

MARCH 2022

TIDINGS

ROYAL FRESHWATER BAY YACHT CLUB

OPTIMISTS ON THE OCEAN

WILD RACING
FOR MIRRORS
IN ALBANY

ZOE THOMSON
IN EUROPE

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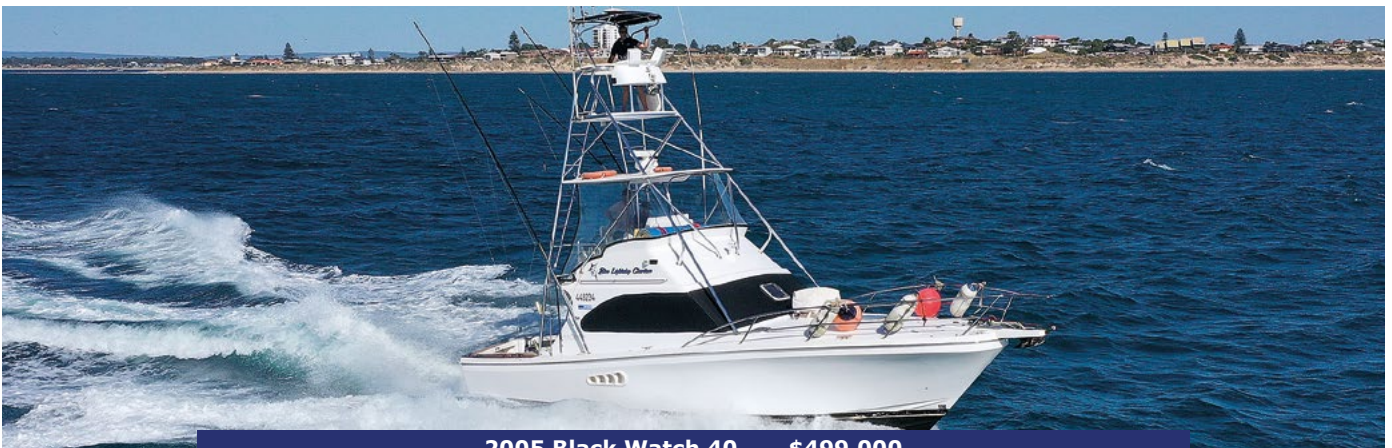
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We value our members' opinions. Feel free to send any comments, suggestions and feedback to rbyc@rbyc.asn.au



MEMBERSHIP MATTERS

As the weather starts to cool we prepare to close the summer sailing programme and celebrate a great season on the water with our presentation functions.

We hope you've enjoyed summer at the club with a meal on the lawn, beautiful sunset, twilight sail or just a bit of fun at the Club with friends. Our sailing and racing activities have been exciting through the season. We hosted the 2022 Perth Youth Cup in February and put a huge number of junior sailors through courses at the new Dinghy and Training Centre.

View the Club calendar for dining and social opportunities, there will be plenty of reasons to visit the Club through the winter months.

The Club email newsletters will keep you informed. Front of House (Monday email news) will tempt you with food and beverage offerings and social activities to attend. On Thursday's, keep an eye out for Gybe Sheet, our email news for all activities on the water, special club events and helpful things to know.

See you at the Club.

rfbyc.asn.au

What's on at the Club?

View the club calendar on the website or by logging in to the app. Make a booking for an evening out, register for a course or plan your winter season on the water.

New Members' Night

It's been wonderful to introduce so many new members to the Club lately. Our New Members' Night functions are fun events held on a Friday evening in the Members' Bar. We will hold a few of these over the winter months, keep an eye on our email news for dates or check the club calendar online. We invite all members to attend.

Technology

The Club has a member portal (MyRFBYC) on the website and an app (MemberPoint). More information and instructions are available on the website in the club information section. Visit rfbyc.asn.au and navigate to the Club Info / Communications pages for club app and member portal instructions and features.

We welcome new applications for membership

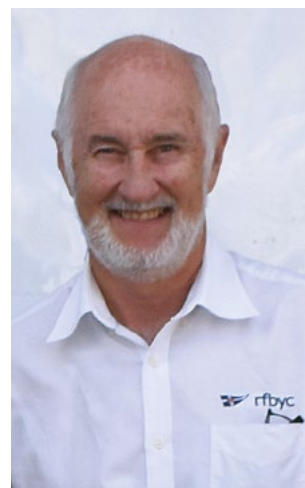
Do you know that we now have an online application form? It's easier than ever to apply for membership of the Club.

Members wishing to nominate a person for membership should provide their Club membership number and an email address to the applicant. When completing the online application, the person will select 'yes' to include a proposer and seconder and then include the member number and email for each. The proposer and seconder will receive an email request to verify the nomination. Once approved their application will be sent to our Membership Coordinator. View more information about the process on the membership page in Tidings or on the Club website.

Visit the membership section of the Club website by using the 'Join RFBYC' button or get in touch with our Membership Coordinator for assistance.



ROBERT PARKER COMMODORE



IF THE LEAVES IN MY front yard are anything to go by, we're well into Autumn! With 3 weeks to go to the summer sailing Closing Day, I hope the weather holds for us to finish that season with high participation.

There are many Club and state championships on the calendar at present, so keep an eye on social media etc to see those results. Rear Commodore Sail, Ian Burvill, will have more detail herein.

We have had several staff test positive to COVID-19 but fortunately none to date have suffered serious symptoms. The health and safety of all staff is our highest priority and we are managing the rosters appropriately. It is inevitable that some disruptions to members services may arise, and we ask for your understanding throughout this time. I thank members for their patience with Proof of Vaccination requirements. The wrist bands make it very easy for staff to see who has tendered their proof and saves members being asked repetitively.

On-water and Off-water activities since December 2021 have been well patronised and the various Sail, House, Membership and Juniors reports will provide more detail. The Honorary Treasurer continues to table solid results for the year to date at our monthly General Committee meetings. Catering,

events and functions are holding up despite restrictions and I encourage all members to maintain or increase participation in the excellent social calendar.

The Offshore season continues for another month or so. The annual Bunbury & Return Ocean Race was held in stiff conditions on day 1 which suited Ross Norgard's beautiful *Salacia II*, sailing under RF1971. We had a great upwind leg to Bunbury but sadly broke the spinnaker pole soon after the turning boat mark. The downwind flyers and lighter boats left us in their wake! Ross has continued to campaign the boat under the RF number and we thank him for keeping an RFBYC presence in the offshore scene. The Club was well represented in various crews and Rear Commodore Sails' report provides good detail.

Our major capital works program of C Jetty/Start Box, western Wharf and Dinghy & Training Centre are all complete. The Club has settled back to a degree of calm and I hope all members are enjoying the fruits of those projects. Nathan and team continue to bring gardens and

grounds back to a high level of presentation. With winter around the corner please make all efforts to preserve the grass and park in bitumen bays wherever possible.

Rear Commodore Juniors report provides excellent detail on the now fully functioning Dinghy & Training Centre (DTC). The centre was officially opened on 6 February in the presence of well over 200 members, guests, parents and junior sailors. I was delighted to have our longest serving member, who also commenced as a Junior (in 1943), Mr Peter Lynn to unveil the official plaque.

Australian Sailings December quarterly report was released recently and members will be delighted to see the Club's high National standing in many categories including:

- Ranked 2nd – Discover Sailing centres
- Ranked 2nd – Tackers Program (ie 7 – 12yrs)
- Ranked 1st – OutThere Sailing Program (ie 12– 17yrs)
- Ranked 2nd – Dinghy Program

These are amazing results and can only reinforce the

importance of the new DTC. Our rankings in the adult categories of Keelboat (outside Top 10) and Powerboats (10th in Top 10) were less rewarding, so room for improvement. The full report is on the AS website and includes other meaningful information.

I look forward to a successful close to summer sailing and then Power Opening Day on Saturday, 7 May. I hope you all stay COVID-19 safe and I look forward to seeing you around the Club. ■

PETER CHALMER

VICE COMMODORE



MEMBERSHIP

Club membership continues its desirability and we maintain our growth. We have held two New Member Nights so far this year and it is always interesting to hear a short snippet of the new members' history and ambitions as they are introduced at these nights. Our next introduction nights are scheduled for April, May and June. Please check Front of House for more details as they become available. All members are welcome to attend these nights.

Our strongest membership growth is in the over 30-year-old Ordinary categories and also Associates. Without reading too much into those statistics it may reflect people rekindling contact with sailing and boating or a desire for quality family time whilst we transition out of COVID-19 restraints. Sailing Affiliate numbers will drop to nil as we approach April when the last Affiliate's terms will expire. Conversely the On-Water Pass holder numbers have increased as we have an uptake in that

system. Change is never easy to implement and I sincerely thank skippers and crew for their patience as we continue to assist AS with their records and liaising with the App designers on making the App as easy as possible.

Membership Committee has numerous roles, a primary one of which is acting as a conduit to Club membership. The first step in this process is for a new member's application to be tabled before our General Committee and selected by them to proceed further and be interviewed by Membership Committee. This interview allows the Membership Committee to assess the applicant, his interests and alignment with the Club's direction. Discussion explores their reasons for joining and their expectations of the Club. It also includes highlighting to them our expectations of abiding by our By-Laws and Code of Conduct. These processes are important in ensuring a cohesive and harmonious Club.

HOUSE & SOCIAL

Of interest to every member is that General Committee has approved some wording changes to By-Law 3.8.2.

Essentially these amended the definition of the *Members' Bar and Dining Areas* to mean the indoor areas of the Clubhouse including the Bowline Restaurant, the Wardroom and the adjacent bar and lounge area. When being used for dining purposes, other Clubhouse rooms, verandas and balconies are included.

The definition of *Clubhouse* remained the same, meaning the indoor areas of the main Clubhouse and all rooms thereto attached on all levels.

By-law 3.8.2 was then amended to: Hats or headwear shall be removed whilst in the Clubhouse unless worn for approved Club, medical, religious or cultural purposes.

Events held this quarter have all been well attended and included

- the Christmas Twilight Sail on 22 December which was a chance to relax as

'Ambience' provided live entertainment.

- the New Year's Eve Twilight Sail and party.
- the Dinghy & Training Centre opening which was witnessed by 217 invited guests and the dinghy sailors.
- the Back-to-School party on the same day as the DTC opening.
- Valentine's Day Dinner which was a romantic evening with complimentary sparkling on arrival.
- Dads and Kids Sleepover on the DTC lawn.

Coming up very soon is the Sailing Closing Day, Saturday, 9 April. Please keep an eye on Front of House and Gybe Sheet.

As a final thought I would ask us all to please maintain use of the COVID-19 QR code located at our doorways as well as masks and wrist bands as proof of vaccination. Uptake and compliance with these are fantastic and the Club appreciates your continued diligence in keeping each other safe.

I look forward to seeing you around our Club. ■

IAN BURVILL

REAR COMMODORE SAIL



TRAVEL RESTRICTIONS resulted in another summer of sailing at home for most sailors. Sailors in international one design classes were unable to compete in National Championships, due to cancellations and WA travel restrictions.

Four Etchells and three 'division' boats from the Club competed in Geographe Bay Race Week, which is a regatta that I highly recommend.

