

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

OFFSHORE

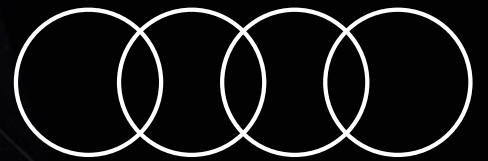


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Celestial V70 sails into a spectacular sunrise finish on the Derwent to claim Overall victory.
Photo: CYCA | Salty Dingo.

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COMMODORE DR. SAM HAYNES

At the helm

This issue of Offshore largely focuses on the 79th Rolex Sydney Hobart Yacht Race; one which will long be remembered with mixed emotions.

The global sailing community was saddened by the tragic loss of two competitors in separate incidents on the first evening of the 2024 race and our thoughts turned to families, friends and fellow crew members. The Club extends its deepest condolences to all who were affected by these incidents. Fair winds.

Against this, there were many moments of triumph and personal achievements throughout the fleet.

On a personal level, I am extremely proud to have raised the George Adams Tattersall Cup for a second time and for what we accomplished on *Celestial V70*. The Overall win's corrected finish time of 9 hours, 43 minutes, 42 seconds was the highest winning margin since Capt. John Illingworth's *Rani* set a time of 1 day, 5 hours, 1 minute in the inaugural Sydney Hobart back in 1945.

A special thank you to my crew, many of whom have campaigned with me for years, and who performed exceptionally in truly challenging conditions.

Congratulations to the many other divisional winners of the 2024 Rolex Sydney Hobart, especially Christian Beck and the crew of *LawConnect* who backed up their Line Honours victory from 2023 and Rupert Henry who claimed his third consecutive Double Handed IRC win on his Lombard 34 *Mistral*.

At time of writing, the Summer Sailing Season is coming to a close with the Network Marine Insurance Monday Twilight Series, CYCA Wednesday Twilight Series and Club Marine Short Offshore Series (Short Ocean/Ocean/Short Haul Pointscores), and Double Handed Pointscore having each been closely-fought affairs.

We will soon roll into another LGT Crestone Winter Series – the largest weekly racing series held on Sydney Harbour – and will also celebrate our rich history of classic ocean racing yachts at the CYCA Great Veteran's Race.

Later in May, we'll see the long-awaited return of the 1,064 nautical mile Ponant Sydney Noumea Yacht Race before the offshore season returns in July with the opening event of the Audi Centre Sydney Blue Water Pointscore – the Noakes Sydney Gold Coast Yacht Race.



2025 is shaping up to be a very big year for the Club. We are particularly excited to be involved with the return of the Admiral's Cup, last run & won by Australia in 2003. Competitors from all over the globe will compete in races organised by RORC off Cowes as well as in the 2025 Rolex Fastnet Race.

The CYCA is proudly fielding a team comprised of Sean Langman's newly acquired Reichel/Pugh GP42 *Back 2 Black* and Gordon Ketelbey's TP52 *Zen*.

A new pointscore has been created for later in the year, the Southern Cross Series, which will combine results from the Cabbage Tree Island Race, 80th Rolex Sydney Hobart and 2026 Trans-Tasman Yacht Race. Already we are receiving strong interest from international entries.

Finally, warmest congratulations to the winner of the 2024/25 Ocean Racer of the Year, Sebastian Bohm of *Smuggler*.

I hope to see you all on the water or down at the Club soon. We have a broad range of sailing and social events for everyone.

Warm regards,

Dr Sam Haynes

Commodore ⚓



Photos: CYCA | SaltyDingo





NEWS IN BRIEF

Sydney Harbour Women's Keelboat Series ends on high note

The 30th anniversary of the Helly Hansen Women's Challenge on Sunday March 23, hosted by Manly Yacht Club, was the perfect finale to the 2024/25 Sydney Harbour Women's Keelboat Series.

The CYCA'S Bridget Canham and her mixed crew held on to the series Overall Division 1 win on PHS on board the Payne 38 *It Happens*. While Dinah Eagle's all-female crew on board the Beneteau Oceanis 51.1 *Wilde Rush* (skippered by Katy MacDonald in the final race), took third place.

Congratulations to everyone involved. See you all for what no doubt will be another cracking 2025/25 series later this year.

Photos: Marg's Yacht Photos



Tales from the rails - 2024 Rolex Sydney Hobart

Thank you to everyone who joined us for the Tales from the Rails, dinner-style Q&A evening on Thursday 20 February. It was an extremely well-received event and a pleasure to gain first-hand insights into the 2024 Rolex Sydney Hobart Yacht Race from the perspective of four sailors who had very different experiences.

The panel was comprised of *Kismet*'s Sean Langman, *Chancellor*'s Emmanuella Noble, *Celestial V70*'s Jack Macartney and *Whisper*'s Clare Costanzo. Thank you to our panel members for sharing your stories and thoughts. We look forward to holding another Tales from the Rails evening following this year's 80th Rolex Sydney Hobart.

Photos: CYCA | Vito Feremans





Cyrene 3 wins Short Haul Pointscore

Michael Selby's *Cyrene 3* held on to the Overall win of the 2024/25 Club Marine Short Haul Pointscore after the 11th and final race of the series was held on Saturday March 22.

Saturday was also the penultimate race of the 2024/25 Club Marine Short Ocean Pointscore.

Michael Blaxell's *Highway Patrol* is in the lead on PHS with one race left in the series, scheduled for April 5. Kym Evans' *Whistling Kite* is second and *Local Hero* third. *Local Hero* leads on IRC, followed by *Whistling Kite*.

"The IRC pointscore is still very close and the pressure will be on for the final race," Davies said.

Moonshadow's stopover at the CYCA

On Monday 10 February, we waved goodbye to international visitors, Terry and Alicia from San Diego Yacht Club as they continue their incredible adventure to Indonesia. Terry is an honoured Life Member of San Diego Yacht Club and former America's Cup competitor.

The pair have covered over 20,000 nautical miles in just four years on board their Deerfoot 62 *Moonshadow*. They've explored New Zealand, Minerva, Tonga, Fiji, Vanuatu and Australia.



Next stop: Port Stephens, where *Moonshadow* will pause for a few months before the adventure continues north.

Wishing you both safe and smooth sailing ahead.

Photo: CYCA | Ashley Dart



Strong start for Matador in Pallas Capital Gold Cup

David Doherty's *Matador* is the TP52 to beat at this year's Pallas Capital Gold Cup. The CYCA based yacht sits atop of the leaderboard after winning both Act 1 (hosted by MHYC on 1-2 March) and Act 2 (which was held in conjunction with NCYC's SailFest on 22-23 March) on IRC and scratch. Will the *Matador* crew be able to keep up their winning streak with two events to go? With competitors like *Hooligan*, *Zen* and *Smuggler* right on their tail – it's bound to be a tough one.

Photos: SailorGirlHQ | Nic Douglass





On Boxing Day each year, the Cruising Yacht Club of Australia comes alive with a buzz of excitement as thousands of sailors, families, and spectators swarm the marina. The promise of adventure fills the air as competitors prepare for the start of the legendary Rolex Sydney Hobart Yacht Race.



Photos: ROLEX | Andrea Francolini, ROLEX | Carlo Borlenghi, Salty Dingo





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COME DOWN FOR AIR

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The 79th edition of the Rolex Sydney Hobart Yacht Race lived up to its reputation as being one of the most challenging races around the world. A total of 104 yachts crossed the start line on Sydney Harbour on Boxing Day and were greeted by a building 20 knot nor'easterly breeze that promised a fast first leg down the New South Wales coast. As the fleet settled into the rhythm of offshore racing, the conditions started to build.

Through the first night, a strong northerly front swept along Australia's east coast as retirements flowed in. With winds gusting up to 40 knots and a confused sea states, several yachts reported damage including torn sails and broken equipment that forced multiple retirements.

While the bigger yachts in the fleet were greeted by a strong westerly that ripped through Bass Strait the rest of the fleet had to deal with a strong southerly instead.

By the time the fleet reached the notorious River Derwent, 25 boats had withdrawn, and the final stretch became a test of patience as the wind faded into the usual Hobart doldrums.

While the race had its share of tactical battles and moments of glory, it was overshadowed by tragedy. Two separate incidents resulted in the loss of two sailors. In response, tributes poured in from the sailing community, demonstrating the tight-knit nature of our community.

The Stories within the Race

Beyond the leaderboard, each yacht had its own story – stories of perseverance, seamanship, and the relentless pursuit of reaching the finish line in Hobart.

Continue on to read the journey of Line Honours winner *LawConnect*, Tattersall Cup winner *Celestial V70*, the pursuit of Double Handed victory and more.





The 2024 running reinforced the Rolex Sydney Hobart's status as one of the world's most demanding offshore events. It was a race that tested every sailor's skill and endurance.

For some, it was about focussing on keeping going; for others, it was about the pursuit of victory. But for all who crossed the finish line, the experience was defined by the moments in between - the struggle against the elements, the triumph of overcoming adversity and the camaraderie built in the face of shared hardship. These defining moments continue to shape the race's legacy, ensuring its place in sailing history for generations to come. ⚓

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



In Memorium

We continue to honour two cherished members of our sailing community who tragically lost their lives while competing.

We extend our deepest condolences to their families, friends and fellow crew members, and all those in our community who feel this profound loss.

Fair winds and following seas, dear friends. May a gentle breeze forever fill your sails and guide you to peaceful waters. May your spirits now be free to roam the eternal ocean, where sky meets the sea and every journey is endless. You will forever be part of our crew, carried by the tides of love and memory.





LawConnect's Line Honours Victory

For Chris Nicholson, tactician aboard *LawConnect*, the name of the game in 2025 Rolex Sydney Hobart Yacht Race from the very start was “staying in control”. Despite a turbulent lead-up on race morning, which saw breakages and missing equipment, the crew rallied and executed a stellar start.

“We were super happy to get out of the Harbour in first place after such a poor lead up,” Nicholson recalled. “But then ran into an issue unfurling our A2 spinnaker. This was sort of the aftermath of an intense morning of preparation.”

LawConnect's crew, however, quickly found their rhythm. Once the furling issue was resolved, they settled in for four to five hours on that sail. Later, they peeled to the A7, a fractional spinnaker, which they carried through the night.

“We took down that sail when the wind got up to 40 knots and slightly over, the boat behaves really well with that sail,” Nicholson said. “We did three or four gybes trying to make the most of wind shifts and we were confident in those manoeuvres. We'd spoken about our gybing procedure for seven days leading up to the race.”

Tony Mutter, Sailing Master, talks us through the process of gybing on *LawConnect* in heavy winds and big seas:

To prevent a lock-out, we decided to split up the winches so that no two winches would be working at the same time.

1. Tack down on the furling sail.
2. Pre-tension the furl.
3. Tony confirms with the crew that they are set for the gybe.
4. The traveller is pulled one metre up from the leeward side, reducing the amount of mainsheet that needs to come on.
5. Tony picks a wave to turn into the gybe, looking for a long off-ramp. Once he picks a wave.



6. The main comes on.
7. The runners are changed.
8. Once dead downwind, the gennaker is furled. The Jib blows over from one side to the other.
9. Turn out of the gybe and unfurl the gennaker again.

“We know *Master Lock Comanche* is much faster than us in certain conditions,” Nicholson explained. “But once the going gets difficult, we started making gains. Shortly afterwards the going started to get really tough, we could see their nav lights - we were very close.”

The race dynamic of the race shifted when *Master Lock Comanche*, *LawConnect*'s biggest Line Honours rival, retired from the race after tearing their mainsail.

As *LawConnect* pushed forward, now without a main competitor, the transition to the southwest and westerly winds proved straightforward, though the seaway was punishing.

“The sea state was hard on both the boat and the crew,” Nicholson said. “We really had to manage that well and ease back a lot. At times, *Celestial V70* was making gains, but we knew we could deal with that later once conditions improved.”

The team shifted into boat preservation mode, sailing upwind through a lingering seastate from the strong northerly breeze. Nicholson explained: “You’re trying to slow the boat down, but with big waves from the north coming straight behind us, the boat occasionally started surfing. At times, we were sailing upwind at 25 knots with two reefs in the mainsail and a J3 headsail - a bit unnerving.”

“In a lot of ways, the pressure was off when *Master Lock Comanche* pulled out,” Nicholson admitted. “If there had been a light air bubble, a lot could have happened with *Celestial V70* in the mix, so we still couldn’t afford a breakage.”

Yet, amidst the competition, the reality of the race’s consequences weighed on the crew.

“Whenever there are significant injuries or fatalities, it weighs on the crew,” Nicholson reflected. “We all process that during the race and the finish was vastly different to last year for obvious reasons. Everyone felt for the families and fellow crew members.”

