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Commodore's Comments

from Commodore Kevin Miller

As we approach the Annual General Meeting on the 15th of July, I am delighted to hand over the reins of our Squadron to the new Flag Officers, Ian Threlfall as Commodore who has effectively run the Squadron for the last six months at least, Mark Gallagher the safe hands as Vice and Barry Cuneo who has stepped up from Sailing Committee Chairman and who shares a passion for the advancement of the sport of sailing and junior development in particular. Barry is a 42 year veteran member and passionate Squadron supporter. I thank Barry for committing to a six year term and trust that he enjoys the commitment as much as we have and feels a sense of achievement as a result.

Financially, the Squadron is in a strong position and although the statutory accounts only record a \$100,000 net profit, the real assessment is earnings from operations and funds for growth. Earnings before interest, tax and depreciation (EBITDA) exceeds \$1m as it has done for several years allowing the Capital Works programme to be confidently undertaken to provide a series of new buildings and investments to enhance the Squadron for future generations. In particular, despite hefty depreciation and amortisation allowances, the Motel lease and income from Squadron held berths, provide an annuity of over \$800,000 p.a. to the Squadron before member subscriptions. That Capital Works programme, started ten years ago, continues to underwrite the Squadron's strength in national and indeed, international terms. Statutory account figures should

remain profitable in the coming year with a concerted effort to improve the House activities and a programme of corporate events and functions is underway with input from Club Manger, Shelley Curtis, Functions Co-ordinator, Belinda Annan and marketing guru, Maryna King.

The major renovations required to the 50 year old Cavill Building will provide a serious challenge to the incoming Flags and New Committee. Your input into planning of those works is encouraged, remembering that everything needs work from roof to foundations but will be a worthwhile exercise over several years.

Further in this Mainsheet, incoming Commodore, Ian Threlfall sets out in detail plans for an amenities building adjoining the dinghy lawns with an elevated Marina office above to look straight down the harbour channel. This building replaces the concept of rebuilding and expanding the existing Marina office the budget for which has blown out with asbestos material replacement and office expansion, such that the new building is not much more expensive and in a far superior position for Marina management control.

In July, construction will commence on four trade worksheds leased for \$30,000 p.a. each and funded by capital donations to the RQYS - John Harrison Olympic Support Foundation. These long term leases will provide \$120,000 p.a. for our talented junior sailors to compete at Olympic qualifying regattas around the world and qualify for Australian Olympic Team support. There is still need to support that project with tax deductible capital contributions, in the knowledge that the total

\$600,000 funding will provide a 20% return annually to support Olympic Sailing, and in particular any young member with the required talent and ambition irrespective of his or her family's ability to fund their dream. Your support on a one-off basis is encouraged to underwrite the future of our sport and the Squadron's rich history of Olympic representation.

Finally I ask every member to be active in voting and attendance at AGM's and special meetings. Recently 8% of members overturned a rational request to ammend Treasurer's qualifications to allow the financial controller of a \$6bn public company to become Treasurer in 2015/16, which required a 75% acceptance, because 84% of the membership didn't vote at all. Complacency is the biggest danger facing the majority of members especially given the determination of a few to undermine the established status quo. Please take an active role in support of the Flag Officers who give up a large part of their lives to run your Squadron.

Julieann and I look forward to being just average members starting in late July with enjoying the cruising group's company on a cruise to Keppel and beyond. We will however always have a place for the Squadron in our lives, as do all of our Life Members and Past Commodores. May RQYS continue to prosper and lead the field in member services and the sport of sailing and boating.

Kind regards

Kevin Miller
Commodore



contents

- 3 Commodore's Comments
- 6 General Manager's Update
- 7 2015 South Pacific Laser Masters
- 10 Motorline - Club Member of the Year
- 12 Junior Presentation of Trophies
- 14 Brisbane Etchells Wrap Up
- 16 Cruising & Navigation
- 20 WAGS Super Series
- 22 Queensland Youth Week Regatta
- 24 Hobie 16 Youth Teams
- 26 ISAF World Cup & Eurosaf
- 30 Interclub Bay Cruise
- 32 The Marina & Sailing Amenity Building
- 34 Book Review
- 35 Welcome Aboard
- 36 Our Adventure - continues
- 40 Boat Care Basics
- 44 MV Husky - Mini Catfish Dredge
- 45 Slipway & Travel Lift Boat Yard Update
- 46 RQ Trader
- 47 Berth Sales
- 48 Notice of Annual General Meeting
- 50 Join our Volunteer Team



Front Cover

2015 South Pacific Laser Masters Regatta

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Julie Hartwig
Photography

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Post: PO Box 5021 Manly Qld 4179

Phone: (07) 3396 8666

Fax: (07) 3393 4100

Email: mail@rqys.com.au

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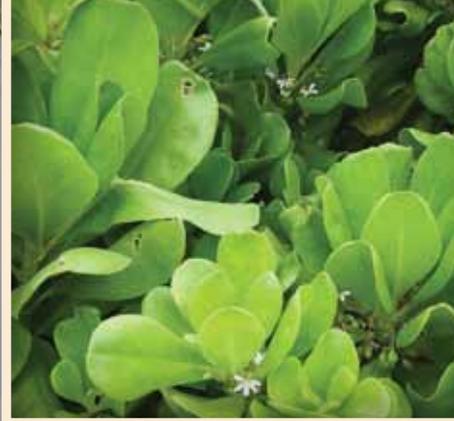
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General Manager's Update JUNE 2015

BY SHAWN KET



At the date of writing, I have completed four weeks as General Manager. Members, Flag Officers, Committee Chairs and members and my team have been most welcoming and incredibly helpful. I'm in the process of attending all Committee meetings and enjoying meeting the Squadron members who contribute so much through our Committee structure. I'm impressed with the capability and commitment so amply demonstrated.

My observations are that the staff culture is committed and positive, managers and their teams are dedicated to and highly capable in their roles and that the Squadron is in good "health".

It's also great to have real clarity around Squadron vision and strategy which helps keep focus on what's important. The General Committee, our "Board", has set our vision which is to be "the place" for boaties to meet, compete and socialise and this, combined with our guiding principle that everything we do is to benefit "all members" of the Squadron are our team's guiding lights and provide benchmarks for decision making.

Squadron Business

The Squadron runs to an April Financial Year so timing has been right for me to be heavily involved in the formation of the coming year's financial and business strategy. Finance Committee Chairman Dugald Henderson, Financial Controller Peter Coddington and I have taken the opportunity to build on the great work of Vice Commodore Ian Threlfall, who has also held the role of as interim General Manager, to ensure that the Squadron Business Unit leaders have clarity of purpose, clear KPIs and receive the right management information to support them to execute on Squadron strategy and goals.

Our Squadron Business Unit Leaders are:



Financial Controller
Peter Coddington



Sailing
Richard Matterson



Marina Operations
David McTaggart



Coach &
Sailing Academy
Brady Lowe



Club Operations
Shelly Curtis



Member Services
Lynne Jackson



Functions
Belinda Annan



Marketing &
Communications
Maryna King



Executive Chef
Simon Watters



Corporate
Relations
Mike Burke

My sincere thanks to Vice Commodore Ian Threlfall for the comprehensive induction and support during my first few weeks in the job.

Communication with members

A key factor in ensuring members are able to maximise the benefits of their membership is the proper distribution of timely information. Members need to know "what's going on" at the Squadron and the many member benefits and services on offer. In my conversations with members already, many are seeking additional information or further clarity of information about the

Squadron and its member services. Some members I have spoken with did not know that they could, for instance, stay at the Bill Kirby jetty and dine, by appointment.

Not all members have yet taken advantage of our fantastic Southern Bay destination, Canaipa and Friday lunchtime remains a relatively quiet time in our Harbour View restaurant. Accordingly, we are significantly refining and we trust, enhancing our member communication channels and welcome your feedback. Our member communication strategy includes:

Communication Channel	What's included
Mainsheet	Quarterly member updates about significant projects, initiatives and member services at the Squadron
In the Wind	A new wider and redesigned format, by member demand, is on the way. Weekly updates about sailing, cruising and other social events, special member offers etc.
Facebook	https://www.facebook.com/RQYS.Manly A great place to view and discuss the on and off water racing, training, cruising and social activities at the Squadron.
LinkedIn	http://www.linkedin.com/company/royal-queensland-yacht-squadron Featuring Squadron services, projects and initiatives; comments welcome.
Website	http://www.rqys.com.au/ Our brand new website is now 'live'. The website also links to RQYS Facebook and LinkedIn.
email	Just in time member service announcements to ensure members are aware of the special services or benefits on offer.
Smartphone app	Planning is underway for a 'shortcut' to the very latest information available about everything happening at RQYS.
Local media	Publicity and positive profiling of the Squadron to the community for member attraction.

Projects

A number projects underway are likely to be of interest to members:

Marina

1. Line marking is complete and we have now available a number of convenient "drive in / drive out" car and trailer parking bays for members with trailerable boats. These bays are specifically for members who are using the ramp.
2. Demand is strong for our slipway and maintenance services. We are in the process of adding an additional two hard stand maintenance pens to ensure that we can respond to member's maintenance needs.
3. Our new Fuel bowser arrives in June which will allow members and visitors to program variable flow rates, which is great for both smaller and larger vessels.

Club

1. By the end of May we will have moved our kitchen operations fully into the "new building". This will allow all of our chefs to be under the "one roof" for café, restaurant and functions, enhancing efficiency.
2. We are intending to introduce an "all day" menu for members to have access to a quality "short"

menu outside regular lunch and dinner dining hours and also catering for our new Monday and Tuesday opening hours of 4pm – 8pm. We'd be interested in your thoughts and of course, would love your support.

3. We'd like to encourage full members to consider dining with us whilst mooring at the Bill Kirby "VIP" jetty. This might be of interest to members who have boats which are not moored at the Squadron marina and provides a great destination for members, family and their friends to enjoy the club facilities. Limited space is available on the Jetty, meaning bookings are essential.
4. Work will commence this month to renovate and separate the Committee Room in the Cavil Building, freeing up the in-demand Commodore's Room for member functions.

Sailing and Marina

Planning is now reaching the advanced stage on the Marina & Sports Amenity Building which will house both a new marina office as well as dressing / amenities rooms and important maintenance space adjacent to the rigging lawn.

Artists impression appears later in Mainsheet.

So, please offer feedback on our plans as we take the Squadron forward and let us know how you are finding our communication channels to members.

For those who are interested in just who their new General Manager is, I'm a keen sailor, a former member of RQYS for seven years and am passionate about business performance and leadership. My LinkedIn profile can be found at: <https://au.linkedin.com/in/shawnket>.

By all means please do call, write or say hello when next you are visiting our beautiful Squadron.

All the best in boating,
Shawn Ket

2015 South Pacific Laser MASTERS



RQYS hosts the South Pacific Laser Masters each year and the regatta is sailed over four days from Friday to Monday with two one hour races per day. The first regatta was held in 2007 and was established to fill two requirements. Firstly it allowed Laser Master sailors to get together for few days of very competitive sailing on the water and to reminisce on how good we used to be, over a red wine or two after the racing. The second reason for the regatta was as a warm up event for the Aussie and Kiwi sailors who had entered in the Laser Masters World Championships which are generally held in the northern hemisphere toward the end of their summer.

Laser Master Sailors are categorised in age bands of 10 years:

Apprentice Masters

35 to 44 years of age,

Masters

45 to 54 years of age,

Grand Masters

55 to 64 years of age,

Great Grand Masters

65 to 74 years of age, and

Plus 75

Over 75 years of age.

