sailing these interesting and fun boats.'

Jennie's team exemplified the spirit of the regatta, blending tradition, innovation, and inclusivity. Jennie was one of three female skippers in the competition. Trish Ford helming her *Canewdon Witch* and Sandy Anderson helming her *Blue Marlin* being the other two. Jennie and with her crew also represented one of two all-female teams. The other being Sandy Anderson's team in *Blue Marlin*.

OLDEST COMPETITOR AND NEWEST BOAT

The oldest competitor, 83-year-old Charlie Stanton, sailed aboard *Tarakona GBR802*, skippered

by Hugh Howard. Remarkably, *Tarakona* was also the newest boat in the fleet, at just 12 years old. This pairing of experience and modernity symbolised the unique blend of tradition and evolution in the Dragon class. Stanton's dedication to the sport was mirrored by two 79-year-old skippers, Rob Campbell on *PennyFarthing* (eighth place overall) and Rod Williams on *Georgia*.

A LEGACY OF PASSION

The regatta also featured sailors continuing family traditions. Stephen Locke, for example, first sailed on a Dragon at just six months old, aboard his father's *Solveig AUS173*. After years of ocean racing, Stephen returned to the Dragons, drawn by the close racing and technical challenges of the class. His team on the newly refurbished *Taranui* finished a creditable seventh overall, showcasing a new generation's commitment to the Dragon community.

Richard Lynn's father Bun was a former PPC title holder (1984, 1988) as was Richard's brother Tony (1990). Father/son combinations were also evident with Jock Packer sailing with father Willy and John Low, father of Ethan Prieto-Low sailing on *Hotspur AUS144*. There were several other sailors competing whose families have been involved with the Dragon class since 1955 when the class first raced as a fleet at RFBYC.

CLASS CAMARADERIE BUILT ON REGATTAS

PPC2025 wasn't just about the intense competition on the water, but also about the social activities that truly brought the competitors together. The daily after-race gatherings at the Dragon Bar on the Club's upper lawn were a highlight, where the atmosphere was full of humour and goodwill, despite the fierce competition on the water. The

PRINCE PHILIP CUP

CONTINUED

'Mug of the Day,' presented by Peter Bowman, became a fun tradition, eagerly anticipated by all. Competitors gathered each evening to hear about the antics of the day—though, as always, these stories remained within the Regatta realm and were not for publication!

In addition to the stories and anecdotes from the racing, the daily replay of the live-stream drone footage of each race was magnetic. Standing room only as the starts were revisited, mark rounding skirmishes were analysed, spinnaker hoists, gybes and drops were compared, and assessments of which side of the course was favoured, created much discussion.

Beyond the daily gatherings, the Welcome Function and Awards Night, both held in the newly refurbished Athol Hobbs Room, were exceptional. The sweeping view of the racecourse in Melville Water provided a perfect backdrop for these events, which were thoroughly enjoyed by all. The food and beverages were highly appreciated, and both cocktail functions hosted over 150 attendees who enjoyed lively prize conversation and celebrations.

FAULTLESS RACE MANAGEMENT

RFBYC hosted a faultless regatta under the guidance of the WA International Dragon Association President Trish Ford and the race management/administration of Vice Patron John Anderson. The PPC/WAIDA Committee of Trish, John, Susie Parker, Gerry McGann, Sandy Anderson, Ian Malley, and Club staff Sharon Skinner and Deb Blaauw, ensured the overall event's seamless execution.

A big thank you is extended to Race Officer Rob Hubbard whose management of start times and courses ensured a full quota of races was achieved.

The regatta's success was further made possible by the assistance and enthusiasm of 25 club volunteers, the participation of 81 sailors, the generosity of three dragon owners who lent their yachts to visiting sailors and the financial support of the WA State Government and sponsors Talo Construction, Packer & Co, Yacht Grot and Unidata.

The event received extensive media coverage for the Dragon Class and RFBYC with thanks to John Roberson for daily articles in Australian and international yachting media, Jim Henry for the Drone footage and Tom Hodge Media for photos. Photos and videos remain available via the links below the winners table. ■

TROPHY WINNERS

TED ALBERT MEMORIAL REGATTA

SCOUNDREL AUS214 WILLY PACKER (HELM), JULIAN HARDING, JOCK PACKER

CHARLES E DAVIES MEMORIAL TROPHY

SCOUNDREL AUS214 WILLY PACKER (HELM), JULIAN HARDING, JOCK PACKER

JACK EYRES - EDISS BOYES TROPHY

AEOLUS AUS109 JENNIE FITZHARDINGE (HELM), CELINA TRINH, STEF EFFENBERGER, ALEX MASKELL

JOHN LINNACRE MEMORIAL TROPHY

SCOUNDREL AUS214 WILLY PACKER (HELM), JULIAN HARDING, JOCK PACKER

PRINCE PHILIP CUP

1ST GORDON AUS222 RICHARD LYNN (HELM), ETHAN PRIETO-LOW, ADAM BRENZ-VERCA

2ND SCOUNDREL AUS214 WILLY PACKER (HELM), JULIAN HARDING, JOCK PACKER

3RD FRENCH CONNECTION AUS211 GRANT ALDERSON (HELM), EMMA SHAND (OWNER), MATT MAXTED, ALICE TRAVLOS

PRINCE PHILIP CUP CORINTHIAN

1ST SCOUNDREL AUS214 WILLY PACKER (HELM), JULIAN HARDING, JOCK PACKER

2ND AKULA AUS224 PETER BOWMAN (HELM), STEVEN COLE (OWNER), JEREMY SHELLABEAR, ROWAN MACFARLANE

3RD TATSU AUS203 ANDREW FOULKES (HELM), ANDREW BENNETT, MATTHEW STAFFORD

SPECIAL MENTIONS

BEST PERFORMING INTERNATIONAL COMPETITOR

TIM TAVINOR CAPPOQUIN III AUS198 REPRESENTING THE STONE SAILING CLUB UK WITH LEIGH BEHRENS AND ROB PARKER (OWNER)

