

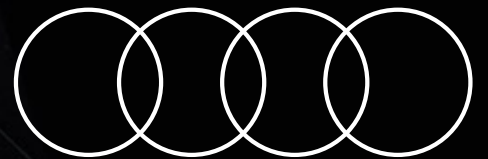
THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

OFFSHORE



SPRING 2025 #307





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David Jacobs

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TREASURER
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Rebecca Fleet -
Event Sales and Operations Manger

CLUB INFORMATION

Cruising Yacht Club of Australia
1 New Beach Rd
Darling Point
NSW 2027

CLUBHOUSE

The CYCA is open seven days a
week. For the latest on opening
hours, please visit our website.

Phone: (02) 8292 7800
Email: cyca@cyca.com.au
Website: www.cyca.com.au

COVER PHOTOGRAPHY

*Smuggler at the Start of the
Noakes Sydney Gold Coast Yacht
Race. Photo: CYCA | Andrea
Francolini.*

ADVERTISING ENQUIRIES

media@cyca.com.au

OFFSHORE | EDITOR

Ashley Dart

CONTRIBUTING PHOTOGRAPHERS

Kurt Arrigo, Carlo Borlenghi,
Ashley Dart, Andrea Francolini,
Vito Feremans, Darcie
Collington, Salty Dingo, Dave
Brogan

CONTRIBUTING WRITERS

Dr. Sam Haynes, Vito
Feremans, Jordan Reece,
Greta Quealy, Ashley Dart,
Dave Lyall, Chris Iacono

COMMODORE DR. SAM HAYNES

At the helm

Welcome to the Spring edition of *Offshore*.

Winter has flown by and, with summer fast approaching, our offshore season is already well underway.

Since our last edition, the CYCA hosted a Member Strategic Plan session. The Board remains committed to shaping this plan together with our Members, and we look forward to bringing the outcomes to life over the coming months and years.

We also held an Information Evening on Downwind Sailing in Heavy Air, our most attended session to date. I had the pleasure of MC'ing the event and quizzing our panel of Jack Macartney, Michael Green, and Adam Brown, who offered valuable lessons and practical insights from real-life experience. If you missed it, the recording is available on the CYCATV YouTube channel.

At this year's AGM, we welcomed Amanda Cook to the Board of Directors. Amanda brings more than 30 years of expertise as a Senior Private Banker with Macquarie Bank. We also thank David Griffith AM for his outstanding service and the significant contributions he made during his time on the Board.

On the international stage, Australia—proudly backed by the CYCA—competed in the renewed Admiral's Cup. *Back 2 Black* and *Zen* went head-to-head with some of the world's best, once again showing that Australia is a force to be reckoned with. Following the Cup, *Back 2 Black* is on its way to Sydney for its first Rolex Sydney Hobart Yacht Race, while *Zen* prepares for the Rolex Middle Sea Race.

Closer to home, the Noakes Sydney Gold Coast Yacht Race launched this year's Audi Centre Sydney Blue Water Pointscore in spectacular fashion. You'll find full coverage of the tactical battles and race highlights in this issue. Congratulations to Grant Wharington's *Wild Thing 100* for claiming Line Honours and Sebastian Bohm's *Smuggler* for grabbing Overall Victory.

This year also saw the first CYCA Season Opener, held alongside the Noakes Sydney Gold Coast Yacht Race. With a luxury spectator boat, bespoke cocktails, live music, and a lively afterparty back at the Club, it was a resounding success. We look forward to this becoming a highlight of our annual calendar.



Crew Connect returned in fine form, bringing together more than 100 sailors and skippers ahead of the new season. My thanks to all involved in creating new opportunities for sailors at every level.

The Youth Sailing Academy also celebrated its achievements at its annual Presentation Dinner. Congratulations to all our sailors, coaches, and supporters on another successful year.

On the Horizon

The coming months promise to be among the most exciting on the CYCA calendar. Alongside the Audi Centre Sydney Blue Water Pointscore, Members can look forward to the new Network Marine Insurance Summer Short Offshore Series, the Night Harbour Racing Series, and the return of the prestigious Australia Cup, a new Grand Prix Regatta, scheduled for October.

Off the water, the much-loved SOLAS Trusts Dinner returns, raising vital funds for marine safety initiatives while bringing our sailing community together for a memorable evening. The popular Blue Water Sunday Sessions will also continue, offering the perfect way to enjoy live music and good company after racing.

December will be one of our busiest months yet, with a full program of social events leading into the start of the 80th Rolex Sydney Hobart Yacht Race. With more than 100 entrants already, this milestone race promises to be another thrilling contest as yachts from around the world take on the "Great Race South." Entries close on Friday 24 October at 1700 hours AEDT.

Finally, the Club is proud to launch the inaugural Trans-Tasman Yacht Race, strengthening our long-standing bond with the Royal New Zealand Yacht Squadron. This new blue water classic will be a significant addition to our racing program and will also form part of the Southern Cross Series, alongside the Audi Centre Sydney BWPS Cabbage Tree Island Race and the Rolex Sydney Hobart Yacht Race. The first Trans-Tas start is scheduled for 27 February 2026.

I look forward to sharing these moments with you all at the Club and on the water in the months ahead.

Fair winds,

Dr Sam Haynes

Commodore ⚓



2025 Noakes Sydney Gold Coast Yacht Race.
Photo: CYCA | Andrea Francolini



Meet the 2025/2026 Board of Directors

Commodore - Dr. Sam Haynes

Sam is the Owner and Director of Sydney Animal Hospitals, comprising of seven independent veterinary hospitals. Sam is also a Director of Assistance Dogs Australia, a national charity organisation providing assistance dogs to physical disability, autistic and post-traumatic stress clients.

Sam is the owner and skipper of the Cape 31 *Celestial*. He's an active offshore racer, competing in the Audi Centre Sydney Blue Water Pointscore and the Rolex Sydney Hobart Yacht Race for many years. Sam has claimed the legendary Tattersall Cup twice, first in 2022 onboard his TP52 and again in 2024 on the Volvo 70 Willow, campaigned as Celestial V70.

His Celestial J/70 campaigns include the 2024 Corinthian World Championship, Copenhagen where the team achieved a sixth place overall in a 110 strong international fleet. Other international J/70 results included third place at the Corinthian World Cup 2022.

Sam has been a keen CYCA Member since 2004 and a member of the CYCA Board since 2016, serving as a Director, Rear Commodore (2019-20), Treasurer (2021-22) and Vice Commodore (2022-2024).



Vice Commodore - David Jacobs

David is a retired corporate and commercial lawyer. His career focused on the tourism and leisure industry. He was a partner of the international law firm Baker McKenzie before retiring to pursue other interests. At Baker McKenzie, his management roles included Australian Managing Partner, Chairman Asia Pacific and member of the firm's global Executive Committee. As such, he has extensive experience in strategy, finance and risk management.

David first learned to sail in his 20's on 420s and Lasers at Woollahra Sailing Club before moving to keelboats, quickly become an involved member of the sailing community. David is the co-owner of the Dehler 41 DS *First Light* which is an active participant in the club's inshore and coastal races.

Since retiring from Baker McKenzie, David has become a passionate Member of the CYCA. For several years he has assisted the Club in the negotiation and documentation of numerous contracts and has been a member of the

Premises Committee since 2016 and the Audit, Planning and Risk Committee since 2017.

David was elected as a Director in 2018 and continues to assist the Club in risk management, financial soundness and various legal and compliance issues. While on the Board, he has Chaired the Member Engagement Committee and the Audit, Planning and Risk Committee and has been deputy chair of Premises for many years. David is now the Chair of the Sailing Committee. David is passionate about preserving the brand and history of the Club, including our prized relationship with Rolex, while growing the community and extending the reputation of the club as one of the world's leading blue water yacht clubs.

Rear Commodore - Peter Gothard

Peter is a partner at KPMG and currently leads the Restructuring Services practice for the Asia-Pacific. Peter has worked as an insolvency practitioner and restructuring expert for more than 30 years. He is a chartered accountant and a registered liquidator.

In his youth, Peter was an avid skiff sailor, working his way up through Flying Ants, Cherubs and 16ft Skiffs, and competed in a number of state, national and world championships.

Upon returning to Australia from overseas in 2007, Peter began sailing at the CYCA and has been active in both the inshore and offshore programs, including the Audi Centre Sydney Blue Water Pointscore. He has competed in several Rolex Sydney Hobart Yacht Races and is currently racing on the Reichel/Pugh 52, *Virago* and the Sydney 36 *Philosopher*.

Peter joined the CYCA in 2017 and has been an active member of the Audit, Planning and Risk Committee, including Deputy Chair for 2023/2024, and is currently Chair. Peter is excited to contribute to the advancement of the Club and the sport of sailing.

Peter is the owner of a Jeanneau 349, *Quicksilver*.



Treasurer - Jules Hall

Jules is founder and CEO of advertising agency The Hallway. Since opening their doors in 2007, The Hallway has created and grown some of Australia's most famous brands.

Outside of work, Jules blames his sporting background for his competitive edge. He grew up in a sailing family, but rowing stole the show in high school years. In 1993, he represented Great Britain at the World Championship. In 1994, he was junior national champion.

Leaving university Jules' focus returned to offshore sailing with a series of boats called *Disko Trooper*.

With the arrival of two daughters Jules spent ten years racing Lasers, winning the NSW and Victorian Apprentice Masters Championships and competing at two Masters World Championships.

In parallel, he has been active in the support of kids sailing. As Vice Commodore of Vaucluse Amateur 12 foot Sailing Club, Jules led and grew their sailing school.

Jules is Chair of the Member Engagement Committee.

Jules has competed in four Rolex Fastnet Races and seven Rolex Sydney Hobarts, winning the inaugural Double Handed Division with co-skipper Jan Scholten in 2021. *Disko Trooper* is the current J/99 national champion, but offshore is where the heart lies!

Director - Greg Antipas

Greg has been sailing since 2000 and has competed in three Rolex Sydney Hobart races, a Lord Howe Island race, a number of Sydney Gold Coast and Sydney Mooloolaba races as well as many other offshore and inshore races. He also enjoys cruising, with the Greek islands being a favourite destination.

Greg was previously a co-owner of Sydney 38, *Obsession*, and currently owns Jeanneau Sun Odyssey 349, *No Doubt*.

Greg joined the CYCA in 2003 and has been a member of the Audit, Planning and Risk Committee since 2021 and the Premises Committee since 2022.

Greg was admitted in NSW as a solicitor in 1997 and as a barrister in 2012. He has a Bachelor of Laws (Hons), a Master of Laws, a Master of Taxation and a Bachelor of Economics from the University of Sydney.

Greg is a barrister at Ground Floor Wentworth Chambers with his main areas of practice being taxation, commercial and criminal law.

Greg is a member of the Professional Conduct Committee and the Wellbeing Committee of the NSW Bar Association. He has previously served as Bar Councillor / Director, Chair of the New Barristers' Committee, member of the Finance Investment and Audit Committee and member of the Education Committee of the NSW Bar Association. Greg has also served as a director of Ground Floor Wentworth Chambers.

Before coming to the Bar, Greg was a tax consultant at Arthur Andersen, a manager in Ernst & Young's taxation, banking & finance division and an assistant fund manager to unlisted wholesale real estate equity funds at Macquarie Bank.



Director - Tom Barker

Tom comes from a sailing family and grew up racing and cruising the Queensland coast aboard his parents' yachts. He progressed through various junior dinghy classes before joining the CYCA's Youth Sailing Academy in 2004, competing at state, national and international levels.

Tom is a passionate offshore sailor and has competed in some of the leading yacht races around the world including 18 Rolex Sydney Hobarts, the Newport Bermuda Race, Caribbean 600, Auckland to Fiji, Lord Howe Island as well as multiple Noakes Sydney Gold Coast races and other CYCA blue water races.

In addition, Tom has raced in several one-design classes, including multiple Etchells and Farr 40 World Championships. Tom has been a Board member of the CYCA since 2020, including Rear Commodore and Sailing Committee Chair in 2023-24. As a graduate of the YSA, Tom is passionate about continuing to build the pathway for sailors into offshore yacht racing.

In his professional life, Tom is a Senior Manager with Accenture – a global consulting and technology firm.

He is part of the cross-industry Technology Strategy team and is focused on helping large public and private sector clients identify how technology, data and analytics can help drive new business growth. Tom races aboard a number of CYCA Members' yachts across a wide variety of events, with his main role being navigator aboard the TP52 *Zen*. He was on board when *Zen* placed second in its division at the 2025 Admiral's Cup and fourth in its division in the 2025 Rolex Fastnet Race.

Director - Amanda Cook

Amanda is a Senior Private Banker with Macquarie Bank, having been at Macquarie for 25 years and in the industry for 30 years. She is a Chartered Accountant and previously worked in Mergers & Acquisitions at Ernst & Young, in Audit at Deloitte, and worked in London for a few years as a Financial Controller in the hospitality industry. She is also a Fellow of the Finance Institute.

She is a lifelong competitive sailor and has regularly participated in sailing events at the CYCA for 20 years on various boats including Volvo 60s, Murray 50s, Farr40s, Sydney 38s, and others, in the inshore and offshore events including Twilights, Winter, Summer, and Winter Women's series. In her younger years Amanda sailed Flying Ants, 420s, 470s at club, state, national and international levels. She was also a windsurfer and sponsored by Wayler in the 1980s.

Not only is she the owner of *Viva*, a Young 43, but Amanda is also a regular attendee at Club's events, in particular she regularly attends Thursday night Badge Draw, dines in the restaurant, and attends various gala events that are held through the year.

Amanda is a member of the Audit Planning and Risk Committee and has found this an invaluable starting point to better understand the workings of the club, the financial makeup and capacity of the club, and the policies put into place to minimise risk to achieving the best outcomes for CYCA members.



Director - Prof. Sarah Hosking

Winner of the 2020 Telstra Businesswoman of the Year (NSW) for Purpose and Social Impact, Sarah has over 20 years' experience working as a CEO and NED.