Note that Plus 75 is a recent addition to the categories and the name is still being debated.

Also the Laser has three different rig sizes to cater for the sailor's body weight and ability. The rigs are the Standard rig at 7.1sqm, Radial rig at 5.8sqm and the 4.7 rig at 4.7sqm.

This year's regatta, sailed from 15 to 18 May, attracted 70 entrants, which is about the average number of entries for the regatta over the years, with sailors coming from New Zealand (8), Victoria, ACT, New South Wales and Queensland.

Five of the entrants were women. Also two entrants were over 75 but as five entries are required for their category to be granted fleet status they had to sail with the youngsters in the GGM fleet.

The wind gods were smiling for the four days of the regatta however the start of the first race was delayed by an hour and a half with light winds coming from all directions. Plenty of wind followed ranging from 10 knots upwards, with some great downwind rides. In the two races the wind was approaching 30 knots at times.

Again the RQ volunteers did a great job in running the event both on the water and at the boat ramp. It is marvellous to have your trolley delivered to you when arriving back on shore after a hard day

Notable performance by RQYS members were:

1st Standard rig Master
Brad Taylor

2nd Radial rig Master
Christine Bridge

1st Radial rig GGM
Kerry Waraker

1st 4.7 rig Grand Master
George Meikle

Full details of results are available at:
www.qldlasers.com



Photos by Luke Van der Kamp

Another Bridge wears the GREEN & GOLD

BY BRADY LOWE - COACH & SAILING ACADEMY MANAGER

Wearing the Green and Gold runs as a family tradition in the Bridge family, mother Christine represented Australia at two Olympics, Barcelona in 1992 and Atlanta in 1996, and has since added further success in the Laser Radial with a 2nd at the 2004 World Championship. It's daughter Carissa's turn to don the Australian team colours for the 2015 Pacific Games in Papua New Guinea. Carissa won the Queensland Youth title in the Laser Radial class last year, and finished 2nd in the Open competition, losing on a countback to Christine!

"I was in and around boats before I could walk. The Pacific Games provides that great stepping stone to my dream goal of representing Australia at the Tokyo 2020 Olympic Games,"

"I've never represented Australia before so I'm excited to wear the green and gold colours and meet new people from other sports."

This is a huge year for Carissa, completing her year 12 studies at Moreton Bay College, a spot in the Australian Women's Radial Development program, her trip to Port Moresby, and then later this year she will travel to Kingston in Canada for the 2015 Under 21 Laser Radial World Championship. Carissa is part of a strong cohort of youth sailors, and it's rare for any two youth regattas to share a winner in Radial racing, especially in Queensland. It is a testament to Carissa's dedication and commitment to her sport that she has been granted this opportunity!



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Motorline - Club Member of the YEAR - Don Murray



One of the 'crazies', Don is here at the Squadron helping out each Saturday, on weekend events and during major regattas. Willing to take on additional roles, he has recently added Equipment Manager to his list; organising the equipment room, making sure radios, GPSs and range finders are in top shape and available when the volunteers need to leave shore.

Don's experience as a course layer and skipper make him a great asset to the on-water race management team, and he has also been a part of the mentoring and training program in these areas.

A fierce and loyal member of the club since 1996, always there to lend a hand and to help out, even as Santa!

Thank you for the years of dedication to our team - Don Murray, the 2015 Motorline Club Member of the Year.



Also awarded on this night were the Outstanding Volunteer Contribution Awards which recognise those members who have gone above and beyond the call of duty to assist the Squadron over the past year.

This year they were:

Guy Morton (left)
Beryl Roberts (centre)
Paul Bolton (right)

Pictured below: L to R - Jan Ralph, Susie Jones and Lynette & David Lane - who, among many others, received a Certificate of Appreciation for their assistance to the Squadron over the past year. A BIG thank you to all of our Volunteers.



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Junior Presentation of Trophies 2014-15 SAILING SEASON

JUNIOR PRESENTATION OF TROPHIES WAS HELD IN EARLY MAY AND OUR CONGRATULATIONS GO TO ALL OF OUR JUNIOR SAILORS WHO COMPETED, FOR THEIR EFFORTS AND EXCELLENT RESULTS, THROUGHOUT THE 2014-15 SAILING SEASON.



We look forward to seeing you all back on the water next season.

Special congratulations go to Daniel Self for being awarded Junior Yachtsman of the Year.

Daniel is a sailor whose consistent commitment to his own improvement sees him at the club more days than not. After rising through the ranks of his school program at BBC, where he achieved some excellent results in schools fleet racing, this sailor moved to the Laser class where he began the long journey to success. To be competitive as a young sailor in the RQ Laser fleet is a challenge in itself, straight from school boy sport to battling multiple World Champions and Olympians is a huge leap for any aspiring young sailor. But that's par for the course if you want to race a Laser at RQ, and a challenge risen to by our recipient.

Coming to the fore in the Laser radial in 2014, Daniel has been part of the strongest radial group in the country in recent years; he was a part of the core group of sailors from all over Australia who battled through the year at various events, culminating in the



Commodore Kevin Miller presents Daniel with the WA O'Hare Memorial Trophy for Junior Yachtsman of the Year

National Championships and Youth Championships in Perth. During 2014 he was Queensland Youth Champion and runner up in the Open States for the Laser Radial. He was also awarded the Michael Read Memorial Trophy for upcoming talent in the Queensland Laser Fleet.

Although his National's campaign did not culminate in quite the manner he would have wished, upon his return he stepped up straight into the Laser Full rig, training for the Queensland Championship in a very competitive fleet.

He won the Queensland Titles at his first attempt, a great surprise to some, but not to those who had seen him demonstrate his commitment, with many hours on the water, and a strong desire to improve his sailing by hard work and focussed training. It is this approach to sailing, more than any individual result, which typifies a champion of the future.



SEASON RESULTS

Optimist
Squadron Champion & Season Points:

- 1st - Hamish Thorne - *Aquaboy*
- 2nd - Jasmin Young - *Cool Running*
- 3rd - Kyle Young - *Bonkers*

Sabot
Squadron Champion & Season Points:

- 1st - William Bridge - *Cookie Munster*
- 2nd - Magnus Wiklund - *Conquistador*
- 3rd - Hayden Barney - *Under Construction*

Flying 11
Squadron Champion & Season Points:

- 1st - Matthew Rogers & Alex Watson - *Firefly*
- 2nd - Ben Roxburgh & Max Hateley - *Supersonic*
- 3rd - Courtney Lovell & Zoe Stuart - *Dirty Rat*

Laser 4.7
Squadron Champion & Season Points:

- 1st - Nathaniel Dutton - 203223
- 2nd - Tom Needham - *Fair Wynn*
- 3rd - Natalie Bridge - *2Far*



ENCOURAGEMENT AWARDS

Kate Baisden - Optimist

Erin Cowley - Optimist

Savannah Tapsall - Flying 11 | Sabot

Jack Tapsall & Magnus Wiklund - 420



MAJOR AWARDS

Instructor Achievement Award:
Stuart Skinner

Junior Instructor of the Year:
Alex Dunstan

Most Consistent Junior Skipper
Harold Dean Memorial Trophy
Matt Rogers

Best Result at a National Regatta
Vidgen Perpetual Trophy
Emma Baillie

Most Improved Junior Skipper
TE Passey Trophy
Jasmin Young



Brisbane Etchells Regatta WRAP UP

BY JOHN WARLOW



The across Australia odyssey for this year is almost over, who would have thought the best way to see some of outback Australia would be to go sailing!

Believe me, preparing for a 6000 km round trip towing an Etchells does require some serious commitment. Three crews ventured out of Brisbane to attend the Etchells Australian Titles hosted by the Royal South Australian Yacht Squadron out of Port Adelaide.

Our avid adventurers included the team stalwart Dave Healey and his *Rapscallions*, Scotty Miller and Andrew Wiklund, as well as team XY regulars, and yours truly with the brand new *Land Rat*, sailing with Will Thompson and, late call up, David Bull. Our regular middleman Mick Patrick was unfortunately sidelined

the day of departure. Bully took it in his stride and immediately, without hesitation, cancelled his lawn bowls program for the next two weeks.

Following the Nationals Team XY and *Land Rat* continued the road trip back to Brisbane via Sydney to attend the NSW State Titles where they were joined by another Brisbane team *Tuco* lead by Alistair Cowan. As I am sure the *Tuco* breakout team will attest, breaking out of Royal Sydney was the high point of the event.

With a new boat to show off, some good results under our belts, and with some great assistance from the Brisbane fleet supporters Noel Paterson and Mike Atkinson, Team *Land Rat* continued the National Tour by travelling once again

interstate to attend the Victorian State Titles. To attend the three regattas *Land Rat* managed to clock up over 9,000 km, the only issues encountered were one kangaroo, one lorikeet, four tyres and a set of trailer mudguards. Not bad, all told. In return she brought home three top ten results and a race win in each regatta with a smattering of podium finishes, were we happy with that? You betcha, we have a brand new boat and a team still in their first year together and we still have three years to the Brisbane Worlds with plenty more regattas to come.

Team XY once again proved themselves to be one of the top competitors in the country with a 3rd place in the Australian Titles and 2nd place in the NSW States and most recently winning the Brisbane Fleet Championships against another hot fleet.

I know we say it again and again, but I will once again say it again, this class attracts the absolute cream of yachting worldwide. It presents an amazing opportunity for weekend warriors to rack up on an even playing field with some of our sport's yachting legends. It is great thing



to be able to have a post race discussion and ask advice from world ranked sailors who are at the top of their game.

Have you noticed any Etchells around the club?

We thought the last two years were awesome but since the announcement of the 2018 Worlds to be hosted by us, fleet growth has just gone nuts.

While driving to the Adelaide Nationals I had calls from two new owners who, without warning, just went off and bought boats from interstate. In addition, a third new owner didn't even bother to call, he just bought one online and had it delivered to the hardstand??

Normally we have a secret meeting and vet any newbies, this wanton desire to join our ranks just has to be accepted. I guess they're only human.

A very hearty welcome goes out to Laurie Woods (previous Etchellian and owner has once again seen the light after many years in the wilderness sailing Lasers by himself), Peter Conde (he decided Laser sailing at his age just looked plain silly) and Barry Cuneo (genuine newbie with a long sailing history and most recently a World Melges 32 campaign under his belt. We expect to see Barry apply the same effort to the Etchells, and we have confirmed his Riviera is perfectly suitable for starting all future Brisbane regatta's)

Is that it?

Not at all, in addition to the guys who have most recently jumped the fence, there are at least that many still showing interest and we are still three years out from the worlds.

Where will it go from here?

The Brisbane fleet, with club support, are planning expansion of the Etchells hardstand and facilities, our private clubhouse may be shortly after. Dave Healey is dreaming of adding a steakhouse wing as he is now having to cook up so much steak at our fleet championship BBQs that he has been getting offers to franchise from the Brekkie Creek.

How's our national standard going?

Not bad if you look at Matt Chew's Team XY exploits over the last 12 months, winning the Winter Nationals, for the second time, and placing third and second respectively in the recent Australian Titles and NSW Titles and also winning the recent Fleet Championships. And John Warlow's team with the new boat, *Land Rat*, making their presence felt at the National level with some race wins and podium placings under their belt. In addition to these efforts the general fleet standard is continuing to rise especially with the flood of new blood entering the fray.

