



mainsheet

SUMMER|AUTUMN 2016

COMMODORE'S AT HOME FUNCTION

Saturday 12 March

FAMILY EASTER DAY

Sunday 20 March



What's On

February - April 2016

Social



Yoga at RQYS
Every Thursday & Saturday

Live Music
Every Friday Night

RQ Wine Maker's Dinner
20 February

YOGA at RQYS

Health, Strength & Wellbeing



Venue:

Flags-Function Room - air con & great view

When:

Thursday 9:15-10:30am

Saturday 8:15-9:30am

Please bring mat (mats avail for sale)

\$18 per class - members

\$20 - non members

10 Class pass - valid 10 weeks

\$160 members

\$180 non-members

Workshops, Restorative & Yin Yoga classes coming

LIVE MUSIC
EVERY FRIDAY
FROM 5PM - 8PM

In the Cafe



A reminder that Restaurant bookings are required!

RQ Wine Maker's Dinner



20 February
5pm - 6:30pm
\$35 pp

Venue: Girdis Room

Hosted by Craig Hogan

5 Wines and 5 canapes to match.

The start of RQ Wine Club

Bookings are essential - 3396 8666

Wine Down Friday
Every Friday from 5pm

St Patrick's Day
18 March

RQ Family Easter Day
20 March

ATTENTION LADIES!



Join us for

Wine Down Friday
EVERY FRIDAY FROM 5PM
ON THE RQ BAR DECK

• Nibbles and Live Music
• Great Lucky Door Prizes
RSVP to
reception@rqys.com.au

The last Friday of every month will be super special with themed entertainment and more

29 January - Craig MARTIN - Michael Buble theme

26 February - James G BRENNAN - Neil Diamond theme

18 March - Timothy & Maggie Irish Duo - St Patrick's theme

Invite your girl friends to join, it's open to members and guests.

Kids are welcome, bring them along to have a fun afternoon with the other kids in the play area.

17/18 March

from 5pm



Venue: RQ Bar

From: 5pm

Live Irish Themed Entertainment
Great Food

\$6.50 Guinness Can Special

Family Easter Day

*Manly's Biggest
Easter Egg Hunt*

20 March, 11am - 3pm
on the Rigging Lawn

Activities:

Live Entertainment

Face Painter

Petting Zoo

Jumping Castles

Meet the Easter Bunny

Easter Egg Hunt





Commodore's Comments

from Commodore Ian Threlfall

In seemingly the blink of an eye, it's February and our holiday season has come and gone. For many members, it's now back to work - or at least the normal routine - after spending many days or weeks enjoying their boats in Moreton Bay or further afield. Judging by the activity at Manly, our Squadron has been the hub for much of the holiday activities for many of our members and their families and friends. On many days, I have never seen so many empty marina berths and so many cars parked in the grounds.

In December, it was a great pleasure to be part of the fun of a seemingly never ending series of Christmas parties. For me, it was a great pleasure to start the season by hosting our wonderful staff for a day down at Canaipa. A group of fellow committee members donated their boats and time so that we could give our staff a day on the bay with a great BBQ lunch around the pool. It was a token of our appreciation for their efforts during the year.

Of course, the festivities really got going with our annual Kids Christmas Party and the traditional Splice the Mainbrace. Dawn and I were very fortunate to be able to spend these times with our fellow members to celebrate yet another Christmas at RQYS. What was particularly wonderful to see was the large number of members who used their Squadron facilities as the venue for their work and family Christmas events. Our restaurant and function staff worked tirelessly throughout the period as we set some new turnover records, which tells us that we must be getting it right.

It is now a little over 12 months since we began a journey to improve our Food and Beverage facilities for our members. We had

a vision of providing members with an increased choice of venue style and food and drink offerings. We began by introducing a full service restaurant in addition to the existing café. We subsequently added an all-day Bar/Coffee Shop menu and in the past month we achieved one of our key goals in having our Café, Bar and Coffee Shop open every day of the week. The numbers show that we are getting it right with turnover having increased over 20% from the same period last year. The feedback has been very positive – in fact enormously so! It inspires the team to hear such great feedback. We have a fantastic team who are dedicated to make it a venue worthy of this great club. If you haven't visited our club on a Friday evening, to enjoy the live music and have a drink or dinner with friends, I highly recommend that you do! You'll see me there ...

Whilst activity and participation levels are increasing all around our club, if there is a 'hot spot', it just has to be Windsurfing. When that sea breeze kicks in on the eastern beach, you can be sure that a large number of members are out on their boards. Last year, Yachting Australia anointed our club as the Centre of Excellence in Australia for this growing class. They have based a national coach here at Manly and provided us with a number of boards and rigs. Immediately, we agreed to supplement that equipment and to also provide a storage facility. We weren't satisfied with that ... we saw an opportunity, and applied for Government assistance. I am very happy to announce that we were successful in being granted \$100k from the State Government. I want to thank our local member Joan Pease who was very supportive and assisted us greatly. We are now fast tracking the building of a Windsurfing facility at the eastern beach. We expect to spend approximately \$140K and it will be a facility to be proud of and worthy of the enormous growth we are seeing in this class. An article later in this edition

will give more details of this project. The fact that we have, here at the Squadron, the top three female board sailors in Australia is undoubtedly worthy of our support.

Our other key building project this year, the Sailing Amenities building, is running to schedule. As you know, we have applied for State Government assistance so as to maximise the size of this facility. We have now reached the final stage of that process and are very hopeful of success as in the Windsurfing project. Our aim is to commence building later this calendar year.

As I write this column, sitting on the back of my boat, I am watching a crane lift a new marina pontoon into the water. It is part of the project to build 17 new berths and includes 10 multi-hull berths that are in high demand by many new members. We expect that project to be completed by early March. We have already secured long term leases on four berths and most of the multi-hull berths have been pre-rented.

This year is an Olympic year and the pressure is on for a number of our young sailors who aspire to the elite level. There is no doubt that Life Member Mat Belcher will be there once again representing us, but there are three other Members who your club are supporting and who, we hope, will make it to Rio. Jake Lilley, Ashley Stoddart and Jo Sterling are all in contention for selection for Rio. We know they have put in the hard work, so please join me in wishing them well this year as they seek selection.

It is looking like 2016 will be a bumper year for the Squadron. Your Flag Officers and the committee teams are focused on our key strategies of Member Participation, Better Facilities and Sustainability.

It's great to belong

Ian Threlfall - Commodore



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Front Cover

Sail and Play

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Royal Queensland Yacht Squadron.

ACN 053 989 272.



TEAM BUILDING AND STRATEGIC PLANNING at Royal Queensland Yacht Squadron



ROYAL QUEENSLAND YACHT SQUADRON

578 Royal Esplanade
Manly Queensland 4179

Bookings:

Tel: (+61 7) 3396 8666
functions@rqys.com.au
www.rqys.com.au
www.rqysevents.com.au

Activity: Corporate sailing, water based activities and corporate events

Number of people: 6-40

Price range (per person):

Price on application

Duration: 1 hour - multi day

Indoor: Yes

Outdoor: Yes

Weather affected: Yes

Goals Outcomes: Just for fun, experiential, cooperative activity, group activity, individual competition, team competition, skills development, leadership activity, strategy and team development.

Transport: No

Onsite dining: Yes

Catering available: Yes

Beverages: Yes

Alcohol: Yes

BYO: No

Disabled access: Yes

Toilets: Yes

Opening hours: 7 days, please enquire about our flexible event hours to suit.

Awards: National Centre of Excellence for Board Sailing.

Numerous national and international regattas

The Royal Queensland Yacht Squadron offers a unique setting for team building, strategic planning and leadership development. Room options include an auditorium or boardroom; supervised sailing, windsurfing and stand up paddleboarding is available.

Royal Queensland Yacht Squadron, far away from the commotion of Brisbane at beautiful Manly on Moreton Bay, provides your team with a safe, supportive environment to challenge themselves, improve their work performance, and enhance teamwork, communication and leadership skills.

Off Water: Facilitator has access to fully AV equipped Auditorium, Board Room or larger Function Room for meetings and presentations.

On Water: *Discover Sailing.* Work collaboratively as a team to gain essential skills in sailing, windsurfing or stand up paddle boarding; includes boat or board handling safety.

Discover Racing: Is competition important? An RQYS Instructor will coach teams to battle it out on a race course; choice of sailing, windsurfing or stand up paddle boarding.

TEAM BUILDING & SPECIAL EVENTS

RQYS offers the right combination of land and water based facilities for undertaking annual strategic planning, leadership or team development events.

When the indoors work is done, their specialist RQYS Instructors own course around spectacular Moreton Bay.

Sailing, windsurfing and stand up paddle boarding at RQYS provides an exceptional experience for collaborative or competitive team building or corporate development and communication.

Discover Sailing and **Discover Racing Experiences** are perfect for combining several key "Goal Outcomes".

General Manager's Update FEBRUARY 2016

BY SHAWN KET



The Royal Queensland Yacht Squadron has a seven pillar strategy underpinning our intention to build on the incredible success of the last 131 years as one of Australia's truly great yacht clubs. Currently, our number one pillar is member "Participation". This update will focus on our progress in the area of "Participation" across some of our business units.

Yachting

Participation in our 131st Sailing Season has been marked by 1120 enrolments, year to date, in our Sailing Academy across Youth Squads, Schools, Tackers, Adults, Ladies, Discover Sailing courses and the very popular Sail and Play programs. Check out some of the great videos of our recent Sail and Play co-hort.

<https://www.facebook.com/RQYS>.
Manly

With over 120 entries in our Off the Beach classes, 17 Etchells, 8 Sportsboats and 22 Division Yachts our fleets are healthy and weekly competition is spirited and close. Our reputation for hosting great regattas is evidenced by the record fleet at Queensland Youth Week last July. Already a number of expressions of interest have been received from competitors for this year's Youth Week and Sail Brisbane along with our signature offshore event, the Brisbane to Keppel Tropical Yacht Race, which will celebrate its 10th anniversary in August.

WAGS continues to enjoy fleets greater than 50 vessels and our Sailing and Power Cruising Groups have full calendars and strong participation monthly. Participation levels are high for our log events including the very successful Goodwill Cup. A full sailing report is included in Richard Matterson's update in this edition.



Windsurfing and SUP

Building on the dedication and hard work of our windsurfing members, RQYS has been successful in attaining very significant Queensland Government and Yachting Australia support for the construction of a fantastic new facility on the eastern beach, kitted out with state of the art windsurfing equipment. To be known as the National Windsurfing Centre of Excellence, construction will commence in the coming months. We see windsurfing as an important element of member participation and another fantastic entry point for RQYS member sailors. Our intention is to support both the racing and social windsurfing fraternities. Many of Australia's top ranking windsurfers are RQYS members, providing great role models for future generations of sailors at RQ.

Membership

Key to increasing participation is the attraction of members across all categories. We continue to enjoy strong demand for marina berth rentals, which are running at approx. 95% occupancy from our growing number of boating members. We have seen real interest from Social members in our regular Discover Sailing and Monday and Thursday Women's sailing. We firmly believe that our family and children friendly

membership proposition will lead to the sense of belonging, ultimately underpinning increased boat ownership and participation in the sport.

Our membership strategy is based upon multichannel attraction strategies and on a "lifetime" membership value proposition for retention. Membership might, for instance, start with social membership, lead to casual stand up paddle boarding classes on Tuesdays or Yoga classes on Saturdays and progress into volunteering, crewing and boat ownership involving the whole family.

Of course we remain highly focussed on boat owners and attracting them to our hardstand and marina. Our 17 new marina berths under construction, and phase one of our hardstand reorganisation is part of a 2016 drive for optimal marina berth and hardstand utilisation as we continue to grow membership.

You may have seen our new Membership landing page, which emphasises to enquiring new members that RQYS enjoys a strong culture of "belonging". This explanation of one of the key principles of membership seems to be enjoying resonance with a steady stream of enquiries coming



direct from the website weekly and a >50% conversion to actual membership the outcome.

<http://www.rqys.com.au/rqys-membership/>

The great news though is that the membership strategy is working. RQYS has this year achieved its all-time highest number of members, reaching 3400 (up several hundred over previous years) as we roll into 2016. While social membership is proving popular, it's great to see that over 100 new boating members joined the Squadron in the last month. Overall >90% of RQYS members are in boating and associates categories.

Hospitality

As members have no doubt seen, there have been many changes in the Bar, Café and Restaurant over the last few months. Our new fresh seafood menu has been very well embraced, everyone is loving the

"every Friday" entertainment and our ladies "Wine Down" Friday event has seen numbers consistently topping 50 weekly. Our Harbour View Restaurant is regularly at, or close to, capacity on the weekends. RQYS enjoys a 4.3 out of 5 star Facebook rating.

<https://www.facebook.com/RQYS.Manly>

You will have noticed that we are now open for business seven days a week, from 8am Monday to Friday (Café opens at 10am) and from 7am on weekends, including the Cafe. It's terrific to see members around early in the week, many dropping in or coming over from the slipway for a coffee, a snack and a read of the paper (supplied to members at RQYS Reception).