Four teams of our youth sailors competed in the WA Tour. The first event of the tour was the JESS Match Cup, hosted by RFBYC in BW8s. This was an open age event, so Will Boulden's Alpha Racing team, comprised of older youths, competed against the under 25 tour sailors. The finals of the regatta ended in drama, after Will Boulden locked masts with Ethan Prieto-Low, while trailing 1-2. The resultant dismasting, and consequential penalty, left Ethan as the winner of the event. Ethan's Swan River Sailing Team continued this winning streak, with victories in the Colin Mullins Youth Regatta (hosted by RPYC) and the Perth Youth Cup (hosted by RFBYC). Congratulations to Ethan for winning the tour

and to Marcello Torre (Columbus Racing) for placing second and Lucy Alderson (Akamai Racing Team) for taking third place.

RFBYC held the Bunbury and Return Ocean Race from 12 to 13 February. Line honours were taken by RFBYC Reciprocal Member, David Davenport, in his recently acquired TP52, *Crush*. Next across the line and overall IRC winner was Mark Nagle, in his new Fast 40+, *Weapon of Choice*. Congratulations to these competitors from FSC. Division II IRC was won by RPYC's Simon Torvaldsen on *Atomic Blonde*, followed by Ross Norgard from our Club, in his Sparkman and Stephens classic, *Salacia II*.

I have a couple of safety messages for our keelboat sailors. Firstly, thank you to the majority who have been signing their crew on via the MemberPoint app. It can be a bit cumbersome, so it takes a bit of time for

skippers and crews to master its use. It's best not to leave it until just before you sail off to the race.

Secondly, twilight sailing is governed by sailing instructions, mainly for safety purposes. For example, there's a requirement to sign on and sign off by SMS. The latter also applies to boats retiring (which may be if they choose to leave the race area). It's disappointing to hear one sailor say that rules in the Sailing Instructions aren't enforceable, because it's 'not a race'. The perception that there are no consequences for failing to follow safety procedures is mistaken. Please do the right thing and make it easier for our volunteers to conduct these events safely.

It's been a great summer season on the water. Thanks to our hard-working staff and volunteers for making this possible. ■

SCOTT MONRO

REAR COMMODORE JUNIORS



The Dinghy and Training Centre (DTC) has been very busy since its first weekend of operation at the ICR in December last year. The Training Centre was fully booked over the summer holiday period with 438 course participants, and another 48 sailors participating in the Green and Orange Fleet clinics. Many of these participants will return for more training courses and continue to stay involved in dinghy sailing at the DTC. A huge shout to the DTC staff, the 35 dinghy instructors and 11 assistant instructors that worked tirelessly to deliver these training courses and clinics.

Now the new school year has begun, the regular schedule of sailing programmes has resumed at the DTC. There is mid-week coaching, school sailing programmes, Training Centre courses, Green and Orange Fleet, Adventurers' Club, Masters' social sailing and the OTB competition. There is always plenty of sailing activity at the DTC, 7 days a week!

Australia Sailing recently released its strategic plan to encourage more people on the water, in more ways, more often. This strategy resonates with the

vision and mission for the DTC. We are committed to providing competitive and 'sailing for fun' programmes, as well as providing coaching opportunities to enhance and strengthen skills and competencies, and to deliver clear pathways in sailing with the aim of developing dinghy sailors to their fullest potential. We are committed to diversity and gender equity, and we continue to experience a steady increase in female participation in dinghy sailing at RBYC. We are also committed to fully utilising the facilities of the new DTC to create a popular social hub and nurture a positive and inclusive Club culture that will attract and retain Junior and Youth sail-

ors. We encourage everyone that attends the DTC to stay involved in sailing, continue to participate and most importantly have fun.

Providing clear pathways in sailing is a key focus area for the DTC. We need to encourage and support our junior sailors as they progress from the Optimist and O'pen Skiff to the larger and faster dinghies, and to the keelboats and match racing. We need to promote existing fleets and introduce emerging fleets. We also need to ensure the pathways include social and recreational elements that allow our junior sailors to make new friends and relationships through a shared interest in sailing, and create a connectivity

between Junior, Youth and Senior sailors at RBYC.

The ongoing operation of the DTC and the success of its vision for the future is underpinned by the volunteers that regularly turn up to assist with race management, on-water support, canteen and busy bees. In recent months, there has been a steady transition of Green and Orange Fleet sailors to OTB competition. I am hopeful the parents of these transitioning sailors will consider volunteering and become more engaged and connected with the DTC and the greater Club. Volunteering is a wonderful opportunity to get involved in the sport of sailing that our children enjoy so much. ■

MOST NOTABLE ACHIEVEMENTS BY RBYC DINGHY SAILORS AT 2021/22 STATE CHAMPIONSHIPS

MOTH (MBSC, NOV 2021)	MAX GODFROY	1ST
WASZP (MBSC, NOV 2021)	GRANT ALDERSON	3RD
O'PEN SKIFF (SOPYC, DEC 2021)	BRENN ARMSTRONG	2ND OPEN FLEET, 1ST U13
	NOAH TILLER	3RD INTERMEDIATE FLEET
29ER (SOPYC, DEC 2021)	ZACH SPRUNT & VASS KATSAITIS	1ST
	ONA & POL RAFART	2ND
	XAVIER BATES & GEORGE ELMS	3RD
29ER XS (SOPYC, DEC 2021)	JASPER & CHARLIE STAY	1ST
OPTIMIST (FSC, JAN 2022)	MURRAY DUTHIE	1ST OPEN FLEET
	JASPER STAY	2ND OPEN FLEET
	BINDY VITALES-JONES	3RD & 1ST FEMALE OPEN FLEET
	ORLANDO LEGOVICH	1ST INTERMEDIATE FLEET
	NICHOLAS GILLHAM	2ND INTERMEDIATE FLEET
MIRROR (PRSC ALBANY, JAN 2022)	SIMON & TYSON BARWOOD	1ST
LASER (TCYC, MAR 2022)	GIACOMO HELLIER	1ST LASER 4.7
	AMY MOORE	3RD LASER 4.7
	MACIEK TARASEWICZ	3RD LASER 4.7 U16
	LUCAS BRANS	3RD LASER RADIAL U17

ELISE MANNERS REAR COMMODORE POWER



THE 2022 TIME TRIALLING SEASON is almost upon us. As a warm-up to the season, the Twilight Time Trial was held on Friday, 11 February.

It was great to see this event back after COVID-19 forced its cancellation in 2021, and it was fabulous to see 13 power yachts participate and 51 people stay on for the 'cook-your-own' BBQ afterwards. Congratulations go to Evan Moore and Dean McAullay on *Kizuri* for winning with a least points lost score of just 2. Well done to them and to all competitors. I look forward to seeing more power yachts out next year.

We are very proud to be supporting Camp Quality Family Fun Day again this year, which is set to be held on Sunday, 27 March. Camp Quality supports kids and families impacted by cancer by giving them

opportunities to have fun, connect and just enjoy life for a while. At the time of writing, we have 10 boats organised to take out just over 100 guests for a cruise on the Swan River, giving them a much-needed break from the stress of treatment and hospitals. A huge thank you to those members who are able to volunteer their time and boats.

Power Opening Day is scheduled for Saturday, 7 May. There will be the usual sail past, then a short time trial followed by a raft up on the main wharf for the opening ceremony and dock party with live entertainment. Competing in Power Opening Day does not tie you in to the

time trialling season, this is just a fun day and a great opportunity to invite your friends and family to enjoy the festivities, so feel free to come and join in.

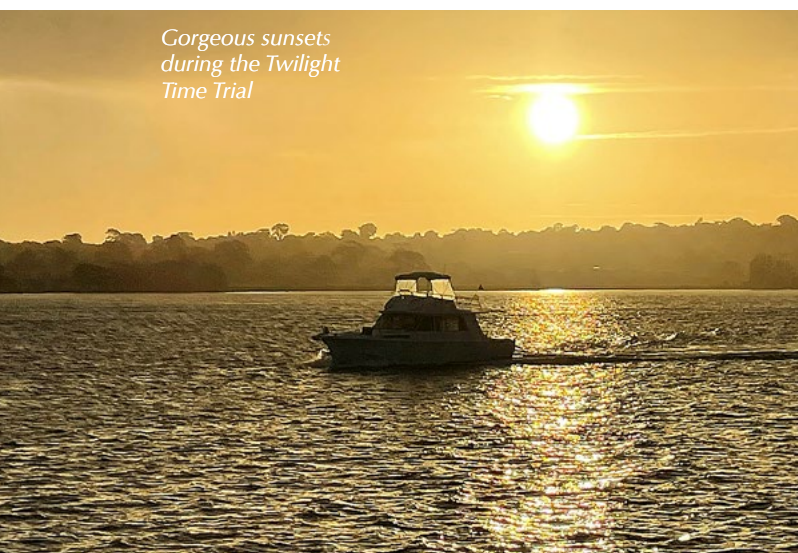
Having said that, nominations for the season will open soon and we would love to see as many boats out there as possible competing regularly, both seasoned time triallers and those who are new to the game. If you would like to be involved but are unsure on how or where to begin, please contact Libby Boyd (power@rfbyc.asn.au) who can help you get started. There are also many regular time triallers who would be more than happy to take you out and 'show you the

ropes', so to speak. Time trialling is a fantastic way to use your boat over the winter months as well as providing terrific opportunities to catch up with your mates in the Members' Bar afterwards.

Finally, thank you to those power boat owners who have volunteered their vessels and time to support the summer sailing season, your assistance is always greatly appreciated. We now look forward to the assistance of all yacht and power boat owners, who are not competing in the upcoming time trialling season, with check point duty.

I look forward to seeing you on the water or around our beautiful Club soon. ■

Gorgeous sunsets during the Twilight Time Trial





MIRROR STATE CHAMPIONSHIPS 2022

Peter Judge

WILD RACING FOR MIRRORS IN ALBANY

The Mirror Nationals were due to be held in Albany in the first week of the New Year.

keufist
1.com.au





For the second year in a row this was downgraded from a 5-day National regatta to a 3-day State Championship regatta due to border closures around the country.

Still the entry list was good with 17 boats registering, three from RFBYC. Skill level ranged from very experienced to those sailing in a regatta for the first time.

Last year the wind blew from the east, non-stop day after day, in what locals described as a once every 20-year occurrence. This year the wind blew from the east, non-stop day after day, as if we were in some sort of time warp. The rationale was that the hotter it is in Perth the windier it is in Albany and Perth was experiencing a heat wave and did we get the wind!

The first day's racing got underway in mild conditions with light Albany winds (22 knot) which produced quite a chop on the water making the windward legs a bit of a hard and wet slog. The wind slowly built up during the day and the afternoon race was held in 27 knots, 22 knots in the lulls and 30

knots in the gusts. As a result some crews decided that staying on shore was the best option and who could blame them. Most of those who did race played it safe and kept the spinnakers packed. Despite the wind there were only a few minor breakages which was very fortunate. There were multiple capsizes, with the Association President leading the way with five swims in one race and nine for the day; this must be some sort of record!