Exactly how big is our fleet now?

From most recent figures provided I can confirm that we have 20 financial registered boats, and we have almost 30 boats currently within our club grounds of whom some are refugees from south of the border.

We have established a local regatta program designed to attract the interstate fleets who traditionally attend the annual Mooloolaba Winter Nationals.

The series of linking regattas has commenced with our Brisbane fleet

Championship the next is the Winter Nationals at Mooloolaba then three two day regattas to be held on the Worlds track by RQ and finally the Qld Championships to be held by the Southport fleet in October.

This is not the end of the tour, currently we have three Brisbane teams who will be flying the flag at the Asia Pacific Championships closely followed by the World Championships. Both events will be held in Hong Kong during late October, early November.

On the administration side of things, a bloodless coup has seen myself step down as Fleet Captain, David Healey retire as Fleet Secretary and CFO. Noel Paterson has regained the reins as Fleet Captain, Marty Sinclair is new Fleet Secretary (his only complaint is having to sit on Patto's lap while taking dictation – Patto is old school) and Mike Atkinson is our new Treasurer.

Our Worlds steering committee lead by David Irvine is working hard in the background, our chief goal is to provide an attractive regatta package that will provide suitable sponsors with maximum marketing exposure providing the financial assistance we need to run a successful event for the fleet and the club.

All in all the Brisbane fleet is still going strong and has a great bunch of members enjoying the yachting. Now is the time to get involved, plenty of boats are looking for crews and if you have been thinking about trying out some round the cans one design sailing, competitive boats are still available under \$20,000. If you have an enquiry just contact us through the web site:

<http://etchellsbrisbane.com>

Cruising and NAVIGATION



Power Cruising

DAY'S GUTTER

Considering it was Mothers' Day weekend, we had a great turn out for the Day's Gutter Cruise, for those who were brave enough to leave Mum at home of course.

The flotilla followed a track, which was only a month old, led by Cruise Captains Mick and Jenny Atkinson, and still the sand had shifted with a slight detour needed, so beware in this area.

Lunch was held at the Gutter Bar where seafood was enjoyed by all, followed by sundowners aboard Past Commodore Denis and Anita Land's boat *North Light*.

The westerly winds arrived during the night but all was good..... no survivor stories this year.

Morning Tea Sunday was held on *North Light* before we all departed for home.

A short and sweet cruise, but very relaxing.



EASTER WEEKEND AT MISSION POINT - BRIBIE ISLAND

We had a great weekend at Mission Point for Easter where we had four fabulous days on the water. There were 16 boats and 38 people and it was a great success. I would like to say a huge welcome to new cruisers Jim and Ruth Snow and Marty and Anna Tullemans who were aboard *Nautique Magic* and travelled all that way to spend one night with us, as did regulars *Harbor-nating*.

We left our home ports on Friday morning, some chose to watch the start of the Brisbane to Gladstone

while others met at Bongaree to head under the bridge at half tide, once again guided by our Vice Commodore.

The weather was beautiful for cruising the Pumicestone Passage and the tides were in our favour, if you stayed on the correct side of the markers, only a little *Restless* dredging that day. Once we arrived at Mission Point it was crabbing time again.



Friday Night saw the normal sundowners ashore where the cameras were working overtime on sunsets and the christening of our new BBQ Ziggie, with seafood enjoyed by all. Thanks to Arthur, Jan, Deb and Jan for providing and erecting the two tents for us to congregate under.

Saturday saw a tender run north until us Tender To boats had reached our 2 NM limit and had to turn around. The very popular tender egg and spoon race was again hotly contested with Deb and Jan from MJ taking out the prize with a 3HP motor. Gavin Smith was disqualified, a protest was lodged and promptly dismissed by the judge. The kayak time trials were then held and the surprise winner was Mick Atkinson.

The camp oven Chef Extraordinaire Jenny Atkinson and Sharon Simeon prepared a gourmet roast dinner for everyone and what a feast we had. Thank you ladies, and all the helpers, for a superb meal.

Sunday saw a much improved Easter Bunny arrive with Easter rabbits for all boats participating. The cameras worked overtime, just like at sunset. Camp oven scones were ordered for morning tea but were prepared in Ziggie. Sundowners and Pub Trivia kicked off with Team Mustang taking out 1st prize before a BBQ dinner with bubble and squeak to accompany the meat.

Monday was breakfast ashore before the final crab weigh in took place with Hugh Bletchly again taking out

1st prize. Plenty of helpers took part in the cleaning up of our campsite before heading home, some anchored at White Patch to wait for the tide with the no fly-bridge cruisers heading straight for Manly.

Thanks again to all the helpers for making it a sensational Easter, once again.

ANZAC DAY WEEKEND AT LITTLE SHIP CLUB

We had a another great weekend at LSC, 11 boats (eight on the pontoon with rafting three wide, one on a swing mooring and two at anchor at Deanbilla). 25 people attended with a few extras that called in for a visit. The early birds attended the Dawn Service at 5am and we also participated in the march from LSC and attended the Main Anzac Service at 11am. Lots of socialising on the boats on the pontoon including sundowners with freshly caught crab thanks to *Crystal* and *Over Sea'er* crews. Group dinner was held at the club each night and three of us were lucky enough to win a prize in the Friday night raffle.

It was great to see a sail boat, *Zig Zag* on this trip. Thank you to our Pontoon Captains Arthur and Jan from *Crystal* who ensured a smooth arrival and departure for the boats on the pontoon. The stronger than expected winds and large swell took us by surprise on Sunday so we had a rough ride home, but all made it home safely.

Thanks Deb and Jan for being Cruise Captains for the weekend.

Please come and join us! Whether you have a sail boat or a power boat, we would love to see more boats on the water for our cruising events. Please see the calendar and keep an eye out *In The Wind* for updates.

Look forward to seeing you on the water soon.

UPCOMING EVENTS

4th - 5th July 2015
Saturday & Sunday

Christmas in July – Scarborough
Cruise Captains Ian & Sharon
Over Sea'er

We were so well looked after last time we are heading there again. Marina berths are available and we look forward to a sensational weekend before we head to Keppel.



11th - 12th July 2015 Saturday –
Sunday:

Sailing Group Christmas in July at Canaipa

This is a sailing event and power boaters are most welcome.

Cruising and NAVIGATION

continued



Sail Cruising

MINJERRIBAH HERITAGE CRUISE & DUNWICH WALKING TOUR

The Sail Cruising group enjoyed a brisk sail across to Myora (North Stradbroke Is.) in 30 knots from the South East. The vessels leaving later in the morning encountered quite rough conditions due to an incoming tide against a fresh breeze.

Everyone arrived somewhat wet but safely and so we ventured up to Myora Springs where we enjoyed drinks and nibbles on the beautifully constructed boardwalk. The fresh water provided an opportunity for a quick dip and further investigation by our younger cruisers. To everyone's delight the weather dropped down to 10 knots in the evening, ensuring a splendid dinner aboard *Heemskirk* with our hosts Rachel and Scott.

Early Sunday morning we relocated to our original destination Deanbilla Bay to embark upon our Dunwich walking tour. Our cruise captains Robert and Jillaine gave us all a brief overview of the original inhabitants' history, as well as the more recent history of settlement in the area. Stradbroke Island Museum has established an excellent walking tour with sign posts marking the historical points of interest. We learned of convict constructions, the benevolent asylum for the destitute and inebriates, early missionaries and Dunwich's role as a quarantine station. The graveyard provides an insight into the considerable history of the area.

Morning tea at the Stradbroke Island Fruit Barn on Bingle Road was excellent, with home-made cakes, conversation and coffee all round. All tenders then made their way to the elegant catamaran *Taliska* for a champagne lunch. The group dispersed mid-afternoon for a very pleasant sail in a north easterly to our respective ports.



Navigation

PAST COMMODORES' CUP

It was perfect weather for a Navigation event and 15 boats turned out to contest the Past Commodores' Cup in its third year.

This event is held annually, in the confines of Waterloo Bay to allow for an early finish and lunch back at the Squadron.

Most of the entrants took part in the camaraderie following the race with presentations taking place after a very enjoyable lunch in the Cafe.

The use of Tack Trackers allows the Committee to record the results more accurately and this technology provides entrants with the option of reviewing their course following the race, as pictured below.



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WAGS Super SERIES

BY PAUL BOLTON

TEN WEDNESDAYS THAT COULD CHANGE YOUR LIFE



This was the way this new innovative series was promoted.

Our Sailing Committee saw a need to move forward with the ever consistent WAGS fleet and offer a championship within WAGS without any change to the way it was run.

So the first Wednesday in each month beginning in September 2014 and including the Ross Jullyan Memorial Trophy became the focus point for those skippers who wanted to pursue the titles of WAGS Champion for both Mono and Multi hulls. For those who didn't need the glory, it was WAGS as normal with no change to the Wednesday

afternoon event we have all grown to love and enjoy.

Each month (as every week at WAGS) produced good close racing, resulting in varied winners and place getters. Vessels from the smallest boat in the fleet *Mickey Rat* to the fastest *Black Jack II* and all in between experienced pursuit racing at its best. The series was calculated on time elapsed on course x PBH (Performance Based Handicap) and provided the very close results we were looking for. Big thanks to Ben Davis for his care and attention on this matter.

The final results for the WAGS Super Series 2014/15 are as follows:

MONO HULL

1 st	<i>Dancing Lady</i>	262pts
2 nd	<i>Fine Cotton</i>	261pts
3 rd	<i>Lady Jaqualyn</i>	260pts

MULTI HULL

1 st	<i>Attitude</i>	77pts
2 nd	<i>Hot Property</i>	69pts
3 rd	<i>Free Spirit</i>	67pts

Well sailed to all who competed.



Postcard from France

Flying the Squadron Burgee

50 Year Member (actually 63 years membership) Bruce Blaikie now lives in France and is proud to fly the Squadron Burgee on his river boat Zizz. Zizz is pictured here on the River Saar just before crossing into Germany for a 'Sauerkraut Tour' cruise along the Saar then up the Moselle and back into France.

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Queensland

Youth WEEK

BY BRADY LOWE - COACH & SAILING ACADEMY MANAGER



This year's Queensland Youth Week Regatta, which is shaping up to be one of the largest regattas in the history of the event, is the final leg of the selection series for the ISAF Youth Sailing World Championship for those hoping to represent Australia in the various Youth Classes. This series has encompassed the class regattas for the Lasers, 29ers, 420's, Hobie 16's and Bic Techno's in both boys and girls.

The Squadron will be strongly represented across a range of classes, one of the largest range of class competitors of any club in Australia. While the major youth classes are the focus for many, the junior classes and invited classes will also be of keen interest as several of our top sailors compete on home waters, after many regattas away.

At the Olympic level RQ is known as one of the country's leaders in women's sailing, with Jo Sterling and Ash Stoddard setting themselves as role models for the next generation of Windsurfer and Laser sailors. In the BicTechno class Emma Baillie is hoping to tie up the Australian Youth Sailing Team spot in the class with a strong showing. Emma came away from Fremantle's Australian Youth Championships with a desire to start besting her male competitors and has already stepped up to the RSX for training with a spot in the Queensland Academy of Sport program as a reward for her efforts over Christmas.