BEST PERFORMING EASTERN STATER

HUGH WARDROP RIGA AUS200 FROM TASMANIA WITH CREW MAX GLUSKIE AND TIM VINCENT

You Tube: PPC2025 Highlights
Tom Hodge Media: PPC2025 Regatta photos
John Roberson on Australian Dragon Class website: Race Reports

2024 OPTIMIST ASIAN & OCEANIAN CHAMPIONSHIP

HONG KONG



IN DECEMBER 2024, I was fortunate to participate in the last IODA event of the year. The Asian and Oceanian championships were held at the Clearwater Bay Yacht Club in Hong Kong. I flew out on Boxing Day to prepare for this amazing event.

Conditions in Hong Kong were the opposite to Perth as it was their winter. I didn't expect it to be too cold but was utterly surprised when I did go outside in my shirt and long pants. The wind conditions were very different to Perth as it was cold and windy in the morning, and then slowly dropped off as the afternoon went on.

I knew when I came to this regatta that the Singaporean Squad would be sending their World's team to the regatta who were very fresh from the regatta and big waves in Argentina. I wasn't surprised by strong competition as I have been to their Nationals as part of the AODS team and had seen the quality of their sailors. It was also good to catch up with some old friends in the Singapore team (Zeph

and Sean). As expected, the Singaporeans were the team to beat as their best sailor was the reigning champion, and they delivered the goods by taking out the Teams racing event. Overall, I was very pleased to end up in Gold Fleet as only two members from the Australian team qualified to race with this flight. I sailed to my usual plan of focusing on the basics – clean start, clear lanes and hiking hard on the upwind, and I was lucky enough to finish the regatta as 3rd Oceanian sailor. Congrats to Seb (Aus) and Harry (NZ) for taking out the other podium positions. Team AUS also took 1st place in the Oceanian teams racing competition, and special mention to the WAIODA Teams coaching clinics for sharpening my Teams racing skills.

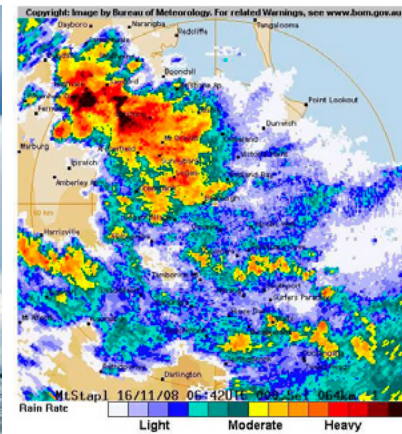
Overall, I found this regatta very enjoyable, and I learned a lot from all the tough competition that this regatta brought. I would like to acknowledge all the members of the Australian team that came to Hong Kong and competed with me. Also, a big thanks to the coach Jack Lewis (Victoria) for supporting me and teaching all throughout this amazing journey. I would also like to extend a huge thanks to my WA coaches (Chris, Nia, Pol, Michael and Caitlin) who have all helped me get this far. Finally, I would like to give a huge thanks to Royal Freshwater Bay Yacht Club, Fremantle Sailing Club and the Ron Tough Yachting Foundation for helping me get to Hong Kong and participate in this regatta. ■



above left to right:
me fighting with my sailing tube;
Team WA waiting for the storm
to clear;
puddle jumping.

left:
light winds and slow sailing.

below:
playing with my friends between
races waiting for the wind



left and above:
the thunderstorm!

left:
the mass towing exit.

OPTIMIST DINGHY NATIONALS

10-17 JANUARY 2025



AS A FAMILY WE were really looking forward to travelling to Brisbane for me to represent WA and both the clubs I sail at—Fremantle Sailing Club and Royal Freshwater Bay Yacht Club—along with my sailing friends at the 2025 Optimist Nationals, Royal Queensland Yacht Squadron.

My parents arranged a wooden crate to pack my boat for transport, through their company. This included a cabana for shade, spars, foils and all the equipment required for a one-week regatta. At Perth airport we were getting a lot of weird looks from people because of the wheely sail tube I was carrying.

When we arrived in Brisbane, I did what I always do and hang back to be last to get off the plane. I do this because I like to go and ask if I can get into the cockpit and talk to the pilots, I'm really keen on flying. The pilot let me come in and we had a good chat about flying.

Then my parents' friend collected us from the airport. I've been rowing for school sport so I was interested to learn that not only had she represented Australia at three Olympics but that she also has held the Australian ergometer record in the 19–29yr division for lightweights over 2000m on a Concept2 indoor rower for twenty years! I'll have to work a bit harder on my ergo times!

It was very hot and humid in Brisbane. We didn't have access to

a coach boat until after the ILCAs came in each day, so we only got two short late afternoon sails to try and get used to the wind, tide and short wave sets in the shallow water of Morton Bay before the regatta started. The very first day we got our WA team rhib to go out training was 9 January and there was a huge thunder and lightning storm so we got to watch this from the look-out tower hoping it would pass. It didn't, so instead we played in the warm rain and puddles.