The second day produced slightly lighter winds, 18 to 20 knots, with the locals debating whether it was worth going out in such light conditions. With all of the harbour to play with, the race director set legs lengths that could not be described as short! With the wind again whipping up a chop and spray, seeing the next mark was a real challenge. The wing mark was particularly hard to see with a leg over 1km long – you pointed the boat in the direction of the city centre and hoped for the best. With the lighter winds spinnakers made an appearance on most boats which made for some fast and exciting sailing. Races were

tight and a small mistake would cost multiple positions.

By the time the 3rd day came around there were a lot of tired and sore sailors heading out for more racing in 22 plus knots. With the experience of flying spinnakers the previous day, crews were more daring and flew them again. As the wind picked up it was a very fast and somewhat wild ride out to the wing mark. The fastest most of us had ever been on a Mirror.

The wind direction was pretty consistent on every day with no big lifts to take advantage of and no course adjustments required. Despite the heat wave conditions in Perth, conditions in Albany were fresh. With the strong winds and heavy seas crews were constantly wet, and by the third day most crews were wearing as much warm gear as they could find.

Simon and Tyson Barwood, sailing for RFBYC, took out the state championship, dropping just one point in the process. Peter and Janine Judge came in 6th overall and took out the Family Trophy. ■



ZOE THOMSON 2021 SEASON REPORT



THROUGH COVID-19 I WAS FORTUNATE enough to be able to continue working towards my long-term goal by travelling all around the country for training camps. 18 months of domestic training culminated with Matt Wearn winning gold at the Tokyo Olympics in July.

This was a result he chased for 10 years, and that I was lucky to watch closely as he adapted his training through the pandemic. Super motivating and proof of what dedication and hard work can achieve.

In September, the Australian Sailing Team endorsed a group of athletes to travel to Europe and reconnect with international competition. This trip was important to launch my campaign for Paris 2024 and I was very lucky to receive support from RFBYC to make it all possible.

I kicked off with a win in a Europa Cup on Lake Balaton, Hungary. It was fun to line up again with 60 boats on a start line, I came away with some good light air lessons and confidence in my speed.

Next I travelled further east to Varna, Bulgaria for the European Championships where we were met with consecutive large cross swell and tricky offshore days. We had 83 boats in our fleet and roughly 30 starts for 9 races with some very long days on the water. Overall, I finished in 18th after struggling with big fleet positioning and building a first beat strategy.

We moved onto a fitness camp in Lake Garda, Italy, followed by four

weeks of training in a town called Denia, Spain. I drove there with the three other girls in the Australian Team passing via Monaco and France. This was my first experience driving a manual car, which was closer to a mini bus complete with a centre console rib and 5 lasers in tow.

Dénia is located in between Alicante and Valencia. Both areas have a very rich sailing history so it was cool to get some solid hours in challenging conditions joined by the Dutch and Polish squads. From here, we travelled directly to Oman for the World Championships, not without a few mishaps, including a quick sprint between 3 terminals at the Barcelona International airport to get a PCR test just minutes before the clinic closed ensuring we could board our flight.

The World Championship was held the first week of December out of a resort in Muscat, Oman. It was a smaller, much higher quality fleet with the Tokyo Gold medallist and other Olympic representatives returning from a small break. We didn't see a race over a 7-knot average, which lead to extremely tight tactical racing and expensive mistakes. What was cool is that

you could take your lessons into the next day and the fleet would become more aware of what it took to win as the week progressed. I finished up 13th overall – my best result at a Senior world championship...so far.

A perk to my flight home being cancelled was that I was able to be in Europe for my first ever white Christmas, and a much cooler two-week break than I had anticipated. I then decided to reconnect with the Australian Squad in Melbourne for Sail Melbourne. It was great to compete in a 12 race series in warm and windy Australian conditions. This takes me to now where I am currently in Sydney, at the Australian Sailing Team house preparing for a massive 2022 season where I will look to build some consistency and momentum.

I am sure there are plenty of members at RFBYC that are eager to sail nationally or somewhere slightly further away, I can ensure you the wait is worthwhile!

So fortunate to be a part of a great community at Royal Freshwater Bay Yacht Club, and I am really looking forward to checking out the new junior facilities when I return to the West. ■



OPTIMIST STATE CHAMPIONSHIP

FREMANTLE 2022

THE WAIODA 2022 OPTIMIST STATE CHAMPIONSHIPS was recently hosted by Fremantle Sailing Club (FSC) over three days from the 7th to the 9th of January. From a total of 30 entries across the Open, Intermediate and Green Fleets, RFBYC had 22 competitors representing the Club with an even split of boys and girls.

The conditions provided great racing dominated by seabreezes in the range of 10 to 20+ knots which at times tested heavy weather boat handling skills, especially when mixed with the ocean swells. It was great to see everyone enjoy a fantastic three days of sailing and for some a great first experience sailing on the open waters outside of the river.

On the final day the competitors enjoyed catching up at the main clubhouse for the presentations where RFBYC was well represented on the podium. In the Open fleet Murray Duthie won five of eleven races in taking out top spot from second placed Jasper Stay. Bindy

Vitales-Jones came in third place overall as well as accepting the trophy for first female sailor with Isla Molyneux taking second placed female sailor.

At the start of the last race the top three Intermediate Fleet boats were on even points and by the end racing, one point separated first and second places. Congratulations to Orlando Ligovich who finished the Intermediate Fleet in first place and to Nicholas Gillham who came a close second place. For the Intermediate Fleet, Juliette Van der Hoek was the second placed female sailor.

In Green Fleet, Stephanie Nelson finished first from Olive Hooper

in second place, with Caroline Hoffman and Harry Cooper also representing RFBYC.

Congratulations to all sailors who took part and a big thank you to FSC, the Race Committee and the volunteers, both on and off the water, who made this a very successful regatta. Thanks also to all the fantastic coaches who provided their knowledge and support and made the event fun for all the sailors. For the full results plus lots of great photos and videos from the event, see the WAIODA Facebook page <https://www.facebook.com/pg/waiodasailing/posts/>



above left: 2nd place Girl Intermediate Fleet – Juliette Van der Hoek



above middle: 1st place Intermediate Fleet – Orlando Ligovich



above right: 2nd place Intermediate Fleet – Nicholas Gillham



bottom left: 2nd Girl Open Fleet – Isla Molyneux



bottom right: Charlie Stay accepting Jasper Stay's second place in Open Fleet

RFBYC is proud to present

2022

DINGHY PRIZE NIGHT

Join us at our
Favourite Musical
themed celebration
of the 2021-2022 season

Friday 27 May 2022

**18:00-
22:00**



Dress up as a character from your favourite musical.
Put this date in your diary – a night not to be missed!

OPEN SKIFF STATE CHAMPIONSHIP

DECEMBER 2021



THE OPEN SKIFF STATE CHAMPIONSHIPS were held at SoPYC in December with a strong fleet of 30 competitors participating across both open and intermediate.

RFBYC was represented with ten sailors competing against eight clubs across the state that included EFYC, MBSC, PDSC, SOPYC, MOFSC, KBSC, GBYC and one sailor from Christmas Island.

A total eight races were completed across two days, sailing both the traditional triangle and the international slalom course that provided a change of style and spectacular action that was welcomed by all sailors. It was very pleasing to see a strong fleet of new young faces across the intermediate fleet that represent the future of the class and skiff sailing for the years ahead.

Congratulations to RFBYC's Brenn Armstrong winning the under 13 State Title and second overall.

Other open class sailors finishing in the top ten included Bindy Vital-es-Jones, Hudson Armstrong, Darcy Brinkmann-Gray, Wojteck Tarasewicz and Oceana Oakly.

In the intermediate class, congratulations to Noah Tiller finishing third with Charlie van der Sturyf and Peirs Bringkmann-Gray all in the top ten.

A notable mention to Hudson Armstrong for being awarded the Outstanding Sports Person for the event. The Open State Champion was, Harry Griffiths (EFYC) and Intermediate, Finn van Duren (MOFSC).

One of the core values of Open Skiff Sailing is to have fun and the State Championships certainly

achieved this across the weekend. In addition to the state titles there were a few scheduled team races to ensure friendships are built across the state. A feature event on the calendar is always the parent's race that provides spectators with one of the most enjoyable, competitive and hilarious events of the year, and really does acknowledge how skilled these juniors sailors are at their sport.

Full results, pictures and videos of the action can be viewed at the WA Open Skiff Sailing Facebook page.

Special thanks to SoPYC for hosting the event, all the volunteers and sponsors that included Gill, Boating Hardware & Skiff Gear Online. ■



rbyc

2022

Dinghy WINTER SERIES

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26 June 1.30pm | 24 July 9.30am
28 Aug 1.30pm | 11 Sept 9.30am

Further enquiries to: juniors@rbyc.asn.au

CATEGORY	SINGLE HANDED	DOUBLE HANDED
Members (over 35 yrs)	Free Entry	Free Entry
Members (under 35 yrs)	\$20.00	\$40.00
Non-Members	\$25.00	\$50.00
Single Day Entry Members	\$7.50	\$15.00
Single Day Entry Non Members	\$10.00	\$20.00



2022

FROSTBITE
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Race 1 - 29 May 10:00

Race 5 - 7 August 14:00

Race 2 - 19 June 14:00

Race 6 - 21 August 14:00

Race 3 - 3 July 10:00

Race 7 - 18 Sept 10:00

Race 4 - 17 July 14:00

Presentations - 18 Sept



NOMINATE ONLINE: https://www.topyacht.com.au/db/kb/entry_menu.php?EventID=1534
FURTHER ENQUIRIES: sailadmin@rfbyc.asn.au

RFBYC | Keane's Point, Peppermint Gove | 9286 8200 | www.rfbyc.asn.au



Pia Hooper

We launched our Opti's at 5:30am from Fremantle Sailing Club and before we knew it, we were off. Our Opti's successfully covered the distance of 42km approximately there and return, with no stops along the way or capsize, phew. The duration of the trip consisted of 4h 30mins on the way there and 2h return with the seabreeze powering us along. When we arrived at Thomson Bay at around 10am, to our surprise a bit of a cheer squad formed on the shore. Basically, just our super supportive family.

During our break we hydrated and refuelled on delicious meat pies from the Rottnest bakery. A well earned treat. Whilst eating we were trying to ignore the fact that we had to sail back, since we were so tired. The seabreeze was a little late to arrive, so we hopped on the RFBYC RIB with Shelly

*Lia Rafart, Sarah Atkinson
and Pia Hooper set sail in
their optimist dinghies on
the 26 January 2022.*

Sail TO ROTTNEST

White #bestcoachever and zoomed around the corner to the basin for a refreshing swim but...a shark was detected 200m off the beach of the basin; therefore, the beach was closed. A slight showstopper! We zoomed back to where our Opti's were parked on the beach at Thomson Bay. By the time we got back the seabreeze had fully kicked in, and we had a classic 20-25kt SSW to hoon back with. When we jumped out of the RIB it was time to pull up our wetsuits, reapply the coloured zinc and strap into our hiking straps because we were hooning back to Fremantle. 'Killer Pythons' were disappearing rapidly, as was our energy, but we continued to hike to the max with that Powerade we filled up on earlier. We sailed past huge cargo ships (which were just a little bit bigger than our Opti's) and lots of seaweed. We were consistently lifting our centreboards and tugging it from our rudders. We were aiming at

the Fremantle port cranes (which really did look like giraffes from afar). We jumped out of our boats when we landed on the mossy Fremantle Sailing Club ramp, which was slimy yet rewarding.