She is currently CEO of Cancer Council NSW/ACT, having previously held roles of CEO at the National Breast Cancer Foundation, Very Special Kids, Australian College of Optometry and Aston Academy of Life Sciences which she also founded.

With a background as a healthcare practitioner, educator and researcher, her executive career has focused on the delivery of health services aimed at the disadvantaged and seriously ill in a range of fields including eye disease and blindness, paediatric palliative care and cancer, and through delivering and enabling medical research to change disease trajectories. Her career includes extensive voluntary work in lower socio-economic countries.

Sarah is a Professor of Optometry at UNSW and of Ophthalmology at Shanxi Hospital, China, and has previously worked at the University of Melbourne and in the UK.

She has been a Director of the CYCA Sailing Foundation since 2019.

Director - Craig Neil

Craig is a passionate sailor and has been a committed member of the CYCA since 2009. Craig is a member of the Sailing Committee and was the owner of TP52 *Quest*, a yacht that has achieved impressive results under his leadership, including third and fifth Overall in the Rolex Sydney Hobart.

In 2024, *Quest* placed second in the Pallas Capital TP52 Gold Cup. Craig is also the President of the Australian TP52 Sailing Association, demonstrating his leadership within the sailing community.

Beyond his accomplishments in sailing, Craig has over 30 years of experience in customer experience technology and he currently serves as the Chairman/Director of Customer Driven, a company specialising in AI solutions for corporate and government entities. His entrepreneurial spirit has led him to venture into diverse fields such as childcare, property development, and architectural lighting.

A devoted family man with three children, Craig is deeply connected to his community and has a strong passion for sailing. He believes that his experience in racing TP yachts will bring a fresh perspective and innovative ideas to the racing scene at the Club.





WATERSIDE EVENTS AT THE CYCA

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Smuggler finishing 2025 Noakes Sydney Gold Coast Yacht Race. Photo: Ashley Dart

2025 Noakes Sydney Gold Coast Yacht Race

Catch me if you can: Offshore flyers gamble with speed while the inshore pack goes direct

From the race start, a classic strategic dilemma presented itself: stay close to shore in flatter water and slightly softer breeze, or gamble on the offshore route, chasing stronger pressure but contending with larger waves. By the end of day one, 28 of the 61 yachts had committed to the offshore option, drawn by the extra pressure offered in the wide lane.

The offshore pack included the fleet's largest contenders, the TP52s and both Class40s, but also several smaller yachts like the JPK 11.80 *Bacchanal* and the Double Handed J/99s *Balancing Act* and *Jupiter*.



Photos: CYCA | Andrea
Francolini



Wild Thing 100 Wins Line Honours

Perhaps unsurprisingly, Grant Wharington's *Wild Thing 100* took Line Honours, crossing the finish line at 2204 hours on Saturday 27 July after 1 day, 9 hours, 4 minutes and 12 seconds of racing. The crew maintained an impressive average speed of 12.3 knots over the 384-nautical-mile course.

Reflecting on the race, Wharington said: "It was quite windy and bumpy, with a lot of northerly to northwesterly winds, so it was pretty much upwind the whole way."

He added, "We saw a little bit of reaching action later on Sunday, which was a welcome change. The boat really loves that point of sail and it performed really well."

"The jib sticks are fantastic. We only built them last year and it's been challenging to make them strong enough, so it took a lot of trial and error. But they worked brilliantly. We used a J0, J2 and J4 and J6 at different times. The boat really lights up, it's incredible how powerful they are."

On the challenging conditions, he noted, "We experienced wind speeds up to 37 knots, but we handled it okay, but definitely bumpy and plenty of slamming."

Discussing their race tactics, the Skipper explained: "We ended up a little further offshore than we normally would. Usually, you race up the coast trying to stay inside the rhumbline, but we found ourselves about 45 nautical miles offshore around Coffs Harbour. There was a bit of a wind shadow there which we wanted to avoid, it may not have been as much as models predicted, but it was noticeable."

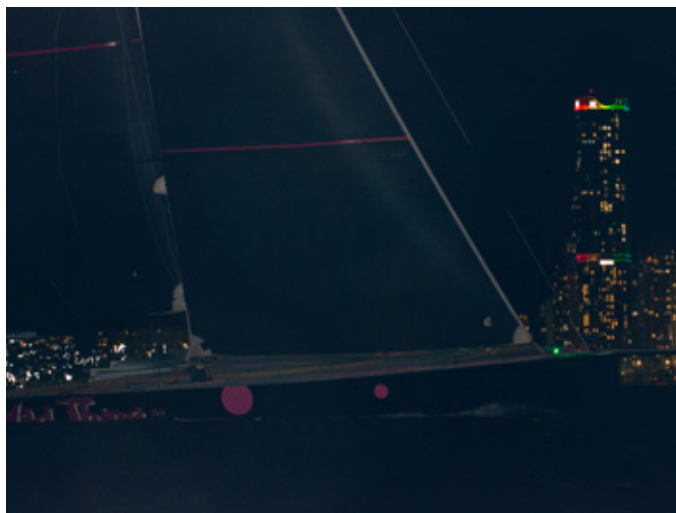
Smuggler Races Far Offshore and Proves Unbeatable

Sebastian Bohm's *Smuggler*, skippered by Tim Davis, stormed across the finish line at 0714 hours on 28 July, just as the sun rose over Main Beach. Although boat owner Bohm was unable to join for this race, his crew delivered an incredible performance.

Skipper Davis said, "While Seb wasn't able to join us this time, we're very grateful we could still compete. We missed him on board, but we're incredibly proud of how the team performed."

Tactician Stephen McConaghy added, "Our goal is to defend our Blue Water Pointscore title, so it was important for us to be here and compete."

Davis and McConaghy took charge of race tactics early on, throwing down the gauntlet with a clear offshore strategy. After exiting Sydney Heads, *Smuggler* headed 30–50 nautical miles offshore, maintaining an impressive average speed of 9.1 knots.



McConaghy joked, “We didn’t plan on tacking or gybing the whole race. There was a running joke on board that we didn’t even know how to sail on the other tack anymore.”

“Eventually, we had to tack several times to reach the finish. Before doing so, the crew double-checked the rigging on the starboard side to make sure nothing had been damaged without us noticing.”

On the sea state and conditions, the duo explained the importance of protecting the yacht: “We focused on peeling off the back of each wave rather than slamming straight over the top. We did a great job with that, which was especially important on the first night.”

After the wind swung west, they deployed the jib top alongside the jib and genoa staysail, making sailing more comfortable as conditions settled. It was at this point that *Smuggler* managed to pull clear of the competition and secure the top spot on the podium.



The IRC Podium

Smuggler was joined on the podium by two international entrants, in second was *Bacchanal* from the United States and *Antipodes* from Hong Kong was in third.

After nearly 24 hours of racing, *Bacchanal* made a bold tactical shift off Seal Rocks, heading further east to jump across the southbound current and rejoin the offshore group in a bid to reshape the leaderboard.

Navigator Alex Nolan explained their thinking: “It was always the plan to be offshore around this area. We just needed to pick the moment and this seemed like a good one. We had a good shift and pressure and went for it.”

At the time *Bacchanal* crossed from the inshore track to the offshore lane, she was placed ninth overall on IRC but the move paid dividends, lifting her into second place by the finish.

Antipodes was also part of the offshore contingent. As a heavier Santa Cruz 72, the crew opted for the offshore route to chase stronger pressure, something the boat needs to perform at her best. The decision was only finalised on Friday night, when updated weather models showed that choosing the inshore option would add six hours to their race time, this would definitely put her back places on the overall list.

The next challenge was deciding how far offshore to go. They aimed to thread a gap between two opposing southbound currents. While *Smuggler* found a favourable northerly eddy, described by *Antipodes’* Bradshaw Kellett as the “perfect gap”, *Antipodes* just missed it as they were not as far north as they would have liked to have been. Their commitment to the offshore strategy paid off nonetheless.





Double Handed Line Honours

Italian sailors Massimiliano “Max” Fonzo and Matteo Brignoli delivered an impressive debut to their Double Handed racing calendar, securing Line Honours in the Double Handed Division and IRC Honours in IRC Division 1, aboard their Akilaria RC2 *Voltstar Yeah Baby*, last year’s Overall winner (fully crewed) of the Noakes Sydney Gold Coast Yacht Race.

Opting for a bold offshore strategy early on, the team headed 30–50 nautical miles east, crossing the Eastern Australian Current (EAC) promptly to tap into the westward wind flow predicted later in the race.

The pair endured rough conditions and a cold, sleepless night offshore, but their tactical commitment paid dividends. When the anticipated westerly wind shift arrived, *Voltstar Yeah Baby* was perfectly positioned to push hard using a jib top and genoa staysail combination, maintaining strong pace despite equipment setbacks such as a snapped tackline mid-race.

In the final stretch, the duo battled a challenging wind hole near Point Danger that allowed rival *Daguet 2* to overtake the duo. Nevertheless, they crossed the finish line at Gold Coast Main Beach just as daylight faded, marking an impressive first ocean race together.

Reflecting on their performance, Brignoli said, “Our crew strategy and planning really paid off. The goal from here is clear: to race hard in every offshore event leading up to the Rolex Sydney Hobart Yacht Race.”



Toucan is Top Performer of the Inshore Competitors

In a race where the offshore side of the track delivered most of the top IRC results, *Toucan* stood out. Co-skipped by Edward Curry-Hyde and Billy Sykes, *Toucan* is the only yacht in the IRC Overall top ten to take the inshore route. Finishing an impressive fourth overall and claiming victory in the Double Handed IRC Division.

In a strong Double Handed fleet, *Toucan* beat *Balancing Act* and *Jupiter*, both of whom committed to the offshore strategy.

“We pushed very hard,” Curry-Hyde said. “Sunday in particular, the conditions were perfect for us going past Ballina and Cape Byron. Equipped with J0, (a Code Zero with a smaller draft) and gennaker staysail, a reefed main and sitting around 60 degrees TWA. The highest speed we hit was 14 knots, not huge, but we were averaging really consistent speeds.”

While many expected lighter conditions inshore, *Toucan* benefited from a bit of luck: “We were lucky that the breeze inshore on Monday was stronger than forecast,” he admitted.

Their decision to go inshore was made spontaneously, “We were watching *Min River* closely at the start and said we’d follow her, but stay inside further west. The idea was that the rest of the Double Handed fleet would be further out than us.” Curry-Hyde explained.

In a light-hearted moment during the interview, *Min River*’s crew, Jiang Lin and Jan Scholten, joked that they had followed *Toucan* inshore, while Edward believed it was the other way around.

Toucan is also in the midst of optimising her IRC rating. The team chose to sail with symmetrical spinnakers and without utilising their water ballast “It was the perfect race to try it,” Curry-Hyde said. “With a lot of tight reaching, it came down to the balance of the boat. By reefing the main and carrying the full J0 and gennaker staysail, we found a set-up that really worked.”

The Lead Up for a Big Season

With a strong showing in the Noakes Sydney Gold Coast Yacht Race, crews across the fleet are now turning their focus to the major races ahead. The Rolex Sydney Hobart Yacht Race looms large on the calendar, promising another world-class contest in December.

Just weeks later, many boats have got eyes on the inaugural Trans-Tasman Yacht Race to Auckland, adding to the intensity of the summer season. For teams fine-tuning their performance and testing new setups, this race was a critical milestone. A big race behind them and an even bigger season ahead. ⚓



2025 Noakes Sydney Gold Coast Yacht Race
IRC Overall
Smuggler
Bacchanal
Antipodes
IRC Division 0
Smuggler
Antipodes
V5
IRC Division 1
Voltstar Yeah Baby
First Light
She's the Culprit
IRC Division 2
Bacchanal
GWM Pennant Hills
Ariel
IRC Division 3
Toucan (DH)
Balancing Act (DH)
Jupiter (DH)
PHS
Sumatra
Wild Oats
Luna Blue
Corinthian IRC
GWM Pennant Hills
Balancing Act (DH)
Jupiter (DH)
Corinthian PHS
Sumatra
Wild Oats
Jupiter (DH)
Double Handed IRC
Toucan (DH)
Balancing Act (DH)
Jupiter (DH)
Double Handed PHS
Rum Chaser (DH)



Into the Blue:
What's ahead for the
2025/2026 Audi Centre Sydney
Blue Water Pointscore





2025 Noakes Sydney Gold Coast Yacht Race.
Photo: CYCA | Ashley Dart



2025/2026 AUDI CENTRE SYDNEY BLUE WATER POINTSCORE

The Audi Centre Sydney Blue Water Pointscore has resumed for another season, featuring six offshore races that test the skills and endurance of participating crews. This season, the competition is intensified by the significance of the final race, which is the highly anticipated 80th Rolex Sydney Hobart Yacht Race. Celebrating its 80th anniversary, the Rolex Sydney Hobart has long been a highlight on both local and international sailing calendars, renowned for its challenging course and storied history.

The initial five races of the Audi Centre Sydney Blue Water Pointscore, starting with the Noakes Sydney Gold Coast Yacht Race in July, serve as an excellent platform for crews to build camaraderie and refine their skills ahead of the 628-nautical-mile epic. The diverse courses and varying wind conditions across these races allow yachts of different sizes to demonstrate their capabilities and make their mark.

As the season progresses, the question remains: who will rise to the challenge and leave their mark on this historic series? Only time will tell as teams prepare for the culmination of the season in the 80th Rolex Sydney Hobart.

Photos: Andrea Francolini, Ashley Dart, ROLEX | Carlo Borlenghi



RACE 1 NOAKES SYDNEY GOLD COAST 26 JULY 2025 384 NAUTICAL MILES

A 384 nautical mile race, starting in Sydney Harbour and finishing in front of Main Beach on the Gold Coast. The NSGCYR marks the start of the Club's six-month Audi Centre Sydney Blue Water Pointscore which is regarded as an important stepping-stone for owners and crew to gain vital offshore racing experience. The race is staged with the cooperation of Southport Yacht Club, which provides outstanding club and marina facilities for visiting yachts.