That night we had a team barbecue by the seaside we had pizza and had a late birthday for Harry Cooper, who is one of my good sailing friends. After we had food most of the kids played on the play park that was close by so we got to know all the WA kids a bit better. The next day after registration we got to go out training. I had to strip everything out of my boat to get it weighed, as it didn't have a weight in the registration book.

On 11 January we started teams racing. I was the team captain for WA 2 or red team. On our first race

the waves were quite large, and the marks were small so neither team went around proper course so both teams got a draw.

Opti Nats official racing started on 12 January; there was a lot of rain but quite the opposite with wind, and since there was very little wind we had to be towed out by our coaches. The conditions weren't very friendly for heavy sailors. So, I wasn't able to do very well on the first three days. I'm finding optis challenging because I am only 11 but already 55kgs so I realise I will need to improve my skills in light winds to be more competitive.

However finally on Thursday 16 January, day four, there was 15–20 knots of wind on the first race and I had a great race and really enjoyed the stronger wind. I really enjoyed sailing in the heavy wind. I was really happy when I was able to pass nine people on a downwind which helped me get a better score in that race. I reckon I still need to improve on my upwind angles and with always paying attention on where the wind goes.

continued on page 44

OPTIMIST DINGHY NATIONALS

CONTINUED

Unfortunately, on the second race the wind had dropped to a dead calm and in the distance there was a huge storm looming. But I also had a lot of fun with my friends when we jumped off the coach boat when there was no wind.

As soon as the race committee saw it, we got towed in quickly but sadly they had left it too late so we got pummelled with 50 knot squalls and large hail stones and biting rain. After just a few minutes of towing my towline snapped and I had to sail downwind to the rhib to get back on tow. Coach Nia was looking after the gold fleet so had to go up on the course to get them which meant Coach Caitlan had to tow in eight optis, two capsized and she also scooped up a Fijian sailor who had fallen out of his boat when on tow without his coach noticing. That was impressive!

On Friday 17 January, the final day of the regatta, there was very little wind AGAIN! Because I am a heavy sailor, I didn't do very well again which I found really frustrating. Soon the last race of the day, I got a terrible start, and the wind had dropped off completely and I had had enough of the light conditions, so I retired from the race.

It was Coach Nia's birthday on the last day so after we came in, we all celebrated her birthday.

Later that evening the presentations had started and WA teams racing Team 1 came third on the podium, which was good. After the presentations most of the kids played tag and hide and seek.

On the Flight home it was a very long domestic flight (in fact one of the longest I have ever been on that didn't have a flight entertainment screen on board) and at the end of the flight I got to see into the cockpit which was a cool experience that I enjoyed as the pilot let me sit in his seat and wear his hat and go through some of the shut down procedures.

The Optimist Nationals was a fantastic experience for so many reasons!

MY MAIN LEARNINGS FROM NATIONALS

- Sailing in light winds is not easy,
- Always to check the bias on the start line to try and get the bet favoured start,
- Always have a look at the course before starts to see where the wind shifts are to plan your route.

MY PROUDEST MOMENTS

- Sailing really well on the only day there was wind,
- Getting a good overall result for Nationals even though the winds were so light,
- Sailing back to the tow rhib in the thunderstorm in 50knot gusts when my tow line snapped.

MY MOST FUN MEMORY I HAVE OF NATIONALS

- Playing with my sailing friends and making new ones,
- Jumping off the coach boat on the calm wind days and swimming over to attack Coach Nia's boat,
- Seeing a piper at the opening ceremony, because I play in the Scotch pipe band, and I really enjoy the pipes,
- On the lay day, we went out to two of the tidal islands and Wellington Point and out near the furthest of the two islands we saw three dugongs which was cool.

THE KEY AREAS I WOULD LIKE TO IMPROVE ON

- Improve my skills for light wind sailing,
- Rocking the boat to keep my speed up in lo wind over the waves,
- Achieving a higher angle of roll on downwinds and also in light wind. ■



Coach Nia's birthday



Me in the cockpit talking to the pilots on arrival in Brisbane



Me in the cockpit on arrival home wearing the pilot's hat and going through shut down procedures.



DINGHY PRIZE NIGHT

Aussie Icons

Dress Up Mandatory. Prizes for Best Dressed.

6pm, Friday 16 May

Dinner included.

Drinks available for purchase.

**\$60
ADULT**

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BOOK NOW

Visit rfbyc.asn.au
'Club Calendar'
or via the RFBYC App
'upcoming events'





WHY SUPPORT THE RON TOUGH FOUNDATION?

THE RON TOUGH YACHTING FOUNDATION (RTYF) has been around since 1980, even if you didn't realise it. It is absolutely unique. All the other States around Australia are very envious of this legacy, which enables us to support 'Sailing in WA' currently to the tune of approximately \$70–80,000 per year and around \$1.2 million since inception. I would like to tell you why supporting the RTYF into the future is such a great strategy for all Western Australian sailors.

Ron Tough and the original Founders realised that the overall standard of sailing in Western Australia was never going to improve without the experience of, and additional skills gained, from sailing in bigger and more diversified fleets – i.e. overseas. And then, to get those sailors to share those experiences and knowledge gained, with their mates back here in WA.

That *culture* of mentoring and encouraging your peers is one of the major tenets of RTYF's mission. Every sailor that applies for a grant from us, *has* to include in their application details of what they do to 'give back' to their sailing community. It might be coaching, umpiring, race management, mentoring beginners, or for the littlies just helping out around their Yacht Club. It matters! We do check! And it *can* (and does) make a difference in the amount of their grant. Although we have a focus on supporting youth, last year's grants were awarded to 34 sailors aged from nine years to 51 years old. RTYF has given financial grants to 25 RFBYC members to travel overseas to sail in a variety of international regattas since 2022 and also supported RFBYC's 'Girls who Sail' programme last year. Applications for RTYF 2025 Awards have closed and are being decided right now.