'We did it', we screamed with happiness. 'We sailed to Rottne Island and back!!!!'.

It was amazing the sense of accomplishment and completion; I can't even think of words to describe the feeling.

Throughout our whole 'Sail to Rottne' experience, we were raising money for the Starlight Foundation – an awesome foundation with a great initiative. They support children and teenagers around Australia who are in hospital by providing several services of fun to younger people in hospital. We managed to raise a total of \$4,650 for the Starlight Foundation. We would like to thank all our amazing 84 donors

for making this possible. To achieve and support so many young people across Australia. Our total donation provided 250 sick children the opportunity to participate in ark workshops across Australia. To face the fact that we made 250 sick kids lives that little bit happier is what were all about, making a difference.

We would finally like to thank RFBYC for providing us with a super speedy RIB and a super speedy RIB driver/coach Shelly White. We are grateful for the opportunity that all our supporters helped us achieve including the best yacht club ever, Freshie (also known as our second home). The sense of community and support we have received on us embarking this journey was unbelievable and I can't wait to see the adventures we embark on in the future. Thankyou everyone involved for making this adventure possible. ■



Andrew Gill

REMOTE CONTROL SAILING AROUND FRESHWATER BAY



12 MONTHS / 100'S OF RACES / 50+ SAILORS & a whole lot of fun! You may have seen on the weekends a keen and enthusiastic group of sailors rain, hail or shine standing in a line looking very serious with a remote control in hand.

Welcome to the DF65 Remote Control Sailing group!

The beauty of these boats is the strict one design class for the DF65 so the yachts performance is totally up to the skipper. Though we still seem to find an excuse of hitting some weed or a jellyfish when our performance is lacking.

The boats have been very popular with a big uptake probably due to

the low purchase cost, currently around \$260 AU for a complete DF65 boat including all electrics.

The group have been sailing for 12 months now with weekly social Sunday racing events of eight races over a 2hr period. We have sailors of all age and skill enjoying the friendly races each week.

All are welcome to come along and give it a try before you buy. For

more details on the next RC sailing event send an email to:

andrew.dk.gill@me.com

And more helpful documents for those thinking to buy a boat can also be found on the RFBYC website under the links On Water > Other Sailing Activities > Remote Control Sailing.

<https://rfbyc.asn.au/on-water/remote-control-sailing/> ■



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REMOTE CONTROL SAILING CONTINUED



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JUST ENOUGH PUFF FOR THE DRAGONS

MARCH 2022



IMAGES: LINDSAY PREECE AND GEORGE VASKOVICS

above: floating near start line

THE WIND CONDITIONS FOR the WA International Dragon Class State Championships sailed on Friday 11 to Sunday 13 March tested the patience of the Race Officer, mark layers, Start Boat crew as well as competitors.

Three races were scheduled commencing late on Friday afternoon, however the slow drift of the 15-boat fleet upriver to the Melville Water racing area was a good indication of what was to come – or more accurately, what was **not** to come! Race Officer Geoff Brown maintained a positive outlook. The mark layers busied themselves trying to drop the top marks in good positions, but as a few puffs appeared at the top end of the course, anything at the start-line just as quickly disappeared.

General consensus was that there can be far worse places to spend a Friday afternoon. The clouds and the sun were putting on a great picture, if only Trish had the oil paints, canvas and easel with her!

When all racing was called off, the various volunteer and spectator craft towed the yachts back to the Club. At last the wind was in our hair!

Volunteers and sailors arrived early on Saturday morning with great expectations. The wind was forecast to come in and hang around for a

while. In fact a remarkable seven races were held. Four in the morning and a further three in the late afternoon. Wind conditions were light, shifty and generally reading around 270/280. After a quick re-laying of the top marks and pin, RO got the seventh race started not long before nightfall. The last race was held in the strongest breeze of the day around 10–15 knots WSW.

The shifty light breeze had a big impact on starting tactics and finishing placings. Whilst the fleet was well behaved and no general recalls



above, left: Tony Fitzgibbon Trophy and winners, Wizzardry; right: Rob Campbell; far right: 'Mug of the Regatta', Rob Hubbard



were made, there were several races with boats OCS at both pin end and boat end of the startline.

By the end of the seven races the results showed *Scoundrel* (Willy Packer) in the lead. The closest rival *Gordon** (Richard Lynn) needed to beat *Scoundrel* by four places in the final heat on Sunday morning. Other places were up for grabs as racing had been close with five different race winners and a few more sharing individual race podium places.

Sunday morning greeted all with a pleasant westerly starting around 7–9 knots and building over the morning to 8–12 knots WSW. Although the AP went up, it was just to ensure the wind direction had settled and a good and fair longer course could be set. The Start Boat knew how to keep everyone happy by issuing Snakes to all yachts. I don't think any missed their target.

It was interesting watching *Scoundrel* (W Packer) follow the shifts tacking up the middle of the course while *Gordon* (R Lynn) went out to the far left corner in each of the upwind legs. The tactic initially paid off for *Gordon* as she raced to a good lead at the top mark. Similarly both yachts took different angles down wind. *Gordon* held on to her lead for most of the race, but *Scoundrel* eventually passed her on the way to the finish line.

It was a happy fleet of Dragons that returned to the Club just before lunch. All 15 entrants had completed every race.

WAIDA put on an excellent presentation of Awards and lunch. All were delighted that Andrew Locke, newly appointed WAIDA patron, was present as was Commodore Rob Parker and Dragon Association stalwarts Bun and Dee Lynn. Whilst the fleet missed the participation of past regulars Ron Packer and Robin

Hammond, it was great that Robin attended the presentations and went home without a *Whim**!

With such a well run Championship and excellent sailing skills on the water, it may have been difficult for WAIDA Patron Andrew Locke to crown the 'Mug of the Regatta'. However Rob Hubbard sat on the throne, desperately and literally. Thankfully the convenience of the Start Boat provided the convenience required. It was one of the few times Rob was a-head!

Had WAIDA been able to locate the Poor Navigator Trophy it would have been awarded to the Man and Kids in the Tinny. It appears he may have received several robust greetings from passing skippers. Perhaps WAIDA can attach a GPS tracker to the Trophy when it is located.

Some stats before the prizes: Five yachts took line honours in the heats; *Gordon* (R Lynn) came second in half of the races; seven yachts shared the 1st, 2nd and/or 3rd places across the regatta; four yachts had an OCS to drop; and forty-nine helm and crew took part in the series.

Andrew Locke presented the Tony Fitzgibbon Trophy for the event handicap series to Ray Chatfield sailing *Wizzardry* with crew Karen Chatfield and Greg Bell. *Wizzardry* had a great regatta finishing first on handicap in 3 heats as well as taking line honours in Race 7. *Tatsu* (Andrew Foulkes) was second and

Penny Farthing (Rob Campbell) was third.

Commodore Rob Parker presented the Sir Charles Gairdner Trophy for the 66th WA State Dragon Championships to Willy Packer sailing *Scoundrel* with crew Julian Harding and Jock Packer. *Gordon* (Richard Lynn) was second and *Canewdon Witch* (Trish Ford) was third.

WAIDA would like to thank RFBYC and its administration for organising and hosting the Championship. Special thanks are extended to the many volunteers:

- Race Officer – Geoff Brown.
- Mark Layers – Russell Wellington, John Brodziak, Peter Chalmer, Skip Lissiman, George Vaskovics, Jonathon Strauss, John Longley.
- Start boat crew – Sandra Whelan, Peter Masee, Ian Clarke, Glenis Murphy, David Riddle, Manfred Speicher.
- Protest Committee – Simon Barwood, Grant Alderson, Tony Jack.
- Handicapper – Steve Cole.

The WAIDA Committee expresses its appreciation to prize sponsors John Hay (Yacht Grot) and Steve Cole (Olive Grove) and acknowledges the fantastic photos taken by George Vaskovics and the videos/photos by Lindsay Preece posted on Ironbark Photos facebook.

Full result tables are available on the Club website.

<https://rbyc.asn.au/dragon-state-championship-2022/>

Series Results (OCS) for Dragon up to Race 8 (Drops = 1)

Place	Ties	Sail No.	Boat Name	Skipper	Crew	Crew.	From	Seri Score	Race.6	Race.7	Race.8	Race.9	Race.4	Race.3	Race.2	Race.1
1		AUS214	SCOUNDREL	William Packer	Jack William Packer	Randall Harding	RFBYC	16.0	1.0	3.0	2.0	4.0	1.0	1.0	4.0	[5.0]
2		AUS222	GORDON	Richard Lynn	Adam Brenz-Varca	Ethan Priests-Low	RFBYC	20.0	2.0	2.0	6.0	2.0	3.0	2.0	[7.0]	3.0
3		AUS223	CANEWDON WITCH	Patricia Ford	David Hay	Graeme Fardon	RFBYC	24.0	5.0	[15.00]	5.0	1.0	4.0	5.0	2.0	2.0
4		AUS283	TATSU	Andrew Foulkes	Andrew Philip Robert	Matthew Stafford	RFBYC	26.0	[7.0]	4.0	4.0	5.0	2.0	4.0	3.0	4.0
5		AUS201	WIZZARDRY	Ray Chatfield	Greg Bell	Karen Chatfield	RFBYC	27.0	3.0	1.0	3.0	[7.0]	6.0	3.0	5.0	6.0
6		GBR600	PENNYFARTHING	Rob Campbell	Bradley Stout	Mark Cubitt	RFBYC/RBYC	41.0	8.0	6.0	1.0	[11.0]	7.0	10.0	1.0	8.0
7		AUS197	GAZELLE XIV	John Anderson	Robert Hubbard	Scott Anderson	RFBYC	45.0	6.0	5.0	9.0	3.0	8.0	6.0	8.0	[11.0]
8		AUS213	SHAPES	Geoff Totterdell	Matt Maisted	Shane Yensch	RFBYC	46.0	4.0	[15.00]	8.0	8.0	5.0	11.0	9.0	1.0
9		AUS219	BLUE MARLIN	Sandra Anderson	Caroline Louise Gibs	Deborah Henderson	RFBYC	63.0	13.0	8.0	12.0	6.0	11.0	[16.00]	6.0	7.0
10		AUS191	RELENTLESS	David Lynn	Jack Lynn	Richard Timms	RFBYC	68.0	11.0	12.0	7.0	[15.0]	10.0	8.0	10.0	10.0
11		AUS170	ICEPYRE	David Meager	Craig Archibald	Ross McLaren	RFBYC	77.0	10.0	11.0	13.0	9.0	[15.0]	14.0	11.0	9.0
12	7.05	AUS221	SAPHIRA	Ian Malley	David Murphy	Emma Shand	RFBYC	78.0	9.0	7.0	15.0	13.0	13.0	7.0	[15.0]	14.0
13		AUS190	SEAJOY	Gerard McGann	Judith Diedericks	Robyn Johnson	RFBYC	78.0	14.0	10.0	10.0	10.0	12.0	5.0	13.0	[15.0]
14		AUS218	INDULGENCE	Kevin Palassis	Andrea Getler-Schenk	Steven Robinson	RFBYC	83.0	12.0	9.0	11.0	14.0	[14.0]	12.0	12.0	13.0
15		AUS152	GEORGIA	Rodney Williams	John Haselby	Matthew Tazson	RFBYC	89.0	15.0	[15.00]	14.0	12.0	9.0	13.0	14.0	12.0

(Ties: S=Score B=Race B= Betted. Results: A=ARRIVED B=BYED C=DNC D=DNE E=ESP F=DNF G=ROG H=NSC I=OPR L=Late Entries M=DGM N=ENP Q=OCS P=Prestart Q=DSQ R=RET S=DS S-TLE U=UP V=VAG W=OUT X=DRC Y=SCP Z=ZFP #=NoData [y]p[Discarded])

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TIME 6.30AM
(DURATION APPROXIMATELY 35 MINUTES.
SUNRISE 6.44AM)
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MEMBERS AND GUESTS
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NOW & THEN

REFRESHMENT OF THE SPIRIT IN THE SPORT OF SAILING

*Now and Then – past and present
brought together.*

SIR CHARLES GAIRDNER WAS A FORMER OFFICER in the British Army and the epitome of an Englishman and imperial governor when he took up the post as Governor in WA from 1951–1963. He quickly adjusted to the way of life in Perth, adapting to the more casual and carefree nature of its population.