While the 100-footers often capture media attention, Nicholson was particularly mindful of the challenges faced by the smaller boats in the fleet.

“It doesn’t get lost on us that the smaller boats had to endure these tough conditions for much longer than we did, it is such an achievement to have completed this race” he said. ⚓

Photos: ROLEX | Andrea Francolini,
ROLEX | Carlo Borlenghi, Salty Dingo





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ALIVE
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Built for this: the Volvo 70 and the crew that could



Interview with Sam Haynes, Skipper and Jack Macartney, Sailing Master

For years, Jack Macartney had been nudging Sam Haynes to take the leap. "I have been poking him to get a Volvo 70 to solve his offshore ambitions," Macartney kicked-off. The TP52 had served us well, but there was no denying its brutal nature – it is hard to move around inside, wet and physically relentless.

A Volvo 70, though still a weapon, was built for the ocean, designed to endure the worst conditions. It was the kind of boat that could take on Australia's east coast's notorious weather and thrive.

In October, Haynes sold his TP52 *Celestial* and the pair began exploring new opportunities. That was when Macartney caught wind that Jim Cooney, the owner of the Volvo 70 *Willow*, would not be flying into Australia. The pieces started falling into place.

"It took a bit of convincing to campaign and it took a month of back and forth with Jim and David Burt," Macartney recalled. But by early December, they had Willow and a plan.

Cramming in training sessions was crucial. With international sailors in the mix, they scheduled them a month in advance. Some of those days turned out to be just like this year's Hobart, providing invaluable preparation. "Beforehand, we briefed what we wanted to achieve, how to tackle safety and how to look after the crew," Macartney said. "We knew it was important to learn what we were doing."

"When these boats start going, everyone needs to know where to be and what to do, almost on an instinctual level. As a team, we must rely on each other and knowing that your fellow crew members have got your back goes a long way" Macartney said.

Boxing Day Morning

The start of the race was everything they'd hoped for. "We got out cleanly, did a few tacks and got out in good shape," Macartney recounted. They had planned their sail selection carefully, with the A3 ready to deploy. But within five minutes of hoisting a key downwind sail, disaster struck. "The whole thing blew up," he said.

"We had planned to use this sail throughout the afternoon and evening after the race start, but with the sail in tatters, they were forced to fly a lighter sail than they would have liked.

The A2 went up to replace the A3, at first all was fine but by the time the wind built to 26 knots, the *Celestial* V70 crew had to switch to the A5 - a big jump with no sail in between. "The boat was out of balance - slow and high," Macartney admitted. That's when *URM Group* and *Alive* started closing in. "We knew the night was long and we had to be patient. Because at some stage the A5 would come into range."



The first night and the transition

The first night was relentless. “We gybed at least five times and the waves were critical,” Macartney recalled. Their Starlink got swamped, leaving them without constant weather data. “We were focused on keeping everything together and positioning ourselves for a westerly change. Without the constant data we were limited but we got through the night well.”

By the next day, conditions turned ideal for the Volvo 70. “We checked everything constantly, sails, sheets, rig and crew - every watch we went over the lot.” Their preparation paid off when the nor’easterly front accelerated into a strong westerly off the bottom of New South Wales. “You see this happen a lot, both fronts come together near Eden and then everything starts to speed up. I like to call it the Tassie Accelerator.” Macartney laughed.

“It was a tough race - plenty of wind, plenty of waves,” Haynes admitted. “Bass Strait was particularly hard. It built and built - the sea state was big. With big seas running and probably 40 knots of breeze there was a lot of spray and the boat was charging. Everyone had to work extremely hard.”

Driving through the heavy weather required precision. “Having the right people in the right spots was crucial - good trimmers who know instinctively how to balance the boat and navigate waves.” The boat pounded through them, the crew adjusting constantly. “You don’t surf for 20 seconds - it’s more like five and then you slam into the next wave.”

“It was the highest wind average race I’ve ever experienced,” Macartney admitted.

As they crossed the Strait and got behind Tasmania, the transition was gradual. The wind decreased and its direction shifted. “We had a solid plan. The westerly bends around the island and we didn’t want to park up and we navigated that well.”

For the crew the lighter winds were a welcome change, sailing in 14 knots rather than 40. As they navigated the patchy Tasmanian east coast, the westerly greeted them again and they continued their reach down towards Storm Bay.



The Finish

“At that point, we knew we were in a good spot, but we didn’t realise how far ahead we were,” Macartney said. The crew went into preservation mode, turning downwind for jib changes, taking every precaution to ensure they’d reach Hobart without issue.

Once they finished the size of their performance became clear, the waiting game started to see if anyone could beat their corrected time.

For Haynes, the experience was monumental. “I am so pleased that I chartered this boat, not knowing what the weather would be at the time,” he reflected. “Some of our main rivals, like *URM Group*, suffered damage and had to retire. To achieve this with my crew - it’s incredible.”

Sailing with his son, William, made the win even more special. “We did the 2016 Hobart together and I got him back on the VO70. He always wanted to sail one. It’s strengthened our bond.”

Reflecting on the campaign, Haynes acknowledged the significance of his position. “They say Volvo 70s aren’t exactly a Hobart boat, but this was a Volvo 70-type forecast. It was much more comfortable than the TP52 would have been.” He also took pride in racing as CYCA’s Commodore. “We hadn’t had a racing commodore in a while and I thought it was a good time to do it.”

So the question, would Haynes do it again?

“No, never. Not until next time,” Haynes laughed. “It’s a hard no - but maybe...” 🏹



Photos: ROLEX | Carlo Borlenghi, Salty Dingo

RACE REPORT AND WEATHER SUMMARY

by Alex Nolan, Navigator, *Celestial V70*

The 2024 RSHYR weather forecasts were reported as 'fresh to frightening' by the media in the week prior and race conditions essentially lived up to these expectations. In contrast to recent years, the various weather models were well aligned and the forecast changed very little in the days leading up to Boxing Day. Each model pointed to a strong Northerly start and a front crossing the race course on Day 2.

During the race the models remained stable and pre-made plans were able to be followed without too much deviation, allowing time to focus on the details.

For the larger yachts in the race, a key detail to watch was the timing of the front which was predicted to hit in Bass Strait. The relative position of the boats impacted the new wind direction they would see after the change, with the boats further south gaining the advantage of more westerly winds. Another key detail was the lee trough off the NE coast of Tasmania.

The race started on a perfect Sydney day, with clear sky and a building NE wind. A high off the NSW coast coupled with a deep low to the SW of Tasmania set up the synoptic situation (fig 1), with the front between these systems setting up for a challenging passage across Bass Strait. The compression between the high and the low would fuel the building Northerly wind, resulting in an exciting and challenging first afternoon and night for the fleet.

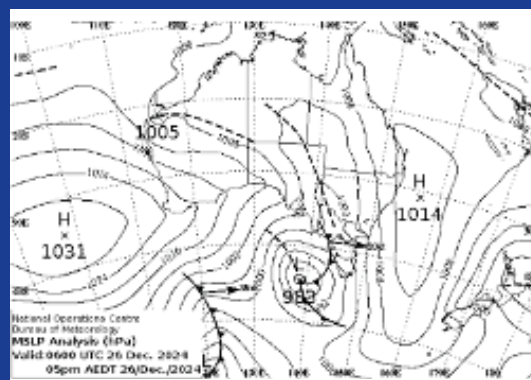


Figure 1

Conditions at race start were NNE 15kts allowing the larger yachts to start with an ideal sail set up for conditions expected offshore. Once around Mark 'Z', we settled down in to the building NNE wind averaging around 20kts. The wind increased markedly in to the night with gusts in the low 30's common with a large sea. The faster boats all stuck with a long port gybe seaward, with the wind angle allowing a fast passage south.

The models were suggesting a general shift to the north, with an inshore course offering more wind and the potential for a favourable current. *LawConnect* was the first boat to gybe, followed by *Master Lock Comanche* then *Celestial V70*.

In our case on *Celestial V70*, we gybed just before dusk in response to the steady lift to the north and the wind strength getting a bit light for our sail combination. As expected, we found up to 5kts more pressure sailing inshore on starboard. After two hours, a small shift back to the NNE, better breeze and favourable current, triggered a gybe back to port. We passed Green Cape close to midnight, finishing a very fast NSW coast section. We entered Bass Strait in strong Northerly wind averaging around 35kts with occasional gusts above 40kts.

At this stage, our focus turned to positioning to meet the front, with the aim of gaining the most favourable wind angle for the leg across Bass Strait. Using a combination of the AXSC high resolution model, observations, satellite images and radar we were able to track the passage of the front. The timing of our third gybe was driven by a further shift to the NNW and our desired position to meet the front as far to the south and west on the race track as possible, seeking more westerly winds. This helped set the faster boats up for the overall win, with slower boats having face to the change on the southern NSW coastline and battle SW headwinds.

In our case the front crossed as expected with a further shift to the NW preceding a rapid shift to the SW. Solid cloud, distant lightning and some rain set the scene, the wind dropped in to the change then rapidly built from the SW. While we were on the perfect boat to take on the conditions in Bass Strait, it was brutal on



the crew and the gear. Set up at a TWA of 60deg and the old NE swell throwing us in to the new W sea provided an extremely wet and vigorous ride.

Our target was a waypoint 25 miles off Eddystone Point, as the front moved to the east (fig 2) and initially unable to lay this point, we were soon in the westerly wind and pointing at our Eddystone waypoint. Bass Strait proved to be a less tactical game and more a test of the drivers and trimmers hanging on in challenging conditions.

Our highest wind strength was recorded passing Banks Strait with steady patches over 40kts from the NE. Once past Eddystone as expected, within half an hour we went from storm jib and 3 reefs to J2 and full main, and incredible example of the effect of Tasmania on the gradient wind, you could clearly see the line on the water.

Our pre-race strategy was to approach the Tasmanian coast closer than the general rule, with the expectation of a return easterly flow from the SW wind wrapping around the south coast of Tasmania being thermally enhanced, this approach partly dictated by the mid-afternoon timing of our approach. The wind was always expected to build from the SW-W so we didn't want to be too far off shore to give us a better angle down the Tasmania coast.

With the easterly wind fading, we made a small step to the west to sail into the predicted W wind we could see coming off the shore. This was a great example of how use of the high-resolution models can change what has been accepted rules of thumb for the distance off the Tasmania coast.

The westerly established at around 15kts building to 20kts allowing us to sail close to the rhumb line pointing at Tasman in a wind that was generally lifting as we progressed, with minor fluctuations in direction and strength from terrain influence with our course close to the coast.

The next approaching low, associated front and the terrain around SE Tasmania, pushed the building gradient wind further to the NNW (fig3), further lifting us as we approached Tasman and allowing us to lay through between Tasman Island and Cape Raoul in a building wind peaking just past Cape Raoul, with solid wind continuing right through the beat-up Storm Bay.

With the wind moderating as we approached the finish *Celestial V70* crossed the finish line of an unforgettable race at 0510 on the 28th. Although we were aware of the incidents during the race, once finished, we had time to digest what our fellow sailors had been through and would like to pass our condolences on to the families and crews of the crew who passed during the race.

While our final result speaks for itself, the crew sailed the boat hard the whole way in some testing conditions, some of the statistics for the race are in the table below putting this effort in to numbers.

RACE DISTANCE	630nm	AVERAGE BOAT SPEED	17.03 kts
ACTUAL DISTANCE SAILED	676.13nm	AVERAGE BSP POLAR %	97.9%
AVERAGE WIND SPEED	24.3 kts	MAX BOATSPEED	31.7 kts
MAX GUST WIND SPEED (INSTANT)	48.4 kts	AVERAGE SOG	16.83 kts
AVERAGE TWA	111.6	MAX SOG	30.9 kts

I would like to thank our weather advisors, Chris Bedford and Bruce Buckley for their guidance and advice prior to this and many other races, Sam Haynes for giving us the opportunity and an outstanding crew of legends to point the yacht in the right direction and do the hard work! ⚓

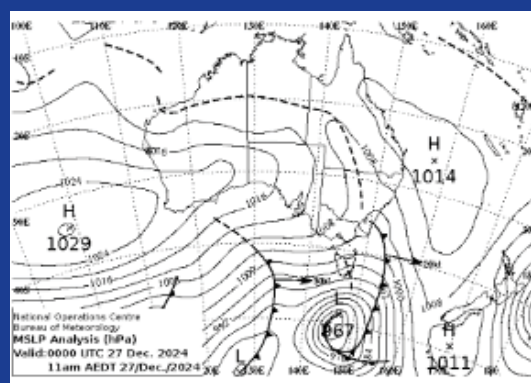


Figure 2

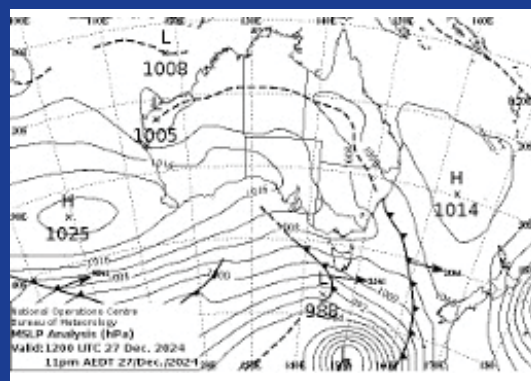


Figure 3

COMING HOME

- MEET ROLEX SYDNEY HOBART WINNING NAVIGATOR ALEX NOLAN

When the stakes are high and every tactical decision counts, a skilled navigator can make all the difference. Alex Nolan proved exactly that in the 2024 Rolex Sydney Hobart Yacht Race, guiding *Celestial V70* to an extraordinary overall victory.