I am happy to note that all four Western Australian Paris 2024 Olympians have been supported by RTYF in the past – and they will all admit that it has made a significant difference in helping them achieve their dream. Let's face it, sailing is an expensive sport when interna-

tional travel becomes a necessity – and the 'Royal Bank of Mum and Dad' will always appreciate some assistance!

RTYF is also fiercely independent and impartial. This is a really important differentiation. There are several (but not all) Yacht Clubs who collect monies from their members for travel grants, to support their sailors. Every club member that fits the criteria can apply and should receive. But they don't have to do anything to 'earn' it. RTYF can be more discerning than that, and we like to think that as a result we do more good for the sport of 'Sailing in WA' now and into the future, by supporting travel grants for everyone from those grassroots sailors with potential and talent who *could* go on to achieve great things, to those that are almost achieving their dream of Olympic selection and are sailing a massive (and massively expensive!) high-performance programme overseas.

We also don't care about which club the sailor comes from. We go to great lengths to display our support for sailors of all WA Sailing Clubs and all Classes. Our four Governors have been or are, members of six different Yacht Clubs and our seven (all voluntary) Board members are equally diverse. We make a point of holding our Board Meetings and Awards Nights at different metropolitan Yacht Clubs. We are very aware of *not aligning* ourselves with any single Yacht Club because we support *all* Western Australian Sailors, Sailing Clubs and Classes through our various programmes and awards – to benefit

the 'Sport of Sailing' in Western Australia.

- RTYF has a 'big picture' view and mission to strengthen the overall standard and support the 'Sport of Sailing in WA'.

- RTYF supports grassroots sailors through to Olympians, to travel *overseas* to improve their sailing skills, and we instil and encourage a culture of 'giving back' to their club and their sailing mates in return.

- RTYF sponsors various Class Associations to run additional 'RTYF coaching clinics' before a big regatta. This is very beneficial to the sailors and to the coaches!

- RTYF also sponsors locally the hugely successful 'RTYF Pacer Racer Challenge' each year in conjunction with WAIS and RFBYC. It is a fantastic opportunity, open to sailors of all Yacht Clubs, to sail against or potentially be placed in the same boat with their sailing idols, the high-performance sailors of WAIS. Such an exciting and inspirational regatta for youngsters! And they have such a great time.

- RTYF supports WA Sailing Clubs with minor grants to purchase necessary safety and on-water equipment when needed and various specific coaching programmes.

I would also just like to add that we are extremely grateful to the Club and its members that support RTYF. Please consider making a direct donation yourself through our website www.rtyf.au. Every bit adds up and it does make a difference to the ongoing sustainability of our fund and how much we are able to pay out to the sailors of WA. Have fun and enjoy your sailing! ■

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WINNILYA was built in Perth by Lawrence Bros. for Frank Boan of Boans Department Store. Launched in 1938 and used as a patrol vessel around Fremantle during the war, she has been owned by only two families • Keel is local jarrah; hull planks are New Zealand kauri; most exterior woodwork above deck and all interior woodwork are sheoak or silkyoak. Length 13.7m (44' 11"), beam 4m, draft 1.35m • Full exterior covers. Two new Caterpillar 125 HP diesel motors installed 2003, only 1550 hrs use.

Enquiries - Meikle Meecham
0412 551 053

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1/3 share available • Pinned at RFBYC
1992 model with twin CAT 3208 Diesel engines
Excellent Rottnest boat, has access to Rottnest
Shared Mooring System
• Maintained to highest standard •

Contact John Grulich for details
jgrulich@bigpond.net.au
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VX ONE SALE



Join the growing VX One fleet at our Club for some exciting sailing. These boats are simple to sail and are proven performers competing with much larger boats in our division 1 and taking out 1st, 2nd and 3rd in our recent sports boat regatta. The fleet is expanding and there are two options to purchase a boat:
1. new build; 2. excellent condition used boat immediately available in WA

Please contact fleet reps for more information:

Alan Smith 0414 255 034
Martin Webster 0409 097 071
Luke Paterson 0408 823 736



PHOTOGRAPHY © DOWN UNDER SAIL

2025 WARREN JONES INTERNATIONAL YOUTH REGATTA

A RESOUNDING SUCCESS AT RFBYC



THE 2025 WARREN JONES INTERNATIONAL YOUTH REGATTA, hosted by the Royal Freshwater Bay Yacht Club (RFBYC), marked another successful chapter in the Club's longstanding relationship with this prestigious event. The regatta, which took place from 27 – 31 January and sailed in the Foundation 36's, was an action-packed four days of competitive sailing, community engagement, and strong support from sponsors, volunteers, and host families.

RFBYC's bid to host the regatta for three consecutive years (2025–2027) was confirmed in July 2024, continuing the Club's rich involvement in the event. The 2025 edition saw smooth execution, praised by sailors and all involved, underscoring the effectiveness of RFBYC's event management.

Out of 19 expressions of interest, 12 teams were selected, representing top yacht clubs from Australia, New Zealand, Canada, and the USA. In total, 70 sailors competed. The event showcased a mix of local and international talent, with teams such as Marcello Torre (RFBYC), Josh Hyde (RNZYS), Cole Tapper (Cruising Yacht Club of Australia), and Jeffrey Petersen (Balboa Yacht Club, USA) among the top contenders.

