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SPRING 2015

CAPTAINS' TABLE

LUNCHEON

Friday 30 October

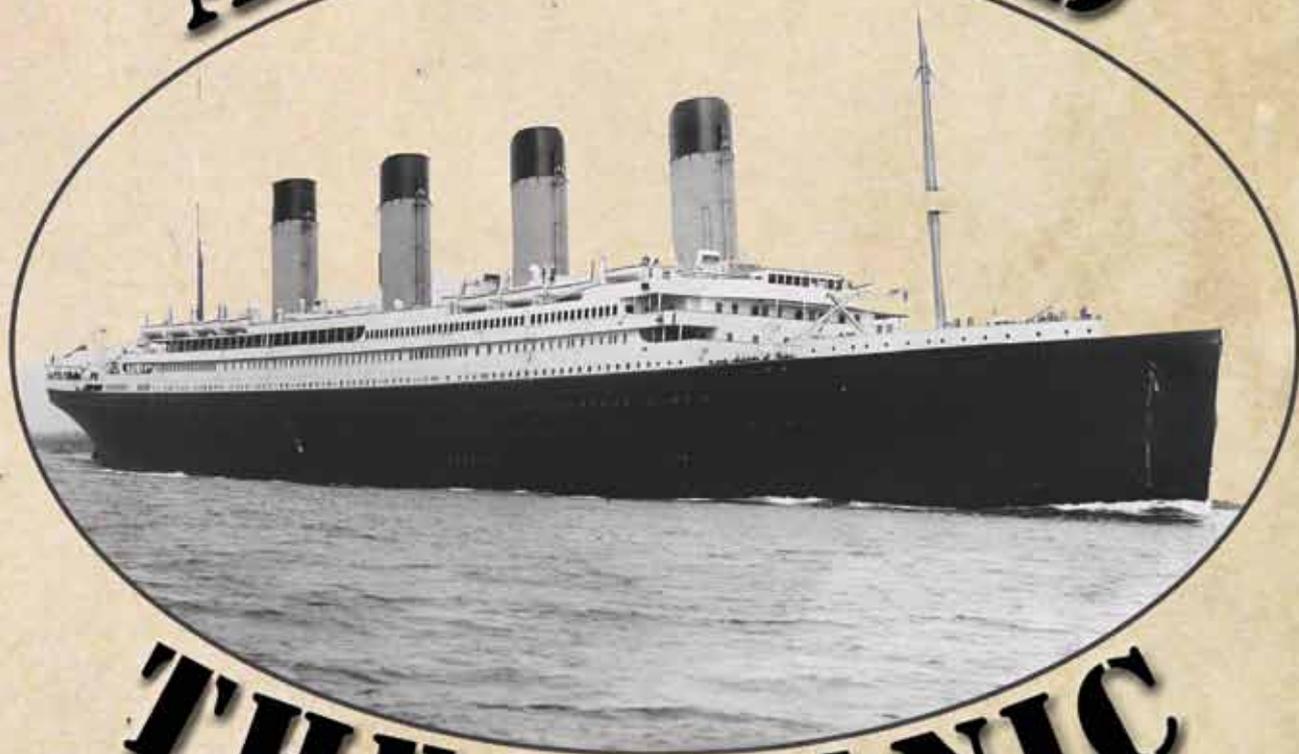
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Tuesday 3 November

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Commodore's Comments

from Commodore Ian Threlfall

Opening Day is always my favourite day at the Squadron. I think it is a combination of things ... those first signs of spring, the grounds all looking splendid with trimmed gardens and gallons of fresh white paint applied, the boats all dressed and, of course, the smiles of so many of our friends and fellow members enjoying the day.

This year we pushed the day to a higher level of activity. The aim was to include as many members as we could with activities and attractions, so all could share the celebration with our sailing members. The concept was simple ... respect the traditional ceremonies of our Season Opening and Blessing of the Fleet, build a bigger sail past and fill the remainder of the day with fun for all – a festival! Feedback has been enormously positive and I could not be happier with the outcome.

It was an absolute delight to walk around the rigging lawns during the afternoon – with over 60 off-the-beach sailors returning from the bay, and literally hundreds of other members and children enjoying the stalls, displays and entertainment. What a great start to our yachting year!

I sincerely want to thank all the volunteers and staff who worked so hard to make the day such a success. I can assure you that we will make next year's event even bigger and better.

Since being elected as your Commodore in July, I have had the absolute pleasure of leading the annual Keppel Cruising Yacht Rally north to Keppel Bay. With

65 of our closest friends on 19 boats, we reminded ourselves why we love our boats and why membership of the Squadron is so important to us all. It is wonderful to see experienced skippers spending time helping first time coastal cruisers and watching the friendships and camaraderie build along the way. It was also great to be in Keppel Bay to welcome the competing yachts and crews in the 9th Brisbane to Keppel Tropical Yacht Race – our Squadron's signature offshore race. For a couple of days each year the Keppel Bay Marina becomes a large outpost of the Royal Queensland Yacht Squadron.

The hard work and success continues for our Olympic hopefuls. Mat Belcher, Will Ryan and Jake Lilley have recently been sailing in the Olympic trial event in Rio and they are looking solid to be there at the Games next year. Ashley Stoddart is also on the cusp and we have several others competing well in international events that could see them in Rio or Tokyo in 2020. Success at Olympic level takes passion, skills and determination. On a day to day basis, however, it also requires funding. My predecessor, Past Commodore Kevin Miller will leave a lasting legacy in respect of support for all future RQYS Olympic hopefuls. Kevin has been the driving force in the creation of the RQYS John Harrison Olympic Support Foundation. Kevin has secured donations from members that has allowed the Foundation to build the four new trade sheds. The income stream from these sheds of approximately \$100,000 per year will become available to support RQYS sailors in their Olympic quests each year into the future.

In line with my commitments around increased participation and ever improving member facilities, I can report that we are making progress

on two major projects. I have previously written about the new Marina and Sailing Facilities Building that we will site on the eastern end of the main rigging lawns. So as to maximise the size of this facility, we are making application for some Government grant funding to assist. If we are successful, while it may delay the building by a few months, it will allow us to increase the number of showers (etc) and the size of the sailing store and workshop facilities. We think that is a 'good' delay.

Similarly, whilst we have been generously supported by Yachting Australia for Windsurfing equipment and some support for storage at the Eastern Beach, we have an excellent prospect to receive some State sports funding to allow us to maximise those facilities and include some additional shower and toilet accommodation for this growing activity. This is an exciting opportunity given that we have been selected by Yachting Australia as the 'National Centre of Excellence for Windsurfing' and they have committed to provide a full time coach located here at Manly.

This is my first column as your Commodore. This fine club is in very good shape. We are in a growth phase, we have a great team of skilled directors and committee volunteers and we also have an excellent team of managers and staff led by Shawn Ket. There are many exciting projects and plans in various stages of development. It's an exciting time in our history. Above all, it's great to be a member...

See you on the bay

Ian Threlfall
Commodore



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Front Cover

2015 Brisbane to Keppel
Tropical Yacht Race

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General Manager's Report SEPTEMBER 2015

BY SHAWN KET



Spring has sprung and along with the fantastic weather, the Squadron is moving ahead in leaps and bounds delivering more services to members than ever, all enabled by strong trading.

I'm pleased to report that members are robustly supporting the Squadron activities across all of our business units. Trading has significantly exceeded all previous years' levels and our revenue, tracked expertly by Financial Controller Peter Coddington and the team, has exceeded our budget position by some 7.5%, year to date. In short, we are busier than we have ever been and we are delivering more services than we ever have.

Our record performance has been driven by good trading right across all of our business units:

- Member Services
- Marine Sports
- Slipway
- Marina
- Bar, Café and Restaurant
- Functions and Events
- Corporate Sponsorship
- Fuel, Property and Rentals
- Motel

Membership

Membership has grown on average by some 5% over the previous year, with strong referrals, Opening Day promotion success and leverage from corporate function visitors being some of the key contributors. We are also targeting membership growth through our goal to double the number of schools, juniors and women sailors participating at the Squadron over the next 24 months.

Opening Day of the 131st Sailing Season was again a tremendously successful and beautiful day presided over by the Acting Governor Justice Catherine Holmes.

For this year, the addition of the afternoon "Festival", which was enjoyed by hundreds of members and guests, will now become a regular part of the event. There was much on offer including the wonderful Sheldon College jazz band, wooden boat display, Boutique boat cruises, Angoves wine tasting, food tents, champagne lounge and Motorline BMW car and motorcycle display and test drives, as well as the great evening entertainment by our member band 'Incognito'. Our Restaurant was fully booked for both lunch and dinner.

Marine Sports

Activity levels are high with numerous successful regattas and cruising events including the South Pacific Laser Masters, Sail Brisbane, Queensland Youth Week, Australian Teams Racing Championships, Brisbane to Keppel (race and cruise), Brisbane to Noumea and the Etchells Winter Championship.



Our successful trading performance has enabled us to make a significant additional contribution to support our sailing activities, the vessel and sailing equipment levels and also for an additional staff member, including the hiring of a new full time sailing co-ordinator who will further support our fantastic volunteers and manage the regular weekend sailing. With our new Sailing Co-ordinator on board, our Manager, Yachting and Marine Operations, Richard

Matterson and Coach Brady Lowe will be able to give further focus to strategically growing the number of regattas and participating sailors at RQYS, ably supported by our indispensable volunteer team who we just can't thank enough for their tremendous commitment.

We are also excited by the news that we have been selected by Yachting Australia as the National Centre of Excellence for windsurfing, thus qualifying for the grant of a dozen new race boards and some 60 sails and rigs.



Various regattas are already in the calendar including Raceboard, Cherub and Sportsboat Nationals and the lead up to the 2018 Etchells Worlds. The Squadron will soon build windsurfing storage and amenity facilities at the Eastern beach and we have purchased 12 new stand up paddle boards which can also be rigged with sails thus enabling a great entry point for adult and youth learner sailors. We see this as another excellent future membership channel for the Squadron as well as being able to support a strong increase in the number of school sailors from our current nine sailing schools. Our target this financial year was to double the number of schools and we have already grown our team from seven to nine schools.

With Spring upon us, our WAGS fleet is now 40 boats strong and growing . . .



Slipway

You might have noticed that Marina Manager David McTaggart has added two new slipway bays to reduce the duration of forward bookings, which have been running at an average of 5 weeks ahead. We are experiencing continuing growth for our slipway services based on our quality team and our excellent tradespeople on site. The bays are just awaiting the final installation of screened drainage and they will be good to go. Our cost effective slip and hold overnight offering has enjoyed early take up with members, with vessels requiring a fast turnaround bottom clean and touch up, back in the water the next day. Our strong trading has enabled us to fully renovate our 'Willy' Lifter which will soon be ready for the next 25 years of service, with the slew crane also to be renovated in the coming months.

We are soon to build several new catamaran berths on "P" row to cater for the obvious growth in this vessel type so early expressions of interest are welcome and advised.

Bar, Café and Restaurant

Our excellent Winter menu designed by Head Chef Simon has been a huge success and café and restaurant patronage has never been higher. Club Manager Shelly Curtis has introduced a range of additional dining and service options including: a new café menu so that our members can get something to eat between lunch and dinner, sailor's breakfast on Saturday along with our new Monday and Tuesday evening café dining. Our clubhouse is now open with a receptionist to greet members 7 days a week, including our quiet days of Monday and Tuesday, where we have free coffee and newspapers for members and visitors to the Squadron and to our slipway to enjoy.

Our Spring menu will be strongly focussed on seafood, with fresh

oysters, Queensland reef fish and Mooloolaba king prawns on the menu regularly. We are determined to be Manly's best seafood restaurant and accordingly, will commence by ordering in limited fresh quantities, so please let us know you are coming.

Functions

Our Functions are enjoying very strong bookings, driven principally by members, corporate sponsors and suppliers to the Squadron. Function Manager Belinda Annan is also hosting increasing numbers of corporate functions which include strategic planning, leadership, team development and sales training, often also including a day of competitive or collaborative sailing in our Elliott fleet.

Corporate Sponsorships

Manager Mike Burke has attracted strong sponsorship support underpinning the success of events such as the Motorline BMW Opening Day Festival, supported by Boutique Boats and Angove's Wines and Noumea and the Keppel race, so strongly supported by Club Marine.

Fuel Property and Rentals

You will notice that we are now publishing our fuel price in our weekly online newsletter "In the Wind" for member convenience. We are seeking to offer the best possible price to our members as well as brand new pumps and our very convenient and accessible 24 hour facilities. Coming soon for members only will be significant discounts for volume purchases. We will publicise this in coming months.

Our hardstand is undergoing an overhaul and is currently being surveyed, with the view to more efficient use of space and attracting additional hard stand users. By member request, we will offer monthly fees from next month and will soon after introduce a tiered hardstand fee schedule, allowing

members to choose location / fees accordingly. Some locations will offer considerably cheaper fees than are currently available. We will fully publicise this in coming months.