In the Laser Radial it will be the current State Champion in the women's division, Annie Eastgate, who will lead the charge for the Squadron. Annie will be joined by Simone Wood, the two of them having had a busy summer travelling to Melbourne for their first World Cup event and then to the Nationals in Perth. The Boys Radial will be a hotly contested division, this year's crop of Under 19 competitors have fought to keep pace with the super-fast Western Australian pairing of Connor Nicholas and Alistair Young. With several of our top boy Radial sailors sizing and aging out of the class it is a matter of passing the torch to the next generation. Queensland Youth Week will be a great opportunity for newcomers to the Radial like Jordan Best and Cooper Richmond to really see the exceptional standard they hope to emulate in the future.

In the Hobie 16 class, Haylie Andrews and Victoria Swadling are teaming up to compete and enjoy a week of racing their fellow youth sailors from around the country. For Haylie this will be part of a much longer Hobie skippering journey, competing weekly on the Northern Course and learning the skills necessary to compete in the world's most popular one-design sailing boat. For Victoria it will be the challenge of getting used to a new boat after previously competing in the 29er.



In the 29ers RQ Member Kyle O'Connel is paired up with Southport Yacht Club's Tom Siganto; together they won the Australian Youth Championships in Fremantle and head into Youth Week hoping to clinch the Australian Youth Sailing Team spot for the ISAF World Youth Sailing Championship in Langkawi in December.

In the Junior classes the Squadron will have members competing in all classes including the Flying 11, Optimist, Sabot and O'Pen Bic. The Optimist will be, as usual, a hotly contested field. Hamish Thorne will be looking to achieve on home soil after being selected as a part of the Under 12's Australian Optimist Sailing Team Development Squad. Ashleigh Swadling will also hope to make an impact in the fleet having recently won the New Zealand Womens Opti Nationals.

All in all this will be a massive week for RQ Youth and Junior sailors. Mentioned here are just a few of those who will compete, but you can be sure that for those competing they will all be putting in their best efforts on home waters, and more important, having fun at Australia's best winter Sailing event.



queensland youth week

3-7 July 2015
Queensland Youth Week
 incorporating the Australian Midwinter Youth Championship

Optimist Sabot O'penBic Flying11 BicTechno 49(FX) 420
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Hobie 16 Youth TEAMS

BY ROB ANDREWS



The Hobie 16 fleet at RQYS has been very competitive for some years with more than a couple of regular season entry competitors finishing in the top ten in previous world championships. The Hobie 16 is by far the largest racing catamaran class in the world, with the bonus of being very strict "one design" that makes the only controllable variable the skill of the skipper and crew. The Hobie 16 class now remains the only large scale catamaran class where the factory supplies brand new boats for all competitors who turn up to World Championship events.

One of the teams racing on Saturday afternoons on the RQYS northern course is Haylie Andrews and Amelia (Milly) MacFarlane. Both girls are 15 years old (Milly will be 16 by the time you read this) and the two of them are former graduates of the RQYS "learn to sail" program (now Tackers). They both sailed Optimist dinghies from when they were nine and have been friends ever since. When the two girls were 13 both of them had had a taste of Hobie sailing by crewing with their respective Dads who are regulars in the Hobie fleet. They decided that

they wanted to do this together but their parents thought it might be a bit much going straight from an Opti to a Hobie 16: Likening it to giving the keys to a V8 Supercar to a teenager and expecting everything to be OK. The compromise was getting them a \$1,200 Hobie 14 Turbo for the 2013/2014 season, upon which they promptly won the All Boats division Season Points and Club Championship on the Northern Course. The Hobie 14 Turbo is actually designed as a "one-up" boat but the girls sailed it with twin trapeze as a mini Hobie 16. Many of their Opti mates thought they were crazy sailing a Hobie in 20 knots at their age, but the girls were having so much fun that they didn't care.

Along the way, they were learning plenty. Some of you may have seen some of Haylie and Milly's videos. If you haven't, check out YouTube and search for "Hobie 16 in a Thunderstorm" or "Hobie 16 Cat Challenge 2014" for a taste.

For the 2014/2015 season Haylie and Milly graduated onto their own Hobie 16. At the start of the season if it blew over 15 knots they sailed with a reefed main (class legal). By the end of the season they were sailing in 20 knots with a full rig, "threading the needle" between Etchells near the top mark.

Admittedly the learning process in-between involved plenty of time going for swims in Waterloo Bay. The girls' next race is the notorious Bad News Memorial Regatta at Currumbin on the Gold Coast over the Queen's Birthday long weekend. They are certainly capable now of blasting their Hobie out through the surf and mixing it up with a super-hot fleet that will include numerous former World Champions who have already flagged their intention to enter that weekend (an iconic regatta in the Hobie community).

RQYS is hosting Youth Week on 3-7 July this year and the Hobie 16 is one of the classes competing. There are a number of youth teams from NSW and Vic that have already committed to attending at time of writing. Milly will be away but Haylie will be sailing with another teenage girl, Tori from the Gold Coast. If you or your kids are interested in joining the Hobie community for racing or just the Hobie way of life, please make enquiries at the club and they will point you in the right direction.

The Hobie sailors at RQYS are a particularly social crowd, welcoming of newcomers and providing plenty of support and advice. Actually, that is typical of the Hobie community worldwide.

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ISAF World Cup and EUROSAF

BY ASHLEY STODDART



FIRST EUROPEAN TRIP 2015: ISAF WORLD CUP HYERES AND EUROSAF PRINCESA SOFIA TROPHY PALMA

I've recently returned from my first trip of competition in Europe for 2015. I started off in Palma, Spain for the EUROSAF Princesa Sofia Trophy and this event was typical for the Laser Class with a large fleet of 117 competitors. This meant we sailed a qualifying series before splitting into Gold and Silver fleets. As usual Palma delivered unique conditions with an 8 hour opening day providing crazy racing in 5-40 knots, and some waiting in the unstable conditions. We had a strong fleet in Palma, with only one competitor from the top 30 in the world rankings missing from the event and I finished the week in 16th position. From Palma I headed to Hyeres, France for a block of fitness training and then stepped back into the boat for some quality and worthwhile training a week before the World Cup began.

At the ISAF Sailing World Cup in Hyeres the racing was something of the next level - it was intense, close racing! The new racing format saw only 40 boats in each class competing and even the smallest of mistakes were magnified. I finished 24th place amongst the fleet of 40. Although some of my race results

do not reflect my performance in the boat, I could see definite improvements in my sailing from the last few months of hard work which Jared and I have done while training and competing. Some of these changes and progress transferred well into the race environment, and others need more work, in addition to becoming automated.

This year we have chosen to come home between each cluster of events. The decision made sense with the way events have been scheduled this year and also takes into account the long year ahead because the Worlds are to be held in November this year. By coming home we intend to keep the momentum and progression flowing through use of the resources and good training facilities here in Australia and enjoy the comforts home offers as well.

The latest ISAF World rankings were released a few days ago, and I maintain my position in the top 30 at world #24. This ranking qualifies me for the next ISAF World Cup in June at the 2012 Olympic Venue - Weymouth, UK which again will use the 40 boat format.

Before competing in Weymouth I will warm up at the EUROSAF Delta Lloyd event in late May being held at Medemblik, Netherlands as it is every year.

Now it's time to knuckle down into training here in Australia, as time passes so quickly and I'll be back on the plane to Europe for the next round of competitions! I'm enjoying the intensity of competition nearly a year out from 'Rio 2016' and this makes getting stuck into training easier as there is no shortage of motivation.

Thank you again for following my journey, special thanks goes to the Australian Sailing Team, Queensland Academy of Sport and Royal Queensland Yacht Squadron, whose continuous support is invaluable to my campaign!

131st Sailing Season

2015/16 NOTICE OF RACE

RULES

1. Racing will be governed by the rules as defined in The Racing Rules of Sailing.
2. The prescriptions and Special Regulations of Yachting Australia Inc. shall apply.
3. Relevant Class rules (including IRC Rules if applicable) shall apply.
4. RQYS Club Participation Rules and Code of Conduct shall apply.

ELIGIBILITY AND ENTRY

1. Entry is open to dinghies and yachts owned by members of the Royal Queensland Yacht Squadron.
2. Classes and Divisions will be determined based on the number of entries received.
3. Entry will be via the online entry portal at www.rqys.com.au

SCHEDULE

Opening Day of the 2015/16 Season will be on Saturday 29 August 2015. Racing will be conducted on Saturdays for Off the Beach classes and Sundays for Division Yachts in accordance with the schedule published at www.rqys.com.au.

SAILING INSTRUCTIONS

Sailing Instructions will be published at www.rqys.com.au at least one week prior to the first race.

COURSES

Courses will be described in the Sailing Instructions.

DISCLAIMER OF LIABILITY

Competitors participate in the series entirely at their own risk. See RRS Rule 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the series.

INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10 million.

FURTHER INFORMATION

For further information please contact RQYS Sailing Office – 3396 8666 or sailing@rqys.com.au

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Upcoming

Sailing Dates JUNE TO SEPTEMBER 2015

DAY	DATE	EVENT
JUNE		
Saturday – Sunday	27 – 28	Boat Boutique Brisbane Etchells Winter Championships (Regatta #1)
Monday - Thursday	29 June – 2 July	Australian School Team Racing Championships - Australia
JULY		
Wednesday	1	WAGS
Friday - Tuesday	3 – 7	Queensland Youth Week
Wednesday	8	WAGS
Thursday - Sunday	9 – 12	Sail Brisbane
Wednesday	15	WAGS
Friday – Sunday	17 – 19	XXXX Gold Cup (Division Yachts)
Sunday	19	RQYS Match Racing (Elliotts)
Wednesday	22	WAGS
Sunday	26	RQYS Winter Series (Day 3/4)
Wednesday	29	WAGS
Thursday	30	Brisbane to Keppel Tropical Yacht Race Start
AUGUST		
Saturday – Sunday	1 - 2	Boat Boutique Brisbane Etchells Winter Championships (Regatta #2)
Wednesday	5	WAGS
Sunday	9	RQYS Winter Series (Day 4/4)
Wednesday	12	WAGS (EKKA Wednesday)
Sunday	16	RQYS Match Racing (Elliotts)
Wednesday	19	WAGS
Saturday	22	Division Yachts Safety Audit Day
Wednesday	26	WAGS
Saturday	29	Off the Beach & Etchells (Opening Day) Non-Pointscore
Saturday	29	Division Yachts (Opening Day) Pursuit Race
SEPTEMBER		
Wednesday	2	WAGS (Super Series Heat #1)
Saturday	5	Off the Beach Classes Seasons Points
Saturday – Sunday	5 - 6	Boat Boutique Brisbane Etchells Winter Championships (Regatta #3)
Sunday	6	Division Yachts Passage Race (Squadron Championships)
Wednesday	9	WAGS
Saturday	12	Off the Beach & Etchells Seasons Points (Squadron Championships)
Sunday	13	Division Yachts Round the Cans
Wednesday	16	WAGS
Saturday	19	Off the Beach & Etchells Seasons Points
Saturday – Sunday	19 -20	Queensland Match Racing Championship
Sunday	20	Division Yachts Passage Race
Wednesday	23	WAGS
Saturday	26	Off the Beach & Etchells Seasons Points (Squadron Championships)
Sunday	27	Division Yachts Passage Race
Wednesday	30	WAGS



OPENING DAY
of the 131st SAILING SEASON
Saturday 29 August 2015

Interclub Bay CRUISE

BY ANTON PRANGE

Vice Commodore - Interclub Bay Cruise Committee



In 1976, the late John Hattrick, whilst Commodore of the Royal Queensland Yacht Squadron, initiated an annual bay cruise to promote safe family boating and goodwill amongst the boating fraternity. Four decades on, the Interclub Bay Cruise Association continues this tradition with the dedication of a committee of volunteers representing nine affiliated yacht and boating clubs.