He set out to engage with people ‘who really did something useful for the State’. Not necessarily those in high offices, but those who participated in organisations and activities that were part and parcel of the Western Australian lifestyle.

Sir Charles was particularly interested in the ever-increasing yachting activities in WA. It was in Perth that he learnt to sail – on board the Dragon *Galatea*. *Galatea* was locally built in the early 1930’s and featured the long cabin and sliding bunks of the original Anker design. He must have enjoyed both the sailing and the company of the sailors as he went on to purchase *Barbara*. *Barbara* was one of the visiting Dragons to compete in the third Australian Dragon Class Championships held on Cockburn Sound (and the first time held in WA) in January 1956, one month after the Class commenced racing at RFBYC.

In 1957, encouraged by Club member Tony Manford and the enthusiastic Governor and Patron Sir Charles, RFBYC Commodore Steve Craig took up their idea of a Cowes Week style regatta to be held in Cockburn Sound. The event was to coincide with Sir Charles opening the Cruising Yacht Club at Rockingham. The Governor took part in the

inaugural regatta in *Barbara* and won his own trophy, the Sir Charles Gairdner Championship.

Sir Charles was instrumental in



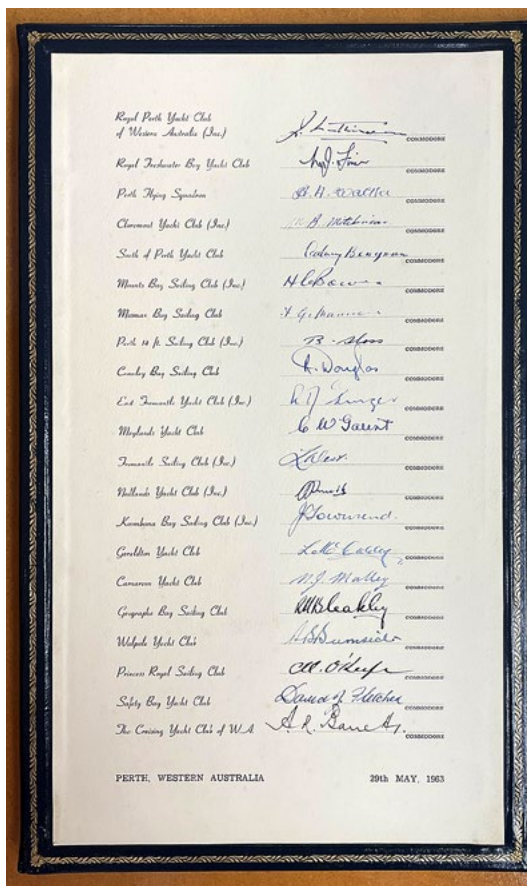
above: Sir Charles Gairdner Trophy

encouraging younger yachtsmen to take part in the Class. Due to his many official engagements, he was forced to relinquish the helm of *Barbara* to Stephen Parker, an ex-Cadet Dinghy sailor, who only managed second place in the second Sir Charles Gairdner Championship series. After a deciding sail-off the stunning trophy, modelled on Prince Philip’s *Bluebottle* and designed/made in sterling silver by Bruce Benzie of Cowes, was awarded to Mick Ahern sailing *Mistral*.

Sir Charles’ enjoyment of sailing and the yachting social activities went far beyond his ownership of *Barbara* and Patronage of RFBYC. In his 12 years of Governorship, he developed strong ties with 21 Western Australian sailing clubs from Carnarvon to Albany. Upon his departure from Perth and as a mark of their respect and appreciation, the Clubs combined to gift to Sir Charles a leather-bound citation signed by all 21 Commodores. The Citation demonstrates the close ties he had made with yachting in WA. It read;

We of the Yachting Fraternity of Western Australia decided to place on record, in this traditional manner, our feeling of loss at your departure from this State and our earnest wish that you will return here and rejoin those who find fun and refreshment of the spirit in the sport of sailing. Among yachtsmen you will be remembered not only as an enthusiastic sponsor of our sport but as a lively participant. You shared with so many of us the joys of sailing successes and keen contests that you seemed to shed your vice-

NOW & THEN



regal personage and become a friendly rival.

Thus you have come to be regarded with comradely affection as well as with that deep respect won by the magnificent manner in which you have represented the Crown during your stay in our State.

Sir, we the Yachting Fraternity of Western Australia salute you and we trust that you and the Honourable Lady Gairdner will enjoy calm seas and favourable winds for many years to come and that you will regard this State as your home port.

The warmth and sincerity of these words must have been deeply felt by Sir Charles and Lady Evelyn perhaps resulting in them eventually retiring to Perth. They returned to live here in 1969 and continued to present the Sir Charles Gairdner Trophy for the WA State Dragon

Championships until Sir Charles died in 1983.

The Citation is now held by Royal Freshwater Bay Yacht Club after it was presented to Commodore Rob Parker by Sir Charles' nephew Dr Freddie von Schmidt and his wife Liz.

Continuing the Sir Charles Gairdner story, the 66th International Dragon Class WA State Championship was held 11–13 March 2022. With 15 entries from 29 RFBYC registered Dragons, the competition was strong from the largest one-design keelboat fleet at the Club. After light conditions resulted in no racing on Day 1, a remarkable 7 races were sailed on Day 2 in excellent dragon-sailing winds and one more race achieved on Day 3 in flukey light conditions. The strength of the fleet was demonstrated in the results showing that five different yachts shared line honours. Congratula-

tions to Trish Ford on *Canewdon Witch* (1), Geoff Totterdell in *Shapes Witch* (1), Ray Chatfield in *Wizzardry* (1) Rob Campbell in *Penny Farthing* (2) and Willy Packer in *Scoundrel* (3) for taking out the line honours in the heats.

The Sir Charles Gairdner Trophy for overall winner and State Champion was presented in its 66th year to Willy Packer with Jock Packer and Julian Harding in *Scoundrel*. A return to the fleet after a decade's absence rewarded Richard Lynn in his new acquisition, *Gordon*, with 2nd place. As an aside, *Gordon* is named after its former owner the legendary Gordon Ingate who at aged 91 won the Prince Philip Cup (Australian Dragon Championship) in 2018. Another Dragon legend, Trish Ford took out 3rd place in our State Championships in her *Canewdon Witch*.

NOW & THEN

Caught up in the enthusiasm and camaraderie of the Dragon fleet whilst presenting the Sir Charles Gairdner Trophy, Commodore Rob Parker decided on a whim to purchase Robyn Hammond's Dragon *Whim*. Perhaps the combined influences of the close ties to the Sir Charles Gairdner Trophy, previously won by Rob's father and past Commodore and Vice Patron Stephen Parker (dec), the similarity of boat numbers of *Whim* AUS198 and Stephen's *Saracen* DKA98 on which Rob sailed and the resounding words of the Citation in '*finding fun and the refreshment of spirit in the sport of sailing*' got to him! ■

References:

Government House, Jeremy Martens, UWA Press.

The Royal Freshwater Bay Yacht Club 1896-1996, Dr Ken Tregonning, Austed Publishing.

RFBYC 2021 Yearbook.

Images this page:

top: Willy Packer, Jock Packer and Julian Harding receiving the Sir Charles Gairdner Trophy.

middle: Richard Lynn and crew receiving 2nd place award.

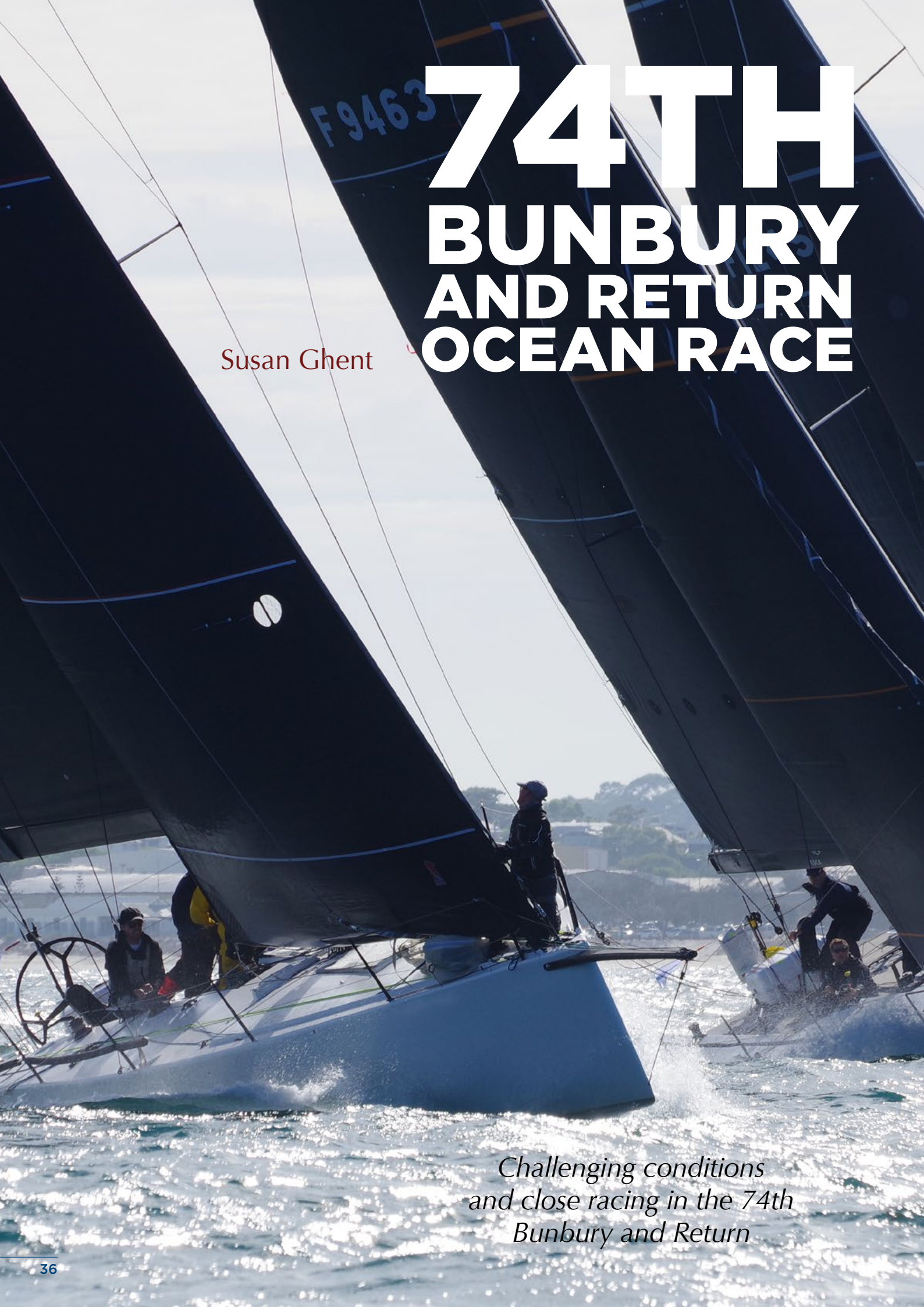
bottom: Trish Ford and crew receiving 3rd place award