Dredging

After initial testing our Dredging operations are now operating reliably and in short are progressing well. In broad terms, we have dredged about 10% of our harbour, deposited about 10% of our allocated quantum of spoil, we are meeting prescribed required Ph. and Turbidity levels and have spent about 10% of our budget. On track would be the best description. Our Dredge master Scott Middling and deck hand Jake are doing a fantastic job.

Canaipa

Canaipa caretaker Kevin has embarked on a spring clean at Canaipa with the removal of a range of stored equipment and materials "up the back" and also through the painting and repair of the amenities block. Let us know what you think when that's all done. We have not lost sight of our long term vision for Canaipa which we have published previously. This will take time with the many priorities we have but it is in the strategic plan and we won't lose sight of it.

Overall

Our Squadron is truly powering along, in good business health and looking tremendous. Feedback from members, guests and visitors is incredibly positive. With increasing membership, more services and continuously improving quality on offer to members and increasing levels of business to support those services it's no wonder that this Club is thriving. As our Squadron Vision says: The Squadron is proud of its 131 year history and is still to this day 'the place' for boaties to meet, compete and socialise.

Yours in yachting

Shawn Ket - General Manager

Flag Officers & Committee Members

Flag Officers



Commodore Ian Threlfall



Vice Commodore Mark Gallagher



Rear Commodore Barry Cuneo

Finance, Development & Marketing Committee



Dugald Henderson
Chairman

Honorary Treasurer
Board Member



Steve Best



Peter Geroff



David Healey



David Redfern

Powerboat Committee



Mick Atkinson
Chairman

Board Member



Scott Anderson



Glen Battershill



Debra Coghlan



Chris Land

Sailing Committee



John Warlow
Chairman

Board Member



Andrew Lovell



Noel Paterson



Chris Morgan



Helen Warneke

2015-2016

Membership Committee



Curtis Skinner
Chairman
Board Member



Rod Johannessen



David Lane



Michael Moore



Grant Somerville

House & Entertainment Committee



Philippa Fenwick
Chairperson
Board Member



Sarah Board



Trish Brewer



Margaret Crane



Geoff Gallagher

Works Committee



Fraser Spencer
Chairman
Board Member



John Cross



Terry Passey



Geoff Stanhope



Peter Watkins

Awards

2015 LIFE MEMBERS



**Past Commodore
Keith Anderson**

Keith has been a member since 1961 being proposed and seconded by Norman Wright and Greg Cavill.

During Mike Tyquin's term as Commodore Keith was invited to join the House Committee. Together with John Mansfield and Steve Papas they formed the highly successful Gourmet Club. Since that time, with the exception of a few years when he was away from Brisbane working and up until 2004 when he was elected Rear Commodore, his committee service, as a member of Finance, House and Powerboat Committees was unbroken.

Keith served as Commodore in 2008 and 2009.

An active supporter of Squadron events, in particular, navigation events, Keith has not missed a Myora Cup or Goodwill Cup. While always a keen competitor, his son Scott has become a more successful competitor, a subject of which he is regularly reminded.

Keith has always made himself and his boat available to assist with numerous events over many years. Congratulations, Keith!



John Crooke

Joining the then RQYC in 1953, John quickly involved himself in sailing dinghies, skippering vessels such as Trainees, Finns, Heavy and Light Weight Sharpies. He was runner-up to John Cuneo in Hobart in 1961 in the LW Sharpies for the Australian Title. John then turned the tables on his rival when he became Club Champion on their return to Brisbane.

John's yachting career has spanned ten Gladstone races (a crew member on Pagan when she won in 1964), a Sydney to Hobart and a Sydney to Brisbane.

Also a keen power boatie, John has been continually involved with navigation events since 1955. He has been a member of winning crews in

the Winter Cup, Myora and Goodwill Cups.

Always willing to lend a hand John has readily provided his boat for duties on Opening Day, staff Christmas parties to Canaipa, northern safaris to the Bunker Reef, check boat for navigation events, host boat for Squadron Balls, mother ship for Wintersun and Bay to Bay events, start boat for numerous yachting events and much more.

John was deeply involved with planning and construction of the Manly Clubhouse, serving on Committees at the time.

During John's 63 years as a member he has never lost interest or the desire for involvement in the Squadron and its future. Congratulations, John!

Commodore's Lifetime Achievement Award by Commodore Ian Threlfall

This award was created by Past Commodore Greg Clarke in acknowledgement of long standing service to the Squadron. Lynne is the third person to be acknowledged with this honour, the others being Michael Burke 2012 and Barbara Edwards 2013.

Lynne commenced in 1987 as the receptionist at Manly and over the years since has become part of the very fabric of the Squadron. Over the years the role Lynne has played

has changed with ever increasing responsibility focussing on the members and their needs.

Lynne's service is always delivered with a smile and this has endeared her to all of the members she has come in contact with.

This award was presented to Lynne at the Annual General Meeting in July 2015 in front of many members who rose to their feet as one to recognise Lynne and her achievements over the years.

We all hope Lynne continues to provide service to the membership with that trademark smile for many years to come.



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Sailing Office Winter SEASON



IT WAS A QUIET WINTER IN THE SAILING OFFICE.....

With the summer season behind us Brady and I gave each other a pat on the back and settled down to a relaxing few months with nothing much on before the 2015/16 season; if only!

The so called off-season here at the Squadron is anything but quiet; May saw the Etchells Brisbane Fleet Championship, Junior Presentation, South Pacific Laser Masters and first weekend of our own Frostbite (winter) series. In June we hosted the VXone's over the long weekend, followed by heat two of Frostbite, Senior Presentation, Powerboat and Cruising Presentation; Heat 1 of The Boutique Boat Company Brisbane Etchells Winter Championship and the first of the big five Sail Noumea 2015 before the Australian School Team Racing Championship spanned the end of the month into July. The first week of July saw Queensland Youth Week and then Sail Brisbane before we reverted back to keelboats with the XXXX Gold Cup in mid July and the final event of our 2015 quinella Brisbane to Keppel Tropical Yacht Race; more heats of the Frostbite series and the 2nd Boutique Boat Company Etchells Winter Championship weekend; before we finished off the Frostbite series with a final round in early August.

Interspersed with all this have been numerous training and coaching sessions; an off-season planned maintenance of the club owned Elliott's and a half-life refurbishment of 'Girdis' one of our hard working support boats.

None of the above would have been possible without the support and assistance of a large group of volunteers and I encourage all sailors to remind the volunteers of how much they are appreciated whenever they see them.

Opening Day of the 131st Sailing Season was programmed as a single non-pointscore race for all competitors before the 2015/16 Summer Season kicked off in earnest on Saturday 5 September for Etchells and Off The Beach classes and the following day for Division Yachts.

RESULTS

VXONE MIDWINTER CHAMPIONSHIPS

- 1st *Weapon of Choice*
(Fred Kasperek)
- 2nd *Ovi One Kenobi* (Alan Moffatt)
- 3rd *The Beast* (Michael James)

SAIL NOUMEA 2015

Line Honours:
Beau Geste (Karl Kwok) Hong Kong
2 days 43 minutes 6 seconds (new race record)

IRC:

- 1st *Beau Geste*
- 2nd *Kerumba* (Tam Faragher)
- 3rd *Pretty Woman* (Richard Hudson)

ORCi:

- 1st *Kerumba*
- 2nd *Pretty Woman*
- 3rd *Patriot* (P/Cdr Tony Love)

PHS:

- 1st *Beau Geste*
- 2nd *Kerumba*
- 3rd *The Banshee* (Rob Francis)



The pineapple is a customary finishing gift in the Brisbane to Keppel Race courtesy of Keppel Bay Marina.

AUSTRALIAN SCHOOL TEAM RACING CHAMPIONSHIP

- 1st The Hutchins School (Tasmania)
- 2nd Iona College (Queensland)
- 3rd The Friends School (Tasmania)

GIRLS:

- 1st Ascham (New South Wales)
- 2nd Canberra Girls Grammar (ACT)
- 3rd Fahan (Tasmania)

QUEENSLAND YOUTH WEEK

Open Bic:

- 1st *Gas Bag* (Kristen Wadley)
- 2nd *TBAA* (Joshua Van Roon)
- 3rd *Bixciting* (Talia Bulstrode)

Sabot 2 Up:

- 1st *Predator*
(Maxwell Yoshida & Edwin Yoshida)
- 2nd *Mustang*
(James Beveridge & Byron Hay)
- 3rd *Get Serious*
(Seisia Mair & Ava Brew)

Sabot:

- 1st *Wobbly Boot* (Will Bridge)
- 2nd *Lambourdi* (Helena Lambourne)
- 3rd *Wedgewood* (Brendan Crisp)



QUEENSLAND YOUTH WEEK

continued....

Optimist Intermediate:

- 1st Charter Boat (George Lee Rush)
- 2nd Whirly (Pearl Twomey)
- 3rd Finlay (Finlay Crafter)

Optimist Girls:

- 1st Missy Moo (Shannon Dalton)
- 2nd Stay Flat & Keep Calm (Ashleigh Swadling)
- 3rd Get Sirius (Mina Ferguson)

Optimist Open:

- 1st Chippa (Otto Henry)
- 2nd Archernator 3.1 (Archie Cropley)
- 3rd Splash (Marcello Torre)

Flying 11:

- 1st Hammertime (Tom Dawson & Brin Liddell)
- 2nd 392 (Thomas Steenson & Aimee Gallaway)
- 3rd Oscar (Jed Fatches & William Burt)

Bic Techno:

- 1st Sticks (Jock Calvert)
- 2nd Miss Myflare (Alex Halank)
- 3rd Ferg's Machine (Fergus Charles)

Laser Radial:

- 1st Infinity (Finn Alexander)
- 2nd Steve (Conor Nicholas)
- 3rd Caporn Young (Alistair Young)

Laser 4.7:

- 1st The Nuke (Zac Littlewood)
- 2nd Fast Forward (Jack Littlechild)
- 3rd 202712 (Campbell Stewart)

29er:

- 1st Objective (Kurt Hansen & Jim Colley)
- 2nd Ooosh (Kyle O'Connell & Tom Siganto)
- 3rd Hot Koolade (Annabelle Davies & Hayley Clark)

Hobie 16:

- 1st Jeff (Will McKenzie & Patrick Butler)
- 2nd TBA (Kyle Fortier & Bonnie Butler)
- 3rd Not Related (Lachlan White & Ethan White)

420:

- 1st Two Little Blossoms (Laura Harding & Haydn Harding)
- 2nd Beast Mode (Nia Jerwood & Lisa Smith)
- 3rd Crush (Charlotte Griffin & Chelsea Connor)

SAIL BRISBANE

Kiteboards:

- 1st 41 (Jalen Andreatta)
- 2nd 27 (Mathew Vandervoort)
- 3rd 9 (Max Taylor)

Open Allboats:

- 1st 1 To Get Ready (John Campbell & Lea Foster)
- 2nd Seabiscuit (Andrew Lovell)
- 3rd Thrust (Seamus Byrt & Fraser Platts)

125:

- 1st Nikita (Lily Geck & Ella Mckie)
- 2^{ns} She Waits For No Man (Helena Lambourne & Tanika Robba)
- 3rd Tic Tac (Ariane Saroch & Meg Cox)

International Moths:

- 1st Gen Y (Matthew Chew)
- 2nd Cassuis (Charlie Wyatt)
- 3rd Starscream (Robert Pearson)

Optimist Intermediate:

- 1st Jolly Roger (Lizzie Shapland)
- 2nd Angus (Angus Crafter)
- 3rd Finlay (Finlay Crafter)

Optimist Girls:

- 1st Stay Flat & Keep Calm (Ashleigh Swadling)
- 2nd Missy Moo (Shannon Dalton)
- 3rd Alice Buchanan (Alice Buchanan)

Optimist Open:

- 1st The Green Machine (Tom Green)
- 2nd Aquaboy (Hamish Thorne)
- 3rd Rallar (Ryan Littlechild)

Flying 11:

- 1st Intrepid (Joshua Sloman & Mitch Miller)
- 2nd Feel Good (Scott Whitehead & Mathew Sloman)
- 3rd Supersonic (Benjamin Roxburgh & Max Hateley)

RS:X

- 1st 254 (Joanna Sterling)
- 2nd 1199 (Lara O'Brien)
- 3rd 63 (David Sterling)



SAIL BRISBANE *continued....*

Laser Radial:

- 1st *Infinity* (Finn Alexander)
- 2nd *Marge* (Jordan Makin)
- 3rd *Mr Pipeline* (Noah Taylor)

Laser 4.7:

- 1st *The Nuke* (Zac Littlewood)
- 2nd *145560* (Lachlan Grimwade)
- 3rd *Fast Forward* (Jack Littlechild)

Laser Standard:

- 1st *N/A* (Daniel Self)
- 2nd *193150* (Angus Barker)
- 3rd *Ummm I Don't Know* (Daniel Best)

29er:

- 1st *Hot Koolade*
(Annabelle Davies & Hayley Clark)
- 2nd *Furry Tractor* (Tom Stivano)
- 3rd *Amnesia* (Hugo Hamilton)

Hansa Access 303:

- 1st *2213* (Jacob Williams)
- 2nd *2202* (Sonja Gilmore)
- 3rd *Possum* (John Allison)

RQYS FROSTBITE SERIES

Senior Dinghies:

- 1st *202598* (Dan Self)
- 2nd *Hello Buoy*s (Annie Eastgate)
- 3rd *Brizo* (Tom Needham)

Junior Dinghies:

- 1st *Fire Fly* (M & L Rogers)
- 2nd *Supersonic*
(B Roxburgh & M Hateley);
- 3rd *Intrepid* (J Sloman & M Miller)

Sailboards:

- 1st David Sterling
- 2nd Robert Smith
- 3rd Emma Baillie

BRISBANE TO KEPPEL TROPICAL YACHT RACE

Line Honours:

- Alive* (Phillip Turner/Duncan Hine)
- 1 day 13 hours 29 minutes 35 seconds

Race Record:

- Wild Oats XI* (2011) 1 day 22 minutes 20 seconds

IRC & IRC Div 1

- 1st *Alive*
- 2nd *After Midnight* (G & M Tobin)
- 3rd *The Goat* (B Foye)

IRC Div 2:

- 1st *Corum* (Todd Anderson)
- 2nd *Corrobboree*
(Robbo Robertson)
- 3rd *Drakes Prayer*
(Rod Johannessen)

PHS:

- 1st *Alive*
- 2nd *Runaway* (Drew Carruthers)
- 3rd *After Midnight*

PHS Div 1:

- 1st *Alive*
- 2nd *After Midnight*
- 3rd *The Goat*

PHS Div 2:

- 1st *Runaway*
- 2nd *Corum*
- 3rd *Corrobboree*

ORCi:

- 1st *Alive*
- 2nd *After Midnight*
- 3rd *Runaway*

ORCi Div 1:

- 1st *Alive*
- 2nd *After Midnight*
- 3rd *The Goat*

ORCi Div 2:

- 1st *Runaway*
- 2nd *Corrobboree*
- 3rd *Synchronicity* (Kingsley Fletcher)



XXXX GOLD CUP

IRC:

- 1st *The Fat Controller* (Victoria Pryce)
- 2nd *Gauntlet* (Clayton Debenham)
- 3rd *Corum* (Todd Anderson)

PHS:

- 1st *Gauntlet*
- 2nd *Immigrant* (David Rose)
- 3rd *Mayfair* (James Irvine)

ORCi:

- 1st *Bobby's Girl* (John Leman)
- 2nd *Mr Kite* (Andrew Northcott);
- 3rd *Drakes Prayer* (Rod Johannessen)

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- 2nd *Land Rat* (John Warlow)
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Regatta 2:

- 1st *Gen XY* (Matthew Chew)
- 2nd *Karabos* (Paul Garaty)
- 3rd *Waterloo Too*

Regatta 3:

- 1st *Gen XY* (Matthew Chew)
- 2nd *Iris IX* (Peter McNeill)
- 3rd *Fifteen +* (David Clark)

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- Land Rat* - 49 points
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- Waterloo Too* - 84 points

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2015 Finn Masters World CHAMPIONSHIP

BY DARREN GILBERT



I have recently returned from the 2015 Finn Masters World Championship held in Kavala in Greece, and had such a great time I thought I must write a report on this fantastic event for the Mainsheet.



Kavala is a busy port town in the north of mainland Greece, an hours flight from Athens and approximately 120 kms east of Thessaloniki. I often think that is one of the fabulous facets of sailing, that it often takes you to places that you would otherwise miss out on ever seeing.

The Finn Masters World Championship for Finn sailors 40+ is an annual event held mostly in European locations. The age categories range from 40 to 50 years (Masters), 50 to 60 years (Grand Masters), 60 to 70 years (Great Grand Masters), and 70+ (Legends). There is even talk of creating a new category (80+ Super Legends)!

This event may sound like a grey army gathering for some leisurely sailing around the buoys, however there are some very big names in the entry list including many

previous Olympians and World Championship winners. The racing is highly competitive, but with fabulous comradery on and off the water, with the location offering a fantastic social calendar. Even after just 2 years competing in this event I have made some wonderful friends from all corners of the Finn sailing world, and through social media we follow each other's sailing activities and look forward to catching up again next year, which will be held at Lake Garda, Italy.

Finn sailing in Europe is still very popular and regattas well attended, with the Masters Worlds attracting over 200 sailors each year. Last year was my first Finn Master Worlds held at Sopot in Poland which had 240 entries; this year at Kavala in Greece the numbers were down slightly at 210.

Finn sailors are expected to be 'big lads' pushing the 100 kg mark, however most of the European Finn sailors are much lighter than that, mostly sailing on inland lakes and have sailed Finns most of their lives. This makes them very competitive in the lower wind ranges, but once the wind and waves pick up the bigger guys start moving to the front of the fleet.

The 200+ fleet is broken down into 2 fleets with random selection, so the fleet sailed can change daily. Competitors still must start with over 100 other Finns on the starting line so large fleet strategies are useful, and clear air off the line imperative to have any chance of a good result. This year proved to be a very difficult regatta, with the wind very light and shifty, combined with lumpy seas which made for a very challenging race track. The



Finn Masters wind strength 'guideline' is no racing under 5 kts or over 20 kts, but this is quite arbitrary with the final decision left to the race committee whether racing continues on the day. This year we raced in drifters, and last year 25-30 kts so at the end of the day is up to the individual if they want to continue racing or not.

Despite the challenging conditions Kavala was a tremendous venue, with the locals incredibly friendly and welcoming. As always with these European locations it is fun to explore the town to find the local hidden gems offering unforgettable dining and entertainment experiences, and Kavala certainly did not disappoint.

The Aussie Finn Masters contingent this year had nine competitors, with myself the only Queenslander, one NSWelshman, with the remainder from Victoria. I had the pleasure of meeting Paul McKenzie, who represented Australia in the Finn class in the 1996 Atlanta Games where he placed 7th. Paul has just turned 40 and is now enjoying the Finn Masters racing, and finished 15th at this year's event, showing the calibre of the fleet. Paul commented how surprised he was with the quality of the Masters fleet racing.

An incredible result was that of Henry Sprague from the USA, who won the Finn Gold Cup world championship way back in 1974, and now competes in the 'Legend' category. Henry finished in 11th position overall, one spot from competing in the top 10 medal race on the last day. Henry

is the comedian of the fleet and we were all very happy for him on his achievement.

For myself, this regatta is all about enjoying the event, the people, the location, and to achieve the best result possible. I had my sights set on a top 50 result this year to improve on my 84th place last year, but managed a 76th place overall with a best individual race result of 18th on the windiest (10 kts!) day in the mix. I'm happy with the result considering the very light conditions, knowing that I could do better with a bit more wind, but as always that's in the lap of the gods.

The Finn is quite technical to set up correctly and surprisingly sensitive to trim on the water and are a beautiful boat to sail. If anyone at RQ is interested in knowing more about the Finn feel free to come and say hello in the boat park, we are more than happy to share information about the class and of course very keen to build the fleet in Brisbane.

Roll on Lake Garda 2016!



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ISAF Team Racing World CHAMPIONSHIP

BY GEORGIE COSTIN



Rutland Sailing Club, Great Britain, recently played host to the ISAF Team Racing World Championships held on Rutland Water. The Royal Queensland Yacht Squadron was proudly represented by the Australia II team with a further 17 teams, representing nine nations, competing fiercely over four days. Despite cancellation of the final day of racing, spectators and competitors were treated to over 430 races in the Firefly dinghies.

The competition between the United States and Great Britain was particularly impressive with the USA 1 team taking out the Open championships on the final day. This was complemented by the USA Youth 1 team also winning the Under-19 competition.

Team racing at this level was something that few of the Australian contingent had

experienced before but we were nonetheless a match for all but the best of the competing nations. The fervour and intensity of competition however did nothing to dampen the festive mood that is characteristic of team sailing regattas. Team Sailing legend Steve Tylecote was ever-present to provide pearls of wisdom on the Firefly dinghy or his take on the racing from the commentary position.

On the 4th and final day the fleet was broken up into a gold and silver fleet: AUS I just making the cut for the gold fleet, while the other two Australian teams were left to battle it out for bragging rights in the silver fleet. The three Australian teams, AUS I, II and III finished 8th, 12th and 16th respectively, marking a solid result given the limited exposure to world class teams racing the skippers had experienced.

A visit from Her Royal Highness The Princess Royal capped off a wildly successful regatta which, although we did not win, proved to be an amazing experience for all involved. The quality and enthusiasm of the teams highlighted the excitement that the sport generates across the world, especially in Great Britain and the United States. With another world championship scheduled for 2017, we look forward to another fantastic opportunity to experience international team sailing at its finest.

Photo: 'The Team' from left - Max Buckley, Nick Buckley, Brook Gulhane, Georgie Costin, Harry Lamb, Matthew Lakis and Alex Burrell



July 1995, the Iron Baron aground on Hebe Reef, northern Tasmania



June 2007, the Pasha Bulker aground at Nobby's Beach, Newcastle



April 2010, the Shen Neng I aground near Great Keppel Island

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Sail Cruising Brisbane River & XMAS IN JULY

BY PETER HULME & MIKE GIBSON

The weather was looking quite interesting for the planned June long weekend cruise to Tangalooma and the Sandhills. The westerlies prevailing during the week were expected to be blown away by a fresh southerly change coming through on Friday night, followed by south-easterlies later on Saturday. We were all looking forward to an exhilarating sail to Tangalooma on Saturday followed by a calm night in the lee of Moreton Island.

So - the weather doesn't always play ball with our plans and it was clear by Thursday morning that the south-westerlies would continue into Saturday, at times getting into the Strong Wind Warning range.

We sailors who cruise the waters of Moreton Bay are so lucky to have a great variety of alternatives to cater for different weather patterns, but a southwester does pose a few challenges. The Canaipa anchorage was already on the schedule for a future event, so the best remaining option was a cruise up the Brisbane River.

With the southwester blowing freshly on Saturday morning, as predicted, and a strong wind warning issued for the northern part of Moreton Bay, we had 13 yachts depart Manly bound for the River. Most boats had a delightful sail northwards in

the calm waters behind Green Island, then St Helena and Mud heading for the channel in the general vicinity of the Coffee Pots. The radio sked at 1110 found all boats well, though shortly after the sked there was one retirement due to engine issues.

Monitoring Channel 12 going through the Port area proved helpful as there was a bit of ship movement during the day. All boats duly anchored at Northshore Hamilton in the vicinity of the beach and barbecue area. For cruisers who aren't familiar with this location, there is ample room for a couple of dozen boats to anchor along the shore in water of three to ten metres over good holding mud. The little beach is ideal for dinghy landing (except at dead low tide when there are exposed rocks), and the barbecue area, though very popular in summer, is usually pretty vacant in winter. Some of us had anchored prior to the departure of the cruise ship, *Pacific Dawn*, at 1400, but others had to ensure they gave her a wide berth as they approached the anchorage.

Saturday night saw all participants ashore for a get together/barbecue at the park, followed by a Sunday breakfast ashore at the Northshore Riverside Café. The café can only be highly commended for its excellent service and its

capacity to handle a bunch of yachties spread around a very long table.

The Sunday activities were planned for us to split into two groups, with the eastward group heading off on board *Aurora* to 'History Alive' where they enjoyed a tour of the replica 15th century caravel, *Notorious*.

The westward group travelled upstream to sightsee along the river as far as the Captain Cook Bridge (a bit of a showstopper for yachts).

The upriver group received a visual treat after anchoring off the Gardens in the City, when a suite of very smart looking powerboats cruised past heading downstream. Their RQYS burgees soon told us it was the Power Cruising Group returning from their long weekend cruise further up the river.

At the end of the day both Sail and Power Cruising Groups anchored at Hamilton/Colmslie (on both sides of the river) which is an indication of just how much space there is.

The Sail Cruisers enjoyed a pot luck dinner on Sunday night with participants spread around on four 'host' boats. From all accounts it was great night with a lot of socialising and story-telling.



At 8am the next morning, we were again dwarfed by another cruise ship – this time, the *Sun Princess*, as she headed up river to the Cruise Terminal.

On Monday morning a few of the group ventured ashore at Colmslie Beach Reserve for morning tea while others departed early for the trip down

river. By lunchtime, all the boats had departed the anchorage and were heading back to Manly. All successfully avoided getting caught up in the active shipping traffic around the Port. There was not much wind for the sailors but some boats persisted with a slow sail home just to enjoy the wonderful sunny day that is typical of Brisbane's winters.