Fuel

We've worked hard to provide quality fuel at great prices and as you will have seen, have installed brand new fuel bowsers and, after

some teething problems, completely replaced our electronic card systems to increase reliability. Members have appreciated the changes and we've doubled fuel sales over the last 12 months or so.

Marina and Hardstand

Part of increasing participation in yachting relies on available berths and hardstand spaces. We are very proud to be building 17 new marina berths, 10 of which are for multihulls, catering for the growing demand in this area. Our decision was to strike a balance in deployment of these berths. We took the decision to sub-sub lease four of these new berths (now fully subscribed) and kept the balance of the berths available for member short and long term rentals to ensure that new boating members have a place to store their vessels.

Yours in yachting

Shawn Ket - General Manager

Marina Development - Multihull & Monohull Berths

Berths available for short or long term rental!

Royal Queensland Yacht Squadron prides itself on providing members and their guests with a modern state of the art, user friendly Marina and facility. In the past 5 years we have noticed an increase in the popularity of catamarans ranging from the ultra light racer to extremely comfortable capable cruising cats.

RQYS is currently constructing 7 x 12 metre multi berths, 3 x 15 metre multi berths and one 15 metre mono berth all to be constructed using the existing superstructure on the southern side of P row. Part of the infrastructure expansion also includes 6 berths located at the end of JK row, of which remain 1 x 20 metre and 2 x 15 metre mono berths.

We foresee the end of the summer season a busy time for Catamarans returning from the Reef and enjoying the safe sheltered corner of the Manly Basin. Construction is expected to be completed by March 2016.

We are taking expressions of interest in long & short term rentals.

Contact David McTaggart at the Marina Office to discuss further.
T: 3393 3554 or marinamanager@rqys.com.au



Successful RQ Women

Joanna Sterling WINDSURFING

Photo: RS:X World Champs/
Sailing Energy - Jesus Renedo

The Royal Queensland Yacht Squadron has a vibrant women's sailing and social member community. Women belonging to RQYS engage in a broad range of activities including competitive sailing, social sailing, social events such as yoga, "Wine Down Friday", "Mumday" social sailing and Mums and Kids Coffee and Play.



Jo Sterling is a stand out example of a successful RQ woman who is actively involved in the RQYS women's' community.

With five international trips, ten regattas and a final opportunity to qualify Australia for the 2016 Olympics, 2015 was a daunting and challenging year for Jo. After suffering from overtraining and illness in late 2014, Jo and her coach, decided to take as much time as possible to train and peak for Sailing World Cup Hyeres (France) in April. With the new World Cup format, only the top 40 ranked girls were able to compete at this event making racing incredibly close and competitive.

Jo prepared physically for the event, however struggled to get back into the swing of top level racing resulting in a disappointing finish in 34th position. Despite this, Jo regained the mental focus and determination needed to race in big fleets on the World Cup circuit and improved her results significantly in the coming months to post a 10th at Delta Lloyd Regatta (The Netherlands), 5th at Sailing World Cup Weymouth and Portland (Great Britain) and 1st at the Australian RSX Nationals.

In July Jo's focus shifted to the World Championships in Oman

in October. This was definitely the biggest event on her calendar for 2015 with six country places for the Olympics up for grabs. In preparation for this event, Jo headed to Poland and then onto China for an intense six weeks of training. Jo prioritised light wind conditions and these venues did not disappoint with the girls pushing the limits on each session. This training, and improved fitness, proved invaluable in Oman where the fleet tackled five days of racing in 6-8 knots (full on pumping conditions) with the added challenge of competing in 40 degree heat. Light wind conditions have always been her weakness and Jo was ecstatic to see such marked improvement at the Worlds.

Unfortunately, while posting solid results a few larger scores saw her miss out on Gold Fleet (top 50% after two days of racing) by just one position and two points. Despite this set back, winning silver fleet meant that Jo still fulfilled her main goal of qualifying Australia for a place at Rio 2016.

After a few weeks break following the Worlds, it was time to commence racing at home in Australia. This summer's line up was the Raceboard Nationals at Royal Queensland Yacht Squadron in Brisbane, Sailing World Cup Melbourne and Sail Sydney. Jo had a lot of fun racing against the boys in a mixed fleet at Raceboard Nationals. After coming away with

7th overall and 1st woman, Jo is very excited for next year's World Championships which will also be held at RQYS. In Melbourne and Sydney it was wonderful to race against the other Australian RSX sailors as well as competitors from New Zealand, Singapore and Korea. At both events Jo was happy to finish 1st in the 8.5 division and have the opportunity to improve her tactics and fitness.

Looking forward to 2016 With Australia qualified for a place at the Olympics Jo now has two opportunities to post a result, which will qualify her for a place on the Australian team before the final selection in May. The events include the 2016 Worlds Championships in Israel in February and Sailing World Cup Hyeres in April. As well as these regattas, Jo is also planning to compete in the Delta Lloyd Regatta (The Netherlands), Sailing World Cup Weymouth and Portland (Great Britain) and RSX Europeans (Finland). After the Olympics, Jo will begin preparing for the Raceboard World Championships in November. At this event Jo is looking forward to racing at her home club (RQYS) and will be hoping to improve on her 3rd position at the 2014 Raceboard Worlds.

Ashley Stoddart LASER RADIAL



Ashley Stoddart is another successful RQ woman who is on a mission to compete at the Rio Olympics.

Ashley just returned from a successful trip with a 7th place at the ISAF World Cup Final and 11th at the Laser Radial Women's World Championship including qualifying the important country spot for Australia for the Rio Olympics next year.

She firstly competed in the ISAF World Cup Final in Abu Dhabi, UAE and then continued later to the peak event for the year, the Laser Radial Women's World Championships in Al Mussanah, Oman. The importance of the World Championships was the opportunity and necessity to qualify Australia a country quota spot for Rio. There were four country spots to be decided in Oman for the Laser Radial.

Ashley thoroughly enjoyed and thrived in the intensity of the competition at the World Cup final. The top 20 sailors were there to contest for this competition, all being on form with the World Championships only a few weeks away. In the days leading up to the event she trained in the onshore seabreezes under incredibly hot temperatures and light winds, however when the first race day came around they were faced with unusual offshore, puffy and moderate conditions.

Training included quality speed work with numerous countries and buddies and then some racing organised by the coaches.

In terms of results, the beginning of the regatta was a slow and steady one, Ashley began the regatta in 30th position after day one and hovered around these standings on the scoreboard throughout the qualifying series. Going into the Gold fleet racing in 35th position, the points however were close and she knew that this is where the real game started, and I was ready! Each day she climbed her way up the scoreboard, only focusing on one race at a time. This was not always an easy feat with many thoughts able to pull her from her focus, especially with respect to the country qualification.

Before the last day, Coach, Jared and Ashley spoke about how the regatta had played out so far and agreed that tomorrow many competitors would crumble under the pressure. Sure enough the day evolved with eight boats disqualified prior to any racing due to numerous black flag general recalls. Only one race was then possible due to the 3pm warning signal cut off time. Ashley raced a stellar race, particularly linking the pressure and shifts. A 6th finish in that final race moved her from 18th to 11th overall, and she was the second country to qualify out of the four spots available.

Ashley was am extremely happy with her results and having qualified Australia a country spot in the Laser Radial. The next step moved to qualifying herself for the spot within Australia's qualification requirements and this is now where her focus lies, inclusive of seeing how far she can take her progress from here.

A week following the World Championships Ashley headed down to Melbourne for the home World Cup event - Sail Melbourne. A 2nd in Sunday's Medal Race completed her string of 1st and 2nd places on the scorecard, and secured the World Cup win. It was a great opportunity to practice the art of winning and leading and even though there was some lack of numbers and depth, with 20 boats contesting the event, she walked away with some race practice under her belt and it is a step in the right direction towards Rio 2016.

2015 was a busy year! Ashley competed in 10 International events and within those contested in five medal races, performed a personal best at the recent World Championships finishing 11th and qualifying Australia the country spot for the Laser Radial in the 2016 Rio Olympics. There have been many trips to Europe and elsewhere for these competitions, along with many hours spent on the water in Sydney away from home, training towards her dream of competing in Rio.

Ashley would like to take this opportunity to thank everyone for their mentoring, support, well wishes and thoughts during the year. A special thank you to Australian Sailing, Queensland Academy of Sport and Royal Queensland Yacht Squadron as well as her personal sponsors for their backing and generosity, without this she would not have the opportunity to campaign with such intensity towards the Rio Olympics. Thanks also to coach, Jared West, and family and friends who are always behind her to be the best she can be! Ashley is very much enjoying the challenges and triumphs along the way, and as 2016 begins it only gets more and more exciting. It is even more crucial to stay focussed and not take her foot off the accelerator of hard work.

ISAF Youth Sailing World CHAMPIONSHIP

BY EMMA BAILLIE



The beautiful island of Langkawi, Malaysia hosted the 45th edition of the ISAF Youth Sailing World Championships from the 27th December 2015 to the 3rd of January 2016. The entry list was a record breaker for this regatta, with over 380 sailors from 80 countries worldwide.

The 2015 Australian Youth Sailing Team was fully represented across the nine classes. These included male and female RS:X, Laser Radial and 420 as well as a mixed multihull class called the SL16. Like other years, the regatta held a male 29er class, but also saw the welcoming of the female 29er class for the first time. Our team consisted of 14 sailors from Western Australia, New South Wales, Tasmania and myself from Queensland, along with a good dose of Aussie pride and determination.

We walked into the opening ceremony blaring "Land Down Under" by Men At Work on handheld Bluetooth speakers. Heads turned toward this iconic tune and it was clear that the Australian team was a force to be reckoned with. Holding to our reputation, race results soon followed.

As a team, we claimed the Nations Trophy for the first time since 2007. It was an amazing way to end the regatta, to be standing on the podium, sharing a win with a world youth champion and four more medallists. Together, we gained so much more than just the results on the board. We learnt valuable lessons, some which will apply further beyond the sailing arena, we had a good time and made great friends.

Now that I'm back, I'm training specifically, focusing on the lessons I learnt overseas. I look

forward to competing in more international regattas in the coming years, completing my bachelor of occupational therapy and continuing enjoying sailing.

I'd like to thank those who supported me to achieve my goals in 2015: Yachting Queensland, Queensland Academy of Sport, Royal Queensland Yacht Squadron and Australian Catholic University as well as my friends and family. The journey has been hard work but rewarding, from qualifications in Fremantle and Brisbane on the Bic Techno, to stepping up to the Olympic class windsurfer known as the RS:X and competing in lead up events like the ISAF Sailing Worldcup event in Melbourne and Sail Sydney. Although this will be the end of my youth sailing career, I am confident that such regattas and training have laid a foundation for future success in our sport.

Class	Sailors	Overall Placing
29er Girls	Amelia Stabback and Pia Doyle (NSW)	7 th
29er Boys	Jim Colley and Kurt Hansen (NSW)	4 th
420 Girls	Nia Jerwood and Lisa Smith (WA)	2 nd
420 Boys	Alec Brodie and Xavier Winston-Smith (NSW)	4 th
Laser Radial Girl	Jacinta Ainsworth (WA)	8 th
Laser Radial Boy	Alistair Young (WA)	1 st
RS:X Girl	Emma Baillie (QLD)	17 th
RS:X Boy	Jock Calvert (TAS)	18 th
SL16 Mixed Multihull	Shaun Connor and Sophie Renouf (NSW)	2 nd



In life, it's not
 what you get but
 what you
 become

Is an SMSF right for you?

The self managed superannuation fund (SMSF) market is growing in significance within the overall superannuation industry. In October 1999 there were 187,000 SMSFs. In 2015, there are more than 550,000 funds in existence. This means approximately three-quarters of a million Australians are currently providing for their retirement by means of an SMSF and the sector currently accounts for approximately one-third of all superannuation funds under management in Australia.

SMSFs allow its members to quickly adapt to the changing economic and political landscape and take advantage of the myriad investment opportunities that become available.

Regardless of its popularity, the decision to have a self managed super fund must not be taken

lightly. Individuals must be prepared to take on the serious responsibility of being a trustee and to act accordingly.

There is no doubt control, involvement and tax effectiveness are very good reasons for establishing an SMSF. However, there are strict rules about what you can and cannot do within your fund. Penalties could apply if you do the wrong thing. When deciding if an SMSF is appropriate, consider these four questions prepared by the Australian Tax Office (ATO).

- Is the fund strictly for retirement benefits?
- Do you have the time to manage your own fund?
- Will the benefit be worth the cost – SMSFs can be expensive if the account balance is low?
- How will switching to your own SMSF affect your current superannuation benefits?

Only after a full examination of the related issues should one be established.

We recommend you obtain advice from a qualified adviser about whether an SMSF is right for you and your family.

Find out more

Roger Leaning
 Director
 07 3334 4554

Bruce Porter
 Private Client Adviser
 07 3334 4871

www.morgans.com.au
 1800 777 946



Squadron Sailors Olympic Pathway COMPETITION

BY BRADY LOWE - SQUADRON COACH



The months of December and January are the peak of the competitive season for many of the Australian Dinghy classes, and in particular the "Olympic Pathway" classes.