RACE 4 BIRD ISLAND RACE 15 NOVEMBER 2025 83 NAUTICAL MILES

The 83 nautical mile Bird Island Race is held on a Saturday in November. With a morning start, competitors sail from Sydney Harbour to Bird Island which lays approximately 3 nautical mile northeast of Norah Head, before returning to Sydney Harbour to finish.



RACE 2
FLINDERS ISLET RACE
20 SEPTEMBER 2025
88 NAUTICAL MILES

The Flinders Islet Race is an 88 nautical mile race. The race starts on a Saturday morning, near Point Piper on Sydney Harbour. The fleet proceeds out Sydney Heads and tracks south down the coast to round Flinders Islet, approximately 1 nautical mile east of Port Kembla Harbour, Wollongong, before returning to finish in Sydney Harbour.



RACE 3
TOLLGATE ISLANDS RACE
17 OCTOBER 2025
260 NAUTICAL MILES

The 260 nautical mile Tollgate Islands Race is the third-longest race in the Audi Centre Sydney Blue Water Pointscore. Starting on Friday evening, the fleet will head South to round Tollgate Islands, which sit off Batemans Bay, to then head back to the finish line off Watsons Bay.



RACE 5
CABBAGE TREE ISLAND RACE
06 DECEMBER 2025
172 NAUTICAL MILES

The 172 nautical mile race is a season favourite, attracting more than 50 competitors annually. Starting on Friday evening near Point Piper, the fleet heads north to round Cabbage Tree Island outside Port Stephens and return to finish in Sydney Harbour. Many competitors use this race as a qualifier for the Rolex Sydney Hobart Yacht Race and as overnight crew training, bringing together a diverse fleet. The Cabbage Tree Island Race also kicks off the annual Australian Maxi Championship for competitors over 60-feet.



RACE 6
ROLEX SYDNEY HOBART
26 DECEMBER 2025
628 NAUTICAL MILES

Simply put, the 628 nautical mile Rolex Sydney Hobart Yacht Race is one of the most famous and iconic yacht races in the world, ranking in public interest in line with national events such as the Melbourne Cup, Australian Open and Boxing Day Cricket Test. No annual yachting event in the world attracts as much media coverage as does the start on Sydney Harbour. A solid Rolex Sydney Hobart Yacht Race result is crucial to placing in the Audi Centre Sydney Blue Water Pointscore, as it is a non-discardable race.



2025/26 AUDI CENTRE SYDNEY BLUE WATER POINTSCORE

26 JUL | NOAKES SYDNEY GOLD
COAST YACHT RACE

20 SEP | FLINDERS ISLET
RACE + **SUNDAY SESSION**

17 OCT | TOLLGATE ISLANDS
RACE + **SUNDAY SESSION**

15 NOV | BIRD ISLAND
RACE + **SUNDAY SESSION**

05 DEC | CABBAGE TREE ISLAND
RACE + **SUNDAY SESSION**

26 DEC | ROLEX SYDNEY HOBART
YACHT RACE

SIX OCEAN CHALLENGES. ONE OFFSHORE CHAMPION.

Money Penny claims Overall Flinders Islet Win



Photo: CYCA | Ashley Dartv

Record Falls in Flinders Islet Race as Audi Centre Sydney Blue Water Pointscore Unfolds

The Flinders Islet Race may be one of the shorter challenges in the Audi Centre Sydney Blue Water Pointscore, but at 88 nautical miles it still packs plenty of action.

On Saturday 20 September, the fleet charged out of Sydney Harbour, heading south along the NSW coast to round the rocky outcrop of Flinders Islet off Wollongong, before turning for a fast run back to the Cruising Yacht Club of Australia. The race once again delivered tight battles, quick downwind legs and as this year proved, record-breaking performances.

With 15-25kts of SW wind, the fleet was set for a high-speed, high-stakes second race of the Audi Centre Sydney Blue Water Pointscore.

The Start & Race Conditions

The start itself proved to be incredibly spectacular. Off the startline it was Rob Appleyard's *Money Penny* that stole the show as it reached behind the entire fleet towards the pin-end before bearing down and hoisting her kite, while the rest of the fleet watched her power away. The 69-footer

was the first to leave Sydney Harbour, followed closely by *URM Group* and *No Limit*.

Reflecting on their great start, *Money Penny*'s Skipper Rob Appleyard shared: "We always intended to go for the pin end, even if it meant being slightly late. The plan was that as soon as we crossed at the pin, we'd get the kite up and use boat speed to roll over the fleet. We knew the angle would be tight at the end of the run, but it still got us out of the Harbour first.

"*URM Group* overtook us around Coogee. The plan wasn't to fight them, we let them roll over the top, sat in their wake for a while, and she managed to slip away."

Race Record Shattered

Early in the race it became clear that the existing record of 8 hours, 4 minutes and 34 seconds was under serious threat.

In the end, *URM Group* shattered her own mark by 1 hour, 48 minutes and 50 seconds, finishing in 6 hours, 15 minutes and 44 seconds, with six other yachts also crossing the line inside the previous record.

IRC Podium

At the end of the race, *Money Penny* claimed the top spot on IRC, finishing just four minutes ahead of *URM Group* on corrected time.

Appleyard was thrilled with the result: “When we rounded the island, we were a few minutes behind on handicap, but we made up that time during the downwind leg. The boat really lit up, doing speeds up to 26 knots. We stayed a bit wider than *URM Group* and only closed in on the shore near South Head, reaching towards the Heads.

It’s a fantastic result for us and a great way to bounce back after not being able to finish the Noakes Sydney Gold Coast Yacht Race. We plan to compete in all remaining ACSBWPS races this year.”

Smuggler, the winner of last year’s Blue Water Pointscore and the 2025 Noakes Sydney Gold Coast Yacht Race backed up their victory in the season opening race with a third place in this Flinders Islet.

Seconds to Spare in IRC Division 2

In IRC Division 2, racing was incredibly close, with Joe de Kock’s Farr 40 *KD1* taking the win, just 11 seconds ahead of *Bacchanal*, skippered by Ronald Epstein. *Borderline* was the first Double Hander to finish, claiming third place in Division 2.

KD1, Owner, Skipper Joe de Kock told us: “I am so happy with this result. I was really worried about our campaign working towards the Rolex Sydney Hobart, after we retired from the Gold Coast Yacht Race with a torn main.

“My navigator convinced me to race in the Flinders Islet Race, we hadn’t originally planned to compete, and I’m so glad we did. The focus was simply on finishing and not only did we finish, we delivered a fantastic result. I now feel much more relaxed about our Hobart campaign.

“Our IRC rating on this boat is very accurate, but reaching in breeze has always been a weak point, so winning our division was a real surprise.

“Downwind, we used our A5 for the first time. I’ve owned this boat for just over ten years, and I’ve never gone this fast or seen a wave come over the deck!

“We’ll definitely be back for the Tollgate Islands and Cabbage Tree Island races, as well as the 80th Rolex Sydney Hobart Yacht Race.”



Photos: CYCA | Ashley Dart

Double Handers Chase Borderline

In the Double Handed Division, *Borderline*, Andy Offord’s Sun Fast 3300, claimed the top spot. Offord admitted that the windy reaching conditions suited his boat perfectly. “The boat absolutely loved it. In the first upwind stage, *Min River* really came at us, but once we got the J3 up and had a reef in the main, we started to pull away from the other double handers. It’s always a challenge to hold off *Min River* and the J/99 wolfpack.

“The J/99s smash us VMG running, so it was great to sail some hotter angles and get a win on the board.”

Next Up

As the Pointscore begins to take shape, competitors have just under a month to prepare for Race 3, the Tollgate Islands Race. This 260nm event delivered some incredible racing last year. Steve McConaghy, tactician onboard *Smuggler*, even described it as “some of the most beautiful nighttime sailing I have ever done. It was like one long twilight race, full moon, followed by a stunning sunrise.” ⚓



Audi Centre Sydney

**BLUE WATER
POINTSCORE**

25 / 26



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@CRUISING YACHT CLUB OF AUSTRALIA



The Cruising Yacht Club of Australia campaigns hard at the return of the Admiral's Cup

The Admiral's Cup made a triumphant return this year, revived by the Royal Ocean Racing Club (RORC) to mark its centenary and once again cement the regatta's reputation as the unofficial world championship of sailing.

The stage was set for intense racing, brutal offshore legs and a showcase of sailing heritage across the Solent, English Channel and Celtic Sea.

Flying the Australian flag, *Zen* and *Back 2 Black* took on the world's best, in a fleet stacked with talent. Across eight intense races, including the iconic Rolex Fastnet Race, the Cruising Yacht Club of Australia team pushed hard to secure fifth overall, with Yacht Club de Monaco taking the crown.







Channel Race

The Admiral's Cup started with the Channel Race. This 110-160nm offshore challenge marked the first opportunity for our teams to score points in their bid to keep the Admiral's Cup Down Under. With double points on offer, the opening salvo was an exciting test to see how our team would fares against the rest.

In this opening race both CYCA teams scored crucial points to placed well with *Zen* seventh in AC1 and *Back 2 Black* eighth in AC2 Australia 6th in the standings, an incredible platform with plenty more racing to come.

Onboard *Back 2 Black*, with Owner/Skipper Sean Langman said: "Our team had to really chip away the whole way. Everyone worked so hard, it's unbelievable."

"Early on, B2B got stuck in a hole and we lost valuable time. We thought we saw something, it didn't materialise. But then came some clever tactical calls from Matt Humphries and we halved the distance to *Callisto* and *Beau Ideal*."

"Top speed? 22 knots, she skips along!" he laughed. "Honestly, this was the best training session we've had yet."

Onboard *Zen*, with Program Manager Shane Guanaria said: "The race wasn't quite long enough to settle into watches, and not short enough to just grit your teeth and push through," said Shane.

"We reckon we left about 20 minutes out on the track, figuring out some of the systems, ironing out a few small mishaps and learning how best to manage them. We didn't have much time for training on the water, so a lot of it was managing it on the fly. All things considered, this is a great result and a strong foundation for what's to come. We've learned that we're competitive and more importantly, that the crew is ready to work hard and move as one."

Inshore Racing

The Channel Race was followed by three days of inshore races, which that produced some great results from the Aussie contingent.

Day 1: The Admiral's Cup fleet took to the Solent for the first day of inshore racing, with teams navigating rain squalls, shifting breeze and tight tactical battles across two races. For the CYCA team, it was a day of continuous fights and strong results/finishes.

In AC1, Gordon Ketelbey's *Zen* delivered an outstanding performance, placing 10th in Race 1 and storming home with second 2nd place in Race 2. It was a thrilling result that reinforced how competitive the team is was in this the elite fleet.

In AC2, Sean Langman's *Back 2 Black* was in the fight throughout both races, battling through high-speed downwind legs and tight time corrections to place, fifth and third.

Day 2: The Admiral's Cup brought fleet faced challenging conditions, with a patchy 5-11 knot northerly breeze and a strong west-going tide sweeping across the course. Strategy and boat speed were meant everything, and only one race was completed due to the variable conditions.

In AC1, Gordon Ketelbey's *Zen* delivered a standout performance, finishing third on corrected time, while in in the day's sole inshore race.

In AC2, Sean Langman's *Back 2 Black* placed sixth 13th, mid-fleet, in a tightly contested field.

Day 3: Australia's two CYCA-backed entries, *Zen* had a standout day that led them to fourth place in the AC1 standings heading into the final Admiral's Cup challenge - the Rolex Fastnet Race.

In a busy day of racing, *Zen* collected a sixth, an outright IRC win in Race 5 and a third in Race six. and *Back 2 Black*, have both delivered standout moments across the six-race inshore series.



Zen: Gordon Ketelbey's TP52 fought hard in AC1, winning Race 5 outright on IRC and consistently mixing it with some of the top boats in the class. With the campaign making a late entry into the UK, overcoming rig issues and logistics challenges, the performance has been a triumph of perseverance and teamwork. As *Zen* heads into the Rolex Fastnet Race, it does so, fast, determined and not to be underestimated.

Back 2 Black: In AC2, Sean Langman's *Back 2 Black*, has been a regular feature at the front of the fleet in the first few days, particularly in tight tactical moments. The team has showedn their smarts with clever lane choices and strong finishes despite line congestion and mixed conditions and ended Day 3 with an 11th, seventh and fifth to sit eighth in AC2 standings.



Fastnet

In class results, *Back 2 Black* fought to an eighth-place finish, while *Zen* delivered a stunning second, proving Australia remains a force on the world stage.

Reflecting on the result, program manager Shane Guanaria described the race as both challenging and rewarding.

"It was a pretty crowded start and a very biased line," he said. "Under Fastnet rules, if you're over the line early, you cop a two-hour penalty. Initially we were buried a little, but managed to work through the fleet quite well. We had a solid plan, but all plans need to be flexible, there were small factors like rain cells and wind shifts and then it was crucial to make the tide gates. Overall, we did a really nice job of all that."

The result, however, still feels somewhat surreal for the team, "I'm not sure the enormity has sunk in yet," Shane admitted. "A top five in our division was always the aim, but when we told Gordy the result on the dock, that was quite a moment.

"We narrowly missed out on a podium spot in the Fastnet, *Teasing Machine* came from behind us to lead us over the line, but to be that close in the overall pointscore was huge. We were right in the mix."

For Shane, the achievement goes beyond the leaderboard. "It's a result I never expected. Our goal was to be a top-five boat in that division, so to come second and be that close... you're never going to be disappointed with that. The names of the boats we beat – these are teams who've campaigned around the world, training in the Solent since April this year. We had every burden you can think of, time constraints, rating issues, rigging damage and to pull it all together is full credit to Gordon and the team." ⚓



Photos: Royal Ocean Racing Club



2025/2026 SOUTHERN CROSS SERIES

05 CABBAGE TREE
DEC. ISLAND RACE

26 ROLEX SYDNEY
DEC. HOBART YACHT RACE

27 TRANS-TASMAN
FEB. YACHT RACE

cyca.com.au/southern-cross-series-overview/

80TH ROLEX SYDNEY HOBART YACHT RACE



The Cruising Yacht Club of Australia, together with the Royal Yacht Club of Tasmania, invites you to participate in the historic 80th Anniversary Rolex Sydney Hobart Yacht Race, starting Boxing Day 2025.