The RQYS Sail Cruising Group activities are open to all RQ members and anybody interested in coming along to any event will always be most welcome. For details please email Jenny at cruisinggroupchair@gmail.com.



Xmas in July at RQYS Canaipa

Xmas in July this year was well attended despite the forecast for strong winds. The die-hards still ventured to Canaipa with rather good conditions on the day after all. With 16 yachts and 43 crew the event was still well patronised. Thanks goes again to Kevin who had the marquee up and set for us.

Curllew travelled down late Friday evening so we could get just off the pontoon early in the morning. With the anchor set we reversed our transom to the pontoon to offload the music equipment, four large PA speakers, stands and guitars had to be carried up to the marquee for the live music. Jane and Karen in the meantime dressed the venue with Xmas trimmings. By 1500 the tables

where all dressed and the trimmings in place.

1600 we began the traditional sundowners, with most of the participants dressed in their 70/80's Rock Star outfits. It was a star studded event with, Angus Young from AC-DC, the Abba girls, Cindy Lauper, Kiss, Duran Duran, Village People, Jimmy Page and Jon Bonjovi just to name a few.

1630 the Xmas present extravaganza began, the swap of the presents had its usual flurry, but once they had been swapped three times you could claim ownership, many of the seasoned players had their strategy in place to work the room and secure anything they could that had already been swapped twice.

1800 Kevvy served his Xmas roast and afterwards his fantastic apple crumble and ice cream was enjoyed by all the guests.

1900 *Incognito* started the live 70/80's music which quickly had everyone dancing, Angus Young (Col) demonstrated his guitar moves and Tracey joined the band for her guitar number.

Sunday Kevvy served up his big breakfast and the group relaxed and shared the stories of the night before. The wind was perfect for a great sail home.

The River Anchor

a Four Month PROJECT

BY IAN HILEY



The Anchor, now in pride of place, at the entrance to the Squadron & Mr Ian Hiley who kindly donated the anchor.

A request from our Groundsman, Eric Matthews, for a large anchor to be used as the centrepiece of a new garden he was creating just inside the Squadron's grounds, resulted in this beautiful specimen being donated by Mr Ian Hiley. Whilst Mr Hiley is not a member himself he is a good friend of several Squadron members.

Below are Ian's recollections of his discovery of the anchor and subsequent retrieval.

It all began with scuba diving and an insatiable interest in what lies in and under the water.

In this instance it was the Noosa River, a long favoured recreational haunt of the family where the occasional lost anchor was retrieved and usually passed on to one of the hire boat operators. A chance remark from a local fishing mate alerted me to grape vine talk about an anchor, said to be, of substantial proportion being swallowed by

the river. That comment captured my interest and led me to vary my recent local diving from random search to a more controlled grid style pattern.

Several months later with search focussed upon the lower reaches I did eventually encounter a visible part section of what looked to be a very large anchor. I could see only one fluke with a small segment of arm, that in itself being a potential marine hazard. However it sent a message of extraordinary size, one way beyond expected requirement for use in the river. I was later to consider retrieval with a dream to utilise it as a garden feature at my residence should I be successful. Well, I was no salvage expert but I gave it a try. I applied my amateur talent weekend after weekend amidst frustrations beyond imagination, and confronted seemingly endless difficulties which might explain why it was abandoned in the first place.

Wanting to see the entire object, I planned to raise it sufficiently from its mud coffin by harnessing a 44 gallon drum to the fluke, letting the rising tide do the lifting work. That attempt failed and did so again with a second drum. It was simply too heavy and with too much grip to let go. Adding further drums along with some digging eventually resulted in the shank being fully exposed at high tide but only to a point where either one fluke or part of the stock remained sufficiently embedded as to prevent movement to deeper water.

The Noosa River due to the lakes system has only a small tidal range which limits the height to which lifts may be achieved. Each tide of each day saw the anchor rebury so that each weekend was a case of start afresh. Furthermore, the monthly tide cycle of king and neap tides did not align well with activities limited to weekends and failure at a king tide period meant waiting a month for the next attempt when better lifting opportunity was offering.

Driven to distraction, I realised my efforts might be rewarded if I could prevent the anchor re-burying – this would then allow opportunity to make the lift with shortened chains from higher starting points.

Easter 1970 offered a four day period when a do or die effort could be made. Following a lift made during the rising tide a number of stair treads were placed on the river bottom under the shank so that when the tide was ebbing the anchor would hopefully lay upon a platform rather than become re-submerged in the muddy river bottom. At low tide the lifting chains were then shortened and the drum raft grown to 5 x 44 and 1 x 14 gallon drums. Eventually at the top of a flood tide the anchor was sufficiently freed to allow movement to deeper water, only to encounter further problems.

The tug boat was but a small cabin cruiser powered by a 4 cylinder car motor. It was like a single tug on the Queen Mary – a raft of drums like a bunch of grapes suspending a huge dead weight and being towed against the outgoing tide. Without power and thrust, the very second the tug deviated one degree from destination, the vessel would lose steerage and be swept sideways.

Perseverance prevailed and we made it to the old Town Wharf where the raft was moored until I could arrange with the local garage to attend with their old style tow truck to lift the anchor out of the water. The drums of course were in the way and required removal, so back into the scuba gear, attach the line, and progressively remove the drums.

A large crowd had gathered and there were rather interesting comments as to what may be beneath the surface. Gradually taking more and more strain, as the final drums were released the front wheels of the tow truck rose a metre in the air and the anchor did not reach the surface. That problem was promptly overcome by a number of willing men climbing on the front of the vehicle and the anchor finally bid its farewell to the Noosa River.

The truck with bodies as ballast was driven via the bridge over Lake Doonella entrance and along the Esplanade to be deposited on the lawn at father's residence. There it sat for weekend removal of rust scale and to receive preservative coating.

The anchor was later trucked to my residence in Brisbane and has remained there for 45 years as an unfulfilled dream.

Provenance of the anchor is unclear as the sheer bulk of the item and the insitu position within a small and relatively shallow river system must cast some doubt on necessary reason for its use. My further inquiries have pointed only to its likely use as a dead pull point in positioning or securing barges used in recovery and transport of gravels within the river and lake system.

The anchor has been lovingly cleaned and painted and now takes pride of place in Eric's new garden just inside the entrance gates to the Squadron.

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Powerboat Cruising GROUP

BY IAN SIMEON

After a sensational time on the Keppel Rally, as seen in the pictures, we have now set the calendar for the next season.

3-5 October - Our Power Cruisers of the Year, Deb and Jan from *MJ*, are our cruise captains for the next event. They have booked **Couran Cove** for the long weekend being, of course, the NRL Grand Final.

In November we have two events:

7-8 November - **Goodwill Cup**: I appeal to all cruisers to come along and have a go at navigation. We need to rescue the Goodwill Cup from Southport Yacht Club and return it to RQYS, there is plenty of help on offer if you wish to learn. We end up at Canaipa for a great evening dinner and breakfast the following day.

21-22 November: Cruise Captains Mick and Jenny from *Sweet Thing* will take us to **Tangalooma**, providing the weather suits.

11th December: We will be having a combined **Christmas Party** with the Sail Cruising Group at RQYS Manly. This is sure to be a fantastic night. Please come along and enjoy the great company.

Photos by Christine Bickley



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Opening Day of the 131st Yachting Season

Photos by Luke van Der Kamp



Gallipoli and the Squadron Members WHO SERVED

BY MALCOLM RERDEN (Part Two)



In the Autumn edition of Mainsheet I recounted the story of two Squadron members who served at Gallipoli in 1915. Archibald Jacob was a stretcher bearer who spent three months there and was evacuated in July 1915 due to illness. Leslie Collin was an infantry officer who died at Quinn's Post on 10 May 1915 and lies there somewhere in an unmarked grave.

The Gallipoli campaign can be broken into three phases – the first phase includes the landings on 25 April and goes through to the end of July 1915. Essentially both sides had fought themselves to a standstill by late May and had resorted to extensive trench systems which further contributed to the stalemate.

The second phase is commonly referred to as the August offensive and covers the period August to October 1915 when a new landing of British troops took place at Suvla Bay. This landing to the north of the Anzac area was supposed to open up the left flank and relieve the pressure on the Anzacs. The third phase from November to December 1915 covers the withdrawal and evacuation from the peninsula.

This article will tell the story of two other Squadron members, one who played a significant role in the final evacuation of the Anzacs and the other who bravely led a company of infantry in some of the heaviest fighting of the August offensive.

During the first phase Club member Herman Cannan came ashore on 7 May 1915. Captain Douglas Herman Cannan, known as Herman to family and friends, was a 35 year old single accountant who was secretary and manager of the Brisbane Metropolitan Fish Board. He was a company commander in the 15th Battalion, which was commanded by his younger brother Lieutenant Colonel James Cannan. Herman's time at Gallipoli was like many others, he was sick in hospital for two weeks in June and heavily bombed in July, concussed but not wounded. The second phase August offensive would see Herman Cannan in the very thick of things, as the 15th Battalion was part of Monash's 4th Brigade and along with a New Zealand brigade and an Indian brigade they were to attack to the north of the Anzac positions towards Chunuk Bair in support of the landings at Suvla Bay.

Herman Cannan commanding 'A' Coy was to provide the advance guard for Monash's Brigade; his company would lead the night march and secure the forming up place from which the Brigade would launch its attack. During the advance in the early morning of 7 August large enemy forces were encountered and both of the lead companies were used to clear the enemy from the route. 'A' Coy pushed on then and gained some three to four hundred yards, fighting every inch of the way and in this hand-to-hand fighting several of Herman's men were wounded.

The advance came to a standstill and efforts were made to dig in

with dying Turks and Australians lying amongst the living. With mere scrapings in the ground for protection they remained under enemy fire all the day of 7 August waiting to resume the attack that night. At 2 am on 8 August the 15th Battalion commenced its assault, but unfortunately was moving up the wrong ridgeline. 'B' Coy on the left flank met tremendous machine gun fire and in an effort to preserve this flank, Colonel Cannan immediately ordered two platoons of 'A' Coy to assist 'B' Coy in that sector. On receiving his brother's order Herman Cannan led the two platoons as they moved to help 'B' Coy. The 15th Battalion history published in 1948 records that "in performing this movement it is presumed that Captain Cannan was killed." Like his Club mate and fellow 15th Battalion officer, Leslie Collin, Herman Cannan has no known grave.

The last Club member to serve at Gallipoli can only be described as extraordinary. Thomas Arthur Bond was a single 50 year old Royal Australian Navy (RAN) Reserve Lieutenant from Hamilton when war broke out and he commenced service with the Navy in August 1914. In September 1914 he was part of the Australian Naval and Military Expeditionary Force sent to German New Guinea to seize the colony and deny the German Pacific Squadron a safe port. For his service during this operation Thomas Bond was appointed to the Distinguished Service Order (DSO), for an officer the DSO was second only to the Victoria Cross for gallantry in the face of the enemy. His citation reads in part "on 11th September, 1914, during the attack upon the wireless station, Bita Paka, New Guinea, Lieutenant Bond displayed conspicuous ability and coolness under fire in leading his men . . .". The attack was successful and Bond was personally



Photo - Courtesy of the Australian War Memorial - Gallipoli at the time of evacuation

responsible for the capture of over thirty German and native troops.

Having returned from New Guinea late in 1914 Thomas Bond was finding it difficult to gain a position with the Navy that would allow him to see more action. So on 24 February 1915 he joined the Australian Imperial Force (AIF) as an Army officer to ensure he would go overseas. He left Australia in June 1915 as an Army member of the RAN Bridging Team. This small unit provided boat, lighterage and dock support to the force at Anzac Cove and by July 1915 Thomas Bond

was operating ashore and exposed to the sniper and artillery fire that still threatened the beach areas. His most important work would be during the final phase of the campaign, the evacuation.

The evacuation of the Anzac area of Gallipoli is still considered one of the most successful withdrawals in modern times. To evacuate over 30,000 troops whilst in direct contact with the enemy and to not lose one man is incredible. Central to the very detailed planning and execution of the operation was the RAN Bridging Team, as each

night for weeks they would ferry men, stores and equipment away from Anzac Cove and North Beach. It must have been nerve-racking work, particularly in the last week, wondering each night if the Turks would work out what was going on and launch a major attack. For his work during the evacuation Thomas Bond was recognised formally with a mentioned in despatches citation. In 1916 Thomas Bond was transferred from the AIF back to the RAN Reserve and in 1917 he was promoted to Lieutenant Commander. He finished the war at that rank and did not return to Australia until January 1920 at the age of 55.

So the Club had a member go ashore at Gallipoli on 25 April and another member who was probably one of the last to leave on 20 December 1915. Sadly, two club members would never leave, having died leading their men in the most dangerous of circumstances. They live on as part of the Anzac legend; I would hope they live on as honoured members of the Royal Queensland Yacht Squadron who did their club proud.