At the Royal Queensland Yacht Squadron this pathway is encouraged and supported as not just a possibility to enjoy Olympic success, but also as the primary avenue for young people to enjoy their sport in the surround of great role models, good competitors and many participants their own age. To that end the Squadron's success in many of the pathway classes is a promising sign of both, great competitors and well-rounded and fair sailors.

The big summer of sport commenced in December with the Sailing World Cup Melbourne, the Australian round of the world tour for the Olympic classes. Sail Melbourne features many of the Olympic classes as well as their feeder classes who are invited to compete alongside. The focus

of the week however was on the Olympic classes, and in the Men's and Women's Laser it was tough competition for RQ sailors, with Ashley Stoddart holding off New Zealander Suzannah Pyatt and Belarussian Tatiana Drozdovskaya for the Gold in the Women's. For our younger competitors the field was a challenging one, Annie Eastgate, Carissa Bridge, Mara Stranski and Simone Wood all competed in the Women's Radial in a range of conditions on courses right off St Kilda Beach and Port Melbourne. While the girls narrowly missed out on the Medal Race, Carissa in 11th and Annie 12th, it was a great opportunity to experience the narrower field and stadium racing style of the World Cup events.

In the Men's Laser, Mitch Kennedy was able to take 8th after a close end to the regatta saw only three points separating 4th to 8th. Dan Self had a strong regatta in his first World Cup event in the Standard. Dan placed 19th overall, 5th best of the Australians with all of those above him having completed at

least two years on the world tour. This was an excellent result for Dan and a strong start to his coming year in the Laser.

For the Windsurfing program it was a highly successful event, Joanna Sterling winning the event with a perfect scorecard and Lara O'Brien receiving her first World Cup medal in 3rd after a close battle between the 2nd, 3rd and 4th placed competitors.

In the invited classes there was plenty of success for Squadron Sailors, in the Laser 4.7 RQ Youth Squad sailors were 1st and 3rd with Tom Needham winning the event after some great racing in a variety of conditions. The 4.7s were out on course when a typical Melbourne surprise front arrived sending the breeze up into the high 30s and putting some of the sailors quite literally on the beach, with boats washing up on St Kilda in front of the swimming baths!

In the Optimist class Ashleigh Swadling was the best placed girl at the event. Ash commences the summer where she finished the winter, the best Women's Optimist Sailor in Australia.

For the nearly 20 RQ Youth Squad sailors who took part the Sailing World Cup in Melbourne it was an eye opener to the world of Olympic International sailing, and for many the dream has begun.

Road to Rio

Jake Lilley INTERNATIONAL FINN CLASS



For me the festive season was a time for regeneration, physical training and some reflection.

Personally, the year of 2015 was a year of progress and a real eye-opener to the possibilities of what 2016 may bring.

I had a successful year learning more about racing at the very top-level of an Olympic class and made a lot of progress on all fronts of my campaign.

I managed to finish Top 10 at the majority of International Regattas, collected two World Cup Medals, Winning a National title and a European Cup Silver medal in addition to being selected in the Australian Team to represent at the Olympic Test Event, a major stepping stone on the Road to Rio.

I felt that I managed to improve almost every aspect of my game tremendously to a point where I was left with only one significant

weakness going into the World Championships.

2016 is about overcoming this final hurdle and additional refinement of the other aspects leading into the Olympic Games in August.

I am left with no doubt of the very real possibilities that lie ahead this year, it's now time to work harder and smarter than ever and seize the upcoming opportunities.

After my last report, to finish of the season, I again travelled to Brasil to prepare for the Olympics, competing on the courses and gaining valuable knowledge of the area. Along the way I managed to solve some of the highlighted flaws from the World Championships, sail well and finish a promising 4th place.

This was a pleasant way to finish the 2015 season and end the year ranked as World #3.

2015 Results

Melbourne World Cup 3rd
Miami World Cup 3rd
Palma 13th
European Championships 8th
Medemblik European Cup 2nd
Weymouth World Cup 6th
Brazil International Regatta 4th
Pre-Olympics 8th
Polish Championships 1st
World Championships 19th
Brazilian Championships 4th
World rank #3

Junior Results

European Championships 2nd
World Championships 2nd
World rank #1

I was also privileged enough to sail with Glenn Bourke and Robert Jeffreys where we won the Australian Championships and place 3rd at the World Championships in the SB20 class.

It was a exciting year and 2016 promises to be even better.

The support of each and every one of you made the journey possible and I am incredible thankful of your support, help and backing. It made the difference between running a compromised program, and a fulfilling program, eating properly to maintain optimum weight or going hungry, having fast sails, or worn out sails. The list is endless and the support doesn't go unnoticed.

Special mention must go to the Australian Sailing Team, Royal Queensland Yacht Squadron and Queensland Academy of Sport with their assistance and helping me to be the best athlete I can be. But without the help of Darren Gilbert with Kelsow Consulting, Kevin Miller and Barry Cuneo with Envy Scooters with their significant contributions and continuous support, a serious Olympic campaign would be nothing but a dream.

Thank You.

I start 2016 full of ambition and detailed objectives which will hopefully lead us down a successful path to the 2016 Rio de Janeiro Olympic Games!

Keep your fingers crossed and thank you for your unwavering commitment. I hope to do you all proud.

Yours in Sailing
Jake Lilley



Sail Noumea 2015

A Cruiser's PERSPECTIVE

BY STEPHEN EVERETT SV *Salacia* RQ1600



Salacia participated in the 2015 Brisbane to Noumea race, mainly as an excuse to go cruising in New Caledonia and Vanuatu and take the opportunity to return to Brisbane via the Huon and Chesterfield Reefs.

We participated in the cruising division of the race for several reasons:

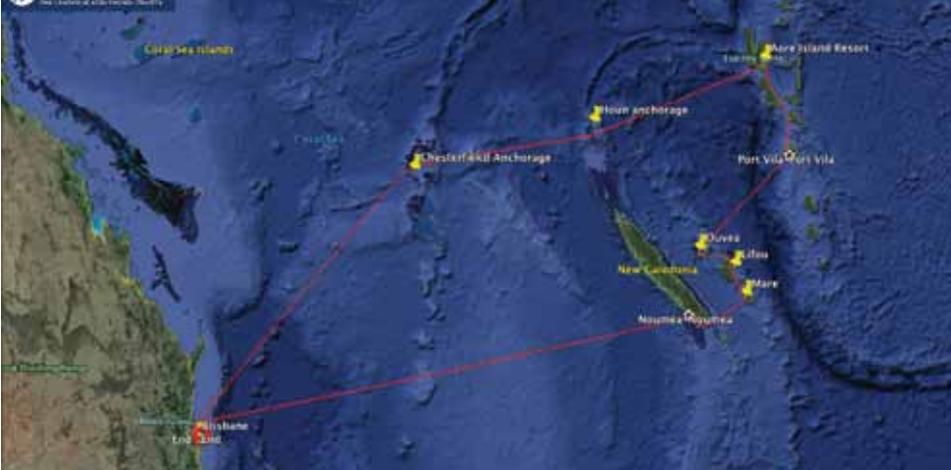
Firstly, we had the opportunity as a cruiser participant to decide our departure date, within a ten day window before the race start. This ultimately meant that we were able to choose "our weather window" that would enhance our chance of a fast and comfortable voyage for all. This does not mean that you can be forever changing your needs and requirements for the race. You must be prepared to depart, boat, crew and provisioning for a day one expected departure. Just because you are favoured with a "window" do not leave your preparation to the last minute! *Salacia* was ready to go many days prior to the earliest possible departure date!

Salacia's navigator, Ross Jones, was running "Predict wind" several times a day and proclaiming "not yet". We were looking to leave on a SW change between two high pressure systems to maximise the time with Southerlies before encountering the East/South Easterlies. After waiting seven days we finally all agreed on a favourable weather pattern emerging.

A big thank you to Customs who were prepared to come to Raby Bay and clear us at short notice. An incredible service, with very friendly and accommodating staff who need more accolades than they duly receive!

Set sail we did, two days prior to the official race start and departed the shores at 1100 hrs on 18th June!

After an amazing journey across the Pacific we crossed the finish line at 2304 EST on 22nd June and were met by the



most gracious and accommodating welcome committee any of us had ever encountered! The total distance logged was 748nm over four and half days. Most importantly we did not encounter any windward work.

The second reason for being in the cruising division, meant we did not have to push the boat to "win at all costs", neither did we need to upgrade our Dacron sails which have taken us across the Pacific! Of course once we were at sea and other boats started to catch *Salacia*, the competitive spirit did arise!

One deflating moment occurred at dawn on the fourth day, one of our crew said, "I think I see a mast on the horizon behind us". "Couldn't be", the skipper responded!

The closest boat on the previous night's sked was *Beau Geste* and she was 120nm astern. We had been averaging over 8 knots during the night! Sure enough, *Beau Geste* passed us a couple of miles to leeward around 0600. She had averaged over 10 knots faster than *Salacia* overnight, i.e. over 18 knots. Wow. She truly was like a huge flying insect over water! Amazing to view!

Although we encountered some boisterous seas and local rain squalls with wind over 30 knots, the only damage we incurred was the bottom mainsail batten pulling out of the batt slide on the mast. We could have repaired it at sea, but elected to sail the rest of the voyage with one reef in. Compared to a lot of damage caused to some of the race fleet, we felt very fortunate.

You never feel alone on these amazing journeys at sea, the regular radio skeds with Charlieville Radio, the HF contact with the other boats and knowing the trackers are constantly transmitting your position,

gives you great comfort. The race organisers at RQYS are constantly monitoring "their fleet". Although several boats did turn around due to gear damage, there were not any emergencies encountered – the planning and organising worked – well done to all involved and in particular but not limited to the Race Committee!

The welcome and hospitality by CNC (Noumea Yacht Club) was just fantastic. They organised customs and immigration clearance at the club on arrival, at any time of the day or night, thereby entry formalities were painless. Every participating yacht was presented with a "gift pack" of French goodies on arrival which included wine and beer, baguettes, cheese and numerous goodies for all.

Every yacht was allocated an English speaking "Godfather" or "Godmother" who ensured that no participant lacked any assistance with any or all requirements whilst in Noumea. CNC organised several functions whilst we were there, so there was certainly no shortage of food, entertainment or great stories to tell!

At the end of the week in Noumea most of the fleet headed off for cruising the great New Caledonia waters including Ile des Pins before heading for the Loyalty Islands and on to Vanuatu. As cruising destinations, New Caledonia, Vanuatu, Huon and Chesterfield reefs are exceptional. More on the cruising highlights in a later edition.

RQYS is planning to conduct the event again in June 2018 in conjunction with, CNC in Noumea, CYCA in Sydney and the Royal Akarana in Auckland. As a skipper I can only recommend it to all racers



and cruisers as a great way to obtain exceptional cruising experience in amazing destinations and to be a part of the friendliest and most accommodating fleet ever!!

Although some cruisers see the Cat 1 compliance requirements as difficult, it is not if you plan well ahead and take your time. It is an important requirement to ensure that you are ready for crossing oceans.

I am hoping that past cruisers and racers will be on hand to see that our fleet is huge for 2018. Remember safety first, then cruising and racing in these waters are your untapped dream! *Salacia* will be there!

Photos: Left Page - Top: Sunset on the first evening. Bottom: Salacia at Raby Bay ready to go!. Inset: The Crew prior to departure. Right Page: Top Left: Salacia's Course. Top Right: Lazy watch with the autohelm. Below: Good times in Noumea



Etchells on Tour

Land Rat GOES TO CHINA

BY JOHN WARLOW - TEAM LAND RAT - AUS 1422



Three weeks on campaign in Hong Kong is now behind us, I will miss our luxurious no expense spared accommodation in Wanchai. And no we didn't see any bar girls.

Apparently you can't trust the web site photos when choosing a luxury suite, and I swear I did book the most expensive accommodation I could find. As team leader it was agreed I was able to have a whole wardrobe to myself and Mick and Will would share their wardrobe together. Sorry, wardrobe in Chinese means "best special" luxury suite. Ah well at least we didn't have a room party every night.

Our world odyssey was well supported with our team mates Gen XY joining the tour as well as Barry Deeks and Arthur Gough the worlds most dedicated Etchells volunteers, and tour Life Coach and Brisbane Fleet Captain Noel Paterson coming along for moral support. RQ also contributed to our planning for the Brisbane 2018 Etchells Worlds by

sending our Marine Operations Manager Richard Matterson over to have a look at the regatta management and the support offered by the host club, Royal Hong Kong Yacht Club. Richard was actually seconded to the Jury at short notice due to a jury member not being able to attend, so could not have got closer to proceedings. Well done Richard.

The regatta seemed to be spread all over China, the regatta admin, measuring and official functions were run out of the Royal Hong Kong Yacht Club at Kowloon (central Hong Kong). The sailing area at Clearwater Bay was an hour boat tow away (at a cost \$200hkd each way) or an hour bus ride (free) or a forty minute taxi ride (\$200hkd).