- Royal Queensland Yacht Squadron
- Brisbane Outboard Aquatic & Touring Club
- Moreton Bay Trailer Boat Club
- Wynnum Manly Yacht Club
- Moreton Bay Boat Club
- Gold Coast Boat Club
- Southport Yacht Club
- Redlands Boat Club
- Little Ship Club

Celebrating its 40th cruise in 2015, the Interclub Bay Cruise is the largest and longest running single event on Moreton Bay with more than 80 vessels regularly taking part in the week long cruise of Moreton Bay and the Broadwater.

The Interclub Bay Cruise is steeped in tradition with the aptly named John Hattrick Memorial Trophy among its artefacts. In John's own words, "We would like to see this awarded to the family which, in the opinion of the Cruise Committee, has participated in the Bay Cruise in the best traditions of the boating fraternity with regards to involvement and fellowship".

Boats of all sizes, all vintages and all persuasions will take part this year. The itinerary includes destinations as far north as Manly and as far down south to Southport Yacht Club. Power and sail are combined for what is a truly unique and special event with fellowship and safe

boating being a key ingredient in all activities.

Members of RQYS and the eight affiliated clubs are encouraged to attend. Non-members are also invited to join with the cruise providing a fantastic opportunity for clubs to show their club spirit and attract new members.

The Interclub Bay Cruise will take place from 19 to 26 September 2015 and promises to be a sensational week of fun, sun and friendship.

For more details please visit:
<http://www.interclubbaycruise.org.au> or
email vice@interclubbaycruise.org.au.

Anton Prange – Vice Commodore of the Interclub Bay Cruise Committee 2015.

Library NEWS

Thank you for your kind donations. The generosity of members has provided us with an adequate supply of books in the Historical, Reference and Adventure divisions. These are all we can handle for the moment.

They have been sorted, categorised and stored by our experienced committee members, Rea and Yvonne Reynolds. When the old clubhouse is refurbished, these books will be displayed. We would, however, welcome the receipt of more rare and valuable books.

It is also planned to establish an anthology of those members' adventures across the seas to far away anchorages, which have been published in Mainsheet. We would gratefully receive your photocopies. These will be assembled in a suitable album.

After this, our next project will be to establish a lending library.

For further information, please contact Steve Papas.

Marina 2 LIGHTING

Marina 2 has recently had a face lift with the installation of state of the art highly efficient photovoltaic solar powered walkway bollard lighting.

The lights have been in place for approximately three months and have been well received by the members and their guests transiting the main walkway after dusk. The benefits of the solar lighting are endless and complement the high quality marina structure and fittings.

With the latest LED technology Marina 2 will be reliably lit for years to come.



**Brisbane to Keppel
Tropical Yacht Race**

RACE START 30 JULY 2015

You can also join the Keppel Cruising Yacht Rally on their leisurely trip north to meet the racing yachts at Keppel Island. Departing Manly Harbour 21 July 2015

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The poster features a large image of a racing yacht (SY504Q) on the water. At the bottom, there are smaller images of a sunset, a pineapple, and another yacht. The Royal Queensland Yacht Squadron logo is in the bottom left corner.

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The advertisement shows a white Grand Banks 32' Europa yacht on the water. The yacht has a cabin and a blue canvas cover over the cockpit area.

The Marina & Sailing Amenity BUILDING

BY VICE COMMODORE IAN THRELFALL



Final planning is underway for a new building at the eastern end of the main rigging lawns. Without sacrificing any current lawn space and using the corridor of land between the lawn and the ship yard, currently occupied by the sheds containing NB Lasersports, the Elliot's work shed and a number of older 'bits' of storage equipment, we intend to build a new off-the-beach sailors amenity block combined with a new Marina office.

At the Squadron, providing the very best facilities for our members is a goal we take very seriously. Planning and building those facilities takes time and the input of very many talented members.

As part of the process, we look at what our members are doing, what facilities need renewal and how we can provide benefits to all - now, and into the future. All, of course, in the most cost effective way. The 'reasoning and rationale' behind this building is complex but deserves discussion.

The current showers and amenities for our off-the-beach sailors are currently on the western side of the Cavill Building. That building is 50 years old and desperately requires a refurbishment. We are in the early stages of that planning, but already it is clear that the cost to refurbish

the current large amenities in that building would be substantial and having done that, they would be in the wrong place! Clearly our sailors would prefer their hot showers and change facilities adjacent their rigging lawns. This new building will allow us to reduce the size of the amenities within the Cavill Building and return that space to the members as larger bar areas. Sailing activities will be further supported by the provision of large effective workshop and sail storage areas for our fleets of dinghies and Elliots.

Since the opening of Marina 2, our Marina Office has been 'somewhat wanting' in terms of space for our Marina Staff. With the growth in berths managed, an increase in ship yard traffic and the management of our dredging program, plans had been developed to enlarge and refurbish the existing Marina Office building. As is often the case, our costings have shown us that it is in fact cheaper to build a new purpose built building rather than refurbish and make additions. By combining the requirements for the Marina office with the sailor's amenities, we get even greater economies. The new site for the Marina Office will provide much better management of our total marina facility. Staff will be able to literally

oversee the approach and activities of vessels within the harbour, ship yard and marina generally. They will have a commanding view of the entire maintenance facilities and the office will have the necessary space to provide a higher level of service to members.

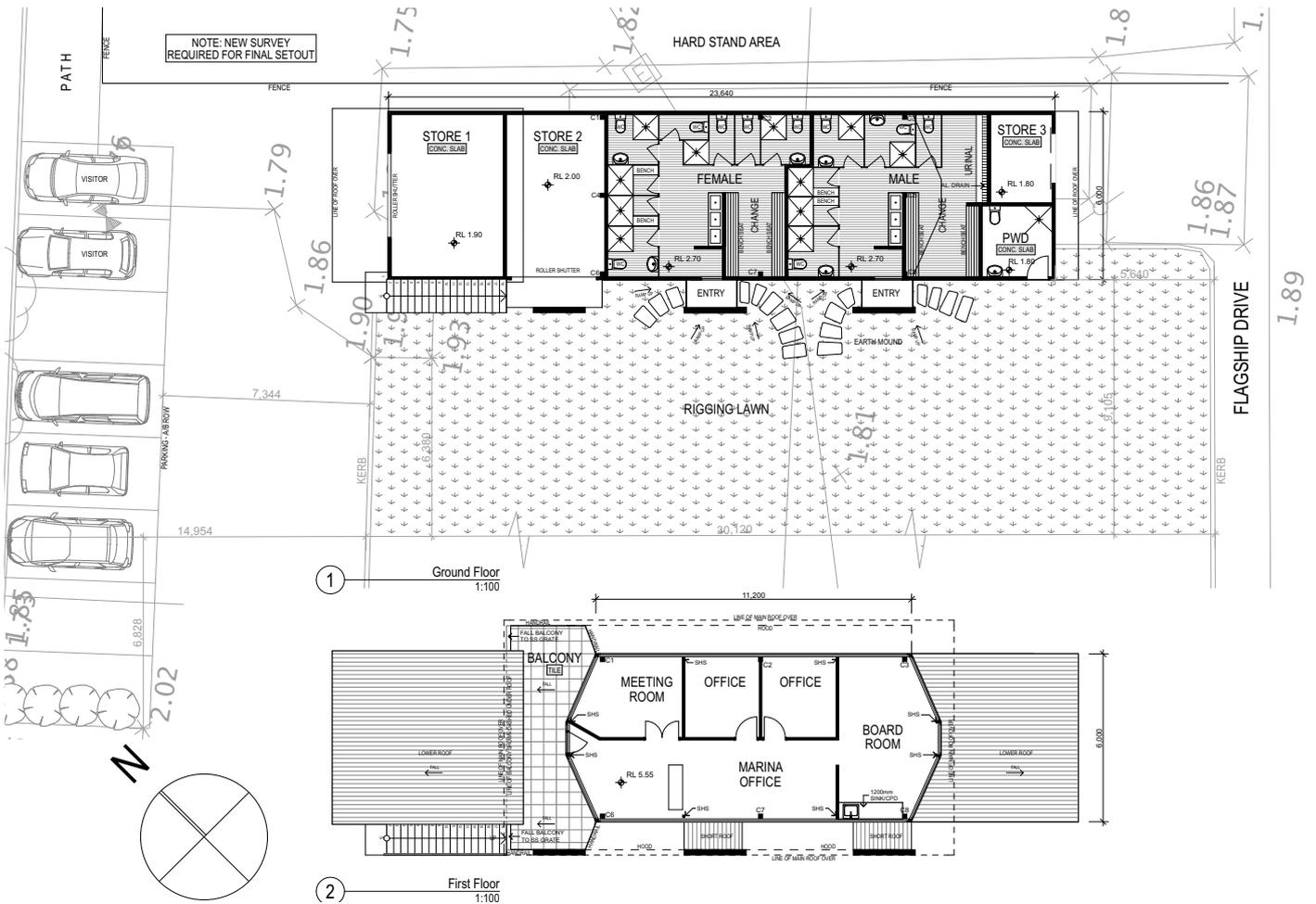
The existing Marina building will still be receiving a facelift. A dedicated trades washroom and toilet will be built within the existing building and the member amenities will be refurbished and provided with access security similar to our other Marina facility buildings.

Construction is being planned for this calendar year. We hope to commence construction soon after the Youth Week and Sail Brisbane regattas.



L to R: R/Cdr Mark Gallagher, V/Cdr Ian Threlfall, General Manager Shawn Ket & Marina Manager David McTaggart discuss the planning of the new Marina & Sailing Amenity Building

Layout of proposed Marina & Sailing Amenity Building



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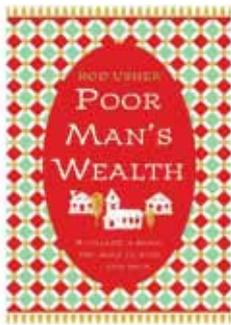
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Book Reviews



POOR MAN'S WEALTH

Author: Rod Usher
Review: Clare Fraser

If you occasionally enjoy refreshingly light, humorous and quirky tales then don't let this little gem pass you by! Australian Rod Usher was the literary editor for *The Age* and chief sub editor of *The London Sunday Times* before he turned his hand to writing and moved to Spain with his wife.

Sleep is a *Poor Man's Wealth* and this delightful tale is unreliably narrated by El Gordo (the Fat One), the Major of Higot, a small impoverished village surviving on a meagre tobacco crop in an unnamed country ruled by a not so benevolent military junta. El Gordo has learnt almost all his English from the very eclectic library of 23,000 books bequeathed to him by an eccentric English Aristocrat "Mister Giles" who spent part of each year in Higot with his trusty butler Todforth.

To secure the future of Higot, and break their dependence on their sole cash crop, El Gordo forms the highly secret local Marisol Committee who devise a "Burla" or Hoax to attract tourists to their remote and dusty corner of the globe. The hoax revolves around the phenomenon of "stand up sleeping" but as the craze spreads throughout the village, and international notoriety is achieved, not only do the tourists come in their droves but so too do the Junta, who are less than impressed that their international glossy marketing campaign is being undermined by a bunch of local hicks!