Entries close Friday 24 October at 1700 hours AEDT.



RACE ACROSS THE DITCH

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Anticipation builds for the milestone 80th Rolex Sydney Hobart

As the countdown to the entry deadline approaches, over 100 yachts have already registered for the 80th Rolex Sydney Hobart Yacht Race.

Registration closes at 1700 hours AEDT on Friday 24 October.

To pay tribute to 80 years of the 628 nautical mile epic, additional race divisions will honour the contribution of classic yachts, as well as a smorgasbord of events for sailors, family, friends and the wider community in the Rolex Sydney Race Village during the month of December.



Photo: ROLEX | Carlo Borlenghi

Race Celebrations

Get swept up in the excitement of the Rolex Sydney Hobart Yacht Race with events in the Sydney Race Village. There is something for everyone, whether you are a seasoned sailor, a first-time Rolex Sydney Hobart crew member or a land lover.

Kicking off the month of December, the Audi Centre Sydney Blue Water Pointscore Cabbage Tree Island Race starts on Friday 5 December at 1700 hours. The 172 nautical mile challenge takes competitors to Port Stephens and back to Sydney. Following racing, sailors and friends are invited to the **Blue Water Sunday Session** to enjoy live music, share tales from the rails, and catch up over a well-earned drink. Along with race results, there will be beer and pizza draws throughout the afternoon.

Brought back by popular demand, the Sydney Race Village **Quiet Little Drink** on Thursday 11 December celebrates sailors embarking on their 10th, 25th, 40th and 50th Rolex Sydney Hobarts, as well as first-time competitors. Join us to commemorate their remarkable achievements and help raise funds for the Youth Sailing Academy.

Returning for its third year, the **Women in Sailing Night** on Wednesday 17 December is now a must-attend event in Sydney. This special evening celebrates women in all areas of the sport, featuring a captivating panel of talented sailors.

The **Long Lunch** on Sunday 21 December invites Sydney Hobart sailors of past and present to enjoy a festive meal by the water. Reconnect with crew members, share stories and soak in the vibrant atmosphere alongside the 2025 Rolex Sydney Hobart fleet.

On Monday 22 December, the 2025 Rolex Sydney Hobart will take-over the Cruising Yacht Club of Australia for the **80th Clubhouse Crew Party**. Competitors, sailors, family and friends are invited to eat, drink and mingle ahead of the Boxing Day Start.

Head to cyca.com.au to read more about the 2025 Sydney Race Village events.



Photos: CYCA | Ashley Dart and SaltyDingo

*Love & War powering through Storm Bay.
Photo: Richard Bennett.*



Entry Highlights

All 100-plus yachts entered in the 2025 Rolex Sydney Hobart come with a back story. In this edition of *Offshore* we learn about entries *Western Morning*, *Love & War*, *Le Tiroflan*, *Back 2 Black* and *Oroton Drumfire*.

Veterans and Grand Veterans Division

To honour the history of the race, we have included the IRC Grand Veterans and IRC Veterans Divisions. The Grand Veterans and Veterans Divisions are open to boats launched prior to 1976 and 1995, respectively.

S&S 34 *Western Morning* and S&S 47 *Love & War*

Mark Ayto's *Western Morning*, built in 1968, is being prepared for its second appearance in the Sydney Hobart. It debuted in 1978, where it finished 18th Overall. Since then, the vessel has undergone several renovations, notably in 1981 and again in the early 2000s under Ayto's ownership. Despite being one of the smaller yachts in the fleet at 34 feet, *Western Morning* remains a formidable contender, especially in the Grand Veterans Division, where its crew aim for a divisional victory. The yacht will face stiff competition from vessels such as *Nordwind*, the S&S 48, *Windrose*, and *Love & War*.

Love & War, owned by Simon Kurts, will join *Western Morning* in the Grand Veterans Division. Both yachts competed in the 1978 Sydney Hobart, a year that marked the second time *Love & War* (owned and skippered by Simon's father Peter Kurts) claimed victory in the race, having previously won in 1974 and again in 2006. The 2025 race could potentially see *Love & War* secure its fourth victory, a feat that would cement its legendary status in the Race's history. Only time will reveal if this historic achievement is on the horizon.

The Veterans Division features a diverse fleet, including the Inglis 47 *Advantedge*, the Peterson 44 *Bacardi*, the Young 11 *Pacman*, *Windrose*, and the Swan 43 *Santana*.

Pogo 40 *Le Tiroflan*

Chris Taylor's reaction to the news that his Pogo 40 *Le Tiroflan* was the 80th yacht entered in the 80th edition of the Rolex Sydney Hobart Yacht Race (RSHYR), was tinged with humour.

"That's hilarious," Taylor said, and added, "Hopefully we're not going to place 80th."

In the 2024 race, *Le Tiroflan* placed third on PHS Overall, second on PHS Division 2 and fourth on Corinthian PHS, a result that came as "a total surprise" to Taylor and his crew.

"We were totally stoked with that," Taylor said.

Taylor's outstanding offshore results were awarded at the Audi Centre Sydney Blue Water Pointscore prizegiving earlier this year, where he was presented with the Ocean Rookie of the Year. This trophy goes to someone who has campaigned their own boat for the first time in the Audi Centre Sydney Blue Water Pointscore.

After such early success, Taylor cannot wait to try his hand at the 628 nautical mile race the second time.





Left:

Le Tiroflan. Photo: CYCA | Dave Brogran

Bacardi. Photo: CYCA | Ashley Dart

Windrose. Photo: Richard Bennett.

Above:

Back 2 Black. Photo: RORC | James Tomlinson

Oroton Drumfire. Photo: ROLEX | Carlo Borlenghi.

Fleet heads South. Photo: ROLEX | Carlo Borlenghi.

Reichel / Pugh Gp42 Back 2 Black

Sean Langman, Managing Director of Noakes Group, believes his yacht has what it takes to help him secure his first ever win in a Rolex Sydney Hobart Yacht Race.

Langman, whose involvement in the celebrated event spans 33 races, will sail *Back 2 Black* (formerly *Khumbu*) in the race's 80th edition. The GP42 is the 100th entry in this milestone anniversary edition of the 628 nautical mile epic.

Langman has sailed on many different yachts in the Rolex Sydney Hobart fleet – the Reichel/Pugh 69 *Moneypenny*, the Open 66 *Grundig* and the Illingworth/Penrose 30 *Kismet*, to name only a few.

“The wonderful thing about ocean racing is everyone has an opportunity [to win], from maxis down to *Maluka* [a 9.5m Huon pine, gaff-rigged yacht]. But I do feel this is the boat,” Langman said.

Hoek Tc78 Oroton Drumfire

Arguably the prettiest yacht in the fleet is back for its fifth Rolex Sydney Hobart. Each year owner Will Vicars and skipper/boat captain Phillip Neil muster up a crew of superstar sailors for the journey south on board the modern classic. The 2024 crew featured offshore legends like Carolijn Brouwer and Stacey Jackson, alongside renowned sailor Jessica Watson. This year is bound to be no different.

The countdown is on

It seems like only yesterday we were counting down until the 2024 edition of the Rolex Sydney Hobart and now there are less than 100 days until the 80th edition. The CYCA excited to celebrate eight decades of this legendary Race, which stands out as one of the most prestigious events on the global offshore sailing calendar. Join us as we mark this historic milestone with unforgettable moments, fierce competition, and the spirit of adventure that has defined the Sydney Hobart for 80 years. ⚓

BEER, WHISKY, BOATS WE'LL CRAFT ANYTHING

Down here it's not about should you, it's about could you. It's how we made a sheep whey vodka. Put scallops in a pie. And built Australia's only wooden boatbuilding school nestled on the banks of the Huon.

It's an old art, bending and shaping Huon and Celery Top pines. You could argue that it's a dead art. After all, fibreglass and carbon fibre are all the rage nowadays. But you didn't grow up wanting to sail on a polyethylene boat, did you?



The Wooden Boat Centre Tasmania
Franklin



TASMANIA

COME DOWN FOR AIR

Leave No Trace: How to Quit Plastic



Sailors have a natural affinity for the ocean and with that connection comes responsibility.

It's a huge challenge to totally eliminate the footprint sailing leaves on the marine environment – from the sails, fuel, gear etcetera. But we can make considerable efforts to reduce the amount of plastic on board while at sea.

After the 2025 Noakes Sydney Gold Coast Yacht Race, a boat owner put a question to *Offshore Magazine*: what steps can the sailing community take to lower plastic use while offshore?

We approached experts Annika and Ian Thomson for some timely advice and tips on this topic as the 2025/26 sailing season moves into full swing.

Annika and Ian are familiar faces around CYCA. The Queensland-based sailors have raced on board *Ocean Crusaders J-Bird*, a 100 percent battery powered Andrews 52, in the last three Rolex Sydney Hobart Yacht Races (2022, 2023 and 2024).

In 2010, Ian launched Ocean Crusaders as a platform to showcase the issues the ocean faces. Annika is Ocean Crusaders' Director. Ocean Crusaders is a not-for-profit that runs ocean cleanups in Queensland, and last year in Sydney's Parramatta River. This year Ocean Crusaders has already removed more than 54,000 kilograms of debris from Australian oceans and waterways.

Photos: Ocean Crusaders

What steps can sailors take to minimise the amount of plastic they take offshore?

DRINKS

Annika: First, get rid of your plastic water bottles. Plastic bottles are the big ones we have got to remove. On *J-Bird* we have big water containers that we fill up ashore with filtered water and use them to re-fill our water bottles while sailing.

Just think about what you can do in advance. With coffee for example, have one big jar rather than individual sachets.

FOOD

Annika: For dinners – On *J-Bird* we pre-make food in big tubs. A lot of boats are probably onto that. What we have done differently though is that we have a microwave instead of a stovetop. We can eliminate a lot of packaging from that because crew members take a serving of food from the tub, put the bowl into the microwave, eat and then get on with the job. That is one of the big advantages of having an electric-powered boat – no gas on board.

But when we live at home, we don't have a microwave. We just reheat our food in the saucepan, which can also be done on yachts.

For lunches – We make lunches in advance as well. The wraps are individually packaged in paper. When we arrive in Hobart for example or get back to the Gold Coast after an offshore race, we just throw away the paper.

What are other actions sailors can take to minimise the amount of plastic on board during meal preparation?

Annika: I learnt from the *Alive* crew [the Reichel Pugh 66, Overall winner of the 2018 and 2023 Rolex Sydney Hobart] that it doesn't matter how many crew are on board – only a small number of cups and bowls are required (we bring six of each). Not everyone is eating or drinking at once. So, crew eat, wash up the dish and then the next crew member uses it.



How can sailors who prefer freeze-dried meals eliminate waste?

Annika: We use freeze-dried food on *J-Bird* for the tough times. You can order freeze-dried in bulk. Then the only thing you need to do is washing up.

What are the rules and regulations on what you can and can't throw overboard?

Annika: Rule 47 in the 2025-2028 Racing Rules of Sailing states: "Competitors and support persons shall not intentionally put trash in the water. This rule applies at all times while afloat."

You're allowed to throw food waste overboard more than 12 nautical miles offshore but as our oceans are facing more challenges, we shouldn't really put extra nutrition into the water as this can disturb the natural food chain of marine life.

Can compostable items go overboard?

Annika: Compostable means that the item needs to be in a commercial compost with over 80 degrees Celsius to breakdown. If a yacht, for example, uses compostable forks to eat, the crew CANNOT throw these overboard.



Outside food and drink, what are some other actions people can take to minimise waste offshore?

Annika: Look after your boat and where you get your supplies from.

ANTIFOUL

Annika: Make sure that your antifoul supplier has a sustainable policy.

SAILS

Annika: Sails are full of plastic. But for example, last year Doyle Sails did cleanups with us to offset their plastic waste.

CLOTHING

Annika: Make sure your clothing suppliers do the right thing by the environment, that they have a plan of recycling and take care of old materials.

Ian: Unfortunately, a lot of these cheap brands sell items that people use once and then throw away. Whereas in the old days, people wore gear that they'd worn for years and years.

BOAT BUILDING

Ian: There's got to be pressure to do better. The amount of plastic used in the making of boats is insane. We need to make sure we use sustainable practices, which the America's Cup and the Ocean Race are getting good at. They're not just greenwashing it but actually doing it.

You cannot say you're sustainable when you're shipping stuff left, right and centre. You've got to change your habits.



LINES

Annika: If our tack line was broken for example, I will downgrade that line to be used somewhere else. I could make it my new cunningham. Whether you're on a Beneteau 40 or 100-footer, do not throw away lines.

Electrical tape is frequently used on boats and often comes off. How do we prevent this?

Annika: It is a bit tricky. But our bow person uses self-amalgamating tape. It normally lasts up to half a year instead of electrical tape flying off.



How do you see sustainable practices progressing in offshore racing?

Ian: World Sailing has a 2030 agenda, which is all about sustainable practices. Australia's a fair way behind this goal.

It's not just about the sailing boats, but all the official boats should carry out more sustainable practices.

Event management needs to make an effort. For example, every time an official boat goes out, they should not have plastic bottles on board, rather a re-usable bottle made for the event. We need to start to see more plastic-free events.

Tell me about your partnership with Sydney Showground.

Ian: Sydney Showground [Sydney Showground is a purpose-built venue for major events] will directly sponsor Ocean Crusaders, and Ocean Crusaders *J-Bird's* entry into the 2025 Rolex Sydney Hobart, along with a clean-up project on the Parramatta River.

This funding directly assists with our efforts to clean up the oceans and waterways and has ensured that we can spread our message through competing in the 80th edition of the Rolex Sydney Hobart.