Facing page:

left: Citation listing WA Sailing Clubs and Commodore signatures.

right: presentation of Citation to Commodore Rob Parker by Sir Charles' nephew Dr Freddie von Schmidt and his wife Liz, at RFBYC November 2021





74TH BUNBURY AND RETURN OCEAN RACE

Susan Ghent

*Challenging conditions
and close racing in the 74th
Bunbury and Return*

left: modern and classic, Ocean Ranger III and Salacia II;

right: off and racing



JOHN CHAPMAN_SAILSONSWAN



JOHN CHAPMAN_SAILSONSWAN



Close racing to the Day Buoy after the start; image by Susan Ghent

The Bunbury and Return Ocean Race is an annual overnight event hosted by Royal Freshwater Bay Yacht Club. Held in February, teams would expect the wind to be blowing strong along the Western Australian coast at this time of year. They would usually encounter a typical summer seabreeze pattern but every now and then the coast throws in some tougher conditions.

This was the case for day one of the 74th race. Starting near the coast in North Fremantle on Saturday 12 February, the fleet set off at 9am in a moderate southerly wind. After an incident free start it was David Davenport's *Crush*, a J/V TP 52 who led the pack to the first mark. There was a close race going on behind them with 40 footers with *Enterprise Next Generation* (Botin Carkeek GP 42), *Weapon of Choice* (Mark Nagle's Fast 40+) and *Obsession* (Mat 1245, Paul Arns) working up the shore on the left side of the course. Geoff Bishop's *CheckMate*, appeared inside them at the mark after working up the right hand side. *Enterprise NG* only narrowly passing ahead of the Summit King 40 who then tacked in behind to round the mark.

From there it was an easy reach to a beacon inside Rottnest Island before setting their sights on the south-bound leg to Bunbury. Through the afternoon the wind strengthened, and the sea began to roll. This was a challenge for the teams as they raced to windward all the way to Bunbury.

There was a race within the race going on for the 40-foot racer cruisers. *Obsession* led the challenge with *CheckMate*, *Al Fresco* (Bakewell-White 36) and Wayne Pitcher's J122 *Lithium* from Hillary's Yacht Club hot on her stern. Last year's season champion *Atomic Blonde* was neck and neck with *Obsession* but much closer to shore.

The race was going well for *Obsession*; navigator Scott Disley said after the race that they had a nice line in to Bunbury. This was the first race out for the yacht in the 21/22 season and the team had decided to take on the challenge for a bit of fun. They were a crew of experienced ocean racers but do not regularly race together on the boat. With the forecast of very strong winds and an all-day upwind battle they agreed prior to the start to make a call along the way. Most were tired after a long working week and



Kraken launches over a wave; image by Hilary Arthure



top: Salacia II
middle: Sagacious IV
this image: fastest team, Dave Davenport's Crush
images by Susan Ghent

needed to be fresh back at work on Monday. *Obsession* turned around mid-afternoon and enjoyed the run home to their comfy beds with the wind behind them.

John Rayner's *Al Fresco* was not far behind them but for different reasons. The team was disappointed to have to retire from the race with damage leaving the racer cruiser challenge to *Lithium* and *CheckMate*.

Chris Hind and his team on *Sagacious IV* set out on the Bunbury as a training event. The river-based Farr 40 (136) from South of Perth Yacht Club is preparing to contest a full SSKA Series campaign next season and is working to develop their crew and boat with the goal to perform at the best of their ability. Chris commented after the race

"It certainly did challenge the crew as some had not done an over-nighter for quite a while whilst for others, this was their first. Hats off to them for their endurance and focus. Iconic races such as the Bunbury Return, in our view, are pillars of the ocean racing in W.A and are a badge of honour worn by all who complete, or try to complete the adventure."

They sailed a good race, not too far behind the Dufour 40 *Fourth Dimension* skippered by Lyn Powell and Ian Whitehead and came in ahead of them overall on PHS in Division Two, *Sagacious IV* taking out the top spot.

First to arrive in Bunbury was *Crush*, making the turn just prior to 9pm. Phil and Danielle from Koombana Bay Sailing Club were waiting on station with their yacht *Courtesan* as Mark Boat Bunbury. They had returned the night before after competing in Geographe Bay Race Week in Busselton, a bit further south, where they won the event overall in Premier Cruising Division A. *Courtesan* was anchored in the shelter of Koombana Bay, a brief relief for teams as they made the turn. Even though it was a long night out, Phil and Danielle enjoyed being part of the event for the third year running, taking race communications, noting rounding times and sending race updates and pictures back to RFBYC.



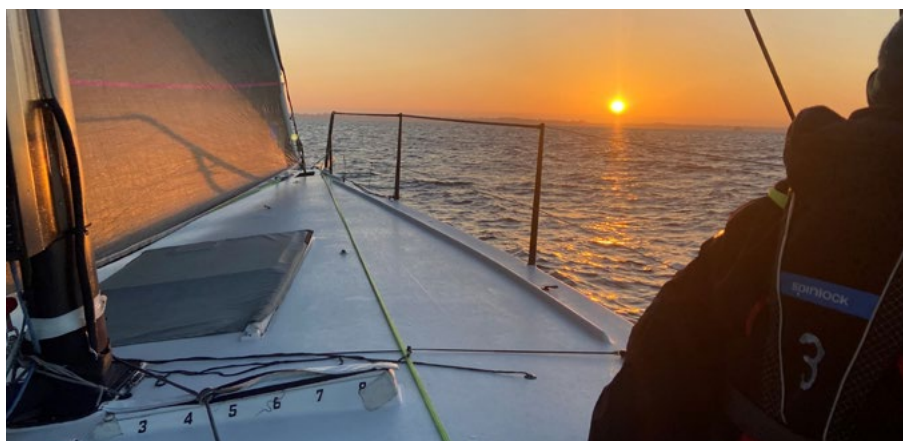
JOHN CHAPMAN_SAILSONSWAN

After racing neck and neck all the way to Bunbury, *Weapon of Choice* was next to arrive at the Bunbury turn with *Enterprise NG* dropping back to be 18 minutes behind them. Mark Nagle's team were further inshore when the breeze began to rotate to the east, the Fast 40+ gaining an advantage. They reported after the race that they lost their instruments before the rounding mark. Heading back, they took a more westerly route outside the reefs trusting their routing for more strength, but a less backed

breeze and this tactic worked out for them. They comment ,

"Under a moonlit night with no instruments sailing purely old school, we pressed hard on the A4/SS then the A6 /GS and finally the FRO/GS. Stopping once on the way to clear weed and stop our prop from spinning we managed to get away from *Enterprise* and hang on to the TP 52."

The hard work and focus paid off for *Weapon of Choice* who placed first in Division One and Overall on both IRC and PHS.



top: Weapon of Choice; above: Sunrise on Enterprise NG; image by Will Boulden



Enterprise crosses CheckMate
at mark one;
image Susan Ghent

Another tight battle was going on between *Lithium* and *CheckMate*, they were met at the beacon inside Rottnest Island by Hugh Warner's *Ocean Ranger III*, the Elliott 35ss had been gaining ground through the night on the run back in a dying breeze. In the crew of *Ocean Ranger III* was 18-year-old Grayson Downs who has come through the youth sailing programmes at RFBYC. New to the long-distance events he was finding his sea legs in the race but got on with the challenge, it's great to see young sailors getting involved in ocean racing in WA.

All three yachts were together at the turn and sailed close on the final beat to the finish. *CheckMate* arriving first but Wayne's team on *Lithium* placed ahead on corrected time with a 4th in the IRC result and 2nd in PHS in Division One.

It was a lonely sail back for Simon Torvaldsen's *Atomic Blonde* (JPK 10.80) who placed first in Division Two IRC. The only double handed team in the race was *Kraken* who followed her over the line, Todd and Dubbo hanging in to complete the race on their Jeanneau Sunfast 3300, even though the conditions were not what they ordered. They placed third

on IRC in their division behind *Salacia II*, an offshore icon built in 1971 and owned by Ross Norgard from Royal Freshwater Bay Yacht Club.

The last yacht over the line was Winston Scotney's *Corniche*, she sailed further out to sea for the later part of the leg south and this did not pay off for the team. The Warwick 46 completed the race in 1 day, 9 minutes making it home in time for Sunday dinner.

David Davenport's *Crush* is new on the scene in WA and the crew have been working hard to get used to their larger boat,

below clockwise from top left: Fourth Dimension heads out to sea; Al Fresco; Start team aboard Tam Thompson; Sagacious IV Team, pre-race; Obsession approaching a close rounding at mark one



JOHN CHAPMAN_SAILSONSWAN



JOHN CHAPMAN_SAILSONSWAN



JOHN CHAPMAN_SAILSONSWAN



previously competing on a Sunfast 3600. The team were first over the line in 19h, 6 minutes. Owner/skipper Dave comments,

“Our first blue water race went really well, with crew working hard to keep *Crush* going. We had a really good start and upwind leg and arrived at *Courtesan* in the Bunbury harbour ahead on IRC. Our reefs and sail changes had gone well, given they were our first ones we had completed on the racetrack, and in breeze, and apart from some concerns about weed on rudder which we could not resolve on our beat down, we were in good spirits.

“On the way home our prop was spinning and vibrating through the boat and rudder and we could not get it to stop. Despite this, the crew were tireless in their efforts to try and get some of that extra speed that finally eluded us. We were very happy we had made it back in good shape, first over the line, second on IRC overall, and we learnt a huge amount about managing the boat, 15 crew, food, water, rest and hydration. It was a tough first blue water outing and we are happy to have been a part of this event and looking forward to the 75th year event!”.