Our typical day was leave hotel at 6am, walk 25 minutes to the yacht club, have an hour bus ride to the boats, have a really bad breakfast at Clearwater Bay (tongue roll with lots and lots of tomato sauce was the

most edible item on the hot menu), leave the dock at 9.30, sail 'til 4.00, wait two hours for the bus, have an hour bus ride back to the yacht club, arrive around 7.30pm, have dinner anywhere that looked good on the 25 minute walk back to the hotel (there were plenty of good options), then stop of at the Rum Bar til Will couldn't talk very well, in bed by 9pm. Then do it all again.

It was actually more fun than it sounds, the bus trips home were a captive audience for the forty or so competitors and the ten cartons of Peroni beers provided by the regatta sponsors after each race.

The actual racing was very challenging with the Nine Pins race track producing some very nasty refracted wave patterns in any weather, our heaviest race was only 18kts but the sea state was worse than a bad day at Mooloolaba. Thank goodness for the new electric pumps, it sucked if you didn't have them (sorry I had to slip that one in).

A weird tide sweep occasionally gave a huge advantage on one side of the race track but never seemed to be there when we were, or for that matter for some of the locals that we were relying on to lead the way in strange waters. Apparently "it is never like this here" is valid in this part of the world as well.



The Americans were clear winners at the regatta with a solid one two result, the Aussies came in third with GT from Melbourne pulling together a great regatta on the last day, RQ team Gen XY could have held a fourth on the last day but unfortunately dropped back to seventh, still a great result. Team Land Rat had been improving through the series with some top tens and going into the last day in 16th and second Corinthian team (non professionals), but had a bad day and finished in 19th, still a great result in the scheme of things.

The entire tour has been a logistical mission for the teams that travelled, both boats were shipped in September and at the time of writing in December still had not arrived back in Brisbane.

Did we have a good time and would we go again?

Of course we would, it was a great tour and plenty learned that would not have been possible if we had stayed home.

Where do go from there?

On the road of course; Melbourne Nationals in January, then NSW States in February, the fun just keeps on coming.



EMERGENCIES CAN HAPPEN ANYWHERE

G R E A T
Circle

For the producers of TV's Biggest Loser, safety was paramount when contestants sailed from Sydney to Hobart. They chose super tough Great Circle Life Rafts for both the pre-sail safety training and their passage across the notorious Bass Strait.



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Sail Cruising

Fire Safety Awareness & BLAKSLEY CRUISE

BY KARL & ANITA GUILFOYLE - ZEST



Cruising Group member Warren Kerswill demonstrates his fire extinguishing skills



In October 2015 the RQYS Sail Cruising Group had a Fire Safety Awareness session and a weekend cruise to the Blaksley anchorage on the western side of North Stradbroke Island.

Professional Fire Trainer Justin Welch attended the Friday evening cruise briefing to explain fire hazards, fire fighting equipment, maintenance and operating procedures. He explained the various types of fires, the appropriate fire extinguishers for each of them, and the advantages and disadvantages of dry powder fire extinguishers for general use including homes and recreational boats.

Justin arranged for participants to use a portable fire extinguisher to quell a controlled gas fire. This was a worthwhile experience for many people who had not previously had practical training on a real fire.

The gas fire lit up the marina hardstand area, but the Queensland Fire Service had been warned in case a fire was reported to them. Portable fire extinguishers containing either carbon dioxide or dry powder were used, and Justin also demonstrated the safe use of a fire blanket to smother flames by excluding oxygen.

RQYS Marina Manager David McTaggart explained the on-site fire fighting equipment and safe operating procedures for the emergency alarm system and the mobile diesel-powered water pump ("fire cart").

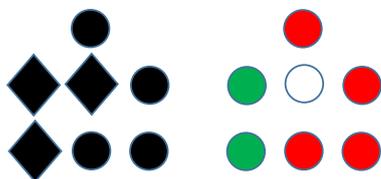
The weekend cruise fleet included yachts *C'est la vie*, *Curlew*, *Dawn's Light*, *Freycinet*, *Genesis*, *Heemskirk*, *Lovin Life*, *Phase 2*, *Revival*, *Rose*, *Slightly Unstable*, *Spirit of Tommie*, *Sunshine*, *Sundance Deesse* and *Zest*. On Saturday the breeze was light and variable, but generally easterly so the Blaksley anchorage was very comfortable. Local wildlife sightings included Brahminy Kites, Dolphins, a Dugong, Kingfishers, Hermit Crabs, Kookaburras and Turtles.

We met on the beach at low tide for conversation, "sundowners" and a "shapes & lights" learning session. We noted signals for "carrying out underwater work" (eg. a dredge) and the correct side for boats to pass (ie. the side with diamond shapes or green lights).

The island's trees provided welcome shade from the sun, and a soft carpet of Casuarina fronds underfoot.

Sailors competed to tie a line around a mooring cleat, from a standing position. The first turns are easy but the final locking turn is quite tricky if you cannot bend or crouch down close to the cleat.

Mal from *C'est la vie* won a prize for being the first participant to successfully tie the line around the cleat and lock it securely, whilst standing up straight.





Additional entertainment was provided by hermit crabs dragging their shells along the soft sandy beach.

Many sailors stayed ashore for an evening meal, with the Group's barbecue available for use.

During Saturday night the Blaksley anchorage was very calm, enabling a restful sleep for weary sailors.

On Sunday morning we met on the beach for breakfast and a relaxing time "colouring in" various pictures. There was an option for sand sculpture, but that was generally considered to be too strenuous.

A light south-easterly breeze then enabled our yachts to sail home with assistance from the ebbing tide.

It was another great weekend on Moreton Bay, with our friends in the RQYS Sail Cruising Group.

After the cruise, several members decided to buy new portable fire extinguishers for their boats and homes. Welch Fire Services supplied a total of 30 dry powder fire extinguishers to us for a discounted price – thanks again, Justin.

Sail Cruising

Sweet Cruise - SAFETY WITH EXOTIC EATS

BY NICK & LORRAINE - SWEET MANGO

Question for intelligent people.

Where do cruising sailors in Moreton Bay go when the forecast is for 25/30 knot winds from the NNW? Lucinda Bay? Wrong answer, which is why at the Friday briefing we changed the venue to the safe haven of Canaipa.

The Cruise featured two serious components, firstly improving sailing safety by running a Man Overboard competition and secondly inviting creative gourmet cruisers to bring along a dish which featured Mangoes.

About one nautical mile north off the entrance to the Canaipa Passage *Sweet Mango* and *Genesis* anchored



50m apart to form a gate through which competitors had to sail. In-between this gate was an anchored SOS Danbuoy. Competitors then sailed past the danbuoy and after 10 seconds were given the MOB signal and then had to turn round and touch the danbuoy with a boathook.

The winner was *Halcyon* in the amazing time of 30 secs, and under sail at that! Given that a drowning person could hold their breath for twice this time so if you are determined to fall overboard book a trip with Shane and Sue.

Worthy of note was second place winner *Spirit of Tommie* who also, under sail, managed to complete the task in 52 secs. They did this with their usual professional pink aplomb but suffered a 1 sec penalty for giving cheek to the referee.

There was one protest which took the jury several beers to decide during the lunch adjournment. *Heemskirk* 1 min 20 secs claimed to have saved the life of the MOB but in fact had only just managed to touch the danbuoy's streaming pennant. The Jury's verdict was that if the MOB had sufficient hair then the life would have been saved. The crew were examined by a trichologist who deemed that sufficient hair was aboard at the time and thus they were not disqualified. Special mentions to *Scarlett* 55 secs, *Freycinet* and *Axion*.

Curlw also needs mentioning in the context of something like "We've done these things before, we are just cruising," as they blithely sailed past the gate with a royal wave of the hand! They looked good anyway (at least Jane did!).

Many thanks to Fred as official time keeper and Marie as the photographer. It was an arduous

job sitting in the cockpit eating and drinking for three hours on a glorious sunny day and a bit annoying to be woken up occasionally when a boat went by.

At 4.00pm ashore at Canaipa was the most amazing array of Mango dishes ever assembled in the southern hemisphere! Everyone had entered into the spirit of the event particularly the Mango Daiquiri entrant.

The competition was run under the democratic secret voting system favoured by sub Saharan third world nations. The result was thus preordained when Lorraine's Mango and Prawn Gazpacho won the most votes. An excellent example of the exercise of political power as practised in Zimbabwe.

Unlike Mugabe, Lorraine stood aside and the winner was proclaimed as Kerry from *Scarlett* with the Mango Daiquiri and second *Spirit of Tommie* with a delicious Mango and Ginger Salsa.

On a special note we must mention *Simpatico* whose crew arrived ashore with a delectable, potentially winning array of mango wraps an hour and a half late, by which time the competition was over. It should be noted that *Simpatico's* crew, Glen and Joanne had just returned from their honeymoon but we cannot draw any definitive or relevant conclusions from this.

As is usual on these cruises everyone had a miserable time and were looking forward to more misery cruising in the new year. Look forward to seeing you all there.

Sail Cruising Cocktails AT DUSK

BY PETER HULME - SPIRIT OF TOMMIE



Bev & Peter from Spirit of Tommie



Mal & Bryan - Cocktail testers at work

All week before the September cruise the weather reports were forecasting strong southerly winds and this caused some concern as the cruise was planning to use the Blaksley anchorage on North Stradbroke Island. By Friday a strong wind warning had been formally issued for Saturday with winds expected to reach up to 30 knots from the south in the early morning and remaining around 20 to 25 knots for the rest of the day. Strong southerly winds could make Blaksley's a little uncomfortable so at the Friday night briefing it was decided to make for Canaipa instead.

With clear skies and a steady southerly at 20 – 25 knots, fourteen boats and 35 sailors set off on the Saturday morning knowing that they would have strong headwinds and a classic Moreton Bay chop of one to one and a half metres. Most chose to go to the west of Peel Island but several yachts sailed to the eastern side of Peel and thus avoided heading straight into the chop. By mid-afternoon all had made it safely to RQYS Canaipa and were enjoying the relative calm of the anchorage and the chance to check for any damage caused by the pounding on the way down. Our thanks go to Kevin for his hospitality and flexibility in dealing with our late change.

The theme for the cruise was Cocktails at Dusk with a dress requirement of 'Formal Above the Waist' - and preferably some attire below the waist. As we gathered ashore in the late afternoon it was fantastic to see the array of finery from the navel up and with the right camera angle it looked like a dress rehearsal for the Commodore's 'At Home' Annual Dinner!

Boats were encouraged to enter their favourite cocktail in a competition for Best Cocktail and Most Surprising Cocktail. The Cruising Captains took their judging very seriously, enjoying many varied cocktails of all flavours, and yet they still managed to add up their scores at the end without any help. The Best Cocktail prize was awarded to Lucy and Emily from *Heemskirk* for their delicious concoction called Captain's Mutiny. The Most Surprising Cocktail prize was awarded to Serena and Gary from *Affinity* for the clever idea of presenting a cocktail named Affinity, which the judges confirmed was an official cocktail in the Bartenders Handbook. Because the standard of cocktails was so high the judges decided to award two Commendation prizes to Jenny and Rod from *Dawn's Light* and Lorraine and Nick from *Sweet Mango* for their efforts.

Prizes were also awarded for Best Dressed Male, Female and Couple. This was actually the harder section to judge, especially after having tasted so many good cocktails. Best Dressed Male was a tough decision between three well-dressed gentlemen (including one in RAF uniform) who stood out with their stylish hats, with Peter from *Spirit of Tommie* taking the honours. Best Dressed Female was equally as hard with the ladies all looking elegant in their fascinators and designer wear, however, Shez from *Sensation* was the winner. The Best Dressed Couple went to Rosalie and Peter from *Sunshine*. It was a fun evening and many stayed to enjoy a barbecue dinner and relaxing night finishing off the cocktails.

We awoke Sunday morning to low overcast skies and the serious threat of a wet cruise back to Manly, but at least one with the 15 – 20 knot southerly behind us. Whilst there were some showers on the way home it was not too bad and most enjoyed a good run back.



Bev, Lorraine & Jenny

Power Cruising

Where we've been **WHERE WE'RE GOING**

BY JAN RALPH - MJ

Power Cruising

Over the last three months of 2015 we had three great cruises, although two of the destinations had to be changed due to the winds.

Lazaret Gutter – September.