The Parramatta River clean up run by Ocean Crusaders will take place in Sydney from 6-11 November. ⚓

Seven Quick Tips to leading a more Sustainable Offshore Campaign:

1. Take re-usable drink bottles only
2. Pack meals in tubs and reheat on the stove
3. Wrap sandwiches in paper or bees wax wraps
4. Purchase bulk free-dried meals, rather than individual packs
5. Take a small number of bowls and cups with you to re-use
6. Take a jar of coffee with you, rather than individual sachets
7. Don't throw 'compostable' items such as cutlery overboard



Take the quiz to find out what Race Series you should compete in!



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YSA claims back-to-back Governor's Cup to rewrite the history books

California Governor, Ronald Reagan granted the Deed of Gift for the Governor's Cup to Balboa Yacht Club in 1967 "for the purpose of encouraging Youth Racing in the State of California". As the years progressed, the Governor's Cup grew in popularity with its first international team participating in 1989 and now is the world's oldest and most prestigious youth match racing trophy.





When asked how the round-robin phase of the 58th Governor's Cup had gone for them, in which they lost six matches, Cole Tapper's veteran crew, Hamish Vass and Jack Frewin, said, "a bit ropey."

The opening four days of competition hadn't gone quite as planned for the 2024 winners and world champions. Although their opening day saw them pick up exactly where they left off, winning six matches on the trot, some complacency and good old fun crept into the veteran team which were competing in their final youth match racing event of their careers. A career which has seen them claim every regatta title in Australia, New Zealand and the Americas over the past three years.

In the 58 year history of the Governor's Cup only 13 skippers have won more than once, and it had been 10 years since any team has gone back-to-back. So heading into the final day, of their final youth match racing event, the pressure was on for the CYCA team to lift.

As they crept into the semi-finals, their first big moment of the week had arrived. Racing trans tasman rivals Josh Hyde, Zach Fong and YSA sailor Nick Drummond in the semi-finals, the CYCA team rose to their current place as the worlds best, dispensing Hyde's team 3 - 1.

Tapper advanced to the Finals against Justin Callahan (USA), a Gov Cup veteran who finished at the top of this year's Round-Robin phase. In the final, Tapper's team made short work of it, winning 3 - 1, and Tapper's team were able to achieve the same result as their win in 2024, becoming the 14th skipper in the Gov Cup's 58th year to win two titles.

This victory cemented the team into Gov Cup and CYCA history. Australia has now claimed the Gov Cup 10 times, with the CYCA taking five of these wins, including two two-time skippers of Harry Price and Cole Tapper. ⚓



Photos: Tom Walker



Youth Sailing Academy sailors Cole Tapper, Hamish Vass, Max Brennan, Nick Drummond and Jack Frewin have been on a

YSA Claim Back-to-Back Titles at US Grand Slam Series

roll, claiming their third regatta title in as many weeks in the United States of America major match racing regattas of the year.

Over three weeks in August, the team added the Thompson Cup and Oakcliff International to their trophy cabinet — the opening two events on the 2025 US Grand Slam Series. At the Thompson Cup, the team beat local skipper & World #1 Chris Poole (USA) 2 - 1 in the Finals Series at Seawanhaka Corinthian Yacht Club.

The week prior the team won the opening round of the US Grand Slam Series — The Oakcliff International. Whilst the Series moved to Chicago, IL, our sailors headed back to Australia for various roles at Hamilton Island Race Week sailing onboard a number of CYCA Member yachts.

At the beginning of the month, Tapper, Vass & Frewin became the first team in 10 years to claim back-to-back Governor's Cup titles.

Both the Oakcliff International & Thompson Cup are part of the World Match Racing Tour Championship — a 17 regatta series determining the 2025 World Sailing Match Racing Open World Champion. The team, which had only competed in one event till this month, now jump to fourth position and look certain to qualify for the World Championship Final in China in early 2026. ⚓



YSA Claims 2025 John Messenger Women's Match Racing Trophy

Chelsea Williams, Maddy McLeay, Paige Caldecoat, India Gilbert and Clare Cini, representing the Cruising Yacht Club Of Australia, claimed the 2025 John Messenger Women's Match Racing Regatta over the weekend in one of the closest fought series in years.

Seven teams from Australia and New Zealand contested the 2-day World Sailing Grade 4 event with Sydney turning on classic summer conditions in early spring, delivering ideal breeze from the north east, ranging between 12 – 19 knots across both days.

With such a stable and well established breeze so early on both days, the Race Committee lost little time over the weekend, completing the full format which included a round robin, semi-finals, finals and minor placings.

On Saturday the CYCA team led by Chelsea Williams laid down their intentions for a strong regatta, remaining undefeated across the entire day which featured seven races. Trailing behind with two losses was New Zealand's Ella Arnold, who would later the next day meet Williams in the Finals.

Closely trailing Arnold was Royal Sydney Yacht Squadron's Harriet McLachlan and Royal New Zealand Yacht Squadron's Teaghan Denney. Both sailors locked together after the round robin, but separated by a point by the minor placed teams.

Heading into the semi-finals Ella Arnold made light work of her Australian opponent, claiming the first Finals spot 3 – 0, with Williams moving forward after a 3 – 1 victory.

In one of the closest fought Finals Series, which saw boats get tangled together from top mark sets, Williams kept her calm composure despite Arnold's relentless attacks to defeat the New Zealander 3 - 2 in a thrilling series to claim the John Messenger Perpetual Trophy.

This trophy is dedicated in memory of past CYCA Commodore John Messenger who established this event in 1996. Since then, his company Marinassess has been a strong supporter of the event, as well as his Partner, Margot Connors, who is now a contributor to the event.

In 2018, the trophy was rededicated as the John Messenger Trophy after John sadly passed away in September 2017. John was a proud CYCA Member and was dedicated to the sport of sailing and to this Club – championing both the CYCA's Youth and Women's programs. ⚓



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LGT Crestone Winter Series

Wind delivers (finally!) for the last 2025 LGT Crestone Winter Series race.

For one of the few times this season, the LGT Crestone Winter Series fleet on Sunday 6 July experienced enough wind to get them around a full course without being shortened.

The fleet of 88 enjoyed SW-ENE winds with gusts up to 12-knots.

Points were on the line for the ninth and final race of the series.

Rapid Transit (Andrew Wyllie, Beth Abbott, Michael McLean) placed first Overall on PHS in Division E, one-point ahead of Shane Diethelm's *Sumatra*. *Rapid Transit* placed sixth in the final race of the series, which acted as one of their drops. The yacht had a stellar series, placing in the top three on PHS in five out of eight races (excluding race nine which was abandoned).

Meanwhile in Division D, Simon Triggs' *Syonara* had a convincing four-point win on PHS Overall. Second went to Stuart Byrne's *Wild Oats* followed by David Aylward's *MyWay* in third.

"We came in hot. We finished with two firsts," *Syonara* crew member Nick Doig said.

Doig was chuffed with the *Syonara*'s overall win. Despite being built in 1965, the old girl's still got it.

"When *Syonara* was first launched, Modern Boating magazine did an article on her and said that she was very "slippery" [easily driven], in light weather," Doig said. "That early assessment, had been forgotten over the decades. But she did very well in the light weather this year."

He also praised the crew, who improved enormously across the series.

"It was a very steep learning curve for the crew who had only sailed with an asymmetrical spinnaker," Doig said. "And they did really well and that shows in the results too. And it got better towards the end and that reflected the improvement in crew work in every aspect."

In the Sydney 38 Division, Col Gunn and Jack Stening's *Gusto* came away with the Overall win on PHS, just half a point ahead of Lisa Callaghan's *Mondo*. Nail biting stuff! John Amos' *Chainsaw* placed third.

Overall, the 2025 LGT Crestone Winter Series was a character building one to say the least. The fleet experienced less than five-knots of breeze for majority of the series. Race 3 was the outlier of the series, providing wind gusts of up to 25-knots. Race 9 was the most pleasant, with lovely long spinnaker runs at decent speeds.

No doubt the light wind experienced for majority of the series has taught many of the sailors the importance of tactics, light wind mode and patience.

See you next year for hopefully a slightly windier Winter Series. ⚓

Photos: CYCA | Dave Brogan.



Photos: CYCA | Dave Brogan.



2025 LGT Crestone Winter Series
IRC Division 1
Seeking Alpha
First Light
Another Duchess
IRC Division 2
Foreign Affair
Local Hero
Cyrene 3
IRC Division 3
Borderline
Sine Wave
IRC Division 4
Wild Oats
Precision
Zara
Sydney38
Gusto
Mondo
Chainsaw

2025 LGT Crestone Winter Series
PHS Division A
Seeking Alpha
Another Duchess
Denali
PHS Division B
Justified
Ultime
Foreign Affair
PHS Division C
Borderline
Clewless
Sommerbreeze
PHS Division D
Syonara
Wild Oats
MyWay
PHS Division E
Rapid Transit
Sumatra
Andiamo!
PHS Division I (Non-Spinnaker)
Outlaw
Wild West
Forty
PHS Division J (Non-Spinnaker)
Baltic Lady
Oisin
More Mischief
PHS Division K (Non-Spinnaker)
First Light
Privateer
B&B

LGT Crestone Women's Winter Series



You couldn't have asked for better conditions for the third and final race for the CYCA's LGT Crestone Winter Women's Series on Sunday 13 July.

Well, maybe a little bit more wind would have been nice.

The fleet of 43 yachts endured SW-E winds ranging from 1-7 knots. The course was shortened by the race committee.

The light and agile Farr 30 *Foreign Affair* was well suited to the light conditions. Skipper Lisa Wilkinson experienced her first win of the 2025 Winter Women's Series in Non-Spinnaker Division 1 on PHS Overall. This scooted the yacht up to second place overall in the series. The Farr 40 *SOLyMAR* claimed first overall, meanwhile the Dibley 46 *More Witchcraft*, skippered by Amanda Cook, placed third.

Foreign Affair was in the lead for majority of the race, until *SOLyMAR* and *Vamp* managed to get a magic gust and overtook *Foreign Affair* abeam of Steel Point.

"Luckily they [*SOLyMAR* and *Vamp*] parked up near Shark Island whilst we miraculously picked up a little zephyr and slid past them at about one knot to retake the lead at LM4 [a laid mark off Shark Island]," Wilkinson said. "We held them at bay from there to the finish line. It made the whole day worthwhile."

All-in-all it was another successful Winter Women's Series for Wilkinson.

"I'm very lucky to have an awesome boat and a fantastic crew," Wilkinson said. "The series had a bit of everything, as usual – 20 knots for the first race, 30 plus for the second race and less than 5 knots for the final one!"

"I love the Women's Winter Series and it's a great to be out there with all the girls" Wilkinson said. "Mary King (*Solymar*) always keeps me on my toes."

"Looking forward to doing it all again next year."

CYCA Vice-Commodore David Jacobs has had a stellar winter sailing season. Not only did he and Roy Melick's Dehler 41DS *First Light* win Division K in the LGT Crestone Winter Series, but also the Non-Spinnaker Division 2 in the Winter Women's Series. Race 1 was helmed by Catherine Curtis, Race 2 by Nyinsi Cameron and Race 3 by Angela Barbazeni. The yacht placed first on PHS Overall, followed by *Zara* (Sarah Andrews) in second and Robyn Drew's *Yputakiteup* in third.

Congratulations to all the women skippers and crew members who participated in another successful LGT Crestone Winter Women's Series. The series is a great way to continue to grow women's participation and experience in the sport. We look forward to seeing you all next year for another cracker of a series. ⚓





**2025 LGT Crestone
Winter Women's Series**

PHS Spinnaker Division 1

Ciao Bella

Cyrene 3

Andiamo

PHS Spinnaker Division 2

Sumatra

Maestro

Knot a Clew

PHS Non-Spinnaker Division 1

SOLyMAR

Foreign Affair

More Witchcraft

PHS Non-Spinnaker Division 2

First Light

Zara

Yputakiteup

2025 Winter Prizegiving





Thank you to all our competitors for another fantastic summer racing season.

Congratulations to all our Pointscore and Prize winners.

Photos: CYCA | Ashley Dart.





Photos:CYCA | Ashley Dart, *First Light*



As Elizabeth Tucker and her Class40 *First Light* crew sailed around the start area during the pre-start of the 2025 Noakes Sydney Gold Coast Yacht Race, Tucker experienced an unfamiliar emotion – apprehension.

Tucker is no stranger to offshore sailing. The English-born Australian-based sailor has built an impressive number of sea miles since she started out in 2021. Among her offshore race achievements are the Rolex Sydney Hobart and Noakes Sydney Gold Coast.

Tucker made the headlines after she sailed the newly purchased *First Light* from Spain to Australia (December 2025-February 2026) with former owner and Rolex yachswoman Cole Brauer.

But sailing a yacht in the Southern Ocean is in stark contrast to helming a yacht at the start of the Cruising Yacht Club of Australia's Season Opener – the 384 nautical miles Noakes Sydney Gold Coast. With 61 starters, ranging from 30 to 100 feet, the Sydney Harbour start line could only be described as hectic.

"I was a bit worried," Tucker admitted. "There are not many other boats in the Southern Ocean to bang into."

Tucker's all-women crew are members of her women's offshore training and racing program, which she established earlier this year. They are Whitney Taylor, Madeline Lyons, Annie Stevenson and Bayley Taylor.

Tucker opted to start further back to avoid the jostling for pole position in the front row. This conservative approach didn't seem to make a dent to the yacht's overall race results. *First Light* placed second on IRC Division 1 and came in 12th across the line.

Tucker was ecstatic with the results considering this is her first Noakes Sydney Gold Coast as a boat owner and skipper and the first major offshore race for this crew line-up. Their mindset going into the race was to treat it as a training run for the 80th Rolex Sydney Hobart in December. To claim a position on the podium in IRC Division 1 was a little unexpected.

"It feels surreal," Tucker said.