FULL RESULTS AND RACE MEDIA ON THE RFBYC WEBSITE -

<https://rfbyc.asn.au/on-water/offshore-racing/bunbury-and-return-ocean-race/74bunbury-return-results-media/>

Watch the race replay using the YB Races app (Bunbury and Return 2022) or online

<https://yb.tl/bunret2022>

Social media with @RoyalFreshwaterBayYachtClub on Facebook and Instagram @rfbyc

MEMBERSHIP

NEW CLUB MEMBERS

ORDINARY

Member	Proposer	Secunder
Damien Whitehead	Robert Freedman	Douglas Freedman
Christine Backus	Richard Baird	Ronald Packer
Neil Pollard	Damian Fewster	Matt Giudice
Scott Gibson	Nick Gray	Luke Paterson
Katrina Chalmers	John Black	Robert Black
William Chalmers	John Black	Robert Black
Josh Zucal	Commodore Rob Parker	Scott Disley
Greg Southee	Brian Haggerty	Mark Parker
Tom Brooks	Conrad Todd	Michael Clowes
Paddy Ryan	Robin Hammond	Peter Hammond
Julia Hayes	Vice Patron Tony Parker	Laurence Iffla
Oisín Coffey	Jo Wilson	John Cassidy
Rebekah Robertson	Conrad Todd	Rob Mennie
Rein Squires	Sean Martin	Martin Ashby
Sarah Stephens	Helga Weaving	Manfred Speicher
Robert Puttman	Chris Miller	Andrew Gill
Mike Nilsson	Grant Alderson	Vice Commodore Peter Chalmer
Robert Kibblewhite	Richard Williams	Murray Johns
Kevin Woodthorpe	David Michael	Glenn Whiddon
Paul Bitdorf	Lynton Chalmers	Werner Ribul
Jonathon Langsford	David Goyder	Kim Britton
Sivabalan Vasudavan	Lee Bowers	Rob H Black
Brendan Harris	Craig Carter	John Stanning
Michael Forde	Peter Gunzburg	Ben Patrick
Tom Daly	Rear Commodore Elise	Vice Commodore Peter Chalmer
Angus Argyle	Manners Robert A Black	Rory Argyle
Edoardo Sommacal	Massimo Valentini	Jay Walter
Bradley Shallard	Dirk van der Struyf	David Mills
Roland Hill	Peter Laurance AO	Stretton Joel
Colin Sherrington	Andrew Telford	Guy Leclezio
Emma Shand	Scott Disley	Ian Malley
Camilla King	Simon King	Dean McAullay
Tim Cooper	Chelsea Hall	Rear Commodore Scott Monro
Daniel White	Greg Leaversuch	Tom Leaversuch
Skip Lissiman	Commodore Rob Parker Lachy	Peter Chappell
Kai Colman	Gilmour	Will Boulden
Reece Young Adam	Gary Smith	Rear Commodore Elise Manners
Tout	Martin Jurat	Peter Wauchope

RECIPROCAL

Member	Proposer	Secunder
Geoff Backshall	Peter Chappell	Tim Gardner
Rowan Chick	Peter Milner	Peter Chappell

MEMBERSHIP

NEW CLUB MEMBERS

ASSOCIATE

Member	Proposer	Secunder
Heather Pollard	Damian Fewster	Matt Giudice
Andrew Chalmers	John Black	Robert Black
Katy Brooks	Conrad Todd	Michael Clowes
Phoebe Ryan	Robin Hammond	Peter Hammond
Garry Baverstock AM	Vice Patron Tony Parker	Laurence Iffla
Elissa Paterson	Luke Paterson	Nick Gray
Julie Holschier	Robert Bingham	Julian Wright
Joanne Lee Steere	Brian Haggerty	Mark Parker
Kathryn Holland	Jock Clough	Peter Hammond
Susanne Ascott	Bill Foster	Gavin Ryan
Sally Vasudavan	Lee Bowers	Rob H Black
Jade Harris	Craig Carter	John Stanning
Sara Grossi	Massimo Valentini	Jay Walter
Keith Stephens	Helga Weaving	Manfred Speicher
Joanna Marcinkiewicz	Ian Clyne	John Kernot
Karin Cooper	Chelsea Hall	Rear Commodore Scott Monro
Jane Prendiville	Bill Repard	Robert Gould

JUNIOR MEMBERS

Member	Member	Member
Max Donaldson	Jake Goodreid	Ted Woo
Molly Chalmers	Tom Chalmers	Toby Brooks
Olivier Fielke	Chase Vasudavan	Alexander Eyles
Lorna Ings	Harry Cooper	Darcy Finch
Harry Hristofski	Giorgio Sommacal	Harry Kornweibel
Murray Kornweibel	Patrick Fisher	Patrick Holldack
Harry Griffiths		

MEMBERSHIP INFORMATION

For membership information, please visit our website rfbyc.asn.au.

Click on the 'Join RFBYC' button at the top of any page to visit our membership information section.

We have an online application form. Members who would like to nominate a person for membership will need to provide their Club member number and an email address so that they can verify the application.

Questions to our Membership Coordinator, Susan Ghent, at the Club.

IMPORTANT DATES FOR MEMBERSHIP APPLICATIONS

Membership applications (with signature and endorsement of two Members with five+ years membership) must be submitted to the Membership Coordinator by post, deliver to the Club, or email to, membership@rfbyc.asn.au

- 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.
- Ordinary membership applicants will be invited to attend an interview with the Membership Committee on the second Monday of the following month or thereafter.
- Membership applications are placed on the notice board for a period of 26 days (except Juniors).
- 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.

MEMBERSHIP

NEW CLUB MEMBERS





MEMBERSHIP NEW CLUB MEMBERS





THE BOSUN'S LOCKER

HOW TO GIVE AN AWESOME PRE-DEPARTURE SAFETY BRIEF

CONDUCTING A PRE-DEPARTURE safety brief is always a good idea, regardless of if you are leaving the dock for an afternoon on the water or an outright voyage of weeks or months. You have a responsibility as captain to ensure passengers and crew are familiar with the basics of your vessel, from the location of safety equipment to what they should do in an emergency.

Here's how to ensure those onboard are safe, comfortable and able to assist should the need arise.

WHY IT'S IMPORTANT

You are intimately familiar with the layout and location of equipment aboard your vessel, however, don't assume your passengers are. Think back to the first time you stepped aboard an unfamiliar boat. You didn't know where the fire extinguishers were located or what that beeping noise from the navigation station meant.

Plan your brief to cover the basic questions that a novice would ask, but without overwhelming them with additional information.

Always conduct a safety brief prior to leaving the dock, no matter how nice the weather is or off schedule you may be. If you're tempted to wait until later while underway, it may be too late should a problem arise and immediate action is required.

The location of all fire extinguishers is one thing that should be on a pre-departure briefing.

HOPE FOR THE BEST. PLAN FOR THE WORST

A good safety brief will cover the basics (such as the location of all

safety equipment), but don't hesitate to think outside the box and include additional topics. Good examples would be showing guests how to use of the VHF radio or briefly describing specific procedures to be followed in the event of an emergency (someone falling overboard for example).

Visuals are always good, so posting a diagram of the vessel that shows where everything is, from seacocks to fire extinguishers, is a great idea.

A checklist is a good idea and make sure to customise it for a given boat.

WHAT TO COVER

While you'll want to develop a pre-departure brief that's tailored to your specific vessel, here are a few basic topics that should be part of any brief.

LIFEJACKETS

Don't simply point and tell where they are. Get them out and make sure everyone has a lifejacket that fits, knows how to don it, and either wears it or knows where it is located if stowed. Explain how inflatable PFDs work and how to orally inflate or manually activate them. Show

guests where the throwable PFDs (life rings, cushions, etc) are located in the event of a man overboard situation (more on this later).

FIRE EXTINGUISHERS

Go over their locations and use. Take one down and pass it around, so guests can actually hold it in their hands while you explain the basics on how to activate and use it.

FLARES OR OTHER EMERGENCY SIGNALLING DEVICES

Cover types and where they are located. You could also discuss basic operation, a particularly good idea for longer cruises.

FIRST AID KITS

Show the location of each on-board. Many boats will have a basic kit for daily use and a more complex kit for more serious injuries. Show guests where both are stowed and let them know it's OK to access the basic kit for minor stuff (Band-Aids, aspirin, etc), but to inform you of any injuries, regardless of how small.

MAN OVERBOARD

Make sure everyone knows to throw the life ring, spare life jackets, cushions, etc., toward the person in the water, even if that person is



THE BOSUN'S LOCKER

HOW TO GIVE AN AWESOME PRE-DEPARTURE SAFETY BRIEF



wearing a lifejacket. These additional items not only provide additional buoyancy for the person in the water to grab but also makes it easier to find the area once you are turned around. Assign one or more people to be spotters, who should maintain visual contact with the person in the water and point towards them until they are recovered.

If a person falls overboard, it can only take seconds to lose track of him/her. Everyone on board must know where the life ring is.

BASIC BOAT OPERATION

If you go overboard, can your passengers at least stop the boat? There should always be someone aboard other than the captain that can operate the boat, but at a minimum make sure everyone can bring the boat to stop. If sailing, show passengers how to release the mainsheet and jib to dump the sails. If motoring, show them how to place the engine in neutral and shut it down. The latter is particularly important in a MOB situation, as you don't want to chance a spinning prop if someone is trying to re-board.

VHF RADIO

Show everyone where the VHF radio is located, as well as basic operation – how to turn it on, select channel 16, transmit, receive and operate the red DSC distress feature. Go the extra step and show guests how to find and give the location of the vessel in the event of an emergency. Don't forget to include younger crewmembers as well. Teaching a 10-year-old how to operate the VHF radio and make a distress call instils confidence and just may save your life.

EPIRP

If a boat has an EPIRB, tell everyone where it's located, how to remove it and how to activate it.

LIFE RAFT

Make sure everyone knows that this is a piece of safety gear that is only used during an abandon ship scenario.

SAFETY HAZARDS

Take a moment to point things out to guests that could hurt them. Slip and trip hazards (wet spots, deck cleats), the dangers of grabbing lines or rigging rather than solid handholds, hatches they could fall down, etc. Explain how things that move while underway (a sailboat's boom for example) can cause injury, while the boat itself can be hazardous to move about in during rough seas or stormy weather. This is also a good time to point out safe places for them to sit while sailing or during evolutions such as docking, anchoring, etc.

MORE KNOWLEDGE WORTH SHARING

Heads – show guests where they are located and how to use them. Include little tricks you may take for granted, but a novice probably doesn't know, like not putting anything in the toilet unless your body has processed it first, pumping long enough to make sure the lines are flushed clear, never run an electric head dry and so on.

HATCHES - HOW TO OPEN and close them safely (no banged heads or pinched fingers), as well as when they can be opened and when they must be kept closed – such as at night while underway or when someone is working on deck.

TRASH – hopefully everyone knows you can't simply throw it overboard. Point out where they can dispose of trash, as well as any separation requirements (recyclables, food wastes, etc).

HOW TO BOARD and disembarking the boat safely when docked, using the dinghy, etc.

FOR INEXPERIENCED GUESTS that will be helping out when docking, assign tasks and explain the procedure when leaving and approaching the dock. Demonstrate the proper use of fenders when docking, while highlighting the dangers of fending off with hands or feet.

FINALLY...