Usher has a wonderful ear for the idiosyncrasies of the English language and it's many idioms and there is much to enjoy and laugh about. Written as a modern fable there is a very gentle social commentary beguilingly woven into the pages and which proves to be surprisingly thought provoking. It is a tale of being careful about what you wish for; learning that it is never too late to learn; never too late to love, and the importance of community and caring for each other, particularly those who are less well off.

We couldn't help but enjoy this book and once you read it you will see exercise bicycles in a whole new light and never be able to hear the Browning Poem "how the Brought the Good News from Ghent to Aix" without smiling.



THE SNOW KIMONO

Author: Mark Henshaw
Review: Jennifer Murray

"There are times in your life when something happens after which you're never the same. It may be something direct or indirect, or something someone says to you. But whatever it is, there is no going back. And inevitably, when it happens, it happens suddenly, without warning."

These are opening lines to a novel which has attracted much attention in the literary world, initially because it has been some 25 years in the writing but most recently due to the author being awarded the NSW Premier's Literary Award for fiction.

Described as a "psychological thriller", this novel set in Paris and Japan, has been praised as an 'exquisite work of art' and 'both a gripping and tragic thriller'. It tells the stories of Inspector Jovert, former Professor of Law Tadashi Omura, and his one-time friend Katsuo Ikeda. All three men have lied to themselves and to each other. It also tells the story of Mariko, Sachiko and Fumiko and the ties that bind them together. Mark Henshaw takes his readers on a mysterious journey, making one work hard to grasp the significance of events but told with breath-taking descriptions of beauty and terror, as the story delves deeper and deeper into what is truth and what is not. This is a complex and challenging work, but so intelligently thought out, with subtlety and intrigue in equal measures to forewarn the reader that they needed to think.

This novel promoted much discussion amongst Book Group members, many of whom found the descriptive writing of full moons rising out of the sea and silk kimono laid on the snow to set colours breathtakingly beautiful. In equal measures many found the novel overly complex, confusing but worthy of reading.... perhaps even twice!

WELCOME ABOARD

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

FULL MEMBERS

Rodney Adams
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Kevin Bishop
Bronwyn Bishop
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Jo Davis
Francois Divet
Deb Drew
Peter Dyer
Peter Dyer
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Noah Sherwood
Ethan Strawbridge
Nolan Strawbridge
Jaye Taylor-Halpin
Kaleb Webb
Brooke-Mai Whelan
Nicholas Whitford
Lauren Whitford
Ruben Wolridge

New Members' Welcome Cocktail Party



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 get a chance to meet our existing members who have 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'.



Our Adventure Scotland to AUSTRALIA

continued from December 2014 edition

STORY AND PHOTOGRAPHS
BY IAN & SHELLEY THOMASON

Back to France

Well, six months has passed and as winter is approaching it was time for us to leave Brisbane for warmer weather and drop TAG back into the water in France. A flight to Istanbul, a one way ticket to Marseille, pick up a hire car for a month or so and here we go again!

Have you ever tried to fathom out a GPS which is programmed in a language you don't speak? Well it's fun for a short period of time, about as long as it takes to start recognising the scenery because you have passed the same buildings three or four times. We ended up in Martigues three times!

Persistence however paid off and we made it to Port Napoleon. The first person we met when we arrived was the Frenchman who was on the hardstand beside us when we left last year. We couldn't believe he was still here. He welcomed us with open arms as we had given him all our food when we left and he remembered our generosity. One of the first things he did for us was to change the language on the GPS to English! Didn't know you could do

that, so with new found confidence we started to explore the country side when we needed a break from working on the yacht.

The first job was to get her back into the water. Easier said than done. I was not happy with the way some of the anti fouling was cracking and on a closer inspection realised I had more to do than just rub her back and give her a new coat of paint. The job of taking it back to the gelcoat was a task I did not really want to undertake but "a job worth doing is worth doing well". Five days later I had the hull as bare as a baby's bottom and ready for a fresh nappy. This job also gave me the opportunity to repair the gouges on the bottom of the keel from my little

indiscretion last year in Northern France when I put her on the bricks. Anyway, a long story short, she now looks great.

The next task was to buy and fit a washing machine for Shelley. I asked her why we needed two washing machines as I already had one, the joke which I thought was funny didn't go over that well. "Go shopping" she said! So, being an obedient husband I found a 4kg washer, pulled out the cupboard in the starboard aft cabin and slipped it in. Not really as easy as that but I got the job done and all works well. We now call this cabin the laundry, not very nautical but descriptive. I am sure you have all heard the saying "To a man with a hammer,



everything is a nail" well let me tell you "To a woman with a washing machine, everything is dirty". The poor thing hasn't had a moments peace and I have to hide clothes to stop them from disappearing into it's gaping mouth the minute I take them off.

So we lived on the hardstand for close to four weeks while all this was undertaken, a new experience for us and it was not too bad. The only short coming was the need to drive to the amenities block when necessary, otherwise all was good. The restaurant at the port was the meeting place and happy hour on Thursday and Saturday nights gave us the opportunity to meet many people. One English couple who are also heading to Turkey, virtually on the same course as us, have turned into great friends. It turns out he is Britain's most decorated frontline soldier, ex SAS with many stories to tell. He has written two books, one is "Bullet Magnet", the other "Trigger Time". If you are interested Google "Michael Flynn British Soldier". You will be impressed at the list of medals he has been decorated with.

Then Paul White and his partner Lynne arrived with two 40 pound bottles of Bundy!

Our first night frenzy gave Mick and his wife Shelley a taste of Australian drinking habits and humour. Damn, one bottle gone already and it hasn't been onboard more than two hours.

So the fun has begun even though Shelley has hidden the second bottle until we leave port.

Well it was time to be off so we returned the car to Marseille, caught a cab back to the boat, cast off and we were finally sailing.

Everyday is a new experience, all marinas from here on are reverse mooring, something we don't experience too often in Australia, so new skills are required. Most have bow lines embedded in the harbour floor which are connected to the marina wall by a lead line while at others one needs an anchor drop to secure the bow. The process is reverse in, secure the aft mooring lines, pick up the lead line and walk it forward to retrieve the bow line and secure. Barnacles, mud and slime adorn some lines so gloves are always at the ready to handle the unexpected. Shelley is getting very good at running to the bow but has been overtaken by Whitey who now enjoys the experience. Lynne is a great advisor.

Our first experience with the "Mistral", a strong wind from the north, was whilst in St Tropez. We were moored stern to the dock. As the wind began to strengthen it required us to take up on the bow lines to keep us from hitting the wall. Twenty knots began to blow and we installed two fenders at the stern to keep us off as the lines began to stretch. Then we recorded 30 knots, then 40. Big "Bertha" our biggest fender, was bought out of the anchor locker to give us more protection and we increased the number of fenders to four. As day turned to night 40 knots became 50 and at that the wind indicator gave up, it won't register higher. By this time we had the motor on and in gear at 1500 revs. It was just keeping us off the wall. Still it increased and the revs came up to 1800. At 1800 revs we are motoring at 6 knots. By now it was blowing a steady 60 knots with gusts to 68. (Our next door neighbour kept giving us updates). We were up almost all night keeping watch.



Our Adventure

continued



Needless to say the second Bundy was opened and half a bottle killed as a means of relieving the tension of the moment, it worked! In fact it worked so well we woke the girls up with our stories, jokes and laughter. The other memorable part of St Tropez is watching the rich and famous preen themselves on the aft decks of their super yachts as we peasants dawdled past observing their 350 Million Euro playthings of all shapes and sizes. Then we saw it, Alan Fox's super yacht. We just had to take a photo!

Away again along the coast and in time to catch the Cannes Film Festival. What an exciting place to

be, such a mixture of people and dress. Dinner suited legends adorn the pavement along side overweight bodies clad only in shorts and thongs, not to mention everything in between. Everyone has a camera in hand, portable structures adorn the beach, security people with radio ear plugs are tuned in for problems at every corner and restaurant. Security fences and explosive search teams with dogs guard the entire area. Quite a sight to see.

As we headed north east up the coast we stopped in at Antibes, Nice and then Monaco. We were told that the Grand Prix would be on the weekend we were passing.

Apparently one must book a spot in the harbour 4-5 years ahead, but you never know what can happen when you just turn up. So Whitey and I decided we should try some bravado and anticipate an opportunity. We could not have been further away from reality. Not only were we rejected in a very clear message over the radio, we were almost forcibly removed from the harbour while drifting around having a coldie. Very disappointing! Ah well, everything happens for a reason and we headed off only to stumble over a great little harbour with a beautiful waterfront and lovely people called Porto Maurizio, in Italy. We are still here as I write this, reluctant to depart.

This was an opportunity to remove all traces of the UK from the yacht as we still had GBR numbers on the main. With great instructions to follow from Ox (Ian Davis), we removed all of the old numbers and now sport RQ 47 on our main. It looks much better and of course there has been a small champagne party to celebrate the occasion. But with Portifino calling, the mooring lines will soon be dropped and we will be off.



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Boat Care Basics

The NORTHERN MIGRATION

BY PETER JENYNS

Smokey sunset approaching Cairns

The snorkeling on our Great Barrier Reef never ceases to amaze



Just like the humpback whales, many of our customer's boats migrate north for a few months around this time of year. And why not, with the worst of the cyclone season and east coast lows behind us, and the lure of warmer latitudes, our northern waters offer some of the best cruising grounds on the eastern seaboard.

But just like any extended cruise, there are preparations and planning to undertake prior to pushing off. In this article I'll touch on the basics - some boat preparations that should be undertaken and also some of the more basic seamanship aspects that come into play when navigating our beautiful coast line. Of course, it's a well-worn path for many of our members, as it is for me, having grown up with charter boats in the family. I was only weeks old when bundled aboard for my first cruise to the Bunker Group, and with our family boats doing the annual Cairns marlin season since the early 1970's, the experiences gained and lessons learnt have been numerous, and I hope some of this information is helpful for those thinking about joining the annual northern migration!

Cosmetic Preparations

Obviously to many, the thought of your boat's exterior condition might not come into play when planning a trip north. But it is what we do, and therefore close to our hearts! Most of our customer's boats look as good as they do, because they are on regular scheduled maintenance programs. In particular, keeping the exterior surfaces well-polished is the key to them not only looking good, but it also maintains the longevity of the gelcoat or paint, and of course it helps to maintain their value, saving money in the long run - we think that's important! But venturing north into the more harsh tropical conditions for a few months without our regular care can be taxing on a boat's surface. We always give our customer's boats a good coating of polish just prior to departure - just like sunburn lotion, it will help keep the surfaces protected from the UV rays which start the dreaded oxidizing process. It also offers protection from the build-up of salt which develops on long passages. Few would realise that salt crystals can actually create mini magnifying glasses that capture the sun's rays

and concentrate their power and increase their degenerating effects significantly.

So it's important to allow time to either have a professional polish your boat, or tackle it yourself before departure. If undertaking this often overwhelming task on your own, it's important to first understand what condition the surface is in. I find many owners are in denial, or simply don't understand the oxidizing process and what to look for. The simplest test is to run your finger tip along the surface of your boat and if you are left with a powder residue on your finger then the oxidizing process is in full swing. This process is breaking down the thickness of your gelcoat or paint and creating a porous substructure. If this is the case, simply trying to hand apply a surface protecting polish is a waste of time - and the results will look patchy and worse than where you started. Oxidizing surfaces must be cut back with a good quality cut and polish using a machine polisher to get to the fresh subsurface structure. This is a task for the professional, but we do see the occasional owner having a go, but the results usually speak for themselves (sorry to be so blunt) and the damage caused can be costly when accidentally rubbing through the paint or gelcoat. By all means have a go, but I warn, not a week goes by where I'll receive a call from an owner who has tried to polish themselves and realised it's a bit trickier than they expected. They quickly understand why businesses like ours specialize in this task that takes years to perfect and what seemed like a cost saving measure initially turns into the 'poor man pays twice' scenario.