With a sharp eye on the forecast and a deep understanding of offshore strategy - and what makes a Volvo 70 go - Nolan played a pivotal role in one of the most hard-fought wins in recent race history. But what goes on in the mind of a navigator under pressure and how did he end up at the navigation desk? We caught up with Alex to chat about the race, the critical calls and what it takes to chart the fastest course to Hobart.

Finding his bearings

Nolan's navigating journey started nearly 15 years ago in 2008 when he worked as shore crew for *Telefónica* in the Volvo Ocean Race, before taking on the role of Boat Captain for *Black Jack*, when it was still a Volvo 70.

"I started navigating when I was the boat captain for *Black Jack*. We had to deliver the boat all over the place, so you end up with a good understanding of how everything works onboard. And when you're responsible for not crashing the thing (the boat) on a delivery, you make sure you get it right," Nolan said, laughing.

While navigation had always fascinated him, it wasn't a career path he actively pursued - more of a case of right place, right time.

"In one of my first Hobarts, I ended up navigating quite a bit because a lot of the crew got seasick. Back then, we were still using a basic GPS, charts, rulers and a pencil. I didn't get sick and could stay inside, so I just got involved that way," he explained.

Over the years, Nolan sailed alongside some of the most experienced ocean racers and navigators. With *Telefónica*, he worked alongside Andrew Cape and Roger Nilson, two navigators who left a lasting impression on his career.

"Tom Addis from *Black Jack* was a standout - I learned a lot from him because he was always willing to share. Will Oxley played a bigger role in my later development," he said.

Then came COVID. With international sailors unable to travel, *Black Jack* found itself in need of a new navigator. Nolan saw the opportunity and grabbed it with both hands.

"I already had a strong foundation in navigation, but that was when I really started to learn more about the racing side compared to deliveries. COVID gave me the chance to step into the role properly."

His shift into navigation also came with a slow but steady migration aft.

"When I first started sailing, I was a bowman. Then I moved into the pit for a while and I just kept transitioning further back on the boat to drier places," he joked.

His first proper race as a navigator was the 2021 Rolex Sydney Hobart on *Black Jack*, though he wondered, "We may have done Southport or Gladstone before that."

A New Chapter with Celestial

While *Black Jack* was still racing in Australia, Nolan found himself regularly competing against Sam Haynes and his crew on *Celestial* - first a Rogers 46, then a TP52. One evening, the two ran into each other and got talking. A few days later, Jack Macartney gave him a call.

"I started racing with Sam in the Pittwater to Coffs Harbour Race in 2023, which led to the Noakes Sydney Gold Coast Yacht Race and, ultimately, the Hobart."

The move from a 100-footer (*Black Jack*) to a TP52 was a refreshing challenge.

"Different people, a different boat - it was quite fun, actually. A great learning experience and something I really enjoyed."

When Haynes sold his TP52 *Celestial* and decided to take on the 2024 Rolex Sydney Hobart aboard the Volvo 70 *Willow*, Nolan didn't hesitate to follow.

"Stepping back onto a Volvo 70 was fantastic. It felt like coming home. There's a certain rawness about these boats that I love. It was exciting to be back in that scene, working with a team focused on pushing the limits. The experience, the teamwork and the mission of getting it just right - it's why I do what I do."

Flick to page 30 to read Nolan's Navigator Report for the *Celestial V70* in the 2024 Rolex Sydney Hobart Yacht Race.

Are you interested to learn more about how to tackle your first offshore races as a navigator? Check out the Spring 2024 Issue to read what Will Oxley and Clare Costanzo have to say about the matter. 📖

Photos: ROLEX | Carlo Borlenghi









Double Handed sailors hunt for Rolex Sydney Hobart Overall win continues

Greta Quealy shines a light on the double handed sailors who achieved amazing results in the 2024 Rolex Sydney Hobart Yacht Race.

CYCA sailor Rupert Henry describes the Rolex Sydney Hobart Yacht Race's Double Handed Division as "the race within a race".

In 2021, the first Double Handed Division was officially introduced to the Rolex Sydney Hobart with 17 entrants in the mix for the 628 nautical mile race. Four years later, that number has grown to 23 entrants.

Jules Hall, co-skipper of the J/99 *Disko Trooper*, *Contender Sailcloth* praised his peers:

"I think the depth and breadth of capability in the fleet is just growing exponentially."

Mistral's masterclass

Rupert Henry went into the 2024 Rolex Sydney Hobart with the same mindset he applies to every race – his goal was the Overall win.

In an interview before the race, Henry, co-skipper of the Lombard 34, *Mistral*, said, "Of course it's possible [for us to win]. It's not about a Double Handed boat winning. It's about a little boat winning."

But he was also well aware that the Overall win was dependent on Mother Nature ie: wind transitions. Unfortunately for Henry and French co-skipper Corentin Douguet, the southerly winds that hit most of the smaller yachts gave the upper hand to the bigger yachts on Overall standings.

However, the duo still made their mark – placing ninth Overall and 18th on Line Honours after three days, six hours and 16 minutes at sea. Henry also had his sights set on the Battery Point Trophy for the first small yacht (under 40-foot) to first cross the line, which he and Douguet won.

They finished ahead of yachts more than double the size of *Mistral*, such as maxi *Maritimo 100* and 78-footer *Oroton Drumfire*. *Mistral* also placed first in IRC Division 4, having given the fully crewed yachts a run for their money.



Photos: Salty Dingo



The pair also dominated the Double Handed fleet. *Mistral* placed first on both Double Handed Line Honours and IRC. They crossed the finish line a convincing 12 hours ahead of the second Double Handed finisher, *Joker X2*.

This is the third consecutive year that Henry (with different co-skippers) has won Double Handed IRC, and the second time he has achieved Double Handed Line Honours.

Scott Cavanough, co-skipper of the Young 11 *Pacman*, was in awe of *Mistral*'s results. *Pacman* placed fourth on Double Handed Line Honours and seventh on Double Handed IRC. Following the race, he told the CYCA, "Two years ago [2022] we missed out beating Rupert as we had a massive lead on him. And again, this year - some silly mistakes by us and he gave us all a sailing lesson in the Double Handed fleet."

Joker X2 in good stead for Melbourne Osaka Cup

It was a rough start to the 2024 Rolex Sydney Hobart for Grant Chipperfield and Peter Dowdney, co-skippers of the J/133 *Joker X2*. Dowdney later explained:

"We dropped the A5 in the drink. I had to cut the thing in half (a brand-new sail). I had wiped us out. After that, blowing 35 knots downwind, we decided to do it without a kite. We had three reefs and a heavy weather staysail. We kept sailing like that and eventually ran out of breeze off Eden and then ran into a 45-knot southerly."

This hard yakka essentially led to Chipperfield breaking his "soul at the bottom of Tasman Island".

But it was worth it - *Joker X2* was the second Double Handed yacht to cross the line. This puts Chipperfield and Dowdney in good stead for the 2025 Melbourne Osaka Cup, a 5500 nautical mile race, which starts in Portsea in Victoria in March.

This was the first Rolex Sydney Hobart the duo have competed on the J/99, since they bought it in 2023. They previously raced on the Elliott 1250 *Tourer Joker on Tourer* in the 2021 Rolex Sydney Hobart.

To prepare for the Melbourne Osaka Cup, Dowdney said, "We bought a lighter, faster boat ... it's a glamour boat." ⚓

Photos: Ashley Dart



pre-race excitement in the **Sydney Race Village**

homecoming in the Hobart Race Village



Photos: Salty Dingo



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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 are open.

PONANT SYDNEY NOUMEA YACHT RACE - A LONG TIME COMING



The Ponant Sydney Noumea Yacht Race was first run in 1953, and in the 1970s it became a biennial event through to the 1990s.

After a 25-year hiatus, the race was resurrected in 2018. But then COVID-19 and travel restrictions forced the race into mothballs.

But on 31 May 2025, the race, organised by the CYCA, will make a much-anticipated return to offshore sailing calendars for its 12th edition.

Seven yachts have thus far signed on to sail up Australia's East Coast and across the Coral Sea to New Caledonia's capital Noumea. The competitors are *Awen*, *Llama II*, *Pacman*, *Smuggler*, *Serene Summer*, and *Wild Thing 100*.

Greta Quealy caught up with a few of the competitors.

Photos: ROLEX | Carlo Borlenghi, ROLEX | Andrea Francolini

ABOUT THE PONANT SYDNEY NOUMEA YACHT RACE



START

1300 HRS AEST, 31 MAY 2025

DISTANCE

1,064 NAUTICAL MILES

RACE RECORD

4 DAYS, 2 HOURS, 23 MINUTES

RACE SPONSOR

PONANT

RACE FINISHING PARTNER

CERCLE NAUTIQUE
CALÉDONIEN

FIRST RACE

1953



Awen

Sharon Ferris-Choat's sailing resume is one to brag about.

The Canadian-born New Zealander has raced around the world three-times. A two-time Olympian, Ferris-Choat has broken a number of world speed records, including Antigua to Newport and Round Britain and Ireland.

She's about to add another feather to her bow. Ferris-Choat will skipper David Hows' IMOCA Open 60 *Awen* in the 2025 PONANT Sydney Noumea Yacht Race. *Awen* was purpose-built in 2003 to compete in the Vendee Globe (originally launched as Ecover 2).

The yacht is in the Ocean Sailing Expeditions (OSE) fleet, which offers sailors the chance to crew on a competitive vessel led by highly experienced racers. Ferris-Choat is OSE's Race Program Director.

Ferris-Choat is looking forward to compete in the 1064 nautical mile race.

"I haven't actually raced east out of Australia before," Ferris-Choat said. "I've only ever brought back boats from the islands [Pacific Ocean] to Australia, not the other way. So, I'm looking forward to that challenge."

The team's preparation in the lead up to the race is in stark contrast to their intense schedule before the 2024 Rolex Sydney Hobart Yacht Race. *Awen* placed 14th on Line Honours and 13th on PHS Overall. Ferris-Choat was elated with this result, considering that *Awen* was only bought in October 2024, less than two months before the race.

"November and December were absolutely full on," Ferris-Choat said. "I hope that this time we can be a little bit more relaxed and have more things in place to take it [our sailing] to the next level."

The "mixed experience" crew will have four days of preparation ahead of the race, and all crew members are required to have competed in at least one passage race or race week.

Ferris-Choat said if the yacht can keep an average speed of 15-knots, they should complete the race in three to four days.

Michael Martin's *Frantic* currently holds the race record. In 2018, the TP52 completed the race in four days, two hours and 23 minutes.

"It will all depend on what Huey [the weather] dishes out," Ferris-Choat said.



Pacman

Sailing 1064 nautical miles double handed is a difficult task. But it helps when the co-skippers have known each other for 30 years.

That's the case for Peter Elkington and Scott Cavanough, co-skippers of the Young 11 *Pacman* – the only Double Handed entry in the race.

In an interview with the ABC's Andrew McGarry, Elkington outlined how trust between co-skippers is key to successfully racing double handed.

"It's a trust thing," Elkington said. "He [Cavanough] knows the way I think, I know the way he thinks, he knows my strengths and weaknesses and I know his ... it comes down to trust."

"I'm more focused on tactics and navigation, he's more the bowman — he tends to work outside. It means he or I can go to sleep knowing if something has to be done, it will get done."

Elkington and Cavanough are both accomplished sailors.

Elkington has competed in 17 Sydney Hobarts, many of them as navigator on some of the fastest yachts in the fleet including Peter Harburg's *Black Jack* yachts (the Reichel Pugh 66 and Volvo 70). Cavanough has a plethora of shorthanded sailing experience, including winning the 2011/12 Global Ocean Race with co-skipper Conrad Colman.