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Hamilton Island Race Week

a Cruising Multihull

SAILOR'S PERSPECTIVE

BY WARREN KERSWILL



Hamilton Island Race Week 2015 was an outstanding sailing and social event with 202 entries, including 31 multihulls. Alan and Cat Hunter entered their Seawind 1160 *Talisker* in the Cruising Multihull division, which had 18 entries, including well known production cruising multihulls Catana, Fontaine Pajot, Lightwave, Leopard, Lagoon and Montebello as well as fast cruising catamarans designed by Chamberlain, Jenkins and Crowther. Seawind was well represented with three 1160s and one 1000XL.

Owners Alan and Cat had regular *Talisker* WAGS crew member Nick Freeman on board as well as inviting Warren and Debbie Kerswill (Seawind 1160 *Phase 2*) and former Seawind owner Len Peers (Seawind 1000XL *Peer Pressure*) to join them for the week.

Based on the Cruising Multihull division entry list Team *Talisker* had hopes of a top five finish. Race one was a 22nm race around Long Island, starting and finishing in the Dent Passage at the magnificent Hamilton Island Yacht Club clubhouse. Our downwind start in the SE 15-20k

wind was less than perfect with the spinnaker launched without the sheet attached to the clew. This was quickly resolved and the spinnaker set only to observe the rest of the fleet sailing a different course to the one we were planning to sail. We quickly rechecked the course, dropped the spinnaker and set off after the fleet. By the finish we crossed the line in third place and scored second on performance handicap. Race Week was off to a good start for us.

Races two and three were again 'around the island' races sailed in fair breezes and reasonable tides enabling *Talisker* to finish second across the line in both races and second and fifth on performance handicap. By the half way mark in the series *Talisker* was leading the pointscore from the improving Seawind 1000XL *Cerulean* and the huge Lagoon 62 *Bundalong*.

Race four was the first start for the Cruising Multihull division on the east side of Hamilton Island. There was a good sailing breeze, SE 15-20k and with all 202 boats in the vicinity of the starting area it was very congested. The Multihull Racing division started

ahead of us and there were two serious collisions at their start. Firstly the small fast trimaran *Carbon Credits* and the big 57ft catamaran *Earthling* collided, resulting in a one metre section off the starboard bow of *Carbon Credits* being sliced off. Both boats retired from the race. Then the well raced South Seas 50 *Fantasia* collided with a Jeanneau 53 monohull, severely damaging the port bow of *Fantasia*, who retired.

Thankfully the Multihull Cruising division was last fleet away. The windward start was a new challenge for all competitors and again *Talisker* was well away with a clean start at the committee boat end of the line. We sailed upwind to Sidney Island off Lindeman Island before a fast spinnaker run across the Whitsunday Passage to Pine Island, weaving our way through the monohull divisions which started ahead of us. The finish was again in the Dent Passage with yachts from all divisions tacking their way to the line against the wind and tide. *Talisker* was fourth across the line behind the very fast Jenkins designed *Kestrel*, then the Crowther, *Saskia* followed by the Chamberlain,



Storm Bay. The handicapper now had our measure, with *Talisker* sixth on performance handicap.

Race five was the 'navigator's choice race', with a downwind start in Dent Passage, before a beat south in the Whitsunday Passage to Isolated Rock near Pentecost Island and a run home either east of Hamilton Island through the tricky Fitzalan Passage or west of Dent Island down the Whitsunday Passage. Most of the Cruising Multihull division chose the east of Hamilton Island course. Our best point of sailing in Race five was catching and passing the *Catana 59 Cap Rocat* while tacking to the finish in Dent Passage to finish third across the line. *Talisker* placed seventh on handicap and was now second overall in the pointscore.

The last race of the series, race six, 'the Lindeman Island race' started at the eastern start area in light southerly breezes of 10k and rain. Thankfully the Cruising Multihull division was first fleet away beating south to Dalwood Point on Lindeman Island, before a reach down the Kennedy Sound to Spitfire Rock and a run home via the Whitsunday Passage. *Talisker* was again well away starting at the committee boat end of the line and close on the heels of the fast *Kestrel* all the way upwind.

The run home through the Whitsunday Passage saw *Talisker* under its big light blue running spinnaker passed by the fastest of the racing multihulls and several of the big monohulls, including close encounters with *Wild Oats X* and *Alive*. *Talisker* crossed the Dent Passage finish line in third place just

as the southerly breeze started to fade out and along with it the hopes of the other cruising multihulls still on the race course. When the results were posted *Talisker* was placed first on performance handicap.

The overall handicap pointscore for the Multihull Cruising division placed *Talisker* (Seawind 1160 RQYS) first, *Cerulean* (Seawind 1000XL, CYCSA) second and *Misty Sea* (Montebello 12.5, EFYC) third. This result rewarded Alan's thorough preparation of his boat and *Talisker's* consistency on the race course. Race Week finished with a very enjoyable presentation function at the Hamilton Island Convention Centre with entertainment by the well known group Mental as Anything.

Thanks to Alan and Cat Hunter for inviting Debbie and me to participate in this great sailing and social event – Hamilton Island Race Week 2015.

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The Grey Ghosts' of Aitutaki

BY PETER TYQUIN

'YOU'RE BEING TOO WRISTY!'

All morning I had been coached and corrected by our two guides on what to do right and what I was doing wrong. There was lots to remember. 'Point the rod down.' 'Keep your elbow in.' 'Keep your elbow straight.' 'Don't stand on the line.' 'Too high.' 'Too hard.' 'Slowly.' 'Quickly.'

On and on it went. Now my brother Chris was chiming in by telling me I'm 'being too wristy!' What the hell did that even mean? My frustration level had gone from a gentle simmer to a furious boil and the input from yet another 'expert' was not helping.

We'd been at it for hours. A whole morning spent slowly and silently wading the gin clear shallows of the lagoon and fly casting at vague shadows that always seemed to lurk just out of range and then disappear in the blink of an eye. After several hours of this I had not a single thing to show for it except an ego crushing sense of ineptitude.

All of this was happening during a so far fruitless pursuit of a highly revered game fish some call, 'the grey ghost of the flats.'

Pacific Bonefish (*Albula argentea*.) are a fish not commonly encountered on the east coast of Australia, although they certainly range here. Indeed one of the largest Bonefish ever caught in Australian waters was captured off the rocks at Cape Moreton. I have also run into anecdotal evidence Bonefish are sometimes seen on the flats around the southern end of Moreton Island. They are also caught on a semi regular basis in the northern end of Hervey Bay. On the rare occasions they are caught at our latitudes they are often mistakenly identified as monstrous whiting by over excited anglers. The two fish are strikingly similar but also have some distinctive differences in their appearance. Whiting have two dorsal fins and a broad paddle tail with

a shallow fork. The Bonefish has a single dorsal fin and a large forked tail. It is this fork tail design that helps give the fish its lightning speed. More on that latter.

If you want to mix it with good quality Bonefish, you're going to have to travel. 'Do the miles to get the smiles!' Whilst there is a burgeoning Bonefish scene emerging in Exmouth, Western Australia, if you are prepared to travel just a little bit further, you can find yourself in a paradise called Aitutaki, home to some of the world's largest Bonefish.

Aitutaki is part of the Cook Islands archipelago and is about a 40min flight north of the capital, Rarotonga. There are daily flights for Rarotonga out of Auckland and flight time from Auckland is about 3h 45m.

Aitutaki was discovered by Polynesians around 900AD. The first known European contact happened on the 11th April 1789 by Captain William Bligh of HMS Bounty, just seventeen days before the infamous mutiny. It currently has a population of just over 2000 very friendly locals.

I've been to a lot of so called 'Island Paradises' only to be let down by bad food, poor service, bad weather or grumpy locals. Sometimes all four in the same place. But Aitutaki did not disappoint. The flight from Rarotonga took us over a dead calm South Pacific ocean. From 15,000 feet it looked like an endless lake on a windless day. Upon landing we were

welcomed with a perfumed lei around our neck and a fresh coconut full of chilled coconut water in our hand. Nice start.

We stayed at the Aitutaki Lagoon Resort which sits at the upper end of accommodation options on Aitutaki. There are numerous other accommodation options catering for most budgets situated all over the main island.

Getting around is easy. If you are feeling fit then a pushbike will get you most places but you can hire mopeds or cars if you wish to roam more extensively.

Aitutaki was the first of the Cook Islands to embrace Christianity and as such it proudly features the oldest church in the nation. The Cook Islands Christian Church is situated in the main village of Arutanga. If you only do one thing on Aitutaki then you have to go to the Sunday service. The church itself is beautiful and the sermon is delivered in a unique islander tome. At times Cook Island Maori sounds like a language entirely devoid of consonants. But it is really the singing from the locals that is simply out of this world. The hymns feature a call and response style of singing and are so richly harmonised you will struggle to find the melody. It stands as one of the greatest musical moments of my life. Don't miss it.

The food was a pleasant surprise. Our resort food was very good if a little predictable after a few nights. There



are other eating out options though. On a recommendation we tried Cafe Tupuna for lunch and the food was excellent. The marinated raw fish or 'mata' as the locals call it, was the best dish of its type I've eaten. The wine list was a bit thin but we did manage to jag a 2010 Richmond Grove Watervale Riesling which matched the food perfectly. Another option is The Boat Shed at Ootu beach. You can also get your fishing licence here which is handy.

If you want to fish you will need a licence and you will need a guide. The licence allows you to fish in the main lagoon outside of the three main reserves at the southern end of the atoll. We were lucky to be staying in over water bungalows and I caught plenty of fish right off the back deck with a little spin outfit I took along for just such occasions. It was real a hoot!

You will need a local guide for three things. Firstly, a boat. Pretty self explanatory. Secondly, fishing with a registered local guide will gain you access to the three marine reserves set aside specifically for the preservation of Bonefish. Without a local guide you are not permitted to fish within the reserves. Lastly, you will need a local

guide for his almost supernatural ability to see Bonefish. I cannot overstate the importance of this last point.

Bonefish are notoriously difficult to see. There were so many instances when my guide Rua would point and whisper: 'Fish.' I would look and strain, I would tilt my head and squint my eyes, I would close one eye and then try and see the fish through the other eye. Nothing. At these times I was at the mercy of Rua's verbal instructions. 'Ten o'clock, twenty meters, cast!' Which would have been meaningful instruction if I could cast that distance, but my best efforts thus far had yielded nothing but wild and clumsy attempts that fell well short, or well wide of the fish. We pushed on. Rua displaying the kind of patience one usually reserves for minding a room full of kids with ADHD.

After the morning spent wading the flats we returned to the boat to try and cast to sighted fish while Rua poled the skiff stealthily across the lagoon. His cousin Junior stood behind me scanning for fish and giving advice, which in my case was much needed.

Then it happened.

'Fish!' Said Rua. Standing on the skiffs console with the pole in one hand and pointing directly ahead with the other, I followed Rua's hand out to the water in front of the boat. And there they were. Even I could see them! A group of faint shadows were mooching along the bottom about ten metres in front of us. This had happened on a few occasions before this but I had invariably stuffed it up. Usually with a poor cast or a missed strike. Nerves always getting the better of me.

I was determined to stay calm this time. I took a deep breath. I wound off a roll cast to get the fly and the line out of the water. One false cast, then another, 'Let it go' said Rua. And I did. A fly line in motion can be a beautiful thing, almost mesmerising in fact. I watched as the forward loop began to race toward the target unfurling as it did so from a beautifully compact curve. The fly plopped silently into the water. 'Good. Good cast,' whispered Rua. Now a brief pause to let the fly get to the bottom. A three second wait that feels like a job interview in its 40th minute.

'Strip slow,' whispered Junior. All my senses were now focussed on



3

this single moment in time. A wonderful few seconds of Zen that was interrupted by Rua commanding me to 'Strike!'

I pulled back sharply on the line being careful to leave the rod tip low and pointed toward the fish. I'd done this several times before and felt nothing, but this time I pulled and something pulled back. I lifted the rod and a wave of relief spread over me as the 9 weight fly rod loaded up.

For a fish that just had a hook set through its lip, this one sure was acting strange. In fact he was slowly swimming towards me. 'He's still in the school,' said Junior, Rua's cousin and mate. His raised voice betraying his own excitement. I lifted the rod higher and stripped the line in twice as the fish continued slowly towards us. 'Easy,' encouraged Junior.

Then all hell broke loose.

You read about the speed of these fish but nothing prepares you for the first run of a large Bonefish determined to dust you off. The twenty odd feet of fly line that was on the deck around my feet now began to zing between my fingers, burning neat little grooves into my thumb and forefinger as it went. I glanced down to make sure I wasn't standing on the line, or that none of it was wrapped around my legs. All clear. I did the same for the reel and butt section of the rod. All of this happening in a second as the last few feet of line ripped through my fingers. The stinging pain from the line burn was now enough to make me want to drop the line, but to do so would almost certainly result in a tangle and a bust off. At this rate the line would soon be on the reel anyway and soon enough it was.