About the women's offshore training and racing program

Tucker received over 100 applicants for her women's offshore training and racing program. She chose 10 women with solid, but varying sailing experiences.

In addition to Tucker's NSGCYR crew, the five other program members are Alexis Poole, Malin Ludwig, Emma Thomas, Laura Hampton and Lucia Harper Urgel.

Through the program, Tucker hopes to encourage more women to participate in sailing at a competitive level.



First Light shines as the season kicks off

"If we had more programs like this, more opportunities to learn, then we would have a lot more women in the sport and a lot more women competing offshore with more involved crew positions," Tucker said.

Each program member will get the opportunity to sail on *First Light* at some point during the 2025/26 Audi Centre Sydney Blue Water Pointscore and to grow their offshore sailing skills in a range of crew positions. The maximum number of crew on board *First Light* per race is five to six.

Tucker's long-term goal is to compete in the 2027/28 Global Solo Challenge (GSC) – a 'budget-friendly', solo, around-the-world race. As part of her GSC preparation, she plans to participate in workshops run by professionals that focus on engines, electronics, rigging and more. The 10 women in her program will also join Tucker in these workshops to help shape them into well-rounded sailors.

"These are not people who are trying to be pros. They are people who have come into the sport, love it, and want the opportunity to do more," Tucker said.

Noakes Sydney Gold Coast challenges

Following *First Light*'s excellent Noakes Sydney Gold Coast result, Tucker's women's offshore training and racing program is on the path to success.

Rather than hug the shore in the NSGCYR, they took the offshore route, which Tucker said was a "no-brainer" for a yacht like *First Light*, which needs a decent breeze to perform.

They found the breeze, but it wasn't an easy ride. They were up against a big sea state and strong winds, which meant reefing and sail changes, leaving Tucker "exhausted".

Early on in the race they discovered around 300 kilograms of water sloshing in the bow of the yacht. The water had come in through the front hatch, which had been partially opened by a furling line caught underneath. Once the crew pumped out the water with the roaming bilge pump, *First Light*'s boat speed recovered.

Another challenge was fatigue. During night two, most of the crew struggled to get through their watches with their eyes open.

"That was really tough," Tucker said.

Noakes Sydney Gold Coast highlights

The crew's energy levels recovered as *First Light* neared the Main Beach finish line on day three. Even though the wind strength decreased towards the end of the race, the overall mood on board was bolstered by the divisional standings.

"Nobody was annoyed with each other," Tucker said. "Everybody was supportive going, 'What about this?' or 'Why don't we try this?' It was a beautiful experience."

Future challenges

Making it to the start line of the Noakes Sydney Gold Coast was no walk in the park for Tucker.

She was a first-time yacht owner juggling a million things at once – from navigating the logistics of running a sailing program, managing the costs of the boat and the program, and starting her own consulting business.

Tucker reflects on the past few months and building her program, sharing: “Two months ago the program was on shaky ground. It felt like the world was against me and I was constantly battling just to stay afloat.”

She credits Bridget Canham for her help during the tough times. Canham got her start in offshore racing onboard *Belles Long Ranger* in 1989, the second ever all-women crew to complete the Sydney Hobart. She’s more recently known for racing Double Handed with Kathy Veel onboard *Currawong* in the 2022 & 2023 Rolex Sydney Hobart. Canham’s advice and boat maintenance assistance has been invaluable to Tucker. She is also Tucker’s number one hype person.

“She could see that I was in need of some guidance and mentorship,” Tucker said. “She also gives me reassurance, by saying, ‘You’re doing a really good job and well done for getting this far.’”

Tucker is also grateful to the boating community for their support. She has been fortunate enough to have D’Albora Marinas step up as the yacht’s sponsor. D’Albora cover all of Tucker’s marina and boatyard fees.

What’s next for *First Light*?

After *First Light* returns from Queensland, it will compete in the 2025/26 Audi Centre Sydney Blue Water Pointscore, which includes the 80th edition of the Rolex Sydney Hobart.

Tucker said she wasn’t sure *First Light* could replicate the Noakes Sydney Gold Coast results. Unfortunately, her budget doesn’t extend to new sails that would give the yacht a competitive edge. And, she added, the prime wind conditions for *First Light* are “limited”. But the yacht “absolutely flies” in 20-knot reaching conditions.

“We’re probably not going to get a good IRC result Overall but that doesn’t mean we can’t try,” Tucker said. “The Noakes Sydney Gold Coast shows us that, with the right conditions, we can do well.”

Photos: GCCM Gold Coast Mackay Race & Salty Dingo.



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From the Rail



Audi Centre Sydney Blue Water Pointscore

Capturing Onboard Content

In the thrilling world of offshore racing, every moment is a blend of intense action, breathtaking views, and sheer determination. As the fleet sails into the deep waters of the Pacific, capturing on-board content becomes a crucial task for anyone looking to share their experience with a broader audience. Since we can't always film on-board content ourselves and drones are sometimes rendered ineffective due to distance offshore, the CYCA Media team has streamlined a user-friendly platform for racers to upload their footage. This guide will walk you through the essentials of capturing and sharing content effectively.



Capturing Photos

Composition lies at the heart of creating striking images. When framing your shots, think in terms of entire viewfinder or screen rather than just aiming your camera. *Frame, don't aim.* Capture a mix of wide shots, medium shots, and close-ups to provide a full perspective of the action. Be mindful of how the body is framed in each shot, careful to not cut off the top of a sailor's heads in a close-up or cropping off their feet in a full body shot.

The **Rule of Thirds** is particularly useful to capturing professional content. The Rule of Thirds refers to a composition guideline that places the subject off-centre. Imagine dividing the view into nine equal zones using horizontal and vertical lines, which forms the rule of thirds grid. Play with this guideline to create compelling and composed shots.

A balance of candid and posed shots is key to capturing a strong mix of on-board content. Candid shots allow the audience to experience the raw, thrilling nature of the race while posed shots can highlight important memories, demonstrating the overall fun experience of offshore sailing. By combining candid and posed imagery, you can create a diverse and engaging visual narrative that brings the full experience of offshore racing to life.

Exposure is another critical factor. Proper lighting is achieved through adjusting the shutter speed, aperture, and ISO settings. A higher shutter speed is essential for capturing fast-paced action while avoiding blur, while a lower speed works well in low-light conditions.

Ensure your **focus** is sharp on the subject you want to highlight. Whether it's the crew in action or the surrounding seascape, clear focus directs the viewer's attention exactly where you want it.

Lastly, but most importantly, have fun when shooting your content! Experiment with different angles and compositions, shoot from high above or low below to add more dimension and create engaging images.



*Photos:
Ashley Dart onboard
URM Group*

*Daniel Gallagher
onboard Bacardi*



Sharing Onboard Content

Follow these 7 steps to share your on-board content:

1. Visit the dedicated WeTransfer login page before the race.
2. Create a free WeTransfer account (takes about 2 minutes)
3. Navigate to our Racing Content Platform: cycaracing.wetransfer.com
4. Ensure your device has a stable internet connection
5. Upload content straight from your device onto the platform during the race
6. Press send
7. Keep on racing!

At the end of each race, competitors can deliver media in person to the CYCA Media Team. Contact Ashley Dart (content.creator@cyca.com.au) to arrange your on-board footage download.



Capturing Video

Filming video content is essential for enabling spectators to dive head-first into the action of the race. For **video orientation**, think about the platform and purpose of the clip. Use horizontal (landscape) mode for platforms like Youtube or long-form productions. Use vertical (profile) mode for social media, such as Instagram Stories and Reels.

When filming, aim for a minimum length of 7 seconds to ensure you document enough action. **Keep the camera steady**, especially when panning. Start and end each video with at least 3 seconds of stillness to avoid disorienting viewers. Switching to 4K in your phone settings will enhance the quality of your footage.

Be mindful of the **audio** when capturing footage. When racing at high speeds or in high winds, cup your hand under the bottom of your phone (where the charging ports and mics typically live) to prevent harsh sounds and reduce wind noise.

Consider using apps such as ProMovie or FilmicPro for manual control and professional results. Good lighting can make a big difference; shoot away from the sun to achieve the best illumination.

For engaging content ideas, capture moments such as tacks and gybes, wildlife encounters, running downwind, and weather updates. When filming **race updates**, introduce the crew member(s) speaking and their role, and include questions such as the boat's position on the course and the current conditions.

Experiment with video by playing with the time-lapse and slow-motion features to add creative flair to your footage.

Share your race with us and win! Competitors in the 80th Rolex Sydney Hobart who send onboard content to the WeTransfer platform from 26 December to 3 January will be in the running for a \$400 Helly Hansen voucher.

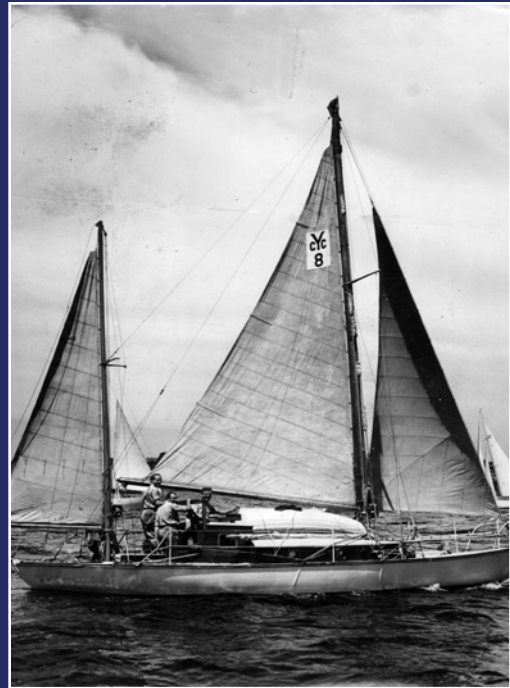
By adhering to these guidelines, you'll be well-equipped to capture and share captivating content that highlights the excitement and beauty of offshore yacht racing. Happy shooting! ⚓

From the Archive

Honouring Eight Decades of the Sydney Hobart,
highlighting multi-time competitors



*Start of the 1946 Sydney Hobart Yacht Race,
the second ever Great Race South.*



*Katwinchar racing in her first
Sydney Hobart in 1951.*



Kialoa III racing in 1975.



Margaret Rintoul II heading south.



Boxing Day spectators



Twenty-six time competitor Mark Twain heading south after the Start.



Wild Oats winning their first Sydney Hobart in 1993.



Tilting at Windmills sailing down the Tasman.



Thirty-one time competitor Bacardi racing down the Tasman in 2006.



*Love & War sailing through Storm Bay.
Photo: Richard Bennett.*



Winston Churchill heading for the River Derwent.

Cruising

Jiang Lin's Norwegian archipelago adventures



Jiang Lin is happiest when she's sailing.

Most weekends she can be found at the helm of her yacht, JPK 10.30 *Min River* (the one with the maroon hull) either on Sydney Harbour or offshore.

Lin's time spent on the water has paid off. Earlier this year Lin, who mostly sails double handed, was crowned Female Ocean Racer of the Year at the Audi Centre Sydney Blue Water Pointscore prizегiving.

But for this Q&A, Offshore Magazine spoke to Lin on a different matter – cruising.

In June, Lin exchanged sleepless nights and days without a shower while offshore racing to experience the cruising life. She flew across the world and joined her friends on a new Garcia Exploration 45. For the next month, the four women lived the life on board the aluminium sailing yacht while cruising around Svalbard, a Norwegian archipelago. Beluga whale sightings, avoiding icebergs, exploring fjords, and making Chinese dumplings on board the yacht were just several of the memorable moments from this adventure of a lifetime.

Offshore: How did this trip come about?

Jiang: A couple of women who purchased this yacht are friends of mine. They plan to sail around the world in the next five years. The first leg of their journey was from France to Norway. I joined them

in Tromsø, Northern Norway. We then sailed from Tromsø to Svalbard in early June.

The third woman on board for this trip, who has since become my friend, is a doctor who often works on exploration ships in remote places such as Antarctica, Greenland and Iceland.

We are just four women who love being at sea.

Can you tell me a bit about the yacht? And (most importantly) did it have a hot shower?

The yacht is a brand-new Garcia Exploration 45 which my friend purchased in February. It is very comfortable to live on board. It has a deck saloon and two hot showers! It has all the luxury comfort that racing yachts lack. It is perfect for cruising, especially for high latitude sailing where you can encounter ice.

How far north did you sail?

We sailed to 79 degrees north at Ny-Ålesund [a small town in Oscar II Land in the west of the island of Spitsbergen, Svalbard] where a number of international polar research stations are based.

Did you see many other sailing yachts while you were there?

We only saw handful of private yachts. Svalbard is far, remote and there is a limited sailing season [due to the weather]. You also need to apply to the local government for permission to enter, so it involves quite a bit of planning to get there.

What were some of the highlights of the trip?

Apart from seeing the sun circle the sky for 24 hours, there were so many breath-taking glaciers and bird colonies, as well as the dramatic and fascinating landscapes that surround many of beautiful fjords.

What were some of the challenges you faced?

Navigating some of the fjords filled with floating ice or icebergs.



What did your diet look like? And where did you get your food from?

Before we departed for Svalbard, we stocked up on food in Tromsø and then stopped at Longyearbyen, which is the biggest settlement in Svalbard. We ate well and even had a chance to make Chinese dumplings one day when the weather was bad. So, we dropped anchor and had a dumpling making day.

Did you get off the boat much?

Yes, when we arrived at each destination we hiked to see glaciers, old whaling stations or bird colonies.

What was the lowest temperature you experienced?

It was close to zero but manageable with the right clothing. It was the Arctic summertime, so not too cold.

Was there much wind?

For three days we were stuck at Ny-Ålesund as the wind was blowing over 40 knots. That is the beauty of the cruising – we can choose to stop and wait for the weather to ease before we continue.

Did you see much marine life?

Yes, we saw dolphins, seals and walruses. The most special moment was when we arrived at Recherchefjorden [a small fjord on the south side of Bellsund, Spitsbergen] around 8pm, and were greeted by Beluga whales. We kept quiet and watched for quite a while. Seeing them was one of highlights of the trip.