The pair have raced in their last three Rolex Sydney Hobarts (2022, '23 and '24) together aboard *Pacman*. Their best result was second on Double Handed IRC in 2022.

They both have an affinity for offshore sailing, which puts them in a good position ahead of the Ponant Sydney Noumea.

"What I really like about it [offshore racing] is we switch off from the rest of the world," Elkington told the ABC. "We're just concentrating on our jobs and sailing. And I really like the boat, being out there by myself (or with one other person), and the challenge of doing everything myself."

"It's different from the rest of life, going at a million miles an hour, but here the job is just to do this. The rest of the world, that doesn't really matter — it's just the best [feeling]."



Llama II

Third time's the charm for Jon Linton's Dehler 46 *Llama II*.

The cruiser/racer was set to compete in the Ponant Sydney Noumea Yacht Race in 2020 and 2024. Both were postponed – 2020 due to Covid-19 and 2024 because of the Australian Government's travel advice in response to civil unrest in New Caledonia.

Linton and his crew of nine are raring to go.

"I'm now starting to think I'm the root cause of all these races getting cancelled," he joked.

This race will be a continuation of what Linton described as his "sailing gap year".

Earlier this year, Linton along with two of the *Llama II* crew members, sailed a Beneteau 46 across the Atlantic Ocean. And in November last year, he also helped them sail the yacht from Greece to the Canary Islands.

Linton first discovered his love of long-distance sailing when he sailed *Llama II* from Sydney to Hamilton Island and back multiple times.

"It became clear that we really enjoyed that [longer trips], and it was a lot of fun spending a bit more time going a little bit further," Linton said.

Linton estimates that it will take *Llama II* around five to seven days to complete the race. If the wind replicates the Trade Winds which the 2018 fleet enjoyed, it will be closer to five days.

Llama II competed in the 2022 Rolex Sydney Hobart. When comparing the Sydney Hobart conditions to Sydney Noumea, Linton said:

"[Sydney] Hobart I think is different because the conditions are generally more variable, and you've got to prepare for a wider range of potential outcomes."

After the race, Linton plans to explore Vanuatu and Fiji before heading back to Australia in time for Airlie Beach and Hamilton Island race weeks in August.



Serene Summer

The Ponant Sydney Noumea will be the first Category 1 race for Tina Courtenay's Tayanna 55 *Serene Summer*.

Courtenay will be joined by four crew members for this journey east.

"We are just wanting to gain experience and gel as a team," Courtenay said.

Courtenay reckons it will take around five days to get to the finish line. To make the trip more comfortable, she has decked out the yacht with essential luxuries. And the crew will enjoy French cuisine prepared by Courtenay, a graduate of a French cookery course at Sydney Cooking School, Neutral Bay.

While in New Caledonia, Courtenay and her crew plan to dine on fresh seafood and green papaya salad at Baie des Citrons (Lemon Bay), "go shopping at the outdoor market and visit the Parc zoologique et Forestier to say hello to a Cagou bird [endemic to New Caledonia]".

Courtenay is looking forward to the race.

"I have the respect of my crew and faith in my own abilities to make this the exciting adventure of a lifetime," Courtenay said. 🍷

I SEE THE SNOW-COVERED VASTNESS OF GREENLAND
I HEAR THE MUSER GUIDING HIS DOGS
I SMELL THE ICY AIR WHIPPING MY FACE
I TASTE THE TIMELESS MAGIC OF THE ARCTIC
I FEEL THE THRILL OF THE FIRST EXPLORERS



YOU ARE THE DESTINATION



The Ultimate Battle: the return of the Admiral's Cup

Since 1957, the Admiral's Cup has been looked at as the unofficial offshore sailing world championship, drawing the world's top sailors to compete in this prestigious event. Traditionally held biennially, the competition sees national teams battle for the top spot in a contest that is hard to ignore.

Now, after more than two decades, the Admiral's Cup is set to make a highly anticipated return for its 24th edition, marking its first running since 2003.

Great Britain has historically dominated the event, claiming the trophy nine times, followed by Germany with four wins, while the USA and Australia have each secured victory three times. Australia is the reigning champion, with Bob Oatley's *Wild Oats* and Colin O'Neil's *Aftershock* last lifting the coveted trophy.

In 2025, the Cruising Yacht Club of Australia will proudly represent Australia with their team comprising of the TP52, *Zen*, owned by Gordon Ketelbey and the GP42, *Back 2 Black* (formerly *Khumbu*), owned by Sean Langman.

Let's meet the team set to take on the competition on the Solent and keep the trophy in Australian hands.



Photos: Andrea Francolini



ZEN 康

As the Admiral's Cup draws closer, we caught up with Gordon Ketelbey, proud owner of *Zen* and Shane Guanaria, campaign manager of *Zen*, to hear about the team's journey, their evolution in offshore racing and preparations for representing Australia in this prestigious event.

For Shane, the story with *Zen* began long before the current TP52 campaign. "It all started back in 2006 when both Gordon and I were racing Sydney 38s," he recalls. "Gordon's *Zen* was up against my dad and me in the class. By 2008, we joined forces and started racing together."

Their time in the Sydney 38 class laid the foundation for what would become a long-standing partnership and friendship and in 2015, Gordon took the next step, purchasing a Farr 40. "He still has that boat at Middle Harbour Yacht Club and we've raced in the class all over the world- Sydney, Porto Cervo and Chicago for the Worlds."

After several years of competitive racing, Gordon and Shane started looking for a new challenge. Initially, they spent ten months searching for an offshore racing yacht and even considering building a 40-footer. "We went down the rabbit hole of looking for a TP52," Guanaria says. That search eventually led them to *Zen*, originally built as *Synergy* and at the time was known as *Sorcha* a 2011 Botin-designed TP52.

"Gordon found it in Palma and I had a few English mates who were racing on the boat that helped get the conversation started. We brought it to Australia in October 2018, refitted it for offshore racing and launched it just three weeks before the Sydney Hobart."

About racing in a TP52 Ketelbey shared: "Sailing a TP52 is an adrenaline booster, you're sailing fast especially when it gets a bit windy. At times it can be quite chaotic but they are great fun to sail and actually easier than I anticipated. I found the Farr40 much harder to steer. The 52s love lots of power and once they get on the plane and are out the water they are the happiest."

Their offshore campaign, however, presented new challenges. "We had mixed results offshore. What we learned early on is that we were trying to take an F1 car onto a rally course - it just wasn't built for what we were asking of it."

While the boat initially performed exceptionally well inshore, particularly in the Gold Cup 52 fleet, the fleet soon caught up. "After four years of racing and refining the platform we had, we realized the boat was becoming the crew's limit. So, we started making changes."

The modifications have been significant. The team first machined the keel bulb down to a thinner, lighter version and added new carbon rigging. Over the winter of 2024, they revisited the bulb again, filling a few pockets and shaving off additional weight from the outside.

“With the additional weight of the structure and waterproofing required for the offshore racing, we knew the boat was sitting 10mm lower in the water than designed, so we had to work out how to get the boat back sitting on its lines without losing any of the boat’s strengths,” Guanaria explains.

“We have just re-launched the boat after another 6 weeks in Sean Langman’s shed where he and his Noakes team have done an exceptional job preparing the boat to be shipped at the end of March. It is in the best shape the boat has ever been in and it has brought the two teams together and pulling in the same direction. I’m lucky enough to be managing and building the sail wardrobes for both boats so there is a lot of cross pollination of ideas and knowledge going on between the two CYCA team members”.

On their performance Ketelbey told us: “Initially we did quite well uphill, but whilst we had the uphill strength, we lacked downwind power. Eventually the modifications made us all-round much stronger, we are still fast on the beat but downwind we can hold our own.”

At a certain point, when the boat itself becomes the limiting factor, you either improve it or change boats entirely. We chose to improve it.

About how the idea of competing came about Ketelbey shared: “Last year, we competed in the RORC Caribbean 600, one evening we were chatting about the Admiral’s Cup and Shane looked at me and asked if I was interested and that is where the whole idea started. A few months later, after seeing how well the boat was performing, we were all in. Every modification we’ve done since then - has been with the Admiral’s Cup in mind.”

With *Zen* committed to the campaign, attention turned to assembling the right crew. “We’re looking to bolster the team for this event,” Guanaria says.

“We’ll need some local knowledge, especially for navigation and tactics, but we’re also keeping the core guys who’ve been with us from the start and know the boat inside out.” Among them are Tom Barker and Dan Williams, who have been part of *Zen*’s Farr 40 program and bring valuable experience to the team.

Ketelbey shared: “The key to the Admiral’s cup is the Rolex Fastnet, it is heavily rated and it is a big variable. It is possible for us to do well in the Rolex Fastnet but there is a lot of tricky navigation to be done with the tides. In the W/L races we want to do well, but the Fastnet will be the key.

“We are always chasing a podium place but the competition will be very stiff. With more modern TP52s and other top IRC performers we might be sailing a bit on our own offshore. This doesn’t trouble us too much because that means we get to sail our own race.”

With a strong foundation, key upgrades and a seasoned team, which includes Tom Addis, Alex Gough and Chris Nicholson, *Zen* is gearing up to take on the world’s best in the Solent.



BACK₂BLACK

Back 2 Black

When the Cruising Yacht Club of Australia (CYCA) approached Sean Langman about representing Australia in the Admiral's Cup, he immediately saw an opportunity - not just to compete, but to honour Australia's rich boatbuilding heritage.

"I looked back to the time when people still built boats in Australia to compete in the Admiral's Cup" Langman recalls. "From the start, we had the basis of a team with *Money Penny* - a group of sailors good enough to compete - so crew selection wouldn't be too hard to figure out."

Finding the Right Boat

Langman knew that selecting the right yacht would be both a financial and strategic decision. With a semi-base in Southampton, where he could work on the boat and spend time with family while cruising on *Maluka*, the idea of acquiring a smaller yacht made sense.

But it also provided something more personal: "The smaller boat gave me the opportunity to optimise it, which is a process that I thoroughly enjoy."

The search for a yacht led him to *Khumbu*, a Reichel Pugh-designed Fast 40. A crucial connection helped him in his search - Andrew Hurst, an old friend he hadn't seen in 44 years. "Andrew and I worked together years ago, but we've always stayed in touch," Langman says. "He helped me look for a boat and in the end, we came across *Khumbu*. I did plenty of research - historic results, conversations with the designers at Reichel Pugh and countless images of the boat's condition."

Langman's approach to purchasing the yacht was, in true Langman fashion, a game of tactics. "I wanted to play tricks when making an offer and waited for a rainy, miserable day in the UK," he laughs. "But for once, the UK actually delivered great weather - how ironic! Eventually, the rain arrived, I went to the boat yard and I made my offer."

The purchase of *Khumbu* also brought an unexpected bonus. The boat's broker, Nick Bonna, quickly became more than just a middleman. "We got on like a house on fire," Langman says. "So much so that he's now joined the team and works for Noakes."

Optimisation and Engineering Challenges

As with any racing yacht, optimising *Khumbu* for top performance became a priority. Langman compares the project to his previous work on *Money Penny*. "We found the boat stored nicely - it had good bones, but bad trim and centre of gravity," he explains.

A conversation with Reichel Pugh's designers confirmed what Langman had already suspected. "They said the bow wasn't buoyant enough - exactly the same issue I had with *Money Penny*." To address this, an international collaboration was formed, spanning Portugal and San Diego, to design a new keel, which is currently being built in Northern Ireland.

"It's quite funky engineering, really," Langman says. "We also did a full analysis on how this boat would have performed in the last Rolex Fastnet and realistically, it would have broken down on the last night. So, we're reinforcing it, adding two extra longitudinals, a bulkhead and an extra laminate from the keel frame up to the topsides. Most of these changes revolve around the keel changes."

The Name: A Tribute to Amy Winehouse

On the plane ride home after purchasing the boat, Langman found himself deeply moved by an unexpected source of inspiration. "I was watching a movie about Amy Winehouse to kill time," he recalls. "It was called *Back to Black*, after one of her songs. It was an incredible movie, I bawled my eyes out on the plane."

From that emotional moment came the boat's new identity: *Back 2 Black*. Even the boat's logo will draw inspiration from one of Winehouse's tattoos, modified to make it more personal.

With a team of highly experienced sailors eager to prove themselves in the Solent later this year, Langman is ready for the challenge. "Bring it on, I say!" 🍷

The Art of Smuggling

“*Smuggler* is not just a race program, it’s a way of life.” - Seb Bohm

Sebastian Bohm was, unsurprisingly, a popular winner of the 2024/25 CYCA Ocean Racer of the Year award after having had another successful season on his TP52 *Smuggler*.

The team’s consistency across the Audi Centre Sydney Blue Water Pointscore this year secured their series win, placing 4th Overall (and 2nd to Tempo in IRC 0) in the Noakes Sydney Gold Coast Yacht Race, 1st Overall in the Flinders Islet Race, 3rd Overall in the Tollgate Islands Race, 9th Overall in the Cabbage Tree Island Race and 5th Overall (and 2nd to *Caro* in IRC 1) in the 79th Rolex Sydney Hobart.

Smuggler has enjoyed many close tussles in the Great Race South over recent years, competing in Division 1, comprised of some of the best prepared and crewed TP52s and mid-sized racers going around. In the previous three RSHYRs, Seb had beaten *Celestial* and *Caro* in Division 1 in 2023 and had come 7th and 2nd behind winner *Celestial* in 2022 and 2021 respectively.

The likeable, gregarious, ex heavy metal bass player and one of Australia’s leading comedy and music promoters has put together a winning crew.

Seb sailed extensively back at home in South Australia in his earlier years where he owned a Sydney 38. Later, he moved to Sydney where he has since owned various race yachts and cruisers. Seb first joined the CYCA in 2009. Walking down the docks one day, he bumped into the crew of *The Goat* whose like-minded approach to life and sailing immediately gelled with him. This group was the nucleus for many friendships that have stood the test of time. Here he met Bruce Foye who later became his partner in 2015 on a Rogers 46 previously owned by now CYCA Commodore Sam Haynes. Seb bought Bruce out a few years later and *Smuggler* was officially born in 2017 – complete with immediately recognizable logo and deck speaker system.



The boat battled above its weight in a number of key races, including a strong Overall victory in the 2018 Ponant Sydney Noumea Yacht Race, (as well as ORCi and PHS wins) - a 1,064nm race which took them 4 days and 2 hours to complete, averaging 8.4kts for the journey.

The 46-foot *Smuggler* also dominated RQYS’s 2019 Brisbane to Keppel Race, winning all handicap divisions as well as Line Honours in the 343nm sprint to Yeppoon in a time of 28 hours and 5 minutes, with a winning margin of 6 hours and 12 minutes.

Seb then acquired the TP52 *Smuggler* – again from Sam Haynes where it had been campaigned as his first TP52 *Celestial*. The boat has since competed in a range of different events including the Pallas Capital TP52 Gold Cup series, Wednesday Twilight Series, Winter Series, and the Club’s Short Offshore Series (SOPS, OPS & Short Haul Pointscores). One of Seb’s proudest moments on the current boat was winning the CYCA’s Ocean Pointscore back in 2021/22.

After the 2024/25 Audi Centre Sydney Blue Water Pointscore Prizegiving where several of the *Smuggler* team picked up gongs, the mood was understandably festive.



Photos: RÖLEX | Carlo Borlenghi, Salty Dingo



Seb summed his emotions: “Being part of the *Smuggler* team is such a great experience - being able to top it off with big wins in the Blue Water Pointscore, the Ocean Pointscore and winning the Ocean Racer of the Year has been an epic year for us. We plan on sending it again this year and can’t wait to get back out there. Our goal this year is to win the big one - the Rolex Sydney Hobart.”

Seb was quick to thank his principal sponsor FRED [jewellery] for their partnership as well as Justine Anson & Tim Davis, his whole team, dock crew, family and friends for their ongoing support. In particular, he said that it had been an honour to race with long-time strategist Steve McConaghy in his 25th Sydney Hobart.

He also wanted to thank Shane Guanaria and the team at Doyles Sails Sydney for everything they do to keep the Smuggler program running at such a successful and high level.

The crew can be found competing at almost all of the Club’s inshore and offshore races as well as other key regattas and will always be around to celebrate as a group at any function or party. Their enthusiasm and passion for sailing and life is infectious.

Best wishes for the coming year. Launch it! ⚓

*Start of the 2024 ACSBWPS Cabbage Tree
Island Race. Photo: Andrea Francolini.*







2024 ACSBWPS POINTSCORE RESULTS

IRC OVERALL

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	Smuggler	Sebastian Bohm	2	1	3	2	(6)	0	8
2	Whisper	David Griffith	4	3	2	3	(5)	2	14
3	Antipodes	Geoff Hill	7	9	(26)	5	11	3	35
4	URM Group	Anthony Johnston	5	4	4	1	(8)	29	43
5	KOA	Andrew Kearnan	3	2	(26)	4	3	32	44
6	Jupiter (DH)	Ian Smith & Lincoln Dews	10	(17)	6	14	15	6	51
7	Min River (DH)	Jiang Lin	6	12	(23)	12	16	7	53
8	Pretty Woman	Richard Hudson	8	10	(26)	6	2	29	55
9	Calibre 12	Richard Williams	(17)	5	9	9	4	29	56
10	Master Lock Comanche	James Mayo & Matt Allen	(29)	28	1	27	1	29	58
11	Disko Trooper_Contender Sailcloth (DH)	Jules Hall & Jan Scholten	(29)	7	26	10	13	4	60
12	Supernova	Alex Seja & Felicity Nelson	14	18	7	(30)	20	9	68
13	Voltstar Yeah Baby	Marc & Louis Ryckmans	1	8	26	30	(31)	5	70
14	Ragtime	Steve Watson	20	11	(26)	7	23	12	73
15	Blue Planet (DH)	Chris O'Neill & Michael Johnston	9	13	5	19	(31)	29	75
16	Mondo	Lisa Callaghan	12	(28)	8	18	9	29	76
17	XS Moment	Ray Hudson	26	16	15	(30)	7	14	78
18	Toucan (DH)	Edward Curry-Hyde & Scott Robertson	18	(23)	11	20	23	8	80
19	Rum Rebellion (DH)	Shane Connelly & Tony Sutton	11	14	10	(22)	17	29	81
20	Cinquante	Kim Jaggar	19	19	16	(27)	14	13	81
21	Odin	Matt Hanning	22	(28)	26	15	10	10	83
22	Georgia Express	Sebastian Hultin	21	(28)	14	16	12	29	92
23	Verite (DH)	Paul Beath & Teresa Michell	16	(28)	12	17	18	29	92
24	Philosopher	Michael Tilden	15	15	23	11	(28)	29	93
25	Sticky	Richard Harris	29	6	26	30	(31)	32	93
26	Borderline (DH)	Andy Offord & Stephen Prince	(29)	20	13	8	21	32	94
27	Wot's Next	Charles Cupit	24	21	18	(24)	19	15	97
28	Navy One	Nathan Lockhart	(29)	22	23	21	25	11	102
29	Maritimo Katwinchar (DH)	Michael Spies & Peter Vaiciurgis	13	28	23	13	(28)	29	106
30	Wild Oats	Gordon Smith	23	24	17	23	(24)	29	116
31	Maritimo 100	Bill Barry-Cotter	29	28	26	30	(31)	16	129

IRC DIVISION 1

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	Smuggler	Sebastian Bohm	2	1	3	2	(5)	0	8
2	Whisper	David Griffith	4	3	2	3	(4)	2	14
3	URM Group	Anthony Johnston	5	4	4	1	(6)	10	24
4	KOA	Andrew Kearnan	3	2	(8)	4	3	13	25
5	Antipodes	Geoff Hill	6	7	8	5	(8)	3	29
6	Voltstar Yeah Baby	Marc & Louis Ryckmans	1	6	8	12	(12)	4	31
7	Master Lock Comanche	James Mayo & Matt Allen	12	(12)	1	9	1	10	33
8	Pretty Woman	Richard Hudson	7	8	(8)	6	2	10	33
9	Odin	Matt Hanning	8	(12)	8	7	7	5	35
10	Sticky	Richard Harris	12	5	8	12	(12)	13	50
11	Maritimo 100	Bill Barry Cotter	12	12	8	12	(12)	6	50



IRC DIVISION 2

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	Min River (DH)	Jiang Lin	1	4	(19)	6	8	3	22
2	Jupiter (DH)	Ian Smith & Lincoln Dews	3	(9)	2	8	7	2	22
3	Calibre 12	Richard Williams	(10)	1	5	3	1	20	30
4	Disko Trooper_Contender Sailcloth	Jules Hall & Jan Scholten	21	2	(22)	4	5	0	32
5	Supernova	Alex Seja & Felicity Nelson	7	10	3	(22)	12	5	37
6	Ragtime	Steve Watson	13	3	(22)	1	14.5	7	38.5
7	Blue Planet (DH)	Chris O'Neill & Michael Johnston	2	5	1	12	(23)	20	40
8	Mondo	Lisa Callaghan	5	(20)	4	11	3	20	43
9	Rum Rebellion (DH)	Shane Connelly & Tony Sutton	4	6	6	(15)	9	20	45
10	XS Moment	Ray Hudson	18	8	11	(22)	2	9	48
11	Cinquante	Kim Jaggar	12	11	12	(19)	6	8	49
12	Toucan (DH)	Edward Curry-Hyde & Scott Robertson	11	(15)	7	13	14.5	4	49.5
13	Borderline (DH)	Andy Offord & Stephen Prince	(21)	12	9	2	13	23	57
14	Georgia Express	Sebastian Hultin	14	(20)	10	9	4	20	57
15	Verite (DH)	Paul Beath & Teresa Michell	9	(20)	8	10	10	20	57
16	Philosopher	Michael Tilden	8	7	19	5	(20)	20	59
17	Wot's Next	Charles Cupit	16	13	14	(17)	11	10	64
18	Navy One	Nathan Lockhart	(21)	14	19	14	17	6	70
19	Maritimo Katwinchar (DH)	Michael Spies & Peter Vaiciurgis	6	20	19	7	(20)	20	72
20	Wild Oats	Gordon Smith	15	16	13	16	(16)	20	80

DOUBLE HANDED IRC

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	Min River (DH)	Jiang Lin	1	2	(9)	3	3	3	12
2	Jupiter (DH)	Ian Smith & Lincoln Dews	3	5	2	(5)	2	2	14
3	Disko Trooper_Contender Sailcloth (DH)	Jules Hall & Jan Scholten	11	1	(12)	2	1	0	15
4	Blue Planet (DH)	Chris O'Neill & Michael Johnston	2	3	1	7	(12)	9	22
5	Rum Rebellion (DH)	Shane Connelly & Tony Sutton	4	4	3	(9)	4	9	24
6	Toucan (DH)	Edward Curry-Hyde & Scott Robertson	7	7	4	(8)	7	4	29
7	Borderline (DH)	Andy Offord & Stephen Prince	(11)	6	6	1	6	12	31
8	Verite (DH)	Paul Beath & Teresa Michell	6	(11)	5	6	5	9	31
9	Maritimo Katwinchar (DH)	Michael Spies & Peter Vaiciurgis	5	(11)	9	4	9	9	36

CORINTHIAN IRC

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	KOA	Andrew Kearnan	1	1	(15)	1	2	17	22
2	Pretty Woman	Richard Hudson	3	3	(15)	2	1	14	23
3	Calibre 12	Richard Williams	(8)	2	3	4	3	14	26
4	Supernova	Alex Seja & Felicity Nelson	5	9	2	(16)	9	3	28
5	Ragtime	Steve Watson	11	4	(15)	3	10.5	4	32.5
6	Blue Planet (DH)	Chris O'Neill & Michael Johnston	4	6	1	9	(17)	14	34
7	Toucan (DH)	Edward Curry-Hyde & Scott Robertson	9	(11)	4	10	10.5	2	35.5
8	Cinquante	Kim Jaggar	10	10	8	(13)	6	5	39
9	XS Moment	Ray Hudson	15	8	7	(16)	4	6	40
10	Verite (DH)	Paul Beath & Teresa Michell	7	(16)	5	8	8	14	42
11	Georgia Express	Sebastian Hultin	12	(16)	6	7	5	14	44
12	Philosopher	Michael Tilden	6	7	12	5	(14)	14	44
13	Min River (DH)	Jiang Lin	(18)	5	12	6	17	17	57
14	Wild Oats	Gordon Smith	(13)	12	9	11	12	14	58



2024 ACSBWPS POINTSCORE RESULTS

WILD ROSE POINTSCORE

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	Min River (DH)	Jiang Lin	1	3	(5)	3	3	0	10
2	Pretty Woman	Richard Hudson	2	1	(8)	1	1	7	12
3	Supernova	Alex Seja & Felicity Nelson	4	4	1	(9)	5	2	16
4	Mondo	Lisa Callaghan	3	(8)	2	5	2	7	19
5	Ragtime	Steve Watson	6	2	(8)	2	6	3	19
6	Verite (DH)	Paul Beath & Teresa Michell	5	(8)	3	4	4	7	23

PHS OVERALL

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	Smuggler	Sebastian Bohm	7	1	11	4	(11)	0	23
2	Whisper	David Griffith	(11)	3	9	5	7	2	26
3	Antipodes	Geoff Hill	3	9	(29)	2	9	4	27
4	Jupiter (DH)	Ian Smith & Lincoln Dews	6	(23)	4	20	17	6	53
5	KOA	Andrew Kearnan	10	2	(29)	7	8	38	65
6	Mondo	Lisa Callaghan	4	(32)	3	19	4	35	65
7	Pretty Woman	Richard Hudson	9	12	(29)	9	2	35	67
8	Calibre 12	Richard Williams	(21)	5	12	12	5	35	69
9	Ragtime	Steve Watson	17	10	(29)	1	28	14	70
10	Navy One	Nathan Lockhart	(29)	11	26	10	20	3	70
11	Supernova	Alex Seja & Felicity Nelson	13	22	5	(36)	25	11	76
12	XS Moment	Ray Hudson	26	17	17	(36)	1	17	78
13	Blue Planet	Chris O'Neill & Michael Johnston	5	13	2	24	(36)	35	79
14	URM Group	Anthony Johnston	20	4	(20)	6	14	35	79
15	Toucan (DH)	Edward Curry-Hyde & Scott Robertson	16	24	7	27	(29)	5	79
16	Le Tiroflan	Christopher Taylor	(29)	28	10	13	16	12	79
17	Voltstar Yeah Baby	Marc & Louis Ryckmans	1	7	29	36	(36)	7	80
18	Min River (DH)	Jiang Lin	2	21	(26)	25	23	9	80
19	Wot's Next	Charles Cupit	23	16	19	(29)	12	10	80
20	Cinquante	Kim Jaggarr	14	19	18	(33)	13	16	80
21	Disko Trooper_Contender Sailcloth (DH)	Jules Hall & Jan Scholten	29	8	(29)	18	18	8	81
22	Rum Rebellion (DH)	Shane Connelly & Tony Sutton	8	15	6	(28)	21	35	85
23	Odin	Matt Hanning	24	(32)	29	15	6	13	87
24	Georgia Express	Sebastian Hultin	22	(32)	13	11	10	35	91
25	Wild Oats	Gordon Smith	(19)	14	15	16	15	35	95
26	Crystal Cutter III	Charles Parry-Okeden	29	20	(29)	17	19	15	100
27	Master Lock Comanche	James Mayo & Matt Allen	29	(32)	1	33	3	35	101
28	Philosopher	Michael Tilden	12	18	26	14	(33)	35	105
29	Rumchaser (DH)	Andrew Butler & Peter Just	29	26	8	23	(36)	20	106
30	Borderline (DH)	Andy Offord & Stephen Prince	(29)	25	16	8	27	38	114
31	Verite (DH)	Paul Beath & Teresa Michell	18	(32)	14	26	22	35	115
32	Chancellor	Ted Tooher	29	27	29	21	(33)	18	124
33	Maritimo Katwinchar (DH)	Michael Spies & Peter Vaiciurgis	15	32	26	22	(33)	35	130
34	Sticky	Richard Harris	29	6	29	36	(36)	38	138
35	Maritimo 100 (DH)	Bill Barry-Cotter	29	32	29	36	(36)	19	145
36	Sailor Moon (DH)	Chris Canty & Shona Forsyth	29	32	26	(33)	24	35	146



PHS DIVISION 1

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	Smuggler	Sebastian Bohm	3	1	3	2	(7)	0	10
2	Whisper	David Griffith	(6)	3	2	3	4	2	14
3	Antipodes	Geoff Hill	2	7	(8)	1	6	3	19
4	Pretty Woman	Richard Hudson	4	8	(8)	6	1	10	29
5	URM Group	Anthony Johnston	7	4	4	4	(8)	10	29
6	KOA	Andrew Kearnan	5	2	(8)	5	5	13	30
7	Voltstar Yeah Baby	Marc & Louis Ryckmans	1	6	8	12	(12)	4	31
8	Odin	Matt Hanning	8	(12)	8	7	3	5	31
9	Master Lock Comanche	James Mayo & Matt Allen	12	(12)	1	9	2	10	34
10	Sticky	Richard Harris	12	5	8	12	(12)	13	50
11	Maritimo 100	Bill Barry Cotter	(12)	12	8	12	12	6	50

PHS DIVISION 2

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	Jupiter (DH)	Ian Smith & Lincoln Dews	4	(15)	3	13	9	3	32
2	Navy One	Nathan Lockhart	21	4	(22)	4	12	0	41
3	Ragtime	Steve Watson	11	3	(25)	1	20	9	44
4	Mondo	Lisa Callaghan	2	(24)	2	12	2	26	44
5	Calibre 12	Richard Williams	(14)	1	9	6	3	26	45
6	Wild Oats	Gordon Smith	(13)	6	12	9	7	26	47
7	Disko Trooper_Contender Sailcloth (DH)	Jules Hall & Jan Scholten	21	2	(25)	11	10	4	48
8	Supernova	Alex Seja & Felicity Nelson	7	14	4	(28)	17	7	49
9	Wot's Next	Charles Cupit	16	8	16	(22)	5	6	51
10	Cinquante	Kim Jaggar	8	11	15	(25)	6	11	51
11	Le Tiroflan	Christopher Taylor	(21)	20	8	7	8	8	51
12	Blue Planet (DH)	Chris O'Neill & Michael Johnston	3	5	1	17	(28)	26	52
13	Min River (DH)	Jiang Lin	1	13	(28)	18	15	5	52
14	XS Moment	Ray Hudson	18	9	14	(28)	1	12	54
15	Toucan (DH)	Edward Curry-Hyde & Scott Robertson	10	16	6	20	(21)	2	54
16	Rum Rebellion (DH)	Shane Connelly & Tony Sutton	5	7	5	(21)	13	26	56
17	Georgia Express	Sebastian Hultin	15	(24)	10	5	4	26	60
18	Crystal Cutter III	Charles Parry-Okeden	21	12	(25)	10	11	10	64
19	Philosopher	Michael Tilden	6	10	22	8	(25)	26	72
20	Rumchaser (DH)	Andrew Butler & Peter Just	21	18	7	16	(28)	14	76
21	Borderline (DH)	Andy Offord & Stephen Prince	(21)	17	13	3	19	29	81
22	Verite (DH)	Paul Beath & Teresa Michell	12	(24)	11	19	14	26	82
23	Chancellor	Ted Tooher	21	19	25	14	(25)	13	92
24	Maritimo Katwinchar (DH)	Michael Spies & Peter Vaiciurgis	9	(24)	22	15	25	26	97
25	Sailor Moon (DH)	Chris Canty & Shona Forsynth	21	(24)	22	25	16	26	110

DOUBLE HANDED PHS

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	Jupiter (DH)	Ian Smith & Lincoln Dews	3	(5)	2	3	1	2	11
2	Disko Trooper_Contender Sailcloth (DH)	Jules Hall & Jan Scholten	11	1	(14)	2	2	3	19
3	Min River (DH)	Jiang Lin	1	4	(11)	7	5	4	21
4	Blue Planet (DH)	Chris O'Neill & Michael Johnston	2	2	1	6	(13)	11	22
5	Toucan (DH)	Edward Curry-Hyde & Scott Robertson	6	6	4	(9)	8	0	24
6	Rum Rebellion (DH)	Shane Connelly & Tony Sutton	4	3	3	(10)	3	11	24
7	Rumchaser (DH)	Andrew Butler & Peter Just	11	8	5	5	(13)	5	34
8	Borderline (DH)	Andy Offord & Stephen Prince	(11)	7	7	1	7	14	36
9	Verite (DH)	Paul Beath & Teresa Michell	7	(12)	6	8	4	11	36
10	Maritimo Katwinchar (DH)	Michael Spies & Peter Vaiciurgis	5	(12)	11	4	10	11	41
11	Sailor Moon (DH)	Chris Canty & Shona Forsynth	11	12	11	(12)	6	11	51



2024 ACSBWPS POINTSCORE RESULTS

LINE HONOURS

Place	Name	Owner/Skipper	1	2	3	4	5	6	Total
1	Whisper	David Griffith	2	2	3	2	(3)	0	9
2	Smuggler	Sebastian Bohm	3	3	4	3	(4)	2	15
3	Antipodes	Geoff Hill	5	6	(29)	5	6	3	25
4	URM Group	Anthony Johnston	1	1	2	1	(2)	35	40
5	KOA	Andrew Kearnan	4	4	(29)	4	5	38	55
6	Odin	Matt Hanning	8	(32)	29	7	8	6	58
7	Wot's Next	Charles Cupit	13	12	13	(15)	12	8	58
8	XS Moment	Ray Hudson	26	10	7	(36)	10	7	60
9	Ragtime	Steve Watson	15	11	(29)	9	16	9	60
10	Pretty Woman	Richard Hudson	7	9	(29)	6	7	35	64
11	Cinquante	Kim Jaggar	12	14	14	(33)	14	10	64
12	Calibre 12	Richard Williams	9	8	5	8	(9)	35	65
13	Mondo	Lisa Callaghan	10	(32)	6	12	11	35	74
14	Min River (DH)	Jiang Lin	11	15	(26)	17	18	16	77
15	Voltstar Yeah Baby	Marc Louis Ryckmans	6	7	29	36	(36)	4	82
16	Supernova	Alex Seja & Felicity Nelson	16	21	8	(36)	22	15	82
17	Jupiter (DH)	Ian Smith & Lincoln Dews	17	(23)	11	21	20	13	82
18	Disko Trooper_Contender Sailcloth (DH)	Jules Hall & Jan Scholten	29	13	(29)	16	15	12	85
19	Georgia Express	Sebastian Hultin	19	(32)	10	11	13	35	88
20	Toucan (DH)	Edward Curry-Hyde & Scott Robertson	21	25	12	22	(28)	14	94
21	Navy One	Nathan Lockhart	(29)	17	26	18	25	11	97
22	Master Lock Comanche	James Mayo & Matt Allen	29	32	1	(33)	1	35	98
23	Crystal Cutter III	Charles Parry-Okeden	29	18	(29)	20	19	17	103
24	Le Tiroflan	Christopher Taylor	(29)	28	18	19	21	18	104
25	Philosopher	Michael Tilden	14	16	26	14	(33)	35	105
26	Blue Planet (DH)	Chris O'Neill & Michael Johnston	18	20	9	25	(36)	35	107
27	Rumchaser (DH)	Andrew Butler & Peter Just	29	26	15	23	(36)	19	112
28	Rum Rebellion (DH)	Shane Connelly & Tony Sutton	20	19	16	(28)	24	35	114
29	Borderline (DH)	Andy Offord & Stephen Prince	(29)	22	19	13	23	38	115
30	Quetzalcoatl	Anto Sweetapple	29	(32)	29	10	17	35	120
31	Verite (DH)	Paul Beath & Teresa Michell	22	(32)	17	24	26	35	124
32	Wild Oats	Gordon Smith	23	24	20	27	(27)	35	129
33	Maritimo 100	Bill Barry Cotter	29	32	29	36	(36)	5	131
34	Sticky	Richard Harris	29	5	29	36	(36)	38	137
35	Maritimo Katwinchar(DH)	Michael Spies & Peter Vaiciurgis	24	32	26	29	(33)	35	146
36	Chancellor	Ted Tooher	29	27	29	26	(33)	35	146
37	Sailor Moon (DH)	Chris Canty & Shona Forsynth	29	32	26	(33)	29	35	151



Photos: Ashley Dart, Andrea Francolini



CYCA Ocean Racer of the Year Awards



**David van der Wende, Rupert Henry and Jiang Lin gave their apologies. Their trophies were accepted by family and crew members in their honour.*



Thank you to all our competitors for another fantastic Audi Centre Sydney Blue Water Pointscore.

Congratulations to all our winners!



Photos by Ashley Dart



Photos: ROLEX | Carlo Borlenghi, Salty Dingo



Women sailors celebrate Rolex Sydney Hobart wins

Cruisers to racers

Winning a division in the 2024 Rolex Sydney Hobart Yacht Race wasn't initially top of mind for Sophie Snijders and her mum, Annette Hesselmans, co-skippers of Double Handed entry *Fika*.

Snijders reflected on their race the morning after *Fika* crossed the finish line in Hobart: "I don't think we were expecting any place on any leaderboard," she said at the time. "If we come away with a win, that would be incredible."

And the incredible happened.

After four days 10 hours and 44 minutes of racing, the mother daughter team placed first on Double Handed PHS ahead of *Rumchaser* and *Blue Moon* respectively.

Hesselmans praised her daughter's determination to take on the challenge of the Sydney Hobart.

"Sophie was saying, 'I'm not a racer, I'm a cruiser'," Hesselmans recalled. "It was lovely to see her get into that racing spirit and get excited by our position and how we were doing and trying to get the boat sailing to her best ability."

During the first night of racing *Fika*, a 14.9 metre Najad 1490, reached a speed of 16-knots.

"That's pretty good for a 20-tonne boat," Hesselmans said.

Their impressive achievement has given Snijders and Hesselmans greater confidence in the lead up to the Melbourne Osaka Cup in which they will compete in March.

Snijders said the Rolex Sydney Hobart win has boosted her self-belief as the 5500 nautical mile Double Handed race draws closer.

"There's a little pep in the step," she said.

Retirements

The two additional all-women teams were *Gizmo* (Wendy Tuck and Meg Niblett) and *Celeste* (Saskia Groen-In't-Would and Maud Demazure). Both teams were forced to retire due to illness and breakages respectively.

In an interview with the BBC, Niblett explained that an illness prior to the race exacerbated her sea sickness, which ultimately led to the retirement.

"Our time will come again, and I've just got to keep moving forward and hatch a new plan," Niblett told the BBC.



Third time lucky

The crew members of *Ocean Crusaders J-Bird* had good reason to celebrate after skipper Annika Thomson won the Jane Tate Memorial for the third time in her Rolex Sydney Hobart career.

The trophy is awarded to the first woman skipper over the line and is named after Jane Tate, who, in 1946, became the first woman to complete the Sydney Hobart. Thomson, who co-owns with her husband Ian is the first skipper to have won the trophy three times.

After *Ocean Crusaders J-Bird's* race finish at 0916am on December 29, Thomson said:

"Jane Tate was an absolute legend in her time and what she did was heroic. I don't think she saw it that way. She just got on with the job. And that's what we do. We get on with the job."

Among the TP52's crew of 15 were five women. Thomson sailed alongside Annie Eastgate, Amberly Middleton, Phoebe Reedman and Laura Thomson.

Stephanie Kerin, skipper of the Humphreys 54 *Active Again*, narrowly missed out on her third Jane Tate Memorial Trophy. The two Queensland yachts finished a little more than three hours apart in ninth and 10th place on Line Honours.

Several former Jane Tate Memorial Trophy winners who competed in this year's race: *Awen's* Sharon Ferris-Choat, *Oroton Drumfire's* Stacey Jackson and Jessica Watson, and *Gizmo's* Wendy Tuck.

Another sailor of note in this year's race was Clare Costanzo on board *Whisper*. Costanzo navigated the JV62 to sixth Overall and fourth on Line Honours.

Beneteau First 40 *Navy One* had four women in a crew of 10: Emma Cook, Grace Corby-Stevens, Tahni Gordon and Kate Milward.

And how could we not mention Richard Hudson's *Pretty Woman*, which always has an impressive line up of youth and women crew members on board. In the 2024 Rolex Sydney Hobart (in which the yacht was forced to retire due to headstay foil damage), the IC 45 MOD had five women crew members on board (out of a total of 12). They were Juliet Costanzo, Jemma Hodgson, Sarah Parker, Anneliese Scholten and Georgia Tuckey.

Jiang Lin - CYCA's Female Ocean Racer of the Year

It's been a big year for Jiang Lin - co-skipper and owner of the JPK 10.30 *Min River*. Lin has been competing in the Double Handed Division of the Audi Centre Sydney Blue Water Pointscore for quite a few years now. And it shows. In that time, her improvement as a short-handed offshore sailor has been astounding. In last year's Rolex Sydney Hobart, Lin along with co-skipper Francois Guiffant placed fourth on Double Handed IRC and seventh on Double Handed Line Honours. Lin and co-skipper Jan Scholten placed first on IRC Division 3 in the 2024 Noakes Sydney Gold Coast Yacht Race. *Min River* also placed first on IRC Division 2 in the 2024/25 Audi Centre Sydney Blue Water Pointscore.

An appropriate reflection of her solid Blue Water Pointscore results, Lin was crowned Female Ocean Racer of the Year at the CYCA's 2024/25 Audi Centre Sydney Blue Water Pointscore Prizegiving in early March. The nominees of this award are judged on their contribution to an offshore racing program.

Lin also won the Blue Water Pointscore's Wild Rose trophy. The trophy is awarded to sailors who participate in the Blue Water Pointscore on a yacht with 25 per cent or greater women on board.



Onwards and upwards

This year, around 120 women competed in the Rolex Sydney Hobart, which is similar to 121 in 2023. But there were 16-women owners or skippers/co-skippers, up from 10 in 2023, seven in 2021 and three in 2018.

Annika Thomson said the legacy of Jane Tate will continue to inspire women who participate in the Rolex Sydney Hobart in the years to come.

“There are so many women who have done it so much tougher in front of us [with limited technology and offshore sailing gear]. I think about those who have done it before us and the women coming after as well,” Thomson said.

Rolex Sydney Hobart and beyond

CYCA sailors continue to excel in the Sydney Harbour Women’s Keelboat Series. After four harbour races held across the second half of 2024 and early 2025, the top three yachts in Division 1 are all from the CYCA. *It Happens* (Bridget Canham) is in first place, with *Wilde Rush* (Dinah Eagle) in second place and *Blink* (Melissa Schem) in third place. The last race will be held on March 23 (MYC).

Dinah Eagle, who has competed in 12 Sydney Hobarts, believes that the series provides a great platform for sailors wanting to one day compete in the great race south.

“The Sydney Harbour Women’s Keelboat Series provides inspiration for those who are hoping to gain enough skills to compete one day in a Sydney Hobart - from the inexperienced female novice who begins to understand and see a pathway ahead, to experienced women boat owners who are building and trying out crew with a view to competing later in the year,” Eagle said.

Lisa Blair receives OAM

Lisa Blair, a climate warrior who has circumnavigated Antarctica and Australia on board her yacht *Climate Action Now*, has been awarded the Medal of the Order of Australia (OAM) in the Australia Day Honours. Blair also raced *Climate Action Now* in the 2017 Rolex Sydney Hobart with an all-women crew.

After receiving the award, the climate activist said:

“Thank you to Australia for your support... so far, together we have set eight world records in ocean sailing, completed valuable science in the Southern Ocean, reached millions with the *Climate Action Now* campaign and presented to over 100 schools reaching thousands of students.”

Congratulations Lisa! 🇦🇺



Thank you to everyone who celebrated International Women's Day with the CYCA!



Photos: CYCA | Ashley Dart





Photos: Ashley Dart, Salty Dingo, ROLEX | Carlo Borlenghi

Rolex Sydney Hobart competitors make an impact off the water

The 2024 Rolex Sydney Hobart Yacht Race gave competitors the chance to use the event as a platform to promote their favourite charities, Greta Queally writes.

Happy Wanderer: Wandering Warriors

In the 2019 Sydney Hobart, former Australian military personnel raced on board the JV52 *Happy Wanderer* while raising money for Wandering Warriors.

The not-for-profit organisation provides support to Australian veterans and their families through a variety of programs. In 2019, the *Happy Wanderer* crew raised an astounding \$110,000 for the foundation.

For last year's race on the Corby 49 also named *Happy Wanderer*, the crew upped the ante and raised \$130,000 for Wandering Warriors.

Crew member Justin Bain said the *Happy Wanderer* team was "very proud" to have raised that amount for a cause close to their hearts.

It has been announced that the *Happy Wanderer* program will return for the 2025 Rolex Sydney Hobart, increasing the fundraising goal to \$150,000.

For more information and to donate, see: <https://happywanderersailing.org/>

Roaring Forty: Brain Tumour Alliance Australia and Soldier On

The Brain Tumour Alliance Australia (BTAA) is close to the hearts of Kevin Le Poidevin and Darrell Greig, co-skippers of the Double Handed yacht Lutra Boc Open 40 *Roaring Forty*.

BTAA "seeks to provide peer support to people living with a brain tumour".

The duo, who have over 68-years of military service between them, initially got behind the charity to honour the memory of their RAAF mate, Nathan "Bullet" Draper. In early 2023, Nathan died at the age of 52 after a three-year battle with brain cancer.

Le Poidevin supported BTAA during his 2023-24 Global Solo Challenge campaign (which he retired from in early 2024), the 2024 Rolex Sydney Hobart and will continue to do so as part of his and Greig's 2025 Melbourne Osaka Cup campaign.

"It's a fantastic feeling to know, in some small way, we can positively impact one person's life that may in turn relieve many stressors, even though they may be dying," Le Poidevin said. "BTAA does this every day because the volunteers have lived the pain and simply want to help."

The sailors also do their bit for Soldier On, which, according to the website, aims to "enable current and former ADF personnel, and their families, to lead meaningful civilian lives".

"We have raised about \$6K across both charities, however our focus is on providing a platform for exposure of the charities," Le Poidevin said.

For more information and to donate, see: <https://www.justgiving.com/fundraising/global-solo-challenge-for-bullet> and <https://fundraise.soldieron.org.au/fundraisers/kevinlepoidevin/racing-for-our-mates>

Celestial V70: Assistance Dogs Australia

The hull of Sam Haynes' Volvo 70 *Celestial V70* was decorated with the Assistance Dogs Australia (ADA) logo ahead of the 2024 Sydney Hobart. The organisation "trains and places unique dogs with Australians in unique situations".

In early December, Haynes, former board director of ADA, and the *Celestial V70* crew donated \$20,000 to ADA at the launch of *Celestial V70*.

For more information and to donate, see: <https://www.assistedogs.org.au/>



Ocean Crusaders J-Bird: Ocean Crusaders

Annika and Ian Thomson's TP52 *Ocean Crusaders J-Bird* is named after the not-for-profit organisation Ocean Crusaders founded by Ian in 2010.

Ian said Ocean Crusaders works to "clean-up waterways and beaches and raise awareness of the problem with the people who use the oceans as a playground". The team conducted a clean up alongside other organisations in Sydney's Parramatta River prior to the 2024 race.

They also hosted a highly successful Sustainability Conference & Cleanup Campaign event at the CYCA. The purpose of the event was to unite sailors and environmentalists in a spirited dialogue about shaping a sustainable future for our oceans.

For more information and to donate, see: <https://oceancrusaders.org/>



Clockwork: Orange Sky

It is hard to miss the Sydney 38 *Clockwork* crew both on and off the water, donned in orange uniform to match the yacht's large orange steering wheel.

It makes sense that the crew have focussed their fundraising mission on the charity Orange Sky, as they embark on a journey to sail 15,000 nautical miles.

Orange Sky "supports people experiencing homelessness and hardship through access to free laundry, warm showers and genuine conversation".

Co-owner/skipper Mary Ann Harvey shares, "From the cities to many remote communities, Orange Sky is helping people who often get dismissed by the world at large.

"If we can capture people's attention for them, as we sail around Australia's coastline, that's adding a whole other level of value to what we achieve personally."

For more information and to donate, see: <https://www.clockworksailing.com.au/about> 

Additional 2024 Rolex Sydney Hobart competitors hoping to inspire change and raise awareness include:

Yacht	Charity	Purpose
Oroton Drumfire	Ocean Crusaders	Oroton's everyday tote bags are made from 33 reclaimed plastic bottles. \$5 from every bag sold nationwide is donated to Ocean Crusaders
Crystal Cutter III	Zamasa Foundation	The Zamasa foundation is focussed on supporting research at St Vincent's Hospital into alternative therapies in the treatment of Multiple Myeloma. The foundation was established by Greg Arandt, a former CYCA member who passed away from the incurable blood cancer in 2023.
The Shepherd Centre	The Shepherd Centre - Giving deaf children a voice	A world-leading, child-safe NDIS service provider and specialist in helping children with hearing loss learn to listen and speak.
Whisper	World Wildlife Foundation	WWF leads international efforts to protect endangered species and their habitats and address global threats such as pollution, over-fishing and climate change
MWF Kayle	Making Waves Foundation (MWF)	MWF provides unique on-water experiences for young people with disabilities or young adults experiencing disadvantage
Blue Planet	Woolcock Institute for Medical Research	Our work creates a better life for people living with respiratory conditions and sleep disorders
Solace	Orthopaedic Outreach (OO)	OO supports the work of surgeons in developing countries in the Asia-Pacific region.



Photos: ROLEX | Carlo Borlenghi

Australia crowned World Champions



Cole Tapper, Hamish Vass, Jack Frewin, Chelsea Williams and Joel Beashel were crowned 2024 World Sailing Youth Match Racing World Champions, reclaiming the World Championship for the CYCA for the first time since 2020.

Hosted from 27 November to 2 December, twelve teams representing ten nations travelled to Jeddah, Saudi Arabia for the World Championship. Located on the Red Sea coast, Jeddah delivered exceptional conditions for sailing with moderate to strong winds featured across the four-race days.

The Australian crew looked strong from the outset, finishing second after the qualifying round robin behind defending World Champions France. In the knockout stages the team sailed at another level, and went undefeated through the Quarter-Finals, Semi-Finals and Finals to claim victory in one of the most comprehensive performances at these World Championships.

Australia selected Denmark's Matias Rossi, who finished seventh in the qualifying round, as their opponent for the Quarter-Finals. Team Australia dominated the match, winning all three races and becoming the first team to advance to the semi-finals.

In the Semi-Finals, the team were paired against Trans-Tasman rivals Josh Hyde representing the Royal

New Zealand Yacht Squadron. The Australians again had the might over the New Zealanders in all three starts, and around the race track to comfortably book the first berth in the Finals 3 - 0.

In the other semi-final, the regatta leader, France chose to race Sweden, who put up an amazing fight, however eventually fell to the French 3 - 2.

With a rematch of 2023 Finals now set, the ghosts of last year's World Championship campaign in Sydney, Australia, were firmly put to rest, with Tapper, Vass and Williams turning the tables on defending champions Ange Delerce, Julia D'Amodio, Julien Bunel, Sylvestre De Giuli Morghen and Thomas Flachon Sanchez of France, to dominate the Finals Series, winning 3 - 0.

This marked the fourth World Championship title for the Cruising Yacht Club of Australia with Tapper, Vass, Frewin, Williams and Beashel joining the ranks of youth sailors from the CYCA Youth Sailing Academy who have claimed World titles in Los Angeles, USA (2017), Yekaterinburg, RUS (2019) and Auckland, NZL (2020). 🇦🇺



YSA claims 2025 Helly Hansen International



Cole Tapper, Max Brennan, Jack Frewin & Hamish Vass won the 2025 Helly Hansen International, claiming the Joy Ride Perpetual Trophy for a second time over Jeffrey Petersen, Enzo Menditto, Spencer Kriestein, Justin Callahan, Mitchell Callahan from the United States of America.

This year marked a new chapter for the event, with Helly Hansen Australia joining as the naming rights partner as well as an increased age eligibility to Under 25. Ten teams representing Australia, Canada, Great Britain, New Zealand and the United States made the trip to Sydney for the four-day World Sailing Grade 2 event.

The regatta kicked off with a spectacular start on Sydney Harbour today, thanks to near-perfect weather conditions. The Race Committee successfully completed the entire first round robin of nine races, taking advantage of a steady 8 to 12 knot NE sea breeze that allowed racing to unfold just north of Clark Island.

However, Day 2 saw competitors held ashore as gale force winds swept across the Harbour. The Race Committee were able to make up for lost time on Day 3 and again managed to complete the qualifying stage of the regatta. Heading into the knockout stages, Australia, USA, New Zealand and Great Britain advanced.

In the semi-finals both Tapper and Petersen (USA) white washed their competitors, claiming each series 2 - 0 over Josh Hyde from New Zealand and Zac West (GBR) respectively as winds reached 18 to 25 knots.

The two finalists put up an amazing fight as winds strengthen to 22 - 28 knots, with the pair only separated a few boats lengths across the opening two races. Tapper opened the series well winning Race 1, before Petersen levelled the series in Race 2.

From here though the time and experience Tapper has in the Elliotts really showed, as the team handled the conditions near perfectly, winning the next two starts, and sailing around the course cleanly and faster than his American rival to win the Joy Ride Trophy and defend his title from 2022.

This was the first time since then the CYCA has been able to host the event, after hosting the World Sailing Youth Match Racing World Championship in 2023, where both Tapper and Petersen competed, claiming a Silver & Bronze medal. ⚓



Winning Ways Continue at Warren Jones Regatta

Cole Tapper, Jack Frewin, Max Brennan, Nathan Gulliksen, and Hamish Vass claimed yet another title, winning the 2025 Warren Jones Regatta in Perth, securing their second major title in two weeks. Hosted by the Royal Freshwater Bay Yacht Club and using Swan River Sailing's fleet of Foundation 36 yachts, the four-day regatta brought together 12 teams from Australia, New Zealand, Canada, and the United States.

In a near perfect performance, the team won 20 of their 21 races, only dropping a race in the semi-finals to New Zealand's Josh Hyde. The competition was held under challenging conditions for competitors, as Perth endured a heatwave with temperatures soaring above 40°C each day. Despite the extreme heat, the dependable south-westerly breeze only prevailed on one day, with winds averaging 8 - 12 knots across the event's four days.

After topping the round-robin qualifying stage, Tapper's team chose to race local sailor Mia Lovelady and her all-female crew, including YSA's Chelsea Williams, in the quarter-finals, securing a 3 - 0 win. They then faced Josh Hyde in the semi-finals, where Hyde managed to take one victory off the CYCA team in Race 2. However, Tapper's team responded strongly, closing out the series 3 - 1.

In the final, Tapper faced USA's Jeffrey Petersen for the second consecutive week. In another flawless performance, Tapper and his team won the series 3 - 0, claiming the Warren Jones Regatta trophy.

It capped off an impressive list of recent achievements, with the team now holding every major youth match racing title over the past 12 months, including the Governor's Cup, Helly Hansen International, Warren Jones Regatta, and the Youth Match Racing World Championship. ⚓

Crafoord Claims His First Trophy



Ben Crafoord, Chelsea Williams, Nick Drummond and Seth Beard have claimed the 2025 CentrePort Wellington International Youth Match Racing Cup, defeating Royal New Zealand Yacht Squadron's Sam Scott 3 - 2 in one of the closest fought Finals Series in years.

Hosted by Royal Port Nicholson Yacht Club, and sailed on their fleet of Elliott 6m keelboats, the four-day event featured eight teams from Australia and New Zealand. The lightweight, overpowered keelboats took some time for Crafoord to get used to, however over the double round robin, the team managed to finish in third position, with a scorecard of 10 - 4, with Sam Scott out in front, only losing two matches from 14, both against the CYCA.

Heading into the Finals Days, the CYCA were matched up against Rory Sims (RNZYS) in the first to two-point semi-finals. Sailed right in front of the city, the moderate 8 to 14 knot Southerly breeze saw big shifts on the course, as the breeze funnelled over the mountains and city skyline.

Crafoord was able to execute two near perfect starts and conquered the shifty conditions well to claim the semi-final 2 - 0 over Sims. In the other semi-finals, Scott was able to overcome Hayden Smith (RNZYS) 2 - 1.

In the Finals Series, spectators witnessed some intense and close races with all five races in the first to three-point series needed to determine a winner. Scott was able to take out Race 1, however Crafoord

levelled the series in the second. In the third, Scott again got the upper hand in the series, to lead 2 - 1. However, the CYCA team never gave up and delivered a clinical match race performance in Race 4 to take the Series to a winner-takes-all.

The Final race saw Crafoord take the lead for the opening two legs of the race; however, the kiwis were always in touch and overtook the Australians half way through Leg 3. At the top mark, Crafoord bounced back to lead bow to stern with Scott and on the final run was able to hold on, only just, to deliver his first international regatta title. ⚓



Wild Oats X wins One Circular Quay Australian Maxi Championship



Photos: Andrea Francolini



The 2024 SOLAS Big Boat Challenge, the final race of the One Circular Quay Australian Maxi Championship (AMC), saw fierce competition as a fleet of eight top maxis battled 15-20 knot southerly winds, gusting up to 30 knots.

The race got off to a thrilling start with Grant Wharington's *Wild Thing 100* charging ahead. However, it was Matt Allen and James Mayo's *Master Lock Comanche* that ultimately took the lead. "We're not surprised by (Wild Thing's) downwind speed," Mayo said, "It lights up".

Master Lock Comanche quickly established a lead, rounding the Cannae Point mark first, followed by *LawConnect* in second and *Wild Thing 100* in third.

"We had a good start," Wharington said. "Unfortunately, we need 20 knots to do well upwind. But we were encouraged by our performance today."

As the race progressed, *Master Lock Comanche* and *LawConnect* pulled away on the upwind legs. Defending Line Honours champion *LawConnect* kept the pressure on, but *Master Lock Comanche* held firm. "We had no stuff ups," Mayo reflected. "The momentum continues, and we've got more confidence."

The two yachts battled all the way to the finish, with *Master Lock Comanche* crossing the line just 54 seconds ahead of *LawConnect*. This was Mayo's first SOLAS Big Boat Challenge and he was thrilled with the performance. "I've been watching this race for 30 years. This was the most spectacular big boat day I've seen," he said.

Meanwhile, the final race also decided the outcome of the One Circular Quay Australian Maxi Championship, where *Wild Oats X*, skippered by Mark Richards, claimed victory after a protest resulted in the disqualification of *URM Group* for a pre-start incident. This moved *URM Group* out of contention and placed *Wild Oats X* at the top of the podium.

Of the protest, Richards said: "That's yachting. We've all experienced that in our careers. Today was *Wild Oats X*'s day."

Whisper, led by David Griffith, finished second, followed by *Moneypenny* in third. The 2024 Rolex Sydney Hobart Yacht Race will see some of these yachts return to the water on Boxing Day, where the competition intensified even further. ⚓



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Day in the life of a Photographer

Photography is a language that goes beyond borders and languages. It is understood by everyone.

A well-shot photograph can move a person and tell a story better than any words could perhaps.

For Italian-born, now Australian photographer Andrea Francolini, this is the essence of his craft. Now in his 28th year as a professional photographer, he began his journey capturing yacht racing, driven by his fascination with how water interacts with light and form.

They say that to really get to know someone you should listen to their words, but in this case we might just add a few images into the mix.

Continue reading below to find out what Francolini's day looks like shooting at some of the CYCA races.



Sydney Hobart Classic Yacht Regatta

Before I turn off my bedside lamp, I check the weather forecast one last time. There is some wind predicted and the sun is supposed to shine all day - perfect.

My alarm goes off and I get ready, grab my pre-packed camera bag and head to the CYCA. On the drive, I run through different scenarios. What if there's less wind than expected? If the breeze is too light for dramatic action, I'll need to adapt - maybe shift my focus to capturing the people instead. I remind myself to stay flexible; like the weather, my approach to shooting must be dynamic.

The racing kicks off and any concerns about the conditions disappear. Every time I photograph these classic yachts, their elegance and beauty strike me. Their hull shapes and lines are a joy to work with.

In light air, their grace makes my job easy. But when the wind and waves pick up, they transform into high-performance machines. At the end of the day, I return home, offload my work and begin post-processing. Another spectacular day capturing these timeless racers. I close my laptop and camera bag, a happy man.



Australian Maxi Championship and SOLAS Big Boat Challenge

The days leading up to the SOLAS Big Boat Challenge were grey, rainy and unpredictable. But on the morning of the race, it's clear we are in for a treat.

These are the conditions every photographer and sailor hopes for - sun, wind and waves, the magical trifecta.

As I head out on the tender, I chat with my driver about where I want to position myself on the course. What many people don't realise is that these boats are simply too fast to keep up with. Planning is crucial - who do I want to capture, where do I want to get them, bottom marks or top marks?

I make a game plan and hope it holds because I need to be in the right place at the right time. I focus on covering the start carefully, letting the fleet pass me before positioning myself between Shark Island and Manly. As the yachts round the leeward mark at Manly and beat upwind towards me, I start shooting.

The first two boats approach and I begin snapping away, but something feels different. Seeing a yacht nosedive offshore, ploughing through waves, is expected - but seeing that inshore, inside Sydney Harbour, is surreal. These boats are hitting top speeds in a confined space and every crew is pushing to the limit.

As a photographer, you have to stay sharp, resisting the urge to simply watch the spectacle unfold, instead of through my viewfinder. This is a day when I know I'll come home covered in salt and sweat. You only get one shot because these yachts are sprinting the whole time - I spend the entire day playing catch-up.

I wrap up by photographing the prizegiving before heading home. Another successful Big Boat Challenge in the books.



Rolex Sydney Hobart Yacht Race | Pre-Race Training

One of the perks of my job is getting to sail on many of these Maxi yachts. From *Wild Oats X* and *XI* to *Black Jack* and *Master Lock Comanche*, I've been fortunate to experience most of them.

It's always an incredible experience and my job is to capture what it feels like to sail these machines. For this training session, I join the Master Lock Comanche crew. The communication is seamless and the crew work like clockwork. While it's clear these sailors are professionals, their attention to