All up, between the fly line and the backing, I had about 250 feet of line on the reel. I thought this was adequate. I was wrong. The fish now began to peel off line at a ferocious rate. The ratchet of the reel singing and whining as it went.

In no time at all I was down to about 100 feet left on the tiny reel. I tightened the drag a few notches. Nothing. The fish still kept taking line. Even Junior and Rua were getting concerned and urged me to put more drag on the fish. I did as they said and still the fish kept taking line without a pause. Swallowing hard and with only about 50 feet left on the reel, I tempted fate and pushed the drag a few more clicks. There is only so hard you can push things with a 8 kilo leader.

Gradually, finally, the fish began to slow. It was no longer taking line in one continuous run but was still managing to take line in regular, lunging bursts.

Between these bursts I tried and win back line. Turning the tiny arbour reel as fast as I could. There are no high speed gear ratios on a fly reel. One turn of the handle equals one rotation of the reel. You win about 6-8 inches of line with each turn. Only 500 turns to go!

But now something alarming had happened. The fish had turned and was now swimming back toward me. This was a problem. You give a Bonefish slack and it will spit the hook as easily as a child spits a cherry seed. I had to keep the line tight. The race was on.

I was like one of those little monkeys at a carnival that sits astride a music box and winds the handle like a demented maniac. Tongue out, knees bent, body all curled around a long bendy rod and a tiny reel. Wind, wind, wind, wind, wind. I must have looked like a homeless crazy man wrestling a stick. A comical scene no doubt. My brother Chris certainly thought so. At least between fits of laughter he had the good sense to take a few photos.

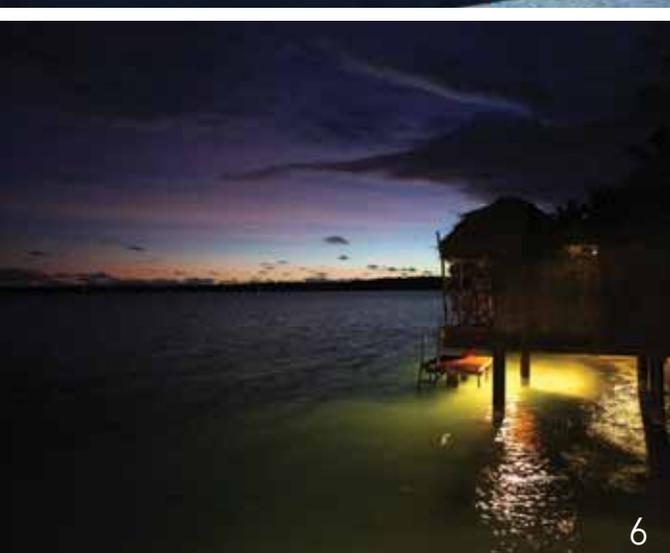
The fish eventually slowed and the fight settled down. I was now in the familiar territory of 'pump and wind'. Lift the rod and then gently lower it, picking up slack and gaining on the fish as you go. I was now winning the fight.



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After about ten minutes I saw the fish for the first time as I bought it close to the boat. No record breaker to be sure but a very good specimen nonetheless.

The fish still had plenty of spark however. On sighting the boat it took off again on another long run but pulled up shorter this time. Again it turned and headed back toward the boat. Cue crazy stick wrestling man.

Once again the fish was back at the boat. Anyone who has fished long enough knows that most fish are lost at the boat. In fact just a few weeks before I'd lost a 90cm Barramundi on the Goomadeer River just as it was about to be netted. The memory of that little disaster was fresh in my mind as I constantly tried to turn this fish, keeping it off balance and trying bring its head up. Finally I had the fish near the boat. I turned the rod the opposite way and up popped his head from the surface of the water. Junior didn't miss a beat and had the net under him in no time. He carefully pulled the net in over the side and gently lay the fish on the wetted deck.

Finally, there at my feet lay 'the grey ghost of the flats.' An Aitutaki Bonefish. Quite literally the stuff of fisherman's dreams all around the world.

Junior gently lifted the beautiful silver fish and placed it into my shaking hands. I held on tight so as not to drop this slimy torpedo of pure muscle. A few quick photos and the fish was placed back in the water. Junior cradled the fish a few moments so it could get it's bearings before giving it a tender push, sending it on its way. I watched the fish glide back into the water before it disappeared amongst the dappled turquoise shadows of one the world's most beautiful lagoons. Everyone was smiling.

I sat down and gave the foredeck over to Chris for his turn. I looked out beyond the lagoon to where huge pacific swells were breaking thunderously on the reef's outer edge just a few hundred metres away. The violent chaos erupting outside was contrasted against the languid calm of the lagoon. Chris, who had already caught his first Bonefish, spoke and pulled my attention back to the here and now.

'Feels good hey?' he said. As much a statement as a question.

'Yeah,' I replied, 'feels good.'

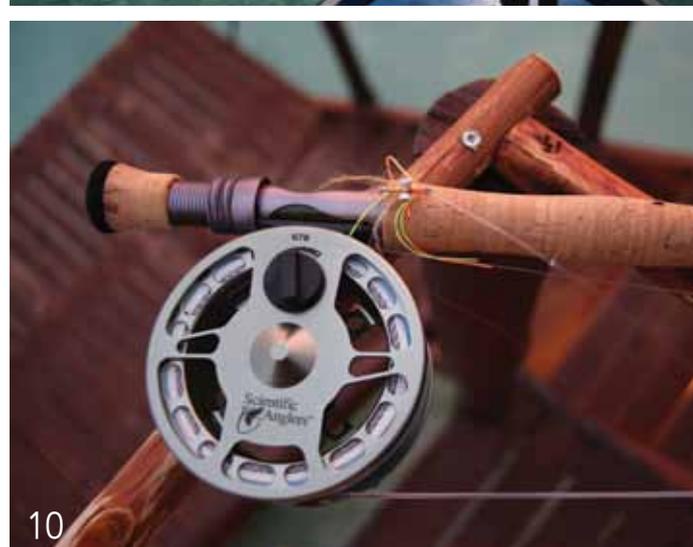
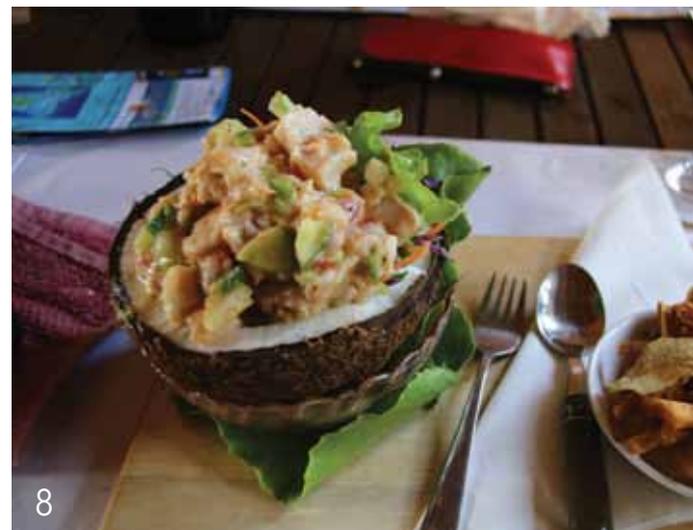
I looked down and proudly examined the burn lines in my fingers that were now turning white. Then I whispered under my breath, just loud enough for him to hear:

'Too wristy...yeah right!'

Additional info: For more info on The Cook Islands check out Cookislandstravel.com. Both Rua and Junior came to us via 'e2sway' bonefishing guides. www.e2sway.com.au. 'Itu's Bones' is a brilliant documentary on the evolution of bonefishing in Aitutaki. It tells the wonderful story of how one of the world's best bonefishing destinations nearly wasn't. It is available on DVD.

Photo captions:

- 1: Junior helping spot the fish from the front of the skiff. The guides ability to see the bonefish was astounding.
- 2: My first bonefish. The photo does not show me shaking.
- 3: Cook Islands Christian Church.
- 4 & 5: Chris with his first bonefish. It went 69cm. By any measure, the fish of a lifetime!
- 6: Over water bungalow. Fish right off the deck if you wish.
- 7: Local boys playing with fire.
- 8: 'Mata' or ceviche. This one at Tupuna's was the best I've had.
- 9: Chris trying to stop a rampaging bonefish that eventually cut him off on some rocks some 200 feet away.
- 10: Tiny flies and large arbour reels with plenty of capacity are outfit of choice.



Our Adventure Scotland to AUSTRALIA

continued

STORY AND PHOTOGRAPHS
BY IAN & SHELLEY THOMASON



We pick up our travel log at Portofino, billed as the "GEM" of the Italian riviera and well deserving of its title. It is the cutest little harbour we have entered and we were lucky to get in, reservations are usually needed. But as luck would have it there was space for us. Here we were nestled among some magnificent super yachts, feeling very outclassed but revelling in the glamour of it all. Paul and Lyn were departing so we had a big lunch with too much chianti, pushed them into a cab and promptly went for a siesta. That night there was a fireworks display celebrating the end of a dinghy regatta and we thought it would be hardly worth waiting up for. How wrong we were! The only better fireworks display we have seen is at New Years Eve or Riverfire. It was amazing and we don't understand how they could afford it. Maybe from the marina charges. At \$A230.00 for one night this was the most expensive harbour to date.

Then off along the coast and past the beautiful villages of Cinque Terra. These five small cliff side villages, within walking distance of each other are so picturesque we cruised slowly past only 50 meters off the rocks in 200 metres of water. We went on to the town of Viareggio and stayed at the marina for a couple of nights. Pisa and the leaning tower is not far from here so out came our fold up bikes and off we went negotiating the narrow streets, oncoming traffic and crazy Italian drivers. The shark tank at Mooloolaba is safer! Did all the tourist things of course including holding up the tower one handed for the camera.

The island of Elba, the first of many islands stops, is magnificent. Scooter hire took us to all the sights and we were having a great time until when at anchor one afternoon, we were approached by the Water Police and asked for our papers. Damn, I had left them in the marina office at Viareggio some 60 miles back. We explained the situation to this officer who had small man syndrome and was unsympathetic. This officious little man snapped at us like a Chihuahua in a police uniform and wrote us a ticket for not having our ships papers or the serial number of the dinghy outboard on our insurance papers. So, we enjoyed a train trip back to Viareggio, paid the 100 Euro fine and were on our way again to pick up my son Jeremy and partner Keisha back on Elba. On the beautiful little island of Giglio Jeremy popped

the question to Keisha with the Costa Concordia wreck site in the background. Hopefully they can navigate their marriage better than the captain of that disaster.

Next stop Marina Porto Di Roma. Here we caught the train into Rome and spent the day visiting the ancient sites. From there to the island of Ponza, which has to be one of best places we have been so far. Pristine water, fabulous little bays magnificent cliffs and amazing little waterside restaurants carved into the cliffs. It was so good we stayed for six days.

Onwards now to Ischia with it's castle and chapel perched on top of the cliff. Then to Marina Di Stabia south of Naples where we visit Pompeii and then Mt. Vesuvius where we climb to the top of the crater, whew! Here we also pick up some friends from Canada, Gordon and Karol. We cruise the coast of Sorrento and head to the Isle of Capri, this is "Super-yacht City", they are all here! From Capri we cross back to the mainland and the fabulous Positano, with it's narrow vine covered streets, great cafes and galleries, and of course lots of shops for the girls! On from there the famous Amalfi Coast stretched before us, a rugged coastline of picturesque bays and towns.

At Vibo Valentia we stayed in Marina Carmelo which has to be the best marina I have ever been into from a presentation and service point of view. After we had been very clearly guided to our position on the dock and helped with our lines we were asked how many people were on board. Within 5 minutes we were presented with a tray of champagne and ice cold gelato by a lovely lady in uniform welcoming us. The marina fingers were decorated with flower boxes of blooming plants and at the end of ours was a two level structure with a bar on the lower level and a relaxing shade sail covered area above. The later was decorated with high quality outdoor furniture, a fridge and bar where one could consume your own drinks, look out over the marina and watch the sunset.

We had to prise the Canadians out of their cabin and put them into a cab so we could get ready for the incoming Patersons. We let the marina operators know that we were expecting friends from Australia and when Noel and Donna arrived the whole welcome process was repeated. More Champagne and nibbles. AMAZING! So off we went with the next major destination being the Aeolian Islands just north of Sicily. On the way the water was so inviting we decided to stop and have a swim. So with a safety line trailing from the stern, in we went. We were in 1500 meters of deep blue Mediterranean liquid. We reached Stromboli, an active volcano, which spews smoke and ash into the air about every 20 minutes and at night is a spectacular sight as it glows like an incinerator in the back yard with sparks rising into the night sky.