How does cruising in the Northern Hemisphere differ to the Southern Hemisphere?

Seeing so many glaciers along the way was unique. The landscape and colour of mountains are also very different to what we see in Australia.

Would you recommend Svalbard as a cruising destination to others?

Yes, definitely. But you need to sail on an independent small yacht to experience the freedom of dropping anchor at a beautiful anchorage to enjoy the solitude and remoteness of a place. Big commercial cruise liners cannot give you that.

Where would you like to cruise next?

South America and the Northwest Passage [the sea lane between the Atlantic and Pacific oceans through the Arctic Ocean], where I hope to join my friends again. It hasn't been confirmed as to when I will next join them.



Offshore heard you did some sailing elsewhere in Europe while you were overseas. How was that?

I did not race in France this year, but I was lucky enough to sail with Jean Pierre Kelbert and Alexis Loison [co-skippers of the JPK 1050 *Léon*] a couple times in Brittany, France. I was the “third wheel” as they prepared and practised for the Rolex Fastnet Race.

It was a good opportunity to learn from the great. I am so happy they won Overall in this year's Fastnet Race. What an achievement for a small boat to beat 400 other boats.

How was your polar plunge?

Polar plunging is stimulating! It is so cold in the water that after I got out, I felt warm standing in the open air with just a swimming costume on.



Min River at the Start of the 2025 Noakes Sydney Gold Coast. Photo: CYCA | Andrea Francolini

How do you enjoy the cruising life compared to racing?

It is completely different. With cruising, I enjoyed the relaxing element of it. You can stop whenever or wherever, and go fishing, polar plunging and hiking.

But at the same time, although sail racing can be stressful, it is also very fulfilling, especially if you have done well.

Although I like cruising, the joy of racing on *Min River* is unbelievable too. She has never let me down. Although *Min River* was launched just over two years ago, she has already achieved lots of great results in France, the UK and Australia, including:

- Inaugural 2023 IRC Two-Handed European Championship (La Trinité – Cowes, 350nm) – fifth out of 80 yachts
- 2023 Rolex Sydney Hobart Yacht Race – second on IRC Division 5 and third on IRC Double Handed Division
- 2024 Noakes Sydney Gold Coast Yacht Race – first on IRC Division 3 and second on IRC Double Handed Division
- Winner of the 2024/25 Audi Centre Blue Water Series on IRC in the Double Handed Division, IRC Division 3 and the Wild Rose Division.

Compared to the slow and relaxed cruising life, racing on *Min River* is fast, adrenaline pumping excitement. They are so different, but each has its beauty at different times and locations. I love both. ⚓





Chasing Sunshine in the Queensland Racing Season

The CYCA sailors who competed in Airlie Beach, Hamilton Island and Magnetic Island race weeks made the most of the idyllic conditions on the racecourses.

Team Hollywood lives up to its name at Airlie Beach Race Week

The 100-plus yachts were gifted with winds upwards of 20-knots each day for the 74 Islands Distillery Airlie Beach Race Week (7-14 August).

Andrea Francolini, Airlie Beach Race Week photographer, shared: "I can't even remember the last time I had a sailing event with wind every single day. What a week, what an event — and the conditions? Absolutely beyond wonderful. LOVED it."

A shoutout goes to Club representatives *Antipodes*, *Team Hollywood*, *Like Oxygen*, *The Goat* and *Reo Speedwagon*.

Ray Roberts' *Team Hollywood* crew backed up their 2023 and 2024 Airlie Beach Race Week divisional wins. The Botin 40 dominated its division to win all seven races on IRC – what an achievement.

Geoffrey Hill's Santa Cruz 72 *Antipodes* had a four-point victory in its division. Andrew Jamieson's *Reo Speedwagon* also had a podium finish. The yacht placed third on PHS in its division.

Hamilton Island Race Week podium positions

Post-Airlie Beach Race Week, the wind dramatically decreased for the first three days of Hamilton Island Race Week (HIRW) (16-23 August), in its 40th year. But that didn't stop the fleet from putting on a show on the stunning Whitsundays racecourses, with a few visits from our whale friends.

The last three days of the regatta saw the wind amp right up, making for some nail-biting racing.

By the end of the regatta, CYCA yachts claimed podium positions in six of the 10 monohull divisions.

CYCA yachts succeeded on the Rating Division 1 podium with Peter White's TP52 *First Light* in second and Mark Spring's TP52 *Highly Sprung* in third. And what a performance from Ronald Epstein's JPK 11.80 *Bacchanal* in Rating Division 2, winning second place in its first ever HIRW. Not bad considering that half the crew were Californians who hadn't sailed on the yacht prior to the regatta.

Ray Roberts' *Team Hollywood* followed up its Airlie Beach Race Week mastery with first spot on both PHRF and IRC Overall in the Super40 Division.

Second in the Super40 Division went to CYCA Commodore Sam Haynes' *Celestial* which also won the Cape 31 Division.

David Gotze's Lyons Cawse 60 *Triton* narrowly beat Charles Curran's *Sydney*, skippered by David Kellett to win the Light Blue Division.

And although it didn't podium, the biggest yacht in the fleet by far, Grant Wharington's maxi *Wild Thing 100*, cut through the crystal-clear waters in the lighter conditions with absolute ease.

The team at Offshore magazine experienced major FOMO while we scrolled through picture-perfect race week photos.

Congratulations to all the CYCA yachts for these impressive results. [!\[\]\(83bbbd261710c59db0214aa27b2edc0d_img.jpg\)](#)



Photos: Salty Dingo



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Contact your CYCA member adviser

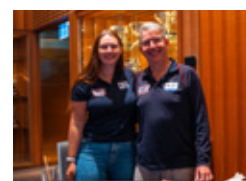
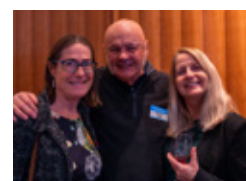
Crew Connect

A big thank you to everyone who attended the CYCA's Spring Crew Connect: Navigating your Network event on Thursday 4 September.

It was a fantastic evening where owners and crew came together to make connections ahead of the 2025/2026 Summer Season.

The Club hopes the night helped its Members and friends find the right fit for your sailing goals this season - whether you're heading offshore, staying on the Harbour or just beginning your racing journey. The energy and enthusiasm in the room was a true reflection of the community we've built at the CYCA.

Throughout Wednesday Twilights, the CYCA Concierge Service will again be available to help match crew with yachts.



Photos: CYCA | Ashley Dart



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Sailing into Spring

Crews hone their skills in the 2025 Sharp EIT Spring Series

The 2025 Sharp EIT Spring Series is a four-race event, which runs throughout August. It gives Sydney-based crews the opportunity to sharpen their focus and skills ahead of summer racing in September.

Race 1

The 2025 Sharp EIT Spring Series commenced on Sunday 3 August in overcast conditions with gusts up to 17-knots.

Mark Ayto's *Western Morning* started the series off on a positive note. The S&S 34 placed first in Division 1 (spinnaker) on both PHS and IRC.

Neil Burling's Hanse 40 *Baltic Lady* placed first in Division 3 (non-spinnaker) on PHS.

Race 2

The fleet of 21 were unfazed by the chilly and damp conditions on Sunday 10 August.

Stuart Muirhead's Beneteau First 35 *Silver Lining* improved on its third place in Race 1 to win in Division 1 (spinnaker).

In Division 3 (non-spinnaker) Jason King and the *SOLyMAR* (Farr 40) crew, who did not participate in race 1, overcame a tight tussle with Leander Kloh's Corby 49 *Vamp* to claim the win on PHS.

Race 3

The fleet of 24 soaked up the sunshine on Sunday 17 August for Race 3 of the series.

"I remember walking down to the boat thinking, 'How good is this?'" *Syonara* crew member Nick Doig said.

Division 1 (spinnaker) had three different winners for the first three races. Race 3 was won by Simon Triggs' Swanson *Syonara*.

Going into Race 4, *Silver Lining* held the Overall lead in Division 1 (spinnaker). *Western Morning* and the International 30 Square Metre *Scarlett O'Hara* went into Race 4 on equal second.

In Division 3 (non-spinnaker), *Baltic Lady* claimed its second win of the series. The yacht had a six-point lead

on PHS Overall going into the fourth and final race. *SOLyMAR*, David Spencer's Jeanneau SO 349 *Eau Well* and Roy Melick and David Jacobs' Dehler 41DS *First Light*, went into Race 4 tied on second place.

Race 4

The fleet of 22 were gifted with no rain for the fourth and final race of the series on Sunday 24 August.

Overall results - PHS

With a fourth place in the final race, *Silver Lining* held its first place Overall in Division 1 (Spinnaker). *Western Morning* placed second on countback over *Scarlett O'Hara* in third.

The secret behind *Silver Lining's* Overall win?

"We didn't make any mistakes," owner/skipper Stuart Muirhead said.

Getting the win in the fourth and final race elevated *SOLyMar* into first Overall in Division 2 (non-spinnaker). *SOLyMar* won on countback over *Baltic Lady* which placed third in Race 4. *Eau Well* placed third.

King put the win down to a bit of luck, and by following the "dark patches on the water".

Overall results - IRC

On IRC Overall, Darryl Hodgkinson's *Victoire* placed first on countback, followed by Nicole Shrimpton's *Defiance* in second and *Western Morning* in third.

Congratulations to the fleet for a series well done. See you next year - same time, same place.

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Meet our Crew

Dave Lyall

Get to know the new Marketing & Communications Manager



With almost three decades in the sports marketing and communications industry, Dave Lyall brings a wealth of experience and passion to his role as CYCA's Marketing and Communications Manager. Dave began his career at NewsCorp as a 17-year-old trainee journalist before taking on a 10-year odyssey working as a lifeguard on beaches in Sydney, Durban in South Africa and the Jersey Shore in the USA. Since then, he has spent most of his career in PR, communications and marketing, working with both domestic and global sporting organisations, events and athletes.

Offshore: Tell us a little bit about your marketing and communications background?

Dave: My dream all the way through school was to be a sports journalist and I started out going down that path. I took a little detour and ended up more in the PR space. From there I was able to work alongside some

incredible clients and with some amazing events and athletes. I've been fortunate enough to work in PR, marketing, print, television, radio, online and social. I've built my career on relationships and storytelling.

What attracted you to work at CYCA?

It's the CYCA's vision to be the world's leading ocean racing yacht club and I want to play a part in that. I saw a great opportunity to work together with some really talented, enthusiastic team members to help drive membership retention and growth through enhanced experiences, cultivate partnerships and elevate our events. My role also includes the stewardship of our Partnerships Program and that offers a great challenge. The incredible reputation of the Club and the Rolex Sydney Hobart Yacht Race were also obviously both big drawcards.

What do you enjoy most about working at CYCA, and how does the Club's atmosphere differ from your previous experiences?

Firstly, it has been the people. Everyone, from the staff to the Members, to the Board and Committee members, have all been so welcoming. More broadly for me it's then the breadth of my role and the opportunities that are in front of all of us. How we service and communicate to our members and partners is an ever-evolving challenge – and privilege – that I am embracing.

What are some of the challenges and rewards you see in the marketing and communications field at the CYCA?

There's so much to accomplish, which I actually see as a challenge, but with inevitable rewards. Between the Club and its operations for Members and guests, the enormous fixture of sailing events, and the necessity to keep up with modern consumer habits and needs, I have plenty to do!

Do you have a favourite event you have worked on in the past? And what events are you most looking forward to here at the CYCA?

In the past I'd have to say working on the Olympic Games. I've been to two as part of the Australian Team's media staff and four in broadcast with Channel 7 and our Rolex Sydney Hobart partner, Channel Nine. At the CYCA, like most people, I'm excited to be part of the Rolex Sydney Hobart, but I'm also keen to get involved in helping elevate our other events, particularly in the Youth Sailing Academy space – that's our future.

Outside of work, what are your personal interests or hobbies?

I'd say spending time with my teenage son sits at the top. Beyond that I love nothing more than a beer with mates watching sport, a swim at the beach or a session in the pool and a good feed. Oh, and travelling! 📍

Membership Benefits

Reciprocal Clubs

You've obviously enjoyed everything the CYCA and our beautiful Clubhouse and Marina have to offer, but have you ever thought of dropping into more of the world's best yacht clubs?

Now you can, via our innovative Reciprocal Clubs program and our membership with the International Council of Yacht Clubs that pairs us with yacht clubs around the world, including across Australia, Asia, Europe and the Americas.

You might be planning a European summer adventure, a work trip to the Americas, some family sailing in Asia, or something completely different, and our partnerships across the globe can help you maximise your fun.

These partnerships provide our Members with an opportunity to share their passion for sailing and build professional relationships and personal friendships within the global yachting community.

Here's seven spots you simply must add to your bucket list from our growing Reciprocal Clubs program.

Here's seven spots you simply must add to your bucket list from our growing Reciprocal Clubs program.



Royal Yacht Club of Tasmania

If you're headed south for the 80th Rolex Sydney Hobart Yacht Race it's a no brainer to spend some time with our wonderful Race Finish Partner. Just a five-minute drive from the heart of Hobart, the RYCT offers a fantastic dining experience, with a relaxed atmosphere overlooking the stunning marina and the beautiful Derwent River beyond.



Real Club Náutico de Barcelona

Founded more than 140 years ago and renowned for their regattas, the RCNB provides a stunning view of the Port of Barcelona and is a favourite for visiting CYCA Members. This mighty club hosted the 37th America's Cup in 2024.



Royal Bermuda Yacht Club

Nestled in the heart of Bermuda and about 650nm from North Carolina, the RBYC is one of the most beautiful clubs in the world. There's plenty to see and do on the water, but beyond that, the RBYC hosts vibrant social events and boasts first-class dining facilities, making it a hub of activity and elegance.



Royal New Zealand Yacht Squadron

New Zealand's premier yacht club is our Race Finish Partner and the perfect place to wind down after February's inaugural Trans-Tasman Yacht Race. The Member's Bar features stunning Auckland harbour views, a world class drinks menu and the freshest of seafood delicacies.