Cruise Captains Mick & Jenny Atkinson, *Sweet Thing*

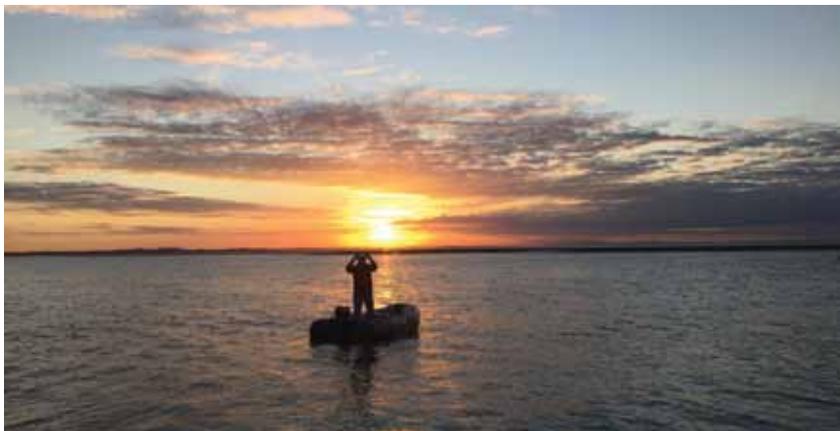
Seven boats plus crew from two of our other regular boats attended. Boats were rafted five wide and the social activities were based on *Destiny*. This included Commodore Ian cooking great steaks on his BBQ. We were protected from the wind and the sun made it a perfect spring weekend. This was another sensational weekend on the water.

Couran Cove – October.

Cruise Captains Deb Coghlan & Jan Ralph, *MJ*

Crews from 11 boats attended including four new Cruisers. Most of the boats were side by side or opposite each other on the pontoon making it great for the social activities. The AFL Grand Final was divided, we had Eagles followers on *Destiny* and Hawks followers on *Azimuth*, although most of us really did not care who won and just watched for the fun of it.

After the football we all enjoyed the buffet dinner at the Resort. Sunday morning a few of us went kayaking and then we walked (or caught the train) over to the beach where we tested out the Surf Club for lunch. Sunday night we all gathered around *Destiny* to watch the NRL Grand Final and everyone was happy as both teams were from QLD. This was followed by a great group BBQ dinner. The weather was perfect all weekend. We had a fantastic weekend away with a lot of fun times had by all.





RQYS Canaipa – November.

Cruise Captains Mick & Jenny Atkinson, *Sweet Thing*

Seven boats attended, plus two crew from one of our regular boats. Saturday lunch was a group BBQ on shore. Sundowners were held on *Snow Goose* and *Restless Six* and a great night was had by all. Sunday morning we all came to shore again for a BBQ breakfast and met up with some of Sailing Cruising Group who also ended up at Canaipa for the weekend. Crab pots were checked and Arthur and Jan from *Crystal* secured three crabs while Ian and Sharon from *Over Sea'er* 'jagged' a flathead. Another fantastic weekend on the water and the weather was not as bad as predicted.

Cruising Group Christmas Party

The year ended with a combined Power and Sail Cruising Group Christmas Party, held in the Girdis Room at the Squadron. There were awards aplenty and copious amounts of Christmas cheer - again, a great time was had by all.



UPCOMING EVENTS

13 & 14 February 2016 – Valentine's Day weekend.

Cruise Captains Graham & Karen Hills (pictured left), *Rumbler* are planning a romantic weekend away with a Wine & Cheese Tasting theme, at Peel Island.

25 – 28 March 2016 - Good Friday to Easter Monday to Mission Point, *Bribie Island*.

Cruise Captains Commodore Ian & Dawn Threlfall, *Destiny*.

The Powerboat Cruising Group plan a weekend away each month of the year in and around Moreton Bay and are always happy to welcome members that would like to join us for a fun weekend on the water.

Please come and join us for a weekend away sometime, contact Ian Simeon (Chair) or Jan Ralph (Secretary). For more details check out the RQYS Website or the weekly "In The Wind". Hope to see you on the water soon.

Powerboat

Navigation MYORA - GOODWILL

MYORA CUP

Navigation Event Saturday 5 March 2016

Powerboats and yachts are encouraged to participate. Our Committee members are eager to assist any members with tips and advice on how to successfully compete in a Navigation event.

Please call

Chris Land: 0418 885 447 or
Scott Anderson: 0409 785 023
for GPS Navigation Hints & Tips

Glen Battershill: 0448 986 289
for Traditional Navigation Hints & Tips
if you would like to take up their offer of help

Entry form available on line or call the
Administration office

PAST COMMODORES' CUP

Saturday 28 May 2016

This navigation event is held in Waterloo Bay allowing competitors to finish the event around lunchtime and return to the Squadron Clubhouse to enjoy lunch with family and friends.

Entry Forms will be available on the website closer to the event date.

GOODWILL CUP

The beautiful gold Goodwill Trophy is back in the Royal Queensland Yacht Squadron trophy case after a successful 2015 Goodwill Cup contest between the Squadron and Southport Yacht Club.

Congratulations to the RQ team who put in a great effort to bring the trophy home.

Competition for the Goodwill Trophy began in 1962 and has enjoyed friendly rivalry between the two clubs for over 50 years. It is great to see this competition is still going strong today with good fleets entered from both clubs.

Set aside this year's date:

Saturday 5 November 2016

RESULTS:

Goodwill Cup (Squadron member's event)

GPS: First - Mick Atkinson *Sweet Thing*
Second - Craig Black *Odyssey*
Third - P/Cdr Mike Tyquin - *Careening Bay*

Traditional:

First - Bill Wright *Kohi*
Second - Geoff Follitt *Lucinda 2*
Third - Charles Kirby *Nocturn*

Goodwill Trophy (Combined RQ & SYC event)

GPS: First - Mick Atkinson *Sweet Thing*
Second - Craig Black *Odyssey*
Third - P/Cdr Mike Tyquin - *Careening Bay*

Traditional:

First - Ray Gilbert *Samadhi (SYC)*
Second - Bill Wright *Kohi*
Third - Geoff Follitt *Lucinda 2*
Fourth - Charles Kirby *Nocturn*

SAVE THE DATE

Destinu Island

What's on the Island?

Dawnee's Bar

Tropical Musicians

Polynesian Dancers

Fire Twirlers

Shipwreck Casino

DJ

Join us for the **Commodore's at Home Function**
12 March
on the Main Rigging Lawn

The evening will start at **5:30pm**
with **Sunset Drinks**

Dinner will consist of a
range of delicious
and interesting
island foodstalls, incl a
Spit Roast

Bookings are essential - Reserved Seating
3396 8666

NEW DATE



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



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



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

DISASTERS! - ALL OF THEM

Want to hear the story of how these and other ships were saved?

Join us for the

CAPTAINS' TABLE LUNCHEON - Friday 13 May 2016

with Special Guest Speaker **Peter Toohey** - who was on board for the salvage operations.
(Peter was unfortunately unable to attend the previous scheduled luncheon in October last year)

Members: \$85 per person | Non Member Guests: \$95 per person

includes arrival drinks, a three course luncheon and two bottles of wine on each table - other drinks will be available for purchase during the course of the luncheon

Bookings now available and are required to be finalised by Friday 6 May 2016 - T: 3396 8666



Members and guests enjoying the many activities at the Squadron







Notes from the Rigging **LAWN**

BY RICHARD MATTERSON - MANAGER - YACHTING & MARINE OPERATIONS

In early December, whilst on leave in Europe, I attended the International Yacht Racing Forum in Geneva; a two day conference that focused on Social Media, Risk Management and Yacht Design on day one and general challenges facing yacht racing on the second day.

One of the main discussion points was a general decline in weekend yacht racing across the world; with the consensus being that traditional division yacht sailing is in decline; whilst one design and targeted regattas are on the increase. It is a challenge that the Sailing Office along with Sailing Committee are looking at as one of our focus areas for this year; starting with a Division Yacht skippers and interested parties meeting on Wednesday 3 February to discuss ideas for the 2016/17 season.

Another interesting observation was the growth in social racing (WAGS style events) particularly midweek; an American study laid out some of the reasoning behind this growth which included a virtual break of the working week in half and a reluctance of many people to impinge on the only true family time they have on the weekends

to engage in their own sporting activities.

I was also able to visit a number of yacht clubs in both Switzerland and France having interesting and enlightening conversations with my counterparts. It is my firm belief that much of what we do is world class, but there are always areas for improvement and innovation.

In line with our desire to increase participation we are bringing back a modified Wintersun regatta this year (30 & 31 July). Starting and finishing at Manly with the traditional overnight at Canaipa With a roast dinner provided by our resident caretaker Kevin we are hoping that many of our smaller boats will take the opportunity to come down the bay. We will be providing free transportation of tents and sleeping equipment for those boats that do not have the space onboard.

The traditional December / January National Championship season has drawn to a close with many RQYS sailors participating in a variety of classes; starting with the Sailing World Cup in Melbourne through to the Australian Youth Championships

in Sydney. Our Off the Beach sailors have excelled; whilst coach Brady has spent all but about four days in the past two months on the water or in the car driving between regatta's to support our sailors.

The Etchells have just finished their Nationals with both Matthew Chew and John Warlow and their crews backing up from the 2015 Etchells Worlds (Hong Kong), whilst many of our offshore boats have competed in blue water races along the East Coast and the Surf to City. Special mention must be made of Ian 'Ox' Davis who competed in his 25th Sydney – Hobart aboard James Irvine's *Mayfair*. Line Honours skipper Ken Read (*Comanche*) summed it up when he said: "The people who have done this race 25 times, God bless them, they are the hardest people on Earth or the dumbest people on Earth, probably a combination of the two." *Ocean Affinity* (Stewart Lewis) was the first RQYS boat to finish the race 20th over the line, three places ahead of *Maxi Ragamuffin*, but as all sailors know it isn't just about the big boats and the true winner is decided on IRC with *Mayfair* and *Not a Diamond* (David Redfern) having excellent



aces and being in the hunt for the Tattersalls Cup (1st Overall) for much of the race. *Black Jack* and *Dekadence* were both forced to retire, an account of *Black Jack's* race can be found on the RQYS Facebook page (courtesy of an article from The Daily Telegraph).

Here at RQ we hosted the Cherubs and Sportsboats for their national titles; the Cherubs having 35 boats in a very competitive nine race series, six different boats each winning a heat and no boat winning more than two races. Consistency was the key for *Son of Wally* (Nigel Blatchford-NSW) finishing with 1,2,2,4,5,6,6,8, DNF and 26 points; three clear of *Harden Up* (Kirk Mitchell) with *Causing Haavik* (Brett Lancaster) third. Best placed RQYS sailor was Andrew Triggell (*Tradesmans Entrance*) in 8th. It was great to see the Cherub sailors dancing up a storm at the clubhouse on New Year's Eve.

In the Sportsboats Andrew York in *REO Speedwagon* representing the CYCA had a one point win over Southport's Graham Sherring (*Stay Tuned*) with *Vivace* in third. Best placed RQYS boat was David Hewitt's *Legless* in 5th. Jason Ruckert took *Mister Magoo* out as a media boat and if you haven't already seen Goggles' videos, they are available on our Facebook page.

Participation in our off the beach classes has continued to grow; we are seeing more schools sailing from RQYS than in the past couple of years and our volunteers are

continuing to provide world class race management across all our sailing activities.

A busy 2016 looms; with club racing getting underway on Saturday 30 January for Off the Beach, Sportsboats and Etchells whilst the Division yachts return to club racing on Sunday 7 February following the Surf to City and 3rd race of the Kingfisher Night Series. The Sailing Office will be occupied with a large number of regatta's and major events between now and the start of the next summer season not the least of which is the 10th Brisbane to Keppel Tropical Yacht Race starting on Friday 5 August.