Then south east to the Messina Strait. Everything we had read mentioned the micro weather system of the area and we can confirm it to be true. As we entered, the breeze (which was thankfully from our stern) rose to a steady 25 knots with gusts to 30. We were through in no time and then faced the boring South East coast of Italy along the sole to the heel. Mile after mile of flat uninteresting stoney beaches, all yachts had disappeared over the horizon, only small fishing dorys and runabouts were to be seen. Interestingly along this coast many of the marinas shown on the chart plotter are just winches on the beach used for dragging up fishing boats and runabouts.

We anchored off the beach one afternoon and it was hot, 40 deg plus, with high humidity and no breeze. That night we could see the lights of a small mountain village in the distance and decided we would go up to see what it was like. Next day we went to a cafe and asked the owner how we could get a cab. No problemo! Ten



Our Adventure

continued



minutes later a beat up Mitsubishi mini van turned up, no cab sign, no meter, no air-conditioning, just the smiling face of the driver who we think was the brother of the cafe owner. Anyway, off we went up this switch back narrow road to the top of the mountain. "Pick us up in two hours," we said and we started climbing through the rabbit warren of this small village called Staiti. Low and behold we meet an Italian gent who can't speak English and after a few gestures indicating we needed a beer, were invited to his home. What an experience! His grotto was under heavy lock and key, and after studying his period furniture and being shown original Picasso's we could understand why. Then he revealed his business card, "Don Bruno Micheletti" Italian ambassador to the Congo, then marble busts of Mussolini, letters with all sorts of crests on, and on it went. When he pulled out five chairs and placed them in a semi circle around his stereo unit and started playing Mussolini war time addresses to the people Shelley and Donna with the hair standing up on the back of their necks said "Boys, we are out of here" stay with your mate if you want but we are off. Talk about a different experience. Patto and I were stifling our laughter. Our Mussolini fanatic got quite upset when we said we had to leave!

It was here that the water maker decided to stop making the liquid gold. I did all the obvious things to get it going, new filters and checked everything to no avail. Then the search for a Spectra Agent began and continued to Athens and beyond. Phone advice I received from Spectra in Southampton was the the salinity of water in the Med required a setting change which could only be done by plugging it into a computer and electronically adjusting the calibration. Thanks a lot! Now we have to go to marinas to fill our tanks!

Square Bear and Kanga had by now done around 5000 nautical miles and were showing signs of tiredness. Kanga was losing his tail and bear had lost one paw. Patto had brought replacements so with champagne in hand we held a small flag changing ceremony on the bow one afternoon and ceremoniously put our faithful friends out to pasture. At that the Patto's departed.

Next stop Greece and the islands of Corfu and Paxos. Now we know why there are no yachts in southern Italy, they are all here! Checking into Greece was an interesting if not a very humorous event. We love the Greek people, so friendly and fun loving but their system is unbelievable. One needs to obtain a "Transit Log" from

the Coast Guard for completion by the water police whenever a port is entered which is duly noted and stamped throughout your voyage. Obtaining a transit log is a circus. We first visited the coast guard who informed us we needed to fill in a crew list on a special form and take it to the Water Police, they are about 1 mile down the road. We fill it in and off we go. The officer at the counter tells us he can't stamp it and we need to see his colleague down the hall. After a half hour wait he looked at the form, says he can't stamp it and sends us back to the original gent we had approached. Now it is stamped so we can return to the Coast Guard. Here they issue us with the transit log and inform us we need to return to the Water Police to have them stamp our entry details and begin the recording process. So back down the road for continuation of the saga. No wonder the country is in trouble!

From these islands we cross back to mainland Greece, go through the Levkas Canal and head to the Gulf of Patras where we go through the famous Corinth Canal. The canal goes from Posidhonia at the western side to Isthmia on the eastern. It is 3.2 miles long, 25 meters wide and 79 meters at it's highest point. Once through we head to Athens and the start of the next part of our journey, Athens to Turkey.

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Etihad Airways' new 787 Dreamliner, now flying daily from Brisbane.

Boat Care Basics

Spring CLEANING

BY PETER JENYNS



SPRING CLEANING

With the summer boating season fast approaching, it's time to get the boat cleaned up and ready! There is no better time than now to tackle a spring clean and some general preventative maintenance so you can enjoy your time down the bay this summer knowing everything is shipshape!

Following are some general reminders of areas that might need addressing on your boat. Start with a thorough exterior wash down.

Hopefully you have been giving your boat regular washes throughout the year. I'm not talking about a quick hosing the salt off, but a proper soapy wash down. This is important as the grime will build up and can stain gelcoat and paint by entering the tiny surface pores – especially on unpolished surfaces. If left dirty for more than a few weeks it can be difficult to remove these grey streaks and stains from bird droppings etc. Don't fall into the mistake of thinking the rain will wash away the dirt – it doesn't! We are lucky to have a reasonably clean

environment in our marina, and we have found regular monthly washes to be ideal. You need a quality marine suitable detergent and soft head broom. It's important to understand the differences between detergents. For our customers on regular cleaning programs, we use a wash and wax type detergent.

While I don't believe they actually add wax to the surface, importantly, they do not remove any waxes and polishes. Our customers' boats are always well polished and the last thing we want to do is strip that protective polish away with a harsh detergent like some of the 'truck wash' products do. Make sure you rinse the boat well and chamois the surfaces dry to eliminate water spotting, particularly on glass, clears and stainless. Don't forget the detail, such as lifting hatches and wiping out gutters etc. It's a good time to empty lockers and clean out the mould that may have got foot hold through the winter. Dry everything and repack - throw out items not being used and de-clutter.

POLISHING – TOP UP OR REPOLISH?

With the surfaces all dust and grime free, now is the time to tackle the polishing. I have gone into detail on how to polish in previous articles which can be found on my website. What you need to understand is all surfaces need the nourishment and protection polish provides. Even brand new paint or gelcoat needs to be regularly polished. In Brisbane's climate I have found no polishes last much longer than about a year.

Some hold up better than others but this is mostly to do with the structure and composition of the surface. Interestingly some gelcoat seems to dull more quickly than others.

Although two pack paint holds up the best to weathering, it is usually a thinner coating than gelcoat, so you don't want to let it oxidize and require cut and polishing too often or you will polish through the thin layer. If you want your boat to look good between annual polishes then regular 'top up' polishing is required. By that I mean apply a surface protecting polish every month or two. Flat surfaces that



get the most sun will need the most attention through the year. Cap rails, toe rails, around the front of flybridges and hardtops are always the areas that start to oxidize first. Once oxidizing has started, simple hand applications of polish will be a waste of time and look dreadful with patchy swirls. As mentioned, every boat is different but the result is the same – if you don't do the regular washing and polishing the boat's exterior will deteriorate and cost you more at the end of each year.

TEAK DECKS – CLEANERS AND CAUTIONS.

Again, check my website or give me a call to discuss maintaining teak decks. Teak decks are one of those luxuries that add so much to the joy of boating for some of us timber lovers. They can really lift a boat's appearance and feel great under foot, but neglected they can just as easily drag down a boat's appearance. Unfortunately due to costs, many new production boats come with teak so thin that it is only a matter of a few years before they start to wear thin. Before you know it, the sealant in the seams is sitting proud of the teak forming uncomfortable and unsightly ridges. Because it is laid so thin, the routed seams don't carry enough depth and the sealant then starts to fall out. So maintaining these decks must be handled carefully to eliminate excessive wearing away of the teak. One argument is that teak requires no real maintenance.

Given the natural oils in teak this is true to a point. Weathered teak turns grey as it ages, which for many owners is fine, but during extended wet weather it can develop dark and unsightly mouldy areas. To combat this there are two part alkaline/acid cleaners that do a great job at rejuvenating teak. Understand that you are removing a thin portion

of teak every time you use these products. An alternative to this is using a scour pad but these also wear the teak down. If our customers like fresh teak then we might use these types of products three to four times a year depending on how it is holding up. The most important message is don't use a high pressure hose on teak, and don't use a heavy bristle broom.

Both will gouge out the softer grain of the teak leaving a corduroy effect. (A soft head broom is fine but work it across the grain.) In my opinion grey weathered teak does have that traditional look and can suit a classic timber vessel, but on a beautifully polished fibreglass boat they tend to look drab and unloved, especially if mould and oil patches develop. People often ask me about sealers to protect and prolong the life of teak. The short answer is I don't use them, for the simple reason that I get more customers asking me to remove the product than apply it. It just doesn't look or feel like natural teak and is actually a lot of work keeping it coated. Teak is a lovely natural product on the eye and underfoot and there are no magic tricks or short cuts in its maintenance and care.

STAINLESS STEEL POLISHING.

Another area for external spring cleaning is polishing the stainless steel. Yes, it is a very tedious job but the sparkling results can make such a difference to your boat's appearance. There are many products out there and all do pretty much the same thing from our experience. For us, it comes down to ease of use given we polish a lot

of stainless! Some older boats have stainless that isn't highly polished when manufactured so you might want to try an acid type rust remover on these. But even highly polished stainless will tarnish from exposure to salt water and air. These days we are seeing some very poor quality stainless that is developing rust within a month of polishing. Once polished, we find it good practice to wipe the same surface polish used on the paint or fibreglass over the stainless on a regular basis when polishing the gelcoat or paint. The same applies to anodised alloy used predominantly on USA manufactured boats. A good coat of surface polish goes a long way in maintaining that shine and deterring corrosion.

CLEAN AND PROTECT YOUR CLEARS REGULARLY.

Check my website for a detailed description on maintaining clears. However the main thing to remember is they require monthly cleaning and nourishment with a protective product just like the rest of your boat's surfaces. There are at least half a dozen different products commonly used for cleaning clears and while some manufacturers have recommended specific products, the basics are the same. Wash gently with a mild soap to remove grime and salt that may scratch the surfaces. Then use the recommended protectant product with a soft micro fibre type cloth. Even after the soap wash you'll be amazed at the black residue that appears on your cloth. Don't forget sunscreen on your hands will leave a permanent milky mark on your clears so never let it sit – always clean immediately!



I have been raised with the motto 'a clean ship is a happy ship' and the benefits of a regular cleaning and polishing schedule on the exterior are obvious. However, the interior so often gets ignored. Spending a couple of weekends spring cleaning will keep her fresh and organised and greatly increase your enjoyment in the coming summer months.

INTERIOR DETAILING AND DE-CLUTTERING

As professional boat cleaners we have seen a lot of boat's interiors and I am yet to see one that wouldn't benefit from a good wipe down at the very least (excluding our customer's boats of course!). Salt air gets into every nook and cranny and will eventually lead to mould and tarnishing of fixtures and fittings. A simple water and vinegar solution in a trigger bottle and a dry cotton micro fibre cloth will cut through salt residue on walls and ceilings. Don't use wax based furniture polishes. Take the opportunity as part of your spring clean to lift shower grates and clean out the sumps, empty storage areas, dig deep into pantries and lockers and throw out as much as you can. Less is more when it comes to what you keep onboard. If it doesn't get used then get rid of it!

We advise owners to add a portable dehumidifier when the boat is locked up on her moorings. Position it where you can run the hose into the galley sink. These greatly reduce moisture, odours and mould. Don't forget the lazarette and all that fishing gear and toys.

Give everything that will corrode a good spray with a lanoline based product and wipe the excess up. Wash all the soft furnishings and get the carpets professionally steam cleaned. You'd be surprised how much salt residue and moisture carpets and fabrics can hold. This is a good time to have the pest control people come through also if there is any evidence of cockroaches etc.

ENGINE ROOM DETAIL

Never a glamorous job, but it is important to give the engine room an annual clean. Again I have an article on my website that covers this topic in more detail. Wipe the bilges clean, wipe up any oil drips and liberally use anti-corrosion spray on metal fittings vulnerable to corrosion. Touch up any chipped paint work and take the opportunity to check your skin fitting valves, spare filters and impellers. Use a bilge cleaner to break up any oil in the bilge but don't pump the sludge into the harbour – use a bucket and take it ashore. Have your annual engines and generator service done, check and clean fuel filters, impellers, heat exchangers, belts etc. A clean engine room is an asset to any boat.

UNDER HULL RUNNING GEAR AND ANTIFOUL

Obviously we all know to lift and antifoul every 12 to 18 months for optimum performance and maintenance of anodes and skin fittings etc. However between lifts it's a good idea to put a diver down to give everything an inspection and also wipe over your running gear and hull if required. The yacht racing fraternity have long been keeping the divers busy with pre-race wipe downs. For the relatively small cost involved, the benefits of an efficiently running hull and props can more than pay for the divers cost! It's also good peace of mind to know anodes are good and water intakes and cleaned of growth.