Wathumba Creek on Fraser Island is well worth exploring

The Whitsundays offers great snorkeling for the kids



Of course, weather permitting and depending on your destination, you can avoid the Wide Bay Bar and cruise up the outside of Fraser Island

However the good news is, once the surface has been professionally cut back, ongoing maintenance of applying a sealer polish regularly is certainly within the realms of any owner - it's just a matter of having the time and the discipline! One of the drawbacks of living in such a lovely climate is the punishing effects the sun has on our boats surfaces – sadly, this is where the bad news comes back! We have actually done experiments over the years to understand some of our customer's boats surfaces. As mentioned in previous articles on polishing (available on our website), all surfaces can be very different, whether gelcoat or paint, and require different levels of maintenance. If the surfaces have been 'let go' (left to oxidize) on and off through the boats life, they can become more porous. Boats with a more porous surface require far more regular polishing to not only keep that glossy shine but also to keep dust and grime from entering these tiny cavities and staining the surface. The awful truth is, on some boats, they can be so porous that to effectively keep on top of them they should be hand polished monthly. Of course Superyachts that have crews do just that, and the results speak for themselves. But for most owners this would just be overwhelming and

that is where engaging a business to maintain their boats comes into play. However many boats surfaces that have been well maintained through their life generally can be left alone for 2 or 3 months between applications. But the simple truth is, regular polishing is the only solution to holding off the oxidization process. So just like our skin in these northern latitudes, a good coat of UV protection is a must before departure!

Continuing with your boats cleanliness, but moving inside, it's a great opportunity to go through all the cupboards and storage areas, throw out anything old or likely to be unused – this also reduces unwanted weight on-board. It's also a time to do a little pesticide work. I can't tell you how many times we see cockroaches come aboard in cartons of provisions - and the cockroaches when alongside the Cooktown wharf are so big you can hear them land on the deck at night, so keep on top of cockroach baits while away! It's also important at this stage to make sure everything is well stowed because you are going to take some rolls. A tip my sister Sally used to do when conditions were particularly bad was to stuff cushions into galley cupboards – nothing worse than

hearing the galley 'awash' when rolling heavily and this trick of hers used to work a treat.

In addition to the interior being well stowed, take a walk around the boat and make sure everything has a secure position and lash things that may move in heavy rolling.

Engine Room Preparations

Of course making sure your engines and gensets are serviced prior to a long cruise is mandatory, particularly heat exchangers etc – items that don't necessarily get serviced annually. Ask your mechanic for a sensible set of spares you should take with you. I can recount too many stories of cruises ruined because they were stuck in a regional port for days waiting on a simple part like an impeller that has to come from Melbourne. Impellers, fuel filters, belts, oils, coolants are all items most boat owners can tackle themselves to keep the cruise alive.

Batteries are also a classic case of Murphy's Law - have them load tested and of course if they are old and nearing the end of their lives replace them before departure – otherwise they will let you down, and again batteries are never easy to source when in a regional port. Check your seawater valves are all



The beauty of the Whitsundays

free and working, check your bilge pumps, float switches and high water alarms.

Ropes and Anchors

As mentioned in a recent article, go through your rope lockers and ensure you have a good set of mooring lines and that your fenders are also adequate. You can still encounter serious weather events at any time and need to be able to secure your boat in a marina in Cyclonic conditions. The authorities will insist you can't stay onboard in extreme cases, so you have to be comfortable that your lines will stand up to the conditions. Likewise with your anchor gear, you need at a minimum 100m of chain when heading north. I know many anchorages that are 20 or 30 metres deep right up to the coral or rocky edge. I once sat at anchor in Middle Percy Island for 11 days with 25 to 35 knots of south east and it just didn't let up. Thankfully the mothership had good anchoring gear and didn't move at all, but the gameboat was another story! It was too 'rollie' to have her alongside so I anchored her off and do you think I could make that light weight anchor gear stick!

Pick the weather windows and don't expect them to run to your schedule!

With any extended cruise it's the journey that is often just as pleasurable as the destination – weather permitting of course! With the vast array of weather forecasting options at our disposal these days, we are in a far better position than say 20 years ago to pick weather windows for our passages. Where I see most people come unstuck is the pressure of deadlines and not allowing enough time to move their boats north and the return trip. I see it all the time, where an owner has to fit the passages in between work commitments or school holidays and come departure time they get clobbered with a strong wind warning - weather doesn't care for timetables! So with any cruise planning you need to understand that the scheduled departure may be delayed, or brought ahead to avoid an approaching weather system. Of course, the flow on effects from a new schedule can be a nightmare with last minute changes to crew availability, flights, provisions, marina bookings and so on. It sometimes might be possible to get away ahead of a weather system and break the cruise along the way just to get some miles under the keel. There are worse things that can happen, than being held up in the beautiful protected waters of The Great Sandy Straights, Pancake Creek or Port

Clinton, Island Head Creek to name a few – being flexible and able to adapt your schedule to fit around the weather, it's all part of the joy of passagemaking!

The Dreaded Wide Bay Bar!

One of the stumbling blocks for many first time northern passagemakers is the Wide Bay Bar, with its fearsome reputation – sometimes very justified! This fear factor was highlighted to me last year when Past Commodore Richard Croke organised an evening talk at the club, on the subject of coastal bar crossings, with a particular focus on The Wide Bay Bar. We were overwhelmed by the evening's popularity, with some 100+ members attending. My part of the evening was to discuss planning hull crossings, while we also covered displacement and keeled boats. Maybe my tales of out running Hawaiian sized breakers didn't help, but it was interesting when my father Ron started his session on displacement hulls by telling everyone to calm down and relax – it's not that bad! He is right of course, in general terms there is very little to fear about this bar. Sure I've seen him abandon crossing it once or twice back in the early days, (just turning the boat around was scary enough!) but we now have such good forecasting at our disposal, you really



Dawn on the Ribbon Reefs - an incredible reef system running between Cairns and Lizard Island



South Pacific II, Border Island, Whitsundays

shouldn't ever be in a situation where you turn up to a surprise 2 or 3 metre easterly swell closing out the channel on the outer bank! The good news is the banks and channel over this bar basically haven't changed since it was first charted in the late 1800's – so the leads, charts and your tracks will basically stay the same every year and with the good forecasting available, the days of white knuckle crossings should be drastically reduced!

I'm sure we'll hold another Bar crossing evening in due course so now isn't the time to go into any lengthy words on the strategies of bar crossings, but the basic tips are as follows;

- Monitor the weather sites in the weeks leading up to your passage north to get a feel for the weather patterns, with a particular focus on the swell, watching for any activity in the Coral Sea that may produce a heavy easterly swell. Southerly swell isn't such an issue as it will tend to miss the bars, however easterly swell is the nasty one that rolls straight in.
- Try and plan your crossings on the last of a floodtide. More water over the bottom and less pressure wave effects caused by the out flow.
- Well before departing it's a good idea to make contact with the VMR at Tin Can Bay to discuss conditions and radio procedures when actually crossing.
- Once around Double Island Point it's a good idea to again check all hatches, tenders on davits or foredeck, and loose items. To be ready your boat needs to be able to take heavy water over the decks should you encounter breaking waves or broaching badly.
- It's also absolutely important your crew all have an understanding of the safety procedures such as life jackets etc. If conditions are

serious then wearing them while crossing is a good idea as it can all go pear shape very quickly.

- Whether coming in or heading out, always slow down or stop just inside or outside the main outer break and watch a series of 'set waves' come through. Get a feel for how long between the sets because that is the time you have to cover that distance. So when heading out, you need to edge your way out to just inside the breaking zone. Then you may need to push through some white water from the last wave as the distance to the outer edge can be a long way. On the way in, again wait to get a feel for timing, then try and sit on the back of the last set wave. Of course speed makes all the difference and for the slower boats – enjoy the ride!

Basic check list for extended cruising north

- Secure all equipment above and below decks. Heavy items like tenders, kayaks and SUP's, fuel drums and stores and equipment below decks are all dangerous if they come loose – and it will always happen at the worst possible time like crossing the Wide Bay Bar!
- When having your engines serviced arrange some spare parts for just about everything, this can make or break a cruise. Impellers and fuel filters, oil, coolants, even shear pins for outboard props – try and imagine every scenario and plan ahead. Check all hoses and clamps, bilges, bilge pumps, float switches and high water alarms.
- Load test batteries and check on their age and remaining life expectancy and replace if suspect. Maybe invest in a new longer shore supply lead and have different plug adapter options made up for different marinas.
- Make sure you have good

mooring lines and fenders, plenty of anchor chain etc. Call ahead to expected marina ports to make bookings, understand facilities and fuel bowser open times.

- Have the diver clean your bottom and props, make sure the strainer covers on skin fittings are not fouled and check anodes.
- Seasickness can be a real issue with new crew who might be along to help with the delivery. The crew that tell you they've never been seasick are the ones to give the tablets!
- Safety gear needs to be serviced, in date and the crew need to understand where it is and what the procedures are should things go wrong.
- Make a cruise plan with all details of VMR's and Coast Guards, expected fuel burns and alternate anchorages and marinas should plans change due to breakdowns and weather developments
- Purchase a set of paper charts – it always surprises me how many boats are cruising without them!

Happy cruising!



Peter Jenyns operates Professional Boat Care Pty Ltd which specialises in the highest quality cut

and polishing, interior and exterior detailing, repairs and customised maintenance programs. Professional Boat Care also manages all mechanical, electrical and shipwright repairs with their highly experienced team of independent qualified contractors.

Peter can be contacted on **0409 930 888** or visit www.professionalboatcare.com.au for more boat maintenance articles.



MV Husky

Mini CATFISH DREDGE

BY DAVID McTAGGART - MARINA MANAGER



RQYS has recently purchased a Mini Catfish Dredge under the ownership of Harbour Dredge Pty Ltd.

The Mini Catfish dredge was constructed at the Roll-A-Pipe factory in Moorabin Victoria. This particular dredge is the first of its kind to be built in Australia. MV *Husky* has been designed as a manned self-propelled dredge one of the first of its kind in Australia. Previous models have been controlled from the shore using cables and anchors whereas the RQYS dredge is skippered by our Dredge Master, Scott Middling.

The catfish dredge is equipped with state of the art equipment.

Specifications

- Engine:** Kubota 4 cylinder turbo charged diesel
- Outboards:** 2 x Yamaha 25 HP high thrust with joystick and power assisted hydraulics
- Electronics:** Lowrance LS12 Structure Scan
- Survey:** 2C

The dredge is well and truly accomplishing the estimated 33% water to silt ratio which will assist us in spreading the spoil and also reduce the spoil drying time.

The dredge will be operating during daylight hours from Monday to Friday. The Marina Manager will contact each individual boat owner to discuss relocation details and be available to assist where possible. There are minimal options due to the high occupancy rates in the Marina at present but, as always, we will do our best to accommodate all requests.