Encourage guests to ask questions during and after the brief, and hold an informal debrief at the end of the day or trip. This not only provides valuable feedback to fine-tune your brief, but also helps ensure the next trip will be an even greater success. ■





★ ★ ★ MONDAY 25 APRIL ★ ★ ★

ANZAC DAY

Lest We Forget

DAWN SERVICE 0630
TWILIGHT SAIL 1600
ENTERTAINMENT 1800

TABLES AVAILABLE IN
THE ROLAND SMITH ROOM
FOR DINNER*

*Dinner bookings essential on 9286 8200
or <https://www.obee.com.au/rfbyc/>
Don't forget to sign on and off for the
Twilight Sail via SMS 0422 654 833.

Share your photos to Facebook using
hashtag #rfbycANZACTwilight2022
or email to sailadmin@rfbyc.asn.au

UFFA FOX • 1898 – 1972



IT WAS A FEW WEEKS AGO when in casual conversation with John Longley, I was reminded of Uffa Fox the legendary English yacht designer.

We shouldn't need reminding because every time we enter the Club we pass a fleet of his famous Flying 15 yachts parked on the old tennis court. Actually it would be more satisfying if all the trailers were empty and the boats out sailing!

The flying 15 was one of a series designed by Fox which included the Flying 10, 15, 25, 30, 35 up to the Flying 50. The difference between these and the various dinghies he designed was that the 'Flying' series all had a version of the famous streamlined bulb, fixed keel. It was his theory that a fixed keel sailboat with a high power to weight ratio, could be made to plane in the right conditions if handled correctly. There were a lot of 'ifs' involved

but Uffa succeeded with all of this series with the exception of the 50.

While Uffa was the father of the 'planing hull' concept for dinghies, he also created the Airborne Lifeboat which he maintained was his most fulfilling design. I can now remember visiting a maritime museum in Portsmouth UK about 35 years ago and seeing a most remarkable boat on display. John Longley has attached a photo.

This was a lightly built fibreglass craft, with lines that blended to the shape of the underside of an aircraft. It was dropped by parachute into the water close to survivors of a ditched aircraft. The Airborne had sails, engine, survival kit and instructions on how to sail. Many

aircrews owed their lives to Uffa's invention.

Following WW2 he became associated with Fairey Marine at the Hamble near Portsmouth. That group produced 'hot moulded' boats to his designs. These included International Fourteens, Firefly, Swordfish, Albacore Jollyboat, Duckling and the cruising yacht *Atalanta*. Later, in association with the US yachtsman/boat-builder he produced the Daysailer and Javelin classes which are prolific in UK and elsewhere.

Uffa Fox is also remembered for his friendship with Prince Philip and his gift of the Flying 15 *Coweslip* in which the two of them sailed. ■

Power Opening Day

Saturday, 7 May



- Sail Past Commences at 1300
- Short Time Trial 1330
- Raft Up on Main Wharf 1430
- Official Opening on Main Wharf 1500
- Dock Party with live entertainment 1530

OPENING DAY AND TIME TRIALING SEASON NOMINATION IS NOW OPEN

CALENDAR OF EVENTS

02 APRIL	ETCHELLS - WINDWARD LEEWARD RACING - ROB BIRD	07 MAY	FREMANTLE TO GERALDTON RACE CAT 2 - SOPYC
02 APRIL	CLUB KEELBOAT RACING/BW8 (RPYC)	08 MAY	MOTHER'S DAY
03 APRIL	OFF THE BEACH RACING	12 MAY	MID WEEK RACE
06 APRIL	FINAL TWILIGHT SAIL	13 MAY	CHAMPIONS PRIZE NIGHT
07 APRIL	FINAL RACE FOR SPRING/SUMMER MID WEEK SERIES	13 MAY	GERALDTON TO FREMANTLE RACE CAT 2 - SOPYC
08-10 APRIL	FOUNDATION 36 - SWAN RIVER SAILING - INTERCLUB CHAMPIONSHIP - MBSC	19 MAY	MID WEEK RACE
09 APRIL	KEELBOAT CLOSING DAY / BW8 PASSAGE RACE (RPYC)	22 MAY	DINGHY WINTER SERIES - RACE 1 (13:30 START)
09 APRIL	OFFSHORE - ROLAND SMITH RACE - CAT 4	26 MAY	MID WEEK RACE
10 APRIL	DINGHY CLOSING DAY - PM RACING	27 MAY	DINGHY PRIZE NIGHT
10 APRIL	RETRO - SWAN RIVER RETRO SERIES 7 - RPYC	29 MAY	KEELBOAT FROSTBITE SERIES - RACE 1 (FROM 10:00)
14 APRIL	FIRST RACE FOR MID WEEK AUTUMN/ WINTER SERIES	02 JUNE	MID WEEK RACE
14 APRIL	PRESENTATION FOR SPRING/SUMMER MIDWEEK SERIES	04 JUNE	WESTERN AUSTRALIA DAY LONG WEEKEND
15 APRIL	FRIDAY, 15 APRIL TO MONDAY 18 APRIL - EASTER LONG WEEKEND - NO CLUB RACING	04 JUNE	NO CLUB RACING
15 APRIL	FLYING 15 - STATE CHAMPIONSHIP - SOPYC	04 JUNE	INVITED DINGHY CLASSES BATAVIA REGATTA - GYC
15 APRIL	INVITED CLASSES - SAIL ALBANY EASTER REGATTA - PRSC	05 JUNE	NO CLUB RACING
15 APRIL	INVITED DINGHY CLASSES - SAIL EASTER COACHING REGATTA - HYC	06 JUNE	NO CLUB RACING
17 APRIL	EASTER SUNDAY SEAFOOD BUFFET	09 JUNE	MID WEEK - VICE PATRONS' TROPHY RACE DAY - CELEBRATION OF ROYAL CHARTER
21 APRIL	MID WEEK RACE	12 JUNE	DINGHY WINTER SERIES - RACE 2 (09:30 START)
25 APRIL	ANZAC DAY SERVICE (06:30) & ANZAC DAY TWILIGHT (16:00)	16 JUNE	MID WEEK RACE
25 APRIL	DIGGERS' CUP (RPYC)	18 JUNE	OCEAN RACING WA PRIZE NIGHT
28 APRIL	MID WEEK RACE	19 JUNE	KEELBOAT FROSTBITE SERIES - RACE 2 (FROM 14:00)
29 APRIL	FOUNDATION 36 - SWAN RIVER DOUBLE HANDED SWAN RIVER REGATTA	23 JUNE	MID WEEK RACE
01 MAY	FOUNDATION 36 - SWAN RIVER SAILING - COLLEGE CUP (RFBYC)	26 JUNE	DINGHY WINTER SERIES - RACE 3 (13:30 START)
01 MAY	OLD GAFFERS - OGA 24TH SWAN RIVER REGATTA	30 JUNE	MID WEEK RACE
05 MAY	MID WEEK RACE		
07 MAY	POWER OPENING DAY		

VALE

DR WILLIAM NORMAN GILMOUR AM

1922 – 2021



Bill Gilmour was born 14 June 1922, the son of a storekeeper in Lockhart, Riverina in NSW. The family was not well off but Bill worked hard and received a Commonwealth scholarship to study medicine.

After completing the degree at Sydney University Bill became interested in the mechanics of orthopaedic surgery and this required further study in England. He travelled there by working as a Medical Officer on the Blue Funnel Line ship. While he was studying at Harlow Wood Orthopaedic Hospital in Nottinghamshire he met Shirley Butters who was a physiotherapist at the hospital. He would always talk about what amazing luck it was that he was placed at this hospital as it meant he met the love of his life! They married in 1952 at Beverley in Yorkshire where Shirley was born.

FROM humble beginnings to remarkable success driven by the joy of achievement born from hard work and his love of people.

On their return ship to Sydney, Bill met Alec Dawkins who encouraged him to work in Perth as there were only four Orthopaedic Surgeons there. So they drove their Ford Anglia across the Nullabor and he started working in Perth hospitals in 1953.

While at Sydney University Bill was introduced to the magic of sailing so his friends Michael Hobbs, Peter Packer and Harold McComb had no difficulty in persuading him to join RFBYC. The beautiful red hornet *Little Alpha* built by Guy Bateman was acquired and along with Michael Hobbs they made a great team. Together they won the State Championship in 1963 at the Cockburn Sound regatta. The hornet fleet was big in those days, with 28 yachts competing and they were a very social group at the yacht club. Every Christmas Eve the families of Hornet sailors would have a picnic on the shore at the yacht club and Father Christmas would arrive on a boat and bring presents for the children.

After many years Bill passed his hornet onto his son Peter and moved briefly into Flying Fifteens. He eventually left sailing as his new passion for tennis starting taking over his time. He played at Kings Park tennis club and this became a big part of his life, he was still playing until the age of 97! Bill also loved farming and as a family the Gilmours spent their holidays working at a cattle and sheep farm

he bought near Albany. Every school holidays were spent there with his wife Shirley and kids, he would always put all the kids to work; picking mallee roots, fixing fences or clearing rocks from the land. His son Peter then introduced wagyu to the farm near Two People's Bay, Albany. This property now runs about 1500 cattle and produces some of the finest wagyu beef in WA.

Bill was not one to sit still and was still working into his 80s. But when he retired he remained busy by being very involved with his family, he continued to visit the farm with his children's families, was always available to drive around his grandchildren and enjoyed giving his three sons sailing advice! He also bought a large cray boat *Devare*, which fitted all the family and there were many memorable fishing and ocean adventures spent on it.

Considering Bill was born in NSW and Shirley was from England the Gilmour dynasty here in WA is pretty significant with 5 children, 19 grandchildren and 13 great grandchildren.

Bill was the oldest member at RFBYC and only resigned last year when he was 99, he had been a member for 60 years. He really enjoyed having meals there looking out at the beautiful view. It was where he hosted a big happy party for his 90th birthday. ■

EXCLUSIVE LISTINGS WITH OCEANEER MARINE



2018 Global Marine 86 \$POA



2011 Maritimo 470 Offshore \$859,000



2021 Outlaw 10m \$795,000



1995 Freeman 23.8m \$785,000



2000 Marko 57 \$725,000



2001 Riviera 48 \$575,000



2005 Black Watch 40 \$499,000



1993 Westcoaster 62 \$375,000



2008 Leisurecat 9000 \$235,000



1995 Westcoaster 50 \$193,000



2002 Boston Whaler \$159,000



2006 Black Watch 26 \$153,000



2019 Caribbean Reef Runner \$148,000



2013 Gemini Elite 900 \$137,900



2002 Jackman 7.85m \$95,000

NEW ROUGHNECK RIBS



Roughneck 1010 from \$280,000



Roughneck 808 from \$149,000



Roughneck 636 from \$129,000

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**2021-
2022**

CHAMPIONS

PRIZE NIGHT

A celebration of the Season's endeavours and to announce the Club Champions, Consistency and Line Honours Trophy Winners.

Roland Smith Ballroom

Friday 13 May 2022

commencing at 1900

\$35.00 per person

Price includes
a welcome drink and
choice of food stations.
Cash Bar available.

DJ Entertainment



Book online at <https://www.revolutionise.com.au/rfbyc/eventsregister/136941/>
Royal Freshwater Bay Yacht Club | 9286 8200 | www.rfbyc.asn.au