UPCOMING EVENTS

- 27/28 February: Myora Cup Regatta
- 5/6 March: Queensland Moth Championships
- 21/22 May: Canaipa Cup Regatta
- 1-5 July: Queensland Youth Week
- 7-10 July: Sail Brisbane
- 15-18 July: South Pacific Laser Masters
- 22-24 July: XXXX Gold Cup
- 31 /31 July: Wintersun Regatta
- 5 August: 10th Club Marine Brisbane to Keppel Tropical Yacht Race (Start)
- 3 September: Opening Day 132nd Sailing Season

RECENT MAJOR YACHT RACE RESULTS

Sydney to Hobart

- Mayfair* (James Irvine): 41st Line Honours, 9th IRC, 5th ORCI
- Not A Diamond* (David Redfern): 48th Line Honours, 12th IRC, 7th ORCI
- Maxi Ragamuffin* (Nant Whiskey): 23rd Line Honours, 31st ORCI
- Ocean Affinity* (Stewart Lewis): 20th Line Honours, 8th PHS
- Dekadence* (Stephanie Kerin): Retired
- Black Jack* (Peter Harburg): Retired

Pittwater To Coffs Harbour

- Runaway* (Drew Carruthers): 4th Phs, 9th ORCI
- Frantic* (Graham Furtado & Brian Pozzey): 26th PHS, 28th IRC, 20th ORCI

Coffs Harbour Solitary Islands Race

- Runaway*: 7th PURHC
- Frantic*: 13th PURHC

Coffs To Paradise Yacht Race

- Frantic*: 2nd IRC, 6th PHS
- Runaway*: 4th PHS



RECENT NATIONAL CHAMPIONSHIP RESULTS

ETCHELLS (46)

- 5th *Gen XY* (Matthew Chew)
- 7th *Fair Dinkum* (Grant Hudson)
- 15th *Land Rat* (John Warlow)
- 17th *Encore* (Peter Conde)

HOBIE 16

- 4th Andrew Keag/Helen Warneke
- 2nd Masters
- 5th Rob Branch/Hannah Bates
- 3rd Masters
- 8th Peter & Juliet Bates
- 4th Masters
- 19th Rob Andrews/Andrew Warneke
- 8th Masters
- 21st Lachlan MacFarlane/Sharon Rayner
- 9th Masters
- 28th Andrew Locke/Marcus Busch
- 31st Bruce Tardrew/Sarah Turnbull
- 5th Grand Masters
- 38th Carmen Andrews
- 40th Haylie Andrews/Millie MacFarlane
- 9th Youth, 2nd All Female
- 44th Sean & Karen Redman

FLYING 11 – Belmont (68)

- 12th Matthew & Luke Rogers *Firefly*
- 23rd Joshua Sloman & Mitch Miller *Intrepid*
- 29th Ben Roxburgh & Max Hateley *Supersonic*
- 35th Alex & Liam Watson *Fired Up*

OPTIMIST (120) - Open - Gold Fleet

- 12th Hamish Thorne *Aquaboy*
- 14th Ashleigh Swadling *Keep Calm and Stay Flat* – Australian Girls Champion
- 21st Blake Wilson *Bougainvillea*
- 42nd Zachary Edwards *Haywire*
- 49th Riley Cameron *Eyrofoil*

OPTIMIST (120) - Open - Silver Fleet

- 11th Charlie Piacun
- 58th Tarquin Clarke

INTERMEDIATE – Gold Fleet

- 17th Kyle Young

19th Kate Baisden

24th Jasmin Young

SABOT (72)

- 4th *Wobbly Boot* Will Bridge
- 8th *Lambourдини* Helena Lambourne
- 10th *Duck Hunter* Patrick Lambourne

LASER STANDARD (49)

- 6th Mitchell Kennedy *K-Time*
- 26th Daniel Self *Sail27* – 2nd Under 21
- 27th Daniel Best *Ummm I Don't Know* – 3rd Under 21
- 36th Angus Barker *Old Tom* – 7th Under 21
- 46th Gilbert Ford *Spics & Specks*

SABRE (35)

- 24th Allan Wilson *Grey Carnage*

LASER RADIAL – Gold Fleet (46)

- 5th Ashley Stoddart – Australian Female Champion
- 19th Madi Kennedy – 2nd Australian Female
- 23rd Jackson Rees
- 27th Annie Eastgate *Hello Buoy* – 4th Australian Female
- 32nd Emma Barsi – 3rd U19 Female
- 33rd Mara Stransky *Imp* – 4th Under 19 Female
- 46th Max Quan

LASER RADIAL – Silver Fleet (46)

- 4th Lachlan Grinwade
- 7th Simone Wood *Please Turn Over*
- 10th Carissa Bridge *Wings*
- 14th Thomas Little
- 19th Cooper Richmond *Probs Not*
- 24th Jordan Best *Blackjack*
- 26th Natalie Bridge *2 Far*

LASER 4.7 (52)

- 4th Tom Needham *Brizo* – 3rd Under 18
- 7th Justin Wise – 4th Under 18
- 8th George Morton – 5th Under 18
- 25th Nathaniel Dutton
- 32nd Taylor Rogers *Crew Zing*
- 40th Stewart Ford *Happy Moments*
- 49th Tanika Robba

49er

- 1st David Gilmour *SoPYC* / Lewis Brake

CHERUBS (35)

- 9th Andrew Triggell *Tradesman Entrance*
- 32nd Genevieve Warlow & James Chilman *Icky Thump*

SPORTSBOATS

- 5th *Legless* David Hewitt
- 7th *Gangsta* John Bowman
- 8th *Crank* Andrew Wiklund
- 9th *Lambourдини 2* David Lambourne

OTHER MAJOR REGATTAS

SAIL SYDNEY 2015

RSX

- 5th Joanna Sterling
- 10th Lara O'Brien
- 12th Emma Baillie

49er FX

- 2nd Samantha Simmonds & Max Von Richter

LASER RADIAL (42)

- 8th Jackson Rees *TBA*
- 19th Mara Stransky *Imp*
- 29th Annie Eastgate *Hello Buoy*

LASER (31)

- 8th Mitchell Kennedy *K-Time*
- 16th Daniel Self *Sail27*

AUSTRALIAN YOUTH CHAMPIONSHIPS

HOBIE 16

- 4th Haylie Andrews & Millie MacFarlane *Toothless*

LASER 4.7 (42)

- 7th Tom Needham *Brizo*
- 8th George Morton *Stratocaster*
- 24th Nathaniel Dutton *TBA*

LASER RADIAL (45)

- 34th Simone Wood *Please Turn Over*
- 35th Mara Stransky *Imp*
- 42nd Natalie Bridge *2 Far*

TECHNO 293 (5)

- 4th Courtney Schoutrop *Nutty*

SABOT WEEK

- 2nd *Mydas Touch II* Caleb Palmer
- 7th *Geronimo* Liam Watson

What's On

February to May 2016

Water



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Stand Up Paddle Boarding

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April Holidays
29th March – 1st April
Tuesday – Friday, 9:00 AM – 3:00 PM

\$265 per week or \$70 per day
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Bookings are essential
Contact 3396 8666

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Course dates are:

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Sunday Tackers Term 2
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\$395 per course
Bookings are essential - 3396 8666

STAND UP PADDLE BOARDING SESSIONS

Cost
\$10 per session
Boards incl.

Tuesday mornings
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3396 8666

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Start Crewing and Helming

Windsurfing

Ladies Sailing

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E: sailingacademy@rqys.com.au

www.rqys.com.au/sailing-academy

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\$430 non-members

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Learn to Windsurf



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sailingacademy@rqys.com.au



Our Adventure Scotland to AUSTRALIA

continued

STORY AND PHOTOGRAPHS
BY IAN & SHELLEY THOMASON

Ah, Greece, how wonderful it is, and the beauty of the islands is only overshadowed by the friendliness of the people. So, our journey took us into the port of Patras, on the western Greek coast, for a one night stay to pick up Shelley's sister and brother-in-law who have just finished a cruise and decided we were close enough for a quick visit.

As we tied up we were welcomed not by Greek mariners but by a Turk who was in the berth beside us. "Have a cold beer," he said, "you look like you need one". "Thanks mate, don't mind if I do!" "Can I return the favour?" ... "No, we're just leaving, are you going to Turkey?" "Yes we are," I said. "Call me when you get there, here's my number and email." "Will do," I said and with that, Murat and his wife Oya cast off and they were gone, (but not out of our lives).

The next morning with our new guests on board we set sail for the Corinth Canal. If you don't know anything about this amazing canal, carved out of the sandstone, Google it, you will enjoy the story. Once through, we anchored in a cute little bay, headed to a taverna for dinner and ate by the waterside watching children playing with baby octopus they had found hiding under the rocks.

The next morning we waved goodbye to the "Family", hoisted the rags and were off to Athens.

Athens, how do you say something nice about a city which is covered in graffiti, has rubbish all over the streets and harbours full of man made debris. We were totally disappointed in everything we saw. Maybe we were living in fantasy land, but we expected beautiful white houses, blue trim, painted curbs and a spotless environment. Hang on, more incoming! A bonus, Krista Pappas from Vagelis Restaurant in Ascot and our neighbour Sandra Fraser arrive! Krista speaks Greek, "Now we will know what we are buying" Shelley said.

We could not leave Athens without jumping on the 'Big Red Bus' and doing the tour of the city, the Acropolis and the Parthenon. These two magnificent pieces of history made it worth the stop in Athens. To stand looking back over the city as the Romans did centuries before was something magical to experience.

So, now with Krista as our buyers guide and interpreter we return to the grocery stores and get some great cheeses, goat and greek specialties before casting off and heading east where we spend the night anchored at Sounion beneath the Temple of Apollo. Next morning we head to the little island of Kea





where we spend the afternoon exploring the shops. That night we caught a cab up to the mountain village for dinner and watch the sunset over the harbour. Our next port was the famous Mykonos. This island is just what you would expect a Greek island to be! The fresh white houses, cobble stone streets and azure blue rooftops, so pretty. Also very touristy with every top brand store you could wish for and super yachts by the dozen.

Then to Paros. Here again the pristine white buildings, blue roofs and cobble stone streets edged with local marble contrasted with the intense colour of the bougainvillea. Wow, how good is this? We squeezed into the quay with the help of a very friendly mariner, paid the 10 euros for power and water and were greeted by the smiling faces of Jack and Nikki Nash.



Shelley and I had met Jack a few years back on a WAGS day while sailing with Jim Gerval on "Ambiance". Jack and Nikki own a small hotel on Paros so who better to catch up with and show us around. Jack knew everyone, and took us under his wing for the 9 days we stayed due to the Meltimi blowing. The Meltimi is a northern wind which can blow really hard for weeks and it had kicked in and was blowing it's heart out. Where better to be stranded? Finally it dropped and after waving goodbye to Sandra and Krista who headed back to Athens we decided to give our bodies a "treat" and a chance of recovery from the alcoholic onslaught by casting off.

We passed through the islands of Amorgos and Levitha on our way to Leros and our first contact with refugees. Caught totally by surprise we did not know what was going on for a short time. We had not expected this! Thousands of Syrians were sleeping in the streets, rubbish was everywhere, men, women, children and babies were living in third world conditions within 50 metres of where we were berthed.

Des Marks and Tracey Harrip joined us here and were equally

surprised. We spoke with many of the refugees to get their stories and find out where they were from. To relate what we were told would take another 4 pages so there is not enough space here to do it, other than to say they were being charged \$1300 USD per man, woman and child by the people smugglers to get a spot on the inflatable for the journey. Once on Greek soil, a totally inadequate registration process saw them with a ticket on a ferry to Athens from where they could spread out across Europe. Very scary!

Then the beautiful cruising further east towards Turkey where we landed at Didim. The marina was great, huge luxury yachts were everywhere and one of the largest hardstand areas I have ever seen. It would have covered 2ha, with several travel lifts, numerous manufacturers, and yacht repair and service facilities. Immigration here was handled by agents, a practice we later discovered we could avoid, so the process was easy if not expensive.

Here we had our first taste of Turkish markets. A short bus trip into town and we were in the midst of exciting bartering as locals fought to purchase everything from spices, nuts by the kilo, magnificently fresh fruit and vegetables and all sorts of seafood. Children were calling out to come to their parents stands, babies were asleep under the feet of parents measuring spices into brown paper bags and elderly women were rearranging the displays of flowers and fruit and vegetables. Nothing was stationary and it was hard to be heard as everyone was calling out



to someone for something. A few more days here and it was time for Des and Tracey to leave us.

So alone again, we contacted Murat and Oya (the couple we had met at a marina in Greece) and headed towards Kushadasi, a port some 60 nautical miles north. On the way we battered strong head winds, 55 knots at times and took shelter early that night in a small inlet under a high headland. There was one yacht anchored there and we snuggled up to it as close as we could and dropped anchor. The Greek pilot book we were using had noted that holding here was dubious and they were right. It took us three attempts to hook the bottom and then we still dragged. I set the anchor alarm and was up all through the night keeping an eye on the markers we had established, and the yacht up wind to make sure she was not coming back on us.

In the morning as we headed further north we could see hundreds of orange coloured pieces of plastic along the shore line and up the cliffs of the rocky shore. Thinking it was pieces of plastic we went close inshore to investigate, only to realise they were life jackets. Then we saw the refugee inflatables, we passed

20 in all, each with approximately 50 - 60 people aboard. We circled one and were amazed to see this flimsy patchwork quilt blow up vessel with only a second hand 20 h.p. outboard motor with 2 x 20 litre fuel tanks trying to be steered in a straight line towards the shore. Refugees were using paddles trying to keep it going in a straight line. Some were using inner tubes from car tyres as life jackets.

Murat and Oya joined us for a couple of days sailing and then showed us around the city of Kushadasi and nearby historical features. It turned out that Oya had been a guide on a tourist bus when she was young as a way of funding her time at university studying law, so we had a perfect personal guide.

Then back to Greece and the island of Samos where we hauled TAG out of the water and put her to bed for winter. In the last article we related the experience we had in entering Greece and obtaining our transit documents. Can I tell you that leaving was just as much fun as entering!

We had to close the transit log and this involved going to the Port Police and signing off. They sent us to the immigration office across the road which happened to be in the building the ferry operates from. After explaining our position, we were closing the log and getting the ferry to Turkey the next day, they proceeded to process the

paperwork. I was given back our passports, copies of all documents and told to go and stand in the line, the ferry would be leaving within half an hour. "Hang about, I am not going anywhere today, we leave tomorrow and by the way my wife is not with me!!" "But you have to leave today, I have stamped your passports!" "Well, we are not leaving today, we are leaving tomorrow." "But you have to leave today, I have stamped your passports!" "We are not leaving today, we are leaving tomorrow!"

I was then told that I had a big problem. "No, you have a big problem" was my response. Well, several phone calls later and with an hour and a half gone by, he picked up a ball point pen, crossed out the stamps and said, "I will see you tomorrow".