Balboa Yacht Club

Situated just south of world famous Huntington Beach in Corona del Mar, California, the Balboa yacht Club was formed as a family hangout more than 100 years ago and is the perfect stop off before cruising Baja California and the coast of mainland Mexico. It's also the host of the annual Governor's Cup, won the last two years by the CYCA's very own Cole Tapper, Hamish Vass and Jack Frewin.



Royal Hong Kong Yacht Club

Another of the most popular Clubs on our list of reciprocal offerings, the RHKYC has restaurants and bars to suit all occasions, as well as a gym and pool. On the water it's not just sailing, with rowing and paddle sports all part of the fun.



Yacht Club Costa Smeralda

This Club is situated at Porto Cervo in Costa Smeralda, northern Sardinia, and in September will host the 35th edition of the Maxi Yacht Rolex Cup. This unbelievable setup covers more than 6,000 square metres and includes a panoramic pool terrace, several dining options, a Members' lounge, bar, Wellness Centre and 24 hotel suites.

On the other side of the coin, Members of affiliated clubs are warmly encouraged to visit the CYCA, able to enjoy the facilities of the Clubhouse, including access to the Coasters Retreat. Be sure to make them feel welcome! ⚓



From L to R: Chris Iacono, Ted Nobbs, John Keelty and Leon Hertz

Chris Iacono shares the story of the four 60 year members who reunited at the July Club Social Lunch.

Way back in 1965 four men, who didn't know each other, joined the CYCA. As time went

on, three of them became friends – Chris Iacono, John Keelty and Ted Nobbs, while the other, who was working with Rupert Murdoch at News Corp, went off to the USA and worked with News Corp for the next 51 years. This year one of those guys, Chris Iacono decided that it would be a good idea if that group could get together for a 60 year reunion. Chris located Leon Hertz (the fourth guy) and phoned him. He asked him if he would consider joining him, John and Ted for a reunion. Chris was stunned when Leon told him he now lived in Miami, Florida. However, as luck would have it, Leon was coming to Sydney in July to visit family and said that he would love to meet up with the group. As they say the rest is history...

Leon and his wife Linda were VIPs at the recent Christmas in July social lunch organised by the Associates' Committee at the CYCA. A great lunch and new friendships were enjoyed by all. 📍

60 Year Members Reunite at the Club Social Lunch

by Chris Iacono

Associates Club Social Lunch



Photos: CMA | Ashley Dart.

The Club Social Lunch enjoyed a festive Christmas in July. Members and friends donned all their best holiday gear. Special thanks to Associates Committee for organising the day!

Next Club Social Lunch will be on Tuesday 18 November.





NEWS IN BRIEF

2025 YSA Presentation Dinner

On Friday 5 September, our YSA sailors, family and friends, Board and Management came together at the CYCA to celebrate the achievements of all YSA athletes over the 2024-2025 sailing season.

Special thank you to Charlotte Toll and Nick Drummond for mc-ing the evening.
Congratulations to the Coaches Award Winners:

- **Talented Sailor Squad:** Eddie Cleverly and Beatrice Henderson
- **Development Match Racing Squad:** Benjamin Richards
- **Advanced Squad:** Hamish Vass



Rupert Henry 'happy' with Les Sables-Horta results

In June and July of this year (23 June – 15 July) CYCA sailor Rupert Henry participated in the 10th edition of the Les Sables-Horta – a two-stage Class40s race. The course takes the fleet on a 2,540 nautical mile round trip from Les Sables d'Olonne (Vendée) on the Atlantic coast of western France, to Horta, in the Portuguese archipelago of the Azores.

For the 10th edition of the biennial race, the leg from Les Sables d'Olonne to Horta was double handed while the trip home was a solo sail.

For the first leg of the race, Henry's Eora Racing AUS co-skipper was Frenchmen Antoine Carpentier. The duo placed sixth out of 27 and finished a few minutes apart from their competitors. It was the first time Henry and Carpentier had raced together.

Henry has achieved his fair share of success in his sailing career so far. He won the Double Handed Division on IRC in the 2022, 2023 and 2024 Rolex Sydney Hobarts on board his Lombard *Mistral*. And in 2018, Henry and co-skipper Greg O'Shea set a new race record in the 5,500 nautical mile Melbourne Osaka Cup.

Carpentier also has an impressive resume. He is a three-time winner of the Transat Jacques Vabre (a race that follows the historic coffee trading route between France and Brazil) and five-time winner of the Rolex Fastnet Race.

After the first leg, which took them around five days to complete, the duo told Les Sables-Horta Media, "It was a superb leg, with close-quarters



racing over 1,300 nautical miles. The boat is running well and, given the little training we had, it is really satisfying."

Henry went on to finish 12th out of 24 on the solo leg of the race. He was happy with the result, considering it was only the second time he has raced solo. He also claims to be the first non-professional sailor to cross the line.

"I was slow in the last part of the race and I'm trying to understand why," Henry said on the dock in France. "Maybe it is because I did not set my main spinnaker. I was probably lazy. I was in contact [with the top boats] for the first five days but I lost ground at the end. There was less wind than forecast and I was potentially too conservative. But I am happy!"

With the double handed and solo results combined, Henry placed ninth Overall.



CYCA yacht claims SHCC Winter Series

Bertrand Philippe's Jeanneau Sun Odyssey 36 *Hector* won its division on PHS by a slim margin in the Sydney Harbour Combined Clubs (SHCC) Winter Series (3 May – 26 July).

The *Hector* crew is Franco-Australian and is comprised of both women and male crew members, aged from 20 to 70-years-old.

Philippe's trophy cabinet will soon overflow if the crew keep up the good work. The CYCA yacht also won the SHCC 2025 Spring and 2024/25 Summer series.

What an achievement considering the yacht did not have the smoothest start to the SHCC Winter Series.

"Our first three races were not good. Plus, we missed the first race," *Hector* crew member Pierre Briand said.

"Our last races were awesome. We won the last race by three seconds (one boat length) to win the whole series by one point."

Briand described the last race as an epic battle in 15-knots of breeze with plenty of gybes and sail changes.

"We were exhausted. It was a good team effort," Briand said. "We never lead the division Overall until the last day."

27th Monica Geddes Memorial Trophy

The fleet of 16 were in for a treat for the 27th Monica Geddes Memorial Trophy race on Sunday 7 September, with ideal weather conditions.

As it goes each year, the race signals that the CYCA summer season is in full swing.

The sun was out, and the wind was blowing, with NE wind conditions, and gusts over 20-knots.

The fleet weaved their way around the islands of the harbour as part of the Sydney Harbour Islands Race.

From Shark Island, all the way to Cockatoo Island (opposite Balmain shore), the race is an adventure.

Photo: Ashley Dart | CYCA



CYCA Members compete in centenary Rolex Fasnet Race.

In addition to the CYCA's Admiral's Cup team of *Zen* and *Back 2 Black*, the yachts *Whisper*, *Kialoa II* and *Bedouin* also represented the Club at the centenary edition of the Rolex Fastnet Race (695 nautical miles). The CYCA yachts were among a record Rolex Fastnet Race fleet of 444.

David Griffith's *Whisper* led its division for most of the race. The yacht went on to place fourth in IRC Zero Division. The S&S Yawl *Kialoa II* placed 10th in IRC 1A Division. No doubt CYCA Members will be back with plenty to prove for the 2027 Rolex Fastnet.

Photo: ROLEX | Kurt Arrigo

Vale

HUGH TREHARNE OAM

Hugh Treharne, CYCA Member, Hall of Fame Inductee, and Australian Sailing Legend

The Cruising Yacht Club of Australia is deeply saddened by the passing of long-standing member and celebrated yachtsman. Hugh Treharne OAM who passed away on Tuesday 24 June after a long illness.

A true legend of Australian sailing, Hugh played a monumental role as tactician aboard Australia II in her historic 1983 America's Cup victory, a defining moment in Australia's sporting history. His contribution to the campaign helped break the New York Yacht Club's 132-year winning streak and etched his name in the history books of international sports.

A CYCA Member since 1971, Hugh's achievements spanned every level of the sport. He was one of the most exceptional and versatile sailors Australia has produced, with a list of accolades few could match.

In addition to the America's Cup, Hugh won the Admiral's Cup in 1979 (as helmsman of Impetuous), the Fastnet Race in 1971 aboard Ragamuffin, the World One Ton Cup in 1971, the World Half Ton Cup in 1975, and the World 18-foot Skiff Championship in 1970. He also claimed numerous Australian national titles across a range of classes, from skiffs to keelboats.

Hugh was a 30 time competitor in the Sydney Hobart Yacht Race, sailing aboard many of the race's top yachts, including Ragamuffin with the late Syd Fischer, with whom he won the race Overall in 1992, followed by another overall win in the tough 1993 race aboard the 40 footer Cuckoo's Nest after finishing second over the line. In the late 1990s, he owned Bright Morning Star which he used for teaching others to sail and for a time, co-campaigned it with Kerry Goudge.

He was also a veteran of six Admiral's Cup campaigns, contributing to some of Australia's greatest offshore racing triumphs, including the 1971 Fastnet victory on Ragamuffin and Australia's win in the fatal 1979 Admiral's Cup.

Widely respected for his intellect and insight, Hugh was a master tactician and a brilliant strategist. His expertise extended beyond the helm, he was a highly regarded sailmaker and yacht designer, and served as a trusted mentor and advisor to generations of Australian sailors.

In 2018, Hugh was inducted into the CYCA Hall of Fame, a fitting recognition of his extraordinary achievements and lifelong contribution to the sport. A proud 54-year Member of the Club where he was a familiar and respected figure, Hugh was known for his humility, generosity, and deep love for sailing.

The CYCA extends its deepest condolences to Hugh's wife Jeanine and their children Robbie, Annaliese, Sam, family and, friends, and all those who had the privilege of sailing alongside him.

Fair winds, Hugh. ⚓





ERVIN HUGO VIDOR AM

The Cruising Yacht Club of Australia community is saddened to hear of the passing last week of 50-year member Ervin Vidor AM.

Vidor, who was born in Budapest, Hungary passed away aged 92.

Along with becoming a much valued member of the CYCA, Vidor was the driving force behind property development company TOGA, a partner of the Club's Youth Sailing Academy.

Vidor has been a supporter of the YSA for over two decades. In 2004, under the TOGA Hospitality banner, Vibe Hotels was involved as a program sponsor for the YSA for nine years. In 2014, TOGA Development and Construction joined as an Elliott 7m Boat Partner, which it still remains as of today. His support grew in further in 2018 when Vibe Hotels returned as a Boat Partner to 2023.

Vidor, who is survived by wife Charlotte, has been heralded as an entrepreneur with vision, intelligence, courage and compassion.

As a sailor Vidor was an active competitor, having raced in the Rolex Sydney Hobart Yacht Race amongst many events. He was the proud owner of the French built CNB76, Charlotte, named in honour of his wife.

In a statement following his passing, the Vidor Family highlighted Ervin's wonderful nature.

"Despite his enormous success, Ervin remained a modest, generous and caring man with a strong social conscience," the statement read.

"Ervin's legacy extends beyond the bricks and mortar of the buildings created. His influence can be seen in the enduring culture of TOGA and the relationships he built with so many people.

"Ervin's greatest pride came from the large loving family that he established together with Charlotte, who he loved deeply. He will be sadly missed."

CYCA Commodore Sam Haynes praised Vidor's contribution to the Club.

"Ervin was not only an active Member of the CYCA for five decades, but also a long term supporter of our Youth Sailing Academy," Haynes said.

"We extend our condolences to Charlotte, the Vidor family, and all the crew." ⚓

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WHAT'S ON

AT THE CYCA

**13 SEPT -
28 MARCH**

NETWORK MARINE INSURANCE SUMMER SHORT OFFSHORE SERIES

The new Summer Short Offshore Series tests sailors across passage races and windward leeward courses, providing a great training ground for spinnaker and non-spinnaker crews.

**8 OCT - 13
MARCH**

WEDNESDAY TWILIGHT SERIES

The treasured Wednesday Twilight Series returns on Wednesday 8 October for the summer season. The non-spinnaker series is perfect for sailors of all experiences and skill-levels.

**13 OCT - 16
MARCH**

CLUB MARINE MONDAY TWILIGHT SERIES

The esteemed spinnaker pointscore returns on 13 October for the summer.

**17
OCT**

ACSBWPS | TOLLGATE ISLANDS RACE + SUNDAY SESSION

The 260 nautical mile Category 2 ocean challenge kicks off on Friday 17 October at 1700 hours. Following the race, sailors and friends are invited down to the Clubhouse to share stories and win prizes.

**24
OCT**

SOLAS TRUSTS DINNER

David Kellett AM, Chairman of the CYCA Safety of Life at the Sea Trusts extends an invitation to all Members, ocean racers and guests to attend an evening in support of the CYCA SOLAS Trusts.

**4
NOV**

MELBOURNE CUP

Celebrate the race that stops the nation in style. Enjoy a delicious and exquisite, four-course lunch, while soaking up the excitement of Melbourne Cup Day with fellow Members and guests.

**18
NOV**

CLUB SOCIAL LUNCH

Hosted by the Associates Committee, Members and friends are invited to catch up with friends over a long lunch.

SCAN THE QR CODE TO VIEW THE FULL CALENDAR



LIVE MUSIC AT THE CYCA

**5
OCT**

JIMMY BRESLIN

Come down to the Club and enjoy some sweet tunes from this new coming of age artist, Jimmy Breslin.

**12
OCT**

KALENA

Australian vocalist, musician, and composer Kalena brings a variety of genres to the CYCA, including pop, country, pop-rock, and R&B.

**19
OCT**

JOSUE

**AS PART OF THE BLUE WATER
SUNDAY SESSION, 1600-1900HRS**

Josué has released a plethora of music over the years and is back from a hiatus to release new stronger and meaningful music.



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