The regatta benefited from substantial sponsorship, including the Warren Jones Foundation and DLGSC plus Austal, Okeland, Arlec, Packer & Co and several other partners who provided goods in kind, Gage Roads, Pelagic, PowerDive, Gill Australia and D'Orsogna. These contributions were crucial in ensuring the success of the event.

Sailors were accommodated at Point Walter Recreation Camp and through 12 generous host families. A ferry service and Uber ensured smooth transportation. The Point Walter facility, with its dormitory-style rooms, swimming pool, and proximity to the Club, was well received by competitors.

The regatta was primarily run from the Dinghy Club, with key functions held in the newly reno-

vated Athol Hobbs Room and upper lawn area. These spaces offered stunning views of Freshwater Bay, enhancing the spectator experience.

Due to hot weather and light winds, the racing format was adjusted to a single round-robin followed by quarter-finals, semi-finals, and finals. This change ensured maximum racing opportunities for all teams. Results were efficiently processed and made available live, thanks to the use of the Match Racing Results program.

The regatta received strong media attention, with live broadcasts & commentary on Facebook, video highlights from Down Under Sail, and a dedicated website for the event. The event's Facebook page reached over 7,400 users, showcasing global engagement, including



RESULTS:

Overall placings

1. 🇦🇺 Cole Tapper, Jack Frewin, Max Brennan, Nathan Gulliksen, Hamish Vass
2. 🇺🇸 Jeffrey Petersen, Justin Callahan, Mitchell Callahan, Spencer Kriegstein, Michael Kirkman, Joseph Coyne
3. 🇦🇺 Marcello Torre, Vassilis Katsaitis, George Elms, Adam Brenz-Verca, James Hackett, Riley Evans
4. 🇦🇺 Josh Hyde, Nick Drummond, Mason Mulchay, Zach Fong, Cody Coughlan, Luis Schneider
5. 🇨🇦 Alec Coleman, Matthew Stranaghan, Jack Porter, Richard Rychlik Jr, Tate Howell, Andre Van Dam
6. 🇬🇧 Robbie McCutcheon, Ollie Gilmour, Oliver Lloyd, George Angus, Henry Angus
7. 🇦🇺 Daniel Kemp, Louis Tilly, D'Arcy Kemp, Charlie Verity, Isabella (Belle) Holdsworth, Lachlan Wallace
8. 🇦🇺 Mia Lovelady, Drina Bucktin, Rosie Rowell, Annabelle Jones, Ona Rafart, Chelsea Williams, Jemma Hodgson
9. 🇦🇺 Hayden Smith, Robbie Wooldridge, Austin Candlish, Tim McCulloch, Phoebe Buckland, Wilbur Stanley
10. 🇦🇺 Sam Scott, Marin Armstrong-Wills, Sophie-Jo Hawkins, Alissa Marshall, Finn Balchin, Samuel Ezra
11. 🇦🇺 Ethan Fong, Maddie Rist, Lucas Day, Harry McMullen, Hugo McMullen, George Pilkington
12. 🇦🇺 Sam King, Ryan Moreton, Michael Parks, Joel Matthews, Abbey Calvert

2025 WARREN JONES REGATTA

CONTINUED

followers from countries such as Australia, New Zealand, and the United States.

Several functions, including a Welcome cocktail event, a Corporate Twilight Sail, a Gala Lunch, and a Closing Ceremony, provided excellent opportunities for volunteers, competitors, and sponsors to connect. Approximately 140 people attended each of the major events, which were highlighted by guest speaker Matt Wearn at the Gala Lunch and a festive closing ceremony. Supported by volunteers, breakfast was made available daily for competitors in the Riverside Room at the Dinghy Club.

The regatta concluded with Cole Tapper's team from the Cruising Yacht Club of Australia taking home the prestigious Warren Jones International title. The Traveller's Trophy went to Jeffrey Petersen of the Balboa Yacht Club, and the inaugural Kim Laurence Award was presented to Sam King and his team, of the Royal Yacht Club of Tasmania for his positive impact on the event.

The 2025 Warren Jones International Youth Regatta was a great

success, thanks to the collaborative effort of the organisers, sponsors, and volunteers. Looking ahead to 2026, there are plans to fine-tune event logistics and further enhance the volunteer experience. A thank you gathering will be held in April to acknowledge the invaluable contributions of volunteers and host families.

With such a strong foundation, the event promises even greater success in the coming years, solidifying its reputation as a key fixture in the international sailing calendar.

Special acknowledgement and thank you to our team of volunteers, host families and sponsors & event partners!

VOLUNTEERS:

REGATTA CHAIR: John Standley

START / FINISH TEAM:

Rob Hubbard (RO), Barbara-Dene Jones, Deb Henderson, Sandra Whelan, David Spearman, Jim Murray, Glen Porter

MARK LAYERS: John Anderson, Steve Lewis, Graham White, David Riddle, John Low, Steve Ward

UMPIRES: Damien Boldyrew (Chief Umpire), Neven Baran, Ryan Parkin,

John Whitfield, Jennifer Richardson, Simon Barwood, Brendon Green, Ethan Prieto-Low

CREW TRANSFER: Paul Bayliss

CREW CHANGEOVER BOAT:

Graham White, Gerry McGann

MEDIA RIB DRIVER:

Richard Rowell

MAINTENANCE LIVE FACE-BOOKING STREAMING:

Michael Taylor, Peter Chalmer

FERRY DRIVER: Ian Anderson

BROADCASTING COORDINATORS: Ed Fethers & Ian Clarke

REGISTRATION / BREAKFAST /

BBQ: Caron Kailis, Chrissie Jordan,

Rina Diffen, Gordon Blaauw

HOST FAMILIES:

Marty Jurat & Martina Sackman,

Ted & Gena Culley,

Steve & Leonie Ward,

Rob Hubbard & Tricia Smith,

Graham & Beth White, Ian Clarke,

Richard Payne & Rachel Chapman,

David & Jenny Spearman,

Rob & Fiona Kibblewhite,

Hugh & Gwen Speirs,

Susan Parker & Ian Slater,

Kane Williamson ■

SPONSORS/EVENT PARTNERS:



Department of
Local Government, Sport
and Cultural Industries



and event partners



ROCK THE DOCK



ROCK THE DOCK



ART EXHIBITION OPENING



The Royal Freshwater Bay Yacht Club's art exhibition, held from 7-9 February in support of the BrightSpark Foundation, dazzled guests with an extraordinary display of talent. Opening night welcomed over 200 art enthusiasts, while more than 600 visitors over the weekend had the privilege of experiencing this stunning collection of works.



ART EXHIBITION OPENING





2025 FROSTBITE *Series*

Open to all keelboats registered with a yacht club affiliated with Australian Sailing

Race 1 - 18 May 10:00

Race 5 - 3 August 10:00

Race 2 - 15 June 14:00

Race 6 - 24 August 14:00

Race 3 - 29 June 10:00

Race 7 - 14 Sept 10:00

Race 4 - 13 July 14:00

Presentations - 14 Sept



Royal Freshwater Bay Yacht Club
Keane's Point, Peppermint Gove
Ph 9286 8200 | www.rfbyc.asn.au
sailadmin@rfbyc.asn.au

Scan to nominate
for the 2025
Winter Frostbite Series



TRAVEL GRANTS INFORMATION

RFBYC Travel Grants are awarded to assist and encourage our members to participate at national and international competitions. The funds are derived from member donations and are awarded to help offset the costs incurred when travelling away. The following members received travel grants between January and March 2025:

APPLICANTS	CLASS/TEAM	EVENT NAME	AMOUNT
THISURA BALASURIYA	HANSA	HANSA WORLD CHAMPIONSHIPS, NSW	\$400.00
SIMON BARWOOD	CONTENDER	VICTORIAN CONTENDER STATE CHAMPIONSHIPS, VICTORIA; ITALIAN NATIONAL CHAMPIONSHIPS/ PRE-WORLD, ITALY; CONTENDER WORLD CHAMPIONSHIPS, ITALY	\$1,250.00
DARCY BRINGKMANN-GRAY	IQFOIL (JUNIOR)	NZ WINDFOIL NATIONAL CHAMPIONSHIPS, NZ	\$550.00
DRINA BUCKIN	MATCH RACING	HARDY CUP, NSW	\$400.00
ROBERT CROFT	HANSA	HANSA WORLD CHAMPIONSHIPS, NSW	\$400.00
WILL DREW	MATCH RACING	HARDY CUP, NSW	\$400.00
GEORGE ELMS	MATCH RACING	HELLY HANSEN INTERNATIONAL, NSW	\$400.00
VASS KATSAITIS	MATCH RACING	HELLY HANSEN INTERNATIONAL, NSW	\$400.00
HARRY KORNWEIBEL	MIRROR	MIRROR WORLD CHAMPIONSHIPS	\$550.00
MIA LOVELADY	MATCH RACING	HARDY CUP, NSW	\$400.00
LOGAN MITCHELL	OPTIMIST	OPTIMIST NATIONALS, QLD	\$400.00
MARK STOWELL	505	505 WORLD CHAMPIONSHIPS, SA	\$400.00
MARCELLO TORRE	MATCH RACING	HARDY CUP, NSW	\$400.00
			\$6350.00

IMAGES BELOW FROM 100% PARTICIPATION DAY



MEMBERSHIP

NEW CLUB MEMBERS

ASSOCIATE

Member	Proposer	Seconders
Cate Begbie	Jim Wilshire	Vice Commodore Mark Tremain
Yvonne Hofsink	Derek Gascoine	Stretton Joel
Lily Cawood	Will Boulden	Paul Eldrid
Rosalind Maris	Philippa Packer	Dean McAullay
Kristy Jones	Simon Sutherland	Terry Bowen
Caroline Gaynor	Glenn Gaynor	Philippa Packer
Chris Owen	Russel Wellington	John McKay
Xavier Anderson	Greg Leaversuch	Tom Leaversuch
Loreta D'orsogna-Valentini	Massimo Valentini	Andrew McMillan
Rhonda Meyerowitz	Peter Hammond	Michael Hunt
Leah Boulos	Anthony Parker	Larry Iffla
Donna Jackson	Tim Gardner	Nigel Barwood
Sara Jones	Scott Bailey	Guy Bailey
Roshana Lewis	John Prevost	Peter Wisbey
Valmai Kopke	Peter Kopke	Elizabeth Melville
Angela Skehan	David McDonald	Frederick Nagle
Teresa McPherson	Benjamin Patrick	John Livingstone

MEMBERSHIP APPLICATIONS

We welcome new applications for membership.

Applications need to be endorsed by two current members with at least five years of eligible membership.

Members, login to MyRFBYC and navigate to the Join RFBYC page to nominate a person for membership.

The proposing member is asked to enter the applicant's name, email address and include the seconder.