We have unfortunately struck many obstructions on the seabed that have hindered the smooth operation. Please, in the future, do not purposely throw any items overboard. It is bad for the environment and also increases the costs of the dredging operations.

Please do not hesitate to contact the Marina Office - 3393 3554 if you have any questions about the dredging operations.

Slipway & Travel Lift

Boat Yard UPDATE

BY DAVID McTAGGART - MARINA MANAGER

The Royal Queensland Yacht Squadron boatyard provides services for both members and visitors. At present the slipping operations is enjoying strong demand with bookings currently out to five weeks. We have observed an increase in the servicing and maintenance requirements on members' boats in 2015.

In response to demand, RQYS is expanding the boatyard to add two additional screened work areas. These areas will cater for boats up to 40 feet and can be used for undertaking servicing, mechanical works, regular antifouling, propeller and driveline maintenance.

The proposed screens have been specifically designed to offer a substantial barrier to undertake works

in a semi controlled environment. The design will offer the option to open up the entry to the hardstand to allow maximum passage for trucks delivering boats. We are confident that the final product will be another asset to the Squadron.

To assist us in improving turn-around times we are offering a Travel Lift Special (see advertisement below). So if you need a 'quick clean' make sure you take advantage of this offer.

Special thanks to the onsite contractors for offering a good service to all members and continued support to RQYS.

Please contact the Marina office to discuss your slipping requirements.

RQYS is offering a special in the boat yard. Lift, hold, pressure wash and launch all inclusive at a rate of \$5.55 per foot.

Maximum time in the slings is 2 hours, extra charges apply after this time. Barnacle scraping is not included. Overnight hold in the slings is also available. Please contact your preferred onsite contractor to organise a prop speed or touch up of your antifoul.

The boat yard is heavily booked over the coming months so get in early and take advantage of this great deal.



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A05	13m	\$150,000 +GST	J42	17M	\$160,000
C13	14m	\$130,000	K09	12m	\$98,000
D10	15m	\$150,000 not negotiable includes super fender & dock box	K12	12m	\$98,000 ono
D11	15m	\$130,000 negotiable (dock box included)	K13	12m	\$93,000
D13	15m	\$160,000 negotiable	K34	15m	\$150,000
E07	17m	\$200,000	K35	15m	\$150,000 negotiable Blow on berth
E27	17m	\$150,000 includes super fender and dock box	K38	15m	\$150,000
E28	17M	\$200,000	K39	15m	\$150,000
F08	10m	\$70,000 ono	L07	15m	\$160,000
F10	10m	\$55,000	L14	15m	\$130,000
F15	10m	\$95,000 ono	L28	15m	\$135,000 negotiable
F16	10m	\$49,500	L43	15m	\$160,000
F33	10m	\$70,000	M13	17M	\$160,000
G01	12m	\$93,000	M18	17M	\$160,000
G16	10m	\$60,000	M19	17m	\$160,000 with M18 suitable as a multi-hull berth
G18	10m	\$65,000	M34	17m	\$140,000
G19	10m	\$65,000 negotiable	M35	17m	\$155,000
G27	10m	\$47,500	M38	17m	\$200,000
G46	10m	\$70,000 ono	N16	17m	\$200,000
H14	12m	\$147,000	N19	17m	\$140,000
H23	12m	\$100,000	P21	25m Single Pen	\$345,000
H27	12m	\$128,000	R03	25M Single Pen	\$400,000
H30	12m	\$110,000	R16	20M	\$230,000
H35	12m	\$90,000	S11	20M Single Pen	\$285,000
H39	12m	\$89,500	T13	16m Multihull	\$225,000 end of row berth
H39	12m	\$95,000	U07	15m	\$150,000
H42	12m	\$125,000	X04	13.5m	\$105,000
J04	12m	\$120,000			
J13	13m	\$98,000 wide berth for the length			
J23	15m	\$145,000 negotiable			

If you would like any more information about purchasing a berth sub-lease,
please contact David or Val at the

Marina Office for details

T: 3393 3554

E: marinaadmin@rqys.com.au

Notice of Annual General Meeting and EXPLANATORY MEMORANDUM

Royal Queensland Yacht Squadron Limited ABN 25 053 989 272

Notice is given that the Annual General Meeting of Royal Queensland Yacht Squadron Limited ('the Company') will be held on:

Date:	Wednesday 15 July 2015
Time:	7.00pm (AEST) Please note – registration will occur from 6.30pm (AEST)
Location:	Squadron Clubhouse 578 Royal Esplanade Manly Qld 4178

Ordinary Business

Agenda item 1: Financial statements and reports

To receive and consider the Financial Report (which includes the financial statements and directors' declaration), the Directors Report and the Auditors Report for the financial year ended 30 April 2015.

Agenda item 2: Nomination of officers

To receive and consider the results of the nomination and election of officers of the Company for the 2015/2016 year.

Agenda Item 3: Committee Members

To receive and consider the results of the nomination and election of the Sailing, Powerboat, Membership, Finance, Marketing & Development, House and Entertainment and Works Committee Members for the 2015/2016 year.

Other business

To consider and decide on such matters as are brought forward by the Directors relating to the affairs of the Company, such matters being raised in accordance with the Constitution of the Company.

Voting entitlements

Pursuant to of the Company's Constitution, in order to be able to vote in person or by proxy, a Member of the Company must not be in arrears at the date of the meeting in relation to annual subscriptions or any other account with the Company. Votes of Members who do not meet this requirement or do not have a valid proxy registered will be disregarded in determining entitlements to vote at the Meeting.

Jointly held interests

If an interest in the Company is held jointly, and more than one Member votes in respect of that interest, only the vote of the Member whose name appears first in the register of Members will be counted.

Explanatory Memorandum

Royal Queensland Yacht Squadron Limited ABN 25 053 989 272

This Explanatory Memorandum is to be read with the Notice of Annual General Meeting issued by the Company. It deals with the following matters which will be put forward for the consideration of Members at the Annual General Meeting which will be held on 15 July 2015 at 7.00pm (AEST).

This Explanatory Memorandum should be read in its entirety. If Members are in any doubt as to how they should vote on the Resolution, they should seek advice from their professional advisers.

Ordinary Business

This Explanatory Memorandum has been prepared to assist Members with their consideration of the Resolution to be put to the Annual General Meeting.

Agenda item 1 : Financial statements and reports

The Corporations Act requires that the Directors Report, the Auditor's Report and the Financial Report (which includes the financial statements and directors' declaration) be laid before the Annual General Meeting.

Neither the Corporations Act 2001 (Cth) nor the Company's Constitution requires a vote of Members at the Annual General Meeting on such reports or statements; however Members will be given ample opportunity to raise questions with respect to these reports and statements at the Annual General Meeting.

In addition to asking questions at the Annual General Meeting, Members may address written questions to the Chairman about the management of the Company, or to the Company's Auditor which are relevant to:

- (a) the content of the Auditor's Report to be considered at the meeting; or
- (b) the conduct of the audit of the annual financial report to be considered at the meeting.

Any written questions must be submitted to the Company Secretary on or before 7.00pm on 13 July 2015 to:

By post:
The Company Secretary
Royal Queensland Yacht Squadron Limited
578 Royal Esplanade
MANLY QLD 4179

By email:
The Company Secretary
mail@rqys.com.au

Agenda item 2 : Nomination of officers

The Directors will declare the results of the nomination and election of officers of the Company for the 2015/2016 year.

Neither the Corporations Act 2001 (Cth) nor the Company's Constitution requires a vote of Members at the Annual General meeting on such reports or statements however members will be given ample opportunity to raise questions with respect to these nominations at the Annual General Meeting.

Agenda Item 3: Committee Members

The Directors will declare the results of the nomination and election of the Sailing, Powerboat, Membership, Finance, Marketing & Development, House and Entertainment and Works Committee Members for the 2015/2016 year.

Neither the Corporations Act 2001 (Cth) nor the Company's Constitution requires a vote of Members at the Annual General meeting on such reports or statements however members will be given ample opportunity to raise questions with respect to these nominations at the Annual General Meeting.

Appointment of proxy

If you are entitled to vote at the Meeting, you have the right to appoint a proxy in the form set out in clause 37.10 of the Constitution of the Company. A Proxy Form is enclosed with this Notice of Annual General Meeting and Explanatory Memorandum. The proxy does not need to be a Member of the Company. A proxy can only be used if a poll is called.

Further details regarding proxy voting are set out in the Proxy Form accompanying this Notice of Annual General Meeting.

Instructions regarding completion of the Proxy Form are set out on the form.

To be treated as a valid proxy, proxy forms (and any certified copy of a relevant power of attorney or other authority) must be deposited at the Squadron Clubhouse, 568 Royal Esplanade, Manly no later than 7:00pm Monday 13 July 2015.

Restrictions on voting

No restrictions on voting apply to the items of business in this Notice of Annual General Meeting.

Issued by authority of the Board:



Peter Coddington
Company Secretary
Royal Queensland Yacht Squadron
Dated: 10 June 2015



RQYS Volunteer Team

Come AND JOIN US

BY SUSIE JONES - VOLUNTEER COORDINATOR

The last several months have been busy for the RQYS Volunteer Team, with several successful events completed... and there is more to come!

Being a volunteer provides different benefits to each person involved; working as a team to make sure every race we start is the best we can do, having the courses correct to the wind, getting all the finishes recorded and reported in real time so that sailors can get off the water and see how their scores are progressing, make our days full and rewarding. At the end of the day we get to enjoy the social side of volunteering at the RQYS with drinks and laughter, sharing stories of our adventures on the water.

We support our volunteers by providing a wide range of training across all areas of sailing race management. The various types of roles we cover as a team ensures that each person has a chance to shine and use new or existing skills. A recent induction was full of newly minted volunteers keen to know more and as a result many of the participants joined in on the practical side of the 'Course Laying' training, going out on boats to

observe. It gave them an idea of the different jobs we are involved in and they came back full of excitement contemplating what they might do as a volunteer.

Over the next several months the RQYS Volunteers have a lot going on. As mentioned, we have completed the beginning of our 'Succession Training Program', which involves theoretical and practical training in the skills we need to make large and small events run smoothly, giving the best experience we can to the sailors. The idea is to reinforce the theory side of the training by actually doing the role with a mentor guiding the trainees. This practical training is done over a 4-6 week period to ensure the new skills are embedded and the trainees become competent and confident, and then able to pass on that training to another volunteer.

A 'VHF Radio' session was conducted in May and will be repeated in August, 2015, before the new season begins. A 'Race Officers and Course Layers Discussion Group' session will be held on 27 June, 2015. This is a robust and informative event with Louise Davis as the facilitator.

The 'Course Laying – GPS Familiarisation' session will be held again in preparation for the courses being used in the 2015-2016 Sailing Season.

At the end of June the club will be bustling with young sailors from all over Australia participating in the Australian Schools Teams Racing Championships, Monday 29 June to Tuesday 2 July, 2015. Only a few days later we will be using all of our skills and every volunteer we can get our hands on, making sure Queensland Youth Week and Sail Brisbane are a success and everyone has fun. Queensland Youth Week is on Friday 3 July to Tuesday 7 July, 2015 and Sail Brisbane is the following week, 8 July to 12 July, 2015.

We welcome any interested volunteers, current or new to be a part of these events and training sessions. Every volunteer is special and their time with us is valued. Contact the Volunteer Roster Coordinator on 0427 640 206 or via email on volunteers@rqys.com.au. We look forward to meeting you and having you join our team.



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