A ferry trip Back to Kushadasi, a night with Murat and Oya in their home as their guests and a short flight found us in Istanbul where we had booked into a small renovated boutique hotel in the 'old town' area and 5 days of fun and exploration. The Blue Mosque, the Grand Bazaar and all other points of interest saw the days evaporate all too quickly. What a fantastically exciting city. We can't wait to get back there and spend a few more days which is what we will do in April when we return.



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RQYS VOLUNTEERS ON THE WATER



The Royal Queensland Yacht Squadron values all volunteers; their contribution to the club is vital to ensure successful, well-organised club events and without them we would not have the extensive sailing calendar members enjoy each year.

Volunteering is a great way to keep yourself active and at the same time to enjoy the benefits of being a part of one of Queensland's highly regarded and friendliest sailing clubs. The Squadron is known as "Regatta City" for hosting a wide range of sailing class State, National and World events.

Our volunteers range from the dedicated crazies who volunteer on a regular basis, to those who only volunteer once or twice a year, usually over the Christmas New Year period. There is no requirement to volunteer a minimum number of times per annum.

RQYS Volunteers can be involved with both on-shore and on-water roles as a part of the sailing activities, so there is something for everyone.

Volunteers assist the Sailing Office in conducting the Sailing Program of the Squadron in many different ways, from the highly qualified and experienced Race Officers on the water, to the Communications Volunteer and Ramp Marshalls on shore.

The list below will provide some insight into the many and varied roles:

- Race Officers
- Start Boat Crews (Recorders, timekeepers, flag signals, sound/signals)

- Finish Boat Skippers and crew (Recorders, timekeepers)
- Course Layer Skippers and crew
- Patrol Boat Skippers and crew
- Start/Finish Mark Skippers and crew
- Communications Volunteer (Radio Operators)
- Ramp Marshalls
- In-Harbour Retrieval Skipper and crew

If you would like to get out on the bay and be a part of our world-class events and regattas, RQYS will happily assist you to become a certified race official with the added bonus of doing it in one of the world's most beautiful class rooms – Moreton Bay.

We welcome you to our band of dedicated Volunteers. We as a team are committed to excellence in Race Management while very much enjoying our contribution to the Squadron's goals.

For more information, call the Volunteers Roster Coordinator on 3396 8666 or email: volunteers@rqys.com.au

You can also join us on facebook at <https://www.facebook.com/groups/RQYSVolunteers/>



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Vale

David Virgo MEMBER 1996-2015

Vale David Virgo November 2015. Sadly, the Squadron lost one of its most dedicated members recently.

David Virgo and his wife, Sheila, arrived from Sydney on their yacht *Dream Weaver* in 1996 and joined the Squadron becoming keen members of the Sail/Cruising group.

David, having been Chief Finance Officer of Evans Deakin Industries (now Downer EDI), was in 2001 an ideal choice for election to the Squadron's Finance Committee. During this period David upgraded his yacht to a 38 foot Catalina and called it *Sea Wizard*, which he and Sheila spent several happy trips sailing north to the Whitsundays.

In 2005 David was elected as the Squadron's Honorary Treasurer and remained in that position until his health failed him in 2014.

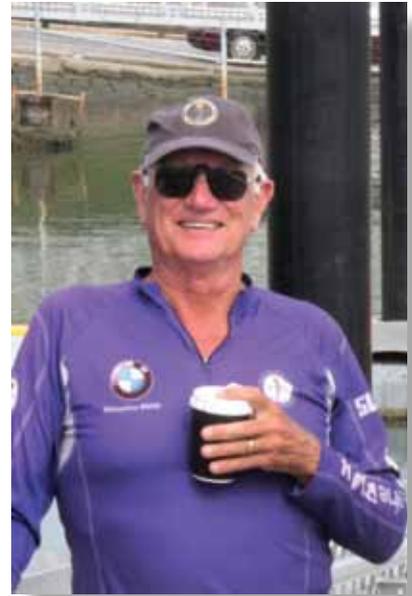
Throughout this time, as David was carrying out the duties of the Squadron Honorary Treasurer and Chairman of Finance Committee, he was seconded to many other committees. He took an active interest in volunteering and was the senior course layer on the Southern Course. He loved skippering the *Hume Campbell*, one of the Squadron's patrol boats, whether it was for cub racing, National or International regattas. David was always available to lead and to mentor.

Sea Wizard, was traded for *The Duchess*, a Riviera 34 and in turn became an honorary start-finish boat for the Squadron's racing.

There were so many areas in the Squadron that David was involved with, which is why in 2007 he was awarded Club Member of the Year and in 2010, so deservedly, was awarded his Life Membership.

David's undoubted professionalism and years of commercial experience helped steer the Squadron through a period of great change and building endeavour, initiating and ensuring the Squadron's successes in so many areas. He was a wise person and always gave good counsel.

A private man David will be missed but fondly remembered by his family, all of his friends, acquaintances and staff at the Squadron.



David was always in his element when volunteering, pictured above with Peter Talbot and David Bagnall

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Welcome to all of our NEW MEMBERS

New Members' Welcome Cocktail Party - Friday 4 March 2016 - 7pm - \$25 per person

Held seasonally, the New Member's Welcome Cocktail Party is a perfect way to welcome our new members to the Squadron. New Members will learn about all there is to do, how to be a part of the Squadron as well as meet our existing members who hold a wealth of knowledge about our fabulous facilities and events. For more details, please keep an eye out for our next New Members' Welcome Cocktail Party in your e-newsletter 'In the Wind' or call 3396 8666 to RSVP

The following applications for membership were recently approved.

We extend a warm welcome to all of our new members and look forward to seeing you at the Squadron soon!

FULL MEMBERS	COUNTRY	SOCIAL		JUNIOR
Linda Aubrey-Wade	Yvonne Battley	Findlay Andrews	Michael Hobson	Oliver Akhavan
David Bagnall	Erwin Bejsta	Kristy Ann	Vivian Holloway	Carmen Andrews
David Batkin	Anthony Guiney	Gabrielle Attewell	Julie Jacobsen	Philip Sperryn
Adrienne Batkin	Murray Peterson	Debra Bakker	Fiona James	John Stevens
Ilse Bejsta	Katie Peterson	Anthony Beckley	Raelene Joyce	Amber Stewart
Paul Braithwaite	Nicholas Picot	Patricia Bell	Caroline Kingston	Sally Street
Simon Collingwood	Adam Ross	Nicola Bickley	Jannette Lamb	Sam Tasion
Georgia Collingwood	Graham Wood	Donald Black	Noel Leach	Yasvir Tesiram
Ray Cox		Simone Bleaney	Frederick Lyons	Lorraine Tinson
Michelle Cumming	YOUNG ADULT	Deborah Bond	Matthew Lyons	Paul Tinson
Sandy Cuneo	Samuel Noble	Brad Booth	Le-Anne Macdonald	Sara Tweedly
Judy Drennan		Christine Bopp	Tony Mahoney	James Vote
Clifford Evans	CREW	Andrew Boud	Marcus Mahy	Susan Vote
Brett Ewart	Amilcar Bacigaluppi	Martin Brabec	Caroline Martin	Jaimin Vyas
Morgan Fisk	Michael Balk	Daniel Bradford	Lynne Martin	Andrew Wadham
Kerry Gair	Gerard Benjamin	Paula Bradley	Kurt McGregor	Shay-Maree Webster
Richard Green	Alex Bonvegna	Madonna Bradshaw	Sharon McGuire	Christine White
Gerald Grubwinkler	Margaret Bowen	Joe Briguglio	Hayden Meyer	Vicki White
Simon Hann	Celeste Brockson	Sabine Briguglio	Nicole Meyer	Benjamin William
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Murray River Adventure

Mildura to GOOLWA

STORY AND PHOTOGRAPHS
BY SYLVIA TALBOT

Distance 887 km

Yacht: *River Rat* 22ft Beneto

Draft 0.4m

Having bid fellow RQ member Rex King goodbye following his trip from Yarrowonga to Mildura, we left Mildura (in his boat - *River Rat*) and set off through our first lock. We travelled about 45km and set about looking for a suitable place to pull up for the night. At that stage the Murray ran with Victoria on one side and NSW on the other. The Victorian side is all national parkland and you can pull up anywhere and set up a campfire. The NSW side is all privately owned and regular signs are erected along the banks to remind you of this. Rex made camping look easy; "Just pull up anywhere he said, tie up to a tree, step off and light your fire".

Finding what we considered a suitable landing we were greeted by a very irate family of plovers, heads down and obviously protecting babies so we moved on. Second likely place, a huge goanna with attitude charged us from out of the bush and made it quite clear we were invading his territory. Once again we moved on and found what we were looking for, bow in and tied

up to a log in 0.6m of water. Deck chairs were hastily erected on shore, drinks organised, a fire was lit and sausages cooked over the embers. Smoke deterred mozzies and flies (don't ever do this trip in summer, you'll be eaten alive)! Day one down, so far so good!!!

Day two, we moved off at 0600 with a full moon still up and made for Wentworth. The entrance to Wentworth is a bit confusing as you have to do a "U" turn on approaching the lock in order to enter the Darling River. Our next lock loomed and all went well, I sat on the bow and held onto a rope that was thrown down with Peter looking after the stern. Once the gates were closed we slowly released more rope as we went down into the 'dungeon' dropping about 3 metres. By the time we had done 13 locks in total we were quite blasé about the procedure. The lock keepers were always ready for a chat and Peter (who only had me to converse with), was more than ready for a conversation.

A decent landing spot was found for the night and with the fire lit and the camp oven on we enjoyed the peace while we waited for our meal to cook.

Day three, a crisp morning 6am start with a full moon one side and the sun trying to peek through the trees on the opposite bank. 792km to go - large blue and white signs prominently attached to trees gave the distance to the river mouth every 2-4 kilometres. The scenery is especially stunning early in the morning, everything is fresh and the wildlife (black swans, kookaburras, pelicans and ducks) are busy.

River Rat is well equipped with three solar panels which keeps our batteries charged and our fridge cold. We take it in turns helming as there's not much width in the river to allow for mistakes. After phoning an hour ahead to alert the Lock Keeper the gates were opening as we approached.

The scenery is ever changing and the banks were less dense, with fewer dead trees and walkable paths, there were even occasional tables and benches set up. Then next minute the bush is so dense you cannot see the shoreline or a landing spot. We found a fantastic sheltered spot at 'Murray Sunset National Park'. An inlet ran alongside and with miles of walking tracks it was a good opportunity to stretch the legs.



The following day we left at dawn as the next lock was 14km downstream and we needed to be there at 0800. We had no phone signal to announce our intentions however the bush telegraph was working well and the lock keeper was waiting for us, gates open and ropes in hand to throw to us. Once again the scenery changed and the river became really shallow and for the first time we encountered channel markers, often under a metre showing under the depth sounder.

I've mastered the art of washing clothes, minimal as they are. Stick them in a bucket, chuck in Napisan (river water is fine) stomp on them in between soaking so you're washing your feet at the same time. Rinse in river water, hang out on the safety lines and by lunch time all dry and ready to go.

We passed the first of the huge cliffs, a regular feature from then on, which resembled a moonscape with varied colourings. It was a bit eerie but the only time that we have experienced 10 metres under the hull. Plenty of wildlife, emus, kangaroos and even herd of cattle which stampeded as we sailed past. 672 km to go.

Early that afternoon we passed a sign to indicate that we were crossing the

border from New South Wales to South Australia. It's quite confusing as the river then winds back into Victoria and that day we went backwards and forwards between the three states. The scenery is now lush green on the port side and scraggy dead trees to starboard. While watching the depth sounder and checking the pilot manual we nearly ran over three emus swimming across the bow. It took us a minute to realise what they were as they looked like tiny Loch Ness monsters. They reached the other side pushed through the reeds until they struck hard ground and dashed, with stumpy wings spread, into the bush.

We have now moved alongside a place called "Border Cliffs". The homestead was formerly a Customs House where all the masters of river streamers were required to present their clearance papers.

It is now quite hot and balmy with an expected 40 degrees in next couple of days. Mosquito coils, as have been the order of the day, were lit inside about 4pm and left at the entrance of cockpit.

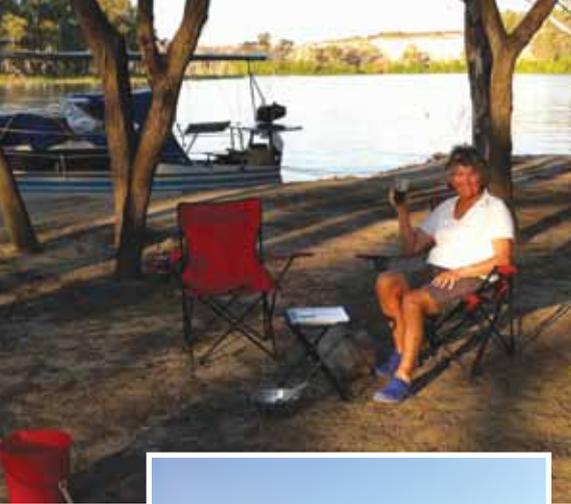
Approaching the next lock we were greeted with, "Hey River Rat, we were told two days ago that you

were on your way. Been expecting you". The scenery changed again once through the lock, with huge red cliffs on one side and green countryside on the other. We pulled alongside a solid bank for the night and a curious emu came for a visit.