This action will send an email to the nominee inviting them to complete an application for membership form.

Further information about completing an application for membership is available on the Club website, or by contacting the Membership Coordinator for assistance.

Go to rfbyc.asn.au or scan the code.



DATES TO BE AWARE OF:

- Submit completed application forms to the Club by the last Monday of the month.
- General Committee reviews applications on the last Tuesday of the month. Successful applicants are selected into the process of becoming a member.
- Names of the applicants for membership are displayed on the Ballot Sheet (except Juniors).
- Applicants for Ordinary and Reciprocal membership will be invited to attend an interview with the Membership Committee, usually on the second Monday of the following month.
- All membership applications which progress to the final stage of the membership process will be ratified by General Committee on the last Tuesday of the month.
- Applications for Junior membership are not required to go through the selection process and are tabled at the next General Committee meeting for election (last Tuesday of the month).

If you would like assistance with our membership process or have a few questions about the Club activities and benefits of membership please get in touch with Susan, our Membership Coordinator. Use the contact form on our website, phone the Club (9286 8200) or send an email to membership@rfbyc.asn.au.

MEMBERSHIP

NEW CLUB MEMBERS

ORDINARY

Member

Richard Tucker
 Matthew Curtin
 Simon Maris
 Bruce Kemp
 Paul Naughton
 Kate Wellington
 James Heath
 Stephen Lemonis
 Jodie Pettersen
 Sebastian Engdahl
 Clay Colledge
 Joshua Hills
 Leo Seward
 Jocelyn Pilkington
 Simon Jackson
 Tom Lamond
 Michael Lamond
 Lachlan Gilham
 Jamie Groucutt
 Joe Totaro
 Paul Salmeri
 Timothy Clemenger
 Will Busby
 John Harris
 Justin McPherson
 Diemont Ferreira
 Matthew Currell

Proposer

Ian Middlemas
 Jim Wilshire
 Philippa Packer
 Kevin Palassis
 Doug Kerr
 Russell Wellington
 Benjamin Patrick
 Andrew Stavrianou
 Jon Sanders
 Mark McKay
 Kim Gamble
 Will Hammond
 William Packer
 David Goyder
 Tim Gardner
 Ian Longson
 Ian Longson
 Will Boulden
 David Groucutt
 Philip Garratt
 Peter Hammond
 Anthony Parker
 Peter Laurence
 John Prevost
 Benjamin Patrick
 James Kornweibel
 Adam Brett

Secunder

John Poynton
 Vice Commodore Mark Tremain
 Dean McAullay
 Keith Anderson
 Vice Patron Geoff Totterdell
 John McKay
 Craig Butler
 David Michael
 Caron Kailis
 Alison McKay
 Gerard Hardisty
 Warwick Crisp
 Ross Norgard
 Peter Nixon
 Nigel Barwood
 Alan Fisher
 Alan Fisher
 Grant Alderson
 Peter Wisbey
 Robert A Black
 Michael Hunt
 Larry Iffla
 Stretton Joel
 Peter Wisbey
 John Livingstone
 Rear Commodore David Tucker
 Grant Alderson

RECIPROCAL

Member

Peter Arnold
 Eric Heenan

Proposer

Max Carson
 Eric Heenan

Secunder

Ian Oldfield
 Richard Baird

JUNIOR MEMBERS

Member

Flynn Walford
 Banjo Jones
 Harry Heath
 Zac Rushby

Member

William Jenkins
 Charlotte Jackson
 Grace Mete

Member

Jesse Barr
 Seth Ricciardo
 Ava Mete

MEMBERSHIP NEW CLUB MEMBERS



VALE 2025 PAST CLUB MEMBERS

CONDOLENCES are extended to the families of the following Members whose recent passing is known to the Club

Basil Twine 1935–2024, joined in 1953 • Peter Olson 1941–2025, joined in 1975
Jonathon Ainslie 1934–2024, joined in 1985 • Kim Laurence 1945–2024, joined in 1990

MEMBERSHIP

NEW MEMBERS' NIGHT



HELD IN THE MEMBERS' BAR on a Friday evening several times a year, our New Members' Nights are a lot of fun. We hear from a Club member guest speaker, introduce a group of our newest members, then celebrate with a traditional bell ring and some time to mingle.

We encourage all members to attend. In the warmer months the New Members Night functions will be held upstairs in the newly renovated Athol Hobbs Room and this was done for the first time in February 2025.

AT THE FEBRUARY EVENT, we heard from Zac Littlewood who spoke about his sailing journey and involvement with the Club.

Zac appreciates the support he has received as a member of RFBYC. He said that when he moved to the Club, straight away he noticed that the coaching, the supportive community and the people he met leapfrogged his career into competitive sailing.

He is currently campaigning at an Olympic level in the ILCA 7 class and is in the Australian Sailing Pathway Team.

Australian selection arrived as early as 2012 when Zac made a national junior team, and two years later he won the first of his five

national titles. He became Australia's youngest open world champion when he won gold at the Laser Radial Men's World Championships in Germany as an 18-year-old. He was still young enough to enter the 2018 Youth Sailing World Championships as Australia's only representative, and he came home from the USA with a bronze medal. A year later, he won silver at the same event.

He was included in the Australian Sailing Squad in 2021 and won his second international title at the Under 21 World Championships in Poland, earning him the title of the number one international junior sailor.

He has a Business degree in Human Resource Management and Marketing and is passionate about psychology and mental health in sport and everyday life.