SPRING CLEAN CHECK LIST

- Outside wash and annual professional polish
- Teak deck rejuvenation
- Treat clears and vinyl seats, wash canvas covers and bimini
- Interior clean out of lockers and wipe all surfaces
- Concentrate on detail like stainless steel polishing, rust removal and check fittings
- Replace old worn mooring lines and fender covers
- Clean engine room, bilge, and check spares parts
- Get a diver onto the running gear between lifts
- Give the tender a clean out and service engine
- Service winches, service fishing gear
- Service life raft, lifejackets, EPIRB, life buoys etc

Peter Jenyns operates Professional Boat Care Pty Ltd which specialises in boat polishing, detailing and maintenance programs. If you have any questions feel free to call him on 0409 930 888 or visit his website professionalboatcare.com.au for more boat maintenance articles.



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The Pathway to the 2018 ETHELLES WORLDS

BY NOEL PATERSON - Brisbane Etchells Fleet Captain

It is hard to believe that fourteen months has passed since the RQYS based Brisbane Etchells Fleet won the right to host the 2018 Etchells World Championships. This highlights the fact that time flies and that events like this come around very quickly and that looking forward and being prepared is paramount.

The concept of hosting another Worlds was conceived at the 2013 Worlds in Tuscany by a couple of Etchells dinosaur tragics who had not been prepared to throw our hat in the ring in previous years to host because of the fear that there we not enough of us to undertake the task. Alas, things had changed, the influx of good, quality people with business nous had not only increased the numbers on the water but also our capability to run such an event.

The Steering Committee was formed in early spring of 2013 under the Chairmanship of formidable previous Brisbane Fleet Captain David Irvine. Dave went to the Annual International Governors Committee meeting held at the June 2014 Worlds in Rhode Island NY armed with a glossy proposal and a promotional video of RQ and the Brisbane Etchells Fleet, which we had prepared. This was funded in full by the Brisbane Etchells Fleet. Dave swept the floor and came home with the bacon.

It is too far out to micro manage the event but what we can do is create a culture of inducing competitors from south to come to our Club and enjoy what we have here, which is plenty. Brisbane Etchells has been making a lot of noise within Etchells ranks nationally to induce interstate competitors to our shores and it is working. We created a winter series specifically for Etchells, 'The Boutique Boat Company Etchells Winter Series' run over three, two

day regattas in late June, early August and early September. Thank you to the Boutique Boat Company for their generous sponsorship and their faith in the class. They came, a total of seven quality interstate competitors, World and National Champions amongst them.

This is only the start with five major Etchells regattas to be held at RQ between May and October next year culminating with the Queensland Championships in October '16. The numbers at these regattas will definitely increase as the Worlds get closer. Our Worlds course east of Green Island is tricky, there is much to learn about our tidal sliding carpet course, not the least of which is that it is not all sliding at the same rate or direction. The southern sailors will come, they want to learn about our course and not only that, they love it here.

The feedback from interstates with respect to the Club has been nothing short of amazing. We are regarded as a friendly down to earth club and that perception is growing, no doubt about it. The Etchells brand is second to none and is streets ahead of any other class as the premier one design keelboat racing class in Australia, sponsor heaven. The class is increasing numerically almost weekly at RQ, we are starting to run out of room, a great problem to have.

The logistics of running a Worlds with a Queensland Championship the week before hosting 80 – 90 boats and 400 – 500 people at the club for up to three weeks is a little daunting but we know we can put on a great show and we will. We have fantastic facilities thanks to the foresight of our previous Commodores and Committees and we will use them with pride.

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The following applications for membership were recently approved.
We extend a warm welcome to all our new members and look forward to seeing you at the Squadron soon!

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Bored Sailors go BOARD SAILING

BY CAMERON WHITFORD



Well that's what the old bumper sticker used to claim back in the 80's when windsurfing was the fastest growing sport in the world. I was introduced to the sport of sailing through weekend school camps and it was there that I first stepped foot on a windsurfer. They were a little bit different back then; about as heavy and as stable as a log, and had loose baggy sails with enormous booms. The sails had a very "mobile" draught that would either see you catapulted over the front or severely back-winded and slammed backwards into the water underneath the rig in even a small gust. It didn't matter, it's what we had and we enjoyed sailing them along with thousands or maybe millions of other people around the world.

So what happened to the fastest growing sport in the world, its rise in popularity seemed only to be equaled by its demise, where once windsurfers were seen at every beach and lake around the country they seemed to disappear overnight. After much self-examination the sport has come to the conclusion that it became too caught up in its own image. Pictures of huge waves being ridden in strong winds on tiny boards dominated the magazines and the average sailors like myself didn't live

in Hawaii where those conditions are common. Nor did we have the skillset to equal those extreme feats, so we bought the tiny boards like in the magazines and sat on the beach waiting for a cross shore 30knts and mast high waves; they rarely came. In the meantime a new sport arrived on the scene, the tea-baggers, aka kitesurfers, wearing their board shorts on the outside of their wetsuits and boasting huge air, they looked cooler and seemed to get going earlier. Half the windsurfing crowd defected to the darkside and new recruits just started putting their boardies on the outside of their wetsuits from the word go.

The problem was windsurfing forgot you don't need 30knots to have a good time, it was something I forgot until a visit to Goodtime Surf shop one day to buy a fin, Luke Baillie told me about the racing going on at RQ and convinced me to come down and check it out. That was 2011 and the windsurfer racing had been going on here for a few years prior to that. The Sterlings, Baillie's and O'Briens had approached the Squadron in 2008 and asked if they could base their kids racing program at RQ. Six years on from then brings us up to the present day and all that is going on at the club in windsurfing, those kids, now adults, are still sailing not only at

club level but they represented or are still representing RQYS, Qld and Australia at both the National and International levels. Luke Baillie and Jo Sterling both represented Australia and the Squadron at the Youth Worlds in Rio (2010). Luke is now on the PWA tour racing Slalom and Formula, Jo is currently campaigning in Europe and is hoping to win a spot on the Australian sailing team going back to Rio for the Olympics. Lara O'Brien won her spot on the Australian Youth Sailing team and represented Australia last year in Portugal. Shari O'Brien is the reigning Australian Raceboard Womens Champion and Emma Baillie has won her spot on the Australian Youth Sailing Team this year and will be representing our club and Australia in Malaysia later in the year. RQ already has a great record of producing competitive windsurfers and the future looks even brighter.

Last season we approached the Squadron to support us in creating a 'Learn to Windsurf' program. The idea being a way to give kids an opportunity to learn to windsurf in a safe, structured and fun environment, to increase kid's participation in sailing and to help retain and increase club membership. With support from the Sailing Committee, the Sailing

Academy, the Sailing Office, management and the awesome crew in reception the program kicked off in February this year.

Since then YA has taken a keen interest and ordered a fleet of new boards and sails and plans are afoot to create the first YA 'Discover Windsurfing' centre in Australia delivering the YA windsurfing curriculum this season. There are also plans for YA to establish a windsurfing 'Centre of Excellence' here at our club to develop the Olympic sailors of the future. That program is to be headed up by multiple and current Raceboard Board World Champion, Max Wojcik. RQ is pioneering the way and setting the standard for other clubs in Australia to follow in the resurgence of windsurfing that has been taking place internationally over the last decade, particularly in Europe, Asia and Sth America.

So what is the pathway for youth wanting to try windsurfing as a competitive sailing class? Windsurfing has a number of classes and disciplines for sailors to pursue. The disciplines include course racing, slalom racing, wave sailing and freestyle. At RQ we concentrate on course racing of which there are four main classes.

Techno293OD - the youth windsurfing class

RS:X - The Olympic class

Raceboard - Raceboard is a box rule and not a pathway class. Raceboard used to be the Olympic class with the Mistral One Design last sailed in Sydney 2000.

Formula - This class is the state of art technology racing machines, again a box rule these boards are purely a planeing class.



Continued on Page: 50

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Book Reviews



THE CHILDREN ACT

Author: Ian McEwan
Review: Christine Woosley

Fiona Maye is a leading high court judge in the family law court.

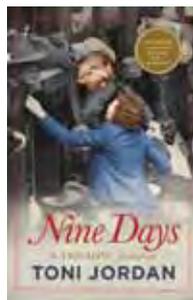
On a rainy Sunday afternoon, her husband, Jack, informs her that he has decided to have an affair with a younger woman. According to him it was '7 weeks and one day' since they made love. Fiona can't remember, steeped in the responsibilities of her work and her busy life. Jack apparently wants her to consider an open marriage, they argue and he walks out.

In the aftermath of her domestic crisis, she is called on to preside over another life-or-death case involving a seventeen year old boy whose devout parents are refusing a blood transfusion which would save his life because their beliefs as Jehovah's Witnesses do not permit the treatment.

After hearing from the parties involved, including the boy's parents, she takes an unconventional step and decides to visit him in hospital. Her visit evokes strong emotions in her and the boy and leads to unforeseen consequences for both of them.

Jack is constantly in her thoughts, and the pressure to resolve the case - as well as her crumbling marriage - tests Fiona in ways that will keep readers thoroughly enthralled until the last page.

An interesting and absorbing read.



NINE DAYS

Author: Toni Jordan
Review: Nancy Macleod

Toni Jordan was inspired to write *Nine Days* after discovering, in the State Library of Victoria, a very emotive photo of an unidentified soldier reaching out to kiss a woman through the window of a train. This image is on the front cover of the novel and Jordan has woven an enjoyable historical family drama around it.

Nine Days starts on the eve of World War 2 in a working class Melbourne suburb. Young lad, Kip Westaway, is accepting he needs to quit school and go out to work after their father's untimely drunken death. Jean, his grieving mother tries to make ends meet but every day is a struggle for Kip, his twin brother Frank who is chosen to stay on at school and much loved big sister Connie.

The book jumps about from wartime to the present day through four generations of the Westaway family including Kip's daughters Stanzi and Charlotte and grandson, Alec. Each chapter is written in the first person from the perspective of nine different characters and is dedicated to an important day in their lives that provides a trigger for the next character to continue the story.

Non-chronological fiction can be a tricky device to follow as a reader but each character has a strong 'voice' and it was (relatively) easy to recognize within a few sentences who was telling the story at any point in time. It was suggested that a family tree would be a helpful addition.

Jordan has written a rich story about ordinary life with likeable and believable characters. As a family, the Westaways all genuinely care about each other. There were twists and turns and the ultimate mystery surrounding "Fifty years of family photos, but none of Connie" is unravelled slowly in a quietly humorous and warm way.



BOARD SAILING..... continued from Page 49

The Future

This season the Learn to Windsurf program will continue every Saturday up by the 'loos with a view' at the beach, offering kids

(of all ages) the opportunity to learn to windsurf, parents are very welcome to join in. Kids can stay in the program as long as they want, the goal for the kids in this program is to become an independent windsurfer/racer and they can choose to continue in the sport

either recreationally or competitively through club racing, national and even international regattas. As mentioned plans are in motion to create a 'centre of excellence' and Max Wojcik (Aust RSX Coach) is moving here from his home club at Sopot in Poland to begin his work of building a world-class high-performance windsurfing program.

Finally our bid to secure the Raceboard World Championships in November 2016 has been signed off by the International Windsurfing

Association and RQ will be hosting this world championship event in little over a year.

But wait there's more, we have made our intentions known that we will bid for the Techno293OD World Championships in 2019, one of the biggest youth regattas in the world; it attracted 450 youth competitors last year in the Netherlands. RQ is at the leading edge of competitive windsurfing in Australia and will soon establish a reputation internationally for producing the best sailors and hosting the best events.



Never underestimate the **power** of a well-made decision

The Home Loan vs Super Contributions Debate

With interest rates so low, the debate about whether it is better to pay down debt or contribute to superannuation is once again topical.

Your circumstances

The best strategy will depend on the circumstances for each person or family. Some of the issues to consider are:

- personal income tax rates
- age and how close you are to retirement
- single or family status
- level of debt
- desire for financial security (or certainty of the outcome)

Younger couples

A younger couple with a home loan could be more inclined to pay off as much of the debt as possible with any surplus funds. Superannuation may not be on their radar given the length of time before funds can be accessed.

If the couple are thinking about starting a family the current low-rate environment provides a great opportunity to get ahead in loan repayments should they have to move to one income.

Established families

An already established family may want to use the time to get ahead as much as possible with their loan repayments in case unexpected expenses occur in the future e.g. education costs, home renovations or a new family car.

Older couples

An older couple, closer to retirement, may however view super contributions as the better strategy and traditionally this would be correct. Investing more into superannuation, with the ability to generate higher returns compared to repaying a lower rate of debt, could be a more effective strategy particularly

if either of the couple is on a high marginal tax rate. Salary sacrificing or deductible self employed contributions, depending on the person's work status, may be a more attractive strategy for utilising surplus cashflow.

Seek advice

So you can see there is no right or wrong answer. It really depends on the circumstances and how much 'certainty' is desired by the individual or couple. That is, paying off a home loan and seeing the debt reduce can be psychology more rewarding for some more so than others.

Contact Morgans to discuss your circumstances today.

Find out more

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Bruce Porter
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