Left at dawn, as usual, with 570km to go and made our way to the town of Renmark where we pulled up in the middle of town at a public mooring area. We stocked up, took advantage of a laundromat, changed the water filter, topped up water and fuel and left when screaming jet skis made it uncomfortable. 546 km to go.

After a brief stop at Berri we called in at Moorook camping site (and jet skis area). Most camping sites will allow you to use their facilities (showers, kitchen, overnight mooring) for a cost of \$5 each and it certainly beat heading off into the bush with a shovel and dunny roll!!!

Scenery changing once again as we head down through South Australia. The river banks are a lot more open and you can see the landscape for miles. We found our way into a secluded oasis branching off from the main river. Our depth went down to 1m and held as we approached, what you would



basically call, a pond and pulled alongside a jetty. We were in Bruno Bay.

The flies are driving me mad. Insect repellents say two hours protection but failed to mention only if you are in a house with closed doors!

We made it to Waikerie. It was freezing all day, but on the bright side too cold for the flies. Caravan parks are a lot more frequent now and we enjoyed the luxury of a hot shower at Morgan.

We continued on our way down in gloomy drizzly conditions. One thing about river cruising versus open water is that you always have land on either side, doesn't matter what the weather is doing the seas never build up and you might as well potter on as stay at an anchorage. Sometimes we didn't see anyone for days and other times you felt as if we were in someone's back yard.

Once we got to Murray Bridge and Tailem Bend the scenery became a lot less dramatic although there was still plenty of wildlife around. We finally got to Wellington and moored alongside a public jetty at the base of the Wellington pub.

Lake Alexandria is notorious for being rough and choppy in anything over 10 knots having a maximum depth of 2-2.5M. Even paddle steamers will wait it out at Wellington as they have even been known to take sharp backless waves over their bow.

We left Wellington at first light with an 8 knot easterly breeze not forecast to come in until 1300 hrs, when we should have been in sheltered waters. Seas were sloppy even with the light breeze, and a side swell made it slightly uncomfortable. It was also very shallow and charts had to be followed very carefully. About a third of the way over we lost propulsion and were going nowhere fast. Peter put the anchor down (for the first time) which at least held us up wind while the motor was carefully brought on deck for examination and possible repairs. The shear pin had broken off and a thirty minute repair saw us right again (never leave shore without a handyman). The rest of the crossing was uneventful, the breeze cooperating nicely had shifted to the south east and pushed us along nicely. After crossing there was still another thirty kilometres of shallow water to navigate, guided by channel markers, until we finally sighted the bridge that connects Hindmarsh to the main land. Once under the bridge it was a short distance into the marina on Hindmarsh Island. It was time to relax and celebrate our journey.

Although we weren't quite finished as, once the weather improved, we planned to go through the barrage (small lock) that separates the Murray from the Southern Ocean. This is supposed to keep any salt water out of the river and seems to work well. It was bitter cold, icy wind from the south and we could hear the waves breaking on the shore. Dress of the day was thermals, gloves, hats and a thick jacket. The barrage is a much smaller and narrower lock than the normal locks we'd been through and the depth only dropped a metre as

against the three – four that we'd previously experienced. We had about a three kilometre run through very shallow water running parallel with the ocean, finally there was a gap between the sand dunes, we had reached the end of our journey where the Murray meets the Southern Ocean. We were warned not to go too close as there is a danger of being sucked out, with the next stop - Antarctica!

I have never seen wildlife like it; thousands of black swans lined the shallow water, with cygnets in tow, ducks with up to twenty ducklings and the ever mindful pelicans on watch nearby.

We returned to the lock only to find seals lining up on the structure on the sea side which I hadn't noticed on our way out.

We spent a few pleasant days in the Marina, exploring Goolwa which has so much history and some of the original steamers in operation.

Finally we caught a bus back to Mildura (via Adelaide), picked up Rex's car and trailer, returned to Goolwa, packed the boat and left it on the trailer to be picked up in early November. We then had the tiresome journey of making our way to Yarrowonga where our car was waiting before heading home. River Rat is now safely tucked up back at ROYS, sparkling and looking brand new. We are now looking for another river to explore in the near future.

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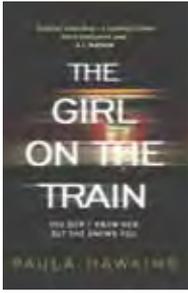
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Book Reviews



THE GIRL ON THE TRAIN

Author: Paula Hawkins
Review: Anne Douglass

This book has been described as a gripping and enthralling thriller however I think 'compulsive read' describes it best. It is a page turner. No matter how much the characters irritate and frustrate it is difficult to stop reading about their dysfunctional lives.

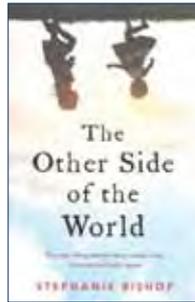
Rachel is a thirty-something alcoholic tragic, pining after her ex-husband, and obsessed with his new wife and family, who live in the house she used to share with him. The train she rides every day passes that house and to take her mind of this she transfers this obsession to another young couple living just a few houses away. She fantasises about their apparently ideal existence to the extent of giving them names, Jason and Jess.

A little later she is shocked to see Jess in the garden up close and personal with a man who is definitely not her husband. When Jess, or Megan as she is correctly called, is reported missing in the local paper and the police ask for information, she is convinced it must have something to do with the tall dark stranger and she decides to report what she knows. Not surprisingly the police are unimpressed with this unreliable, drunken witness and dismiss her out of hand.

Rachel stumbles on through a tangle of lies, threats and vague clues as she tries to get to the truth through her alcohol addled brain and Hawkins ramps up the pace as we get to know the rest of the cast. The three women, Rachel, Megan and Anna dominate as the story becomes more convoluted and more red herrings are thrown into the mix, and their men become suspects and victims, as lies are told and untold.

As the plot develops an ever-present sense of impending doom permeates the pages and eventually even the women start looking suspicious as the book rolls on to its climactic finale.

Because this has been on the best seller list for a very long time expectations were high. The majority of our members thought it was a good psychological thriller whilst the rest thought the characters were too unattractive and hated it. The end result was a lively and passionate debate, always good for book group, but the overriding comment, whether they loved or hated it, was 'it was a page-turner'.



THE OTHER SIDE OF THE WORLD

Author: Stephanie Bishop
Review: Barbara Granger

Stephanie Bishop is described as an emerging Australian author and this, her second book, was inspired by the emigration of her grandparents from England to Sydney as "Ten Pound Poms" in the 1960s.

The main characters, Henry and Charlotte Blackwood, met in the summer of 1958 while he was completing his degree at Kings College, London and she was in her final year at the College of Art.

1963 and Henry and Charlotte are married with a young family. Henry, a Cambridge University professor, grew up in India and cannot face the thought of another cold, wet and miserable English winter. Charlotte, a young, talented painter, has problems of her own. She is struggling with the demands of motherhood and the loss of her identity.

When a brochure arrives through their letterbox promising a better life in Australia, "Australia brings out the best in you. Fine for your wife. Good for your children", Henry realises that this is the opportunity of a lifetime. Charlotte reluctantly agrees to the move and finds herself transported to Perth - the most isolated city in the most isolated continent.

Once in Australia, they realise that their new life is not the answer they are searching for and their relationship begins to unravel.

Henry struggles with his identity and ethnicity. He feels "too British to be Indian, too Indian to be British" and not British enough to avoid subtle prejudice in Australia. Charlotte cannot deal with the day-to-day life of childcare in a foreign country and is basically disinterested in everything.

As an immigrant, and also a proud Australian citizen myself, I was frustrated by Charlotte's refusal to make any effort to adapt to, or integrate with, her new environment.

The main theme the book covers nostalgia (home and longing) and other themes explored include loss, distance, grief and depression.

It is clear that Stephanie Bishop understands the concept of "homelessness" and "displacement" as she moved from Australia to study at Cambridge University and therefore is able to draw on her experience.

Despite the author's PhD in Poetry and her use of beautiful and descriptive prose throughout, the book was a rather melancholy read and lacked substance.

On the upside however, "The Other Side of the World" generated a fair amount of robust and hearty discussion among the RQYS book group.

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RQYS Marina Limited

Slipping and MARINA BERTH RENTAL RATES

SLIPPING - 1 May 2015

TRAVELIFT

Standard travelift (out of water, rack up, return to water using 2 slings)

Members	\$11.60 per foot l.o.a.
Visitors	\$17.40 per foot l.o.a.

Non Standard travelift (off transporter, setting up on keel, survey, inspections)

Members	
Under 2 hours	\$166.00
Over 2 hours	\$200.00
Overnight	\$222.00
Visitors	
Under 2 hours	\$200.00
Over 2 hours	\$242.00
Overnight	\$264.00

HIGH PRESSURE WASH (including boats in berths)

Rates include operator

Members (Min. charge \$75.00)	
Monohull	\$2.18 per foot loa
Multihull (oversize)	\$2.79 per foot loa
Visitors (Min. charge \$90)	
Monohull	\$2.73 per foot loa
Multihull (Oversize)	\$3.50 per foot loa

ENVIRONMENTAL LEVY

Any work done within the service area involving an environmentally relevant activity e.g. sanding, grinding, scraping, spray painting, degreasing etc.

Members	\$ 64.00 per slipping
Visitors	\$ 96.00 per slipping

Sandblasting

Members	\$268.00 per slipping
Visitors	\$338.00 per slipping

SERVICE AREA

All work done to comply with Environmental Licence conditions, and in accordance with Workplace Health & Safety Act & Regulations charge includes electricity, water, frames and acrow props necessary to support vessel. Does not include ladders, trestles, planks, water hoses or electrical power leads. Cleaning charge of \$65.00/hr (min. charge \$35.00) if work area not left in clean and tidy condition.

Mono service area

Members	
First 7 days	\$1.19 per foot per day
Day 8 onwards	\$1.78 per foot per day
Visitors	
First 7 days - visitors	\$1.77 per foot per day
Day 8 onwards	\$2.55 per foot per day

Multihull service area

Members	
First 7 days	\$1.71 per foot per day
Day 8 onwards	\$2.49 per foot per day
Visitors	
First 7 days - visitors	\$2.56 per foot per day
Day 8 onwards	\$3.75 per foot per day

STORAGE LOCKERS - 1 May 2015

1.9m x 2.2m - Small	\$1,430.00 pa
3m x 1.9m - Medium	\$1,820.00 pa
6m x 1.5m - Large	\$2,500.00 pa
8m x 1.5m - Extra Large	\$3,380.00 pa

Note: All vessels are lifted and stored at owner's risk

All Members' vessels are to be on the Squadron yacht register
Current insurance is required for all vessels prior to any works being undertaken.

SLINGS AND SPREADERS

Extra slings	\$37.00 per sling
Extra sling & spreader	\$58.00 per sling/spreader

WORKBOAT 'MARINA 1'/TRACTOR - Towing (includes driver)

Members	\$62.00 per tow
Visitors	\$88.00 per tow

EQUIPMENT USAGE CHARGE

Slewing Crane, A Frame Lifter

Safe working load 2.0 tonnes. Owner of vessel to operate, conditions apply - see Marina Office.

Members	\$36.00 per operation
Visitors	\$58.00 per operation

Winch

Members	\$52.00 per operation
Visitors	\$89.00 per operation

External Crane Area Hire

Members	\$30 per operation
Visitors	\$45 per operation

Berthing by arrangement only within Travelift, holding/ work berth areas and will attract charges as per daily berth rate.

MARINA BERTH RENTAL RATES - 1 March 2016

Allocated berths subject to Tenancy Agreement

Berth Size	\$/day	\$/week	\$/month
Monohulls			
10 metre	41.00	203.00	608.00
12 metre	49.00	243.00	730.00
13 metre	53.00	264.00	791.00
13.5 metre	55.00	274.00	821.00
14 metre	57.00	284.00	851.00
15 metre	63.00	313.00	939.00
16 metre	67.00	334.00	1001.00
17 metre	71.00	355.00	1064.00
18 metre	75.00	376.00	1127.00
20 metre	92.00	459.00	1377.00
Single Pens			
20 metre	104.00	522.00	1566.00
21 metre	132.00	658.00	1973.00
24 metre	150.00	751.00	2253.00
25 metre	157.00	783.00	2349.00
30 metre	POA		
33.5 metre	POA		
Multihulls			
13.5 metre	73.00	366.00	1097.00
15 metre	84.00	418.00	1255.00
16 metre	90.00	448.00	1344.00
16.5 metre	92.00	460.00	1380.00
18 metre	100.00	501.00	1503.00

Berthing by arrangement only within Travelift, holding/work berth areas and will attract charges as per daily berth rate.

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