One of his earliest memories was seeing the photos in the old Junior and Dinghy Clubhouse. If you were a national or world champion, you

had your framed photo on the wall. He said that walking into the room as a 12-year-old you would think wow, I just want to get my photo on the wall too. If you get one photo on the wall you think, ok great now I want two photos on the wall. To Zac, RFBYC resembled a great place and community as well as excellence in the sport and people who want to achieve or support others to achieve these goals.

These days he enjoys coming home and passing his knowledge on to the younger sailors through coaching and mentoring. Zac shared a story of a young sailor who six months before did not have his own boat, he was trying out on Club equipment which Zac thinks is fantastically supportive. The young sailor managed to purchase his own boat and achieved a top ten place in the national championships. He appreciates this nurturing environment that RFBYC offers to young aspiring sailors. ■

CALENDAR OF EVENTS

01 MARCH	NO CLUB KEELBOAT RACING	24 APRIL	VOYAGER ESTATE MIDWEEK WINTER SERIES
05 MARCH	TWILIGHT SAILING	25 APRIL	ANZAC DAY TWILIGHT SAIL
06 MARCH	AMPERSAND MIDWEEK SUMMER SERIES	27 APRIL	COLLEGE CUP
07 MARCH	DINGHY CLUB CAMP OUT	01 MAY	VOYAGER ESTATE MIDWEEK WINTER SERIES
07 MARCH	ADULT TWILIGHT DINGHY SAILING	03 MAY	POWER OPENING DAY
08 MARCH	CLUB KEELBOAT FLEETS RACING	04 MAY	OLD GAFFERS ASSOCIATION SWAN RIVER REGATTA
08 MARCH	WINDWARD LEEWARD RACING FOR SELECTED FLEETS	08 MAY	VOYAGER ESTATE MIDWEEK WINTER SERIES
09 MARCH	CLUB OFF THE BEACH FLEETS RACING (PM)	09 MAY	KEELBOAT PRIZE NIGHT
12 MARCH	TWILIGHT SAILING	15 MAY	VOYAGER ESTATE MIDWEEK WINTER SERIES
13 MARCH	AMPERSAND MIDWEEK SUMMER SERIES	16 MAY	DINGHY PRIZE NIGHT
14 MARCH	DRAGON STATE CHAMPIONSHIP	17 MAY	CLUB POWER TIME TRIAL
14 MARCH	ADULT TWILIGHT DINGHY SAILING	18 MAY	KEELBOAT FROSTBITE SERIES RACE 1 (AM)
15 MARCH	DRAGON STATE CHAMPIONSHIP	22 MAY	VOYAGER ESTATE MIDWEEK WINTER SERIES
15 MARCH	CLUB KEELBOAT FLEETS RACING	24 MAY	CPYA STATE HEAT 1 POWER TIME TRIAL - SOPYC
16 MARCH	DRAGON STATE CHAMPIONSHIP	25 MAY	DINGHY WINTER SERIES RACE DAY 1 (PM)
16 MARCH	CLUB OFF THE BEACH FLEETS RACING (PM)	29 MAY	VOYAGER ESTATE MIDWEEK WINTER SERIES
19 MARCH	TWILIGHT SAILING	5 JUNE	MIDWEEK WINTER SERIES - VICE PATRON'S TROPHY
20 MARCH	AMPERSAND MIDWEEK SUMMER SERIES	8 JUNE	DINGHY WINTER SERIES RACE DAY 2 (PM)
22 MARCH	CLUB KEELBOAT FLEETS RACING	8 JUNE	CPYA STATE HEAT 2 POWER TIME TRIAL - CYC
23 MARCH	CLUB OFF THE BEACH FLEETS RACING (PM)	12 JUNE	MIDWEEK WINTER SERIES
26 MARCH	TWILIGHT SAILING	14 JUNE	CLUB POWER TIME TRIAL - CHARTER DAY TROPHY
27 MARCH	AMPERSAND MIDWEEK SUMMER SERIES	15 JUNE	KEELBOAT FROSTBITE SERIES RACE 2 (PM)
29 MARCH	FESTIVAL OF SAIL 100% DAY	19 JUNE	MIDWEEK WINTER SERIES
30 MARCH	NO CLUB OFF THE BEACH FLEETS RACING	21 JUNE	CPYA STATE HEAT 3 POWER TIME TRIAL - RPYC
02 APRIL	TWILIGHT SAILING	22 JUNE	DINGHY WINTER SERIES RACE DAY 3 (AM)
03 APRIL	AMPERSAND MIDWEEK SUMMER SERIES	26 JUNE	MIDWEEK WINTER SERIES
05 APRIL	CLUB KEELBOAT FLEETS RACING	28 JUNE	CLUB POWER TIME TRIAL - VICE PATRONS' TROPHY
06 APRIL	OFF THE BEACH FLEETS ADVENTURE SAIL	29 JUNE	KEELBOAT FROSTBITE SERIES RACE 3 (AM)
06 APRIL	CLUB OFF THE BEACH FLEETS RACING (PM)		
09 APRIL	TWILIGHT SAILING (FINAL)		
10 APRIL	AMPERSAND MIDWEEK SUMMER SERIES		
12 APRIL	KEELBOAT CLOSING DAY		
13 APRIL	OFF THE BEACH CLOSING DAY		
17 APRIL	VOYAGER ESTATE MIDWEEK WINTER SERIES		
17 APRIL	AMPERSAND MIDWEEK SUMMER SERIES PRESENTATIONS		

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2021 Pirelli TechnoRib \$279,000



2007 Riviera 33 \$269,000



1999 Northshore 42 \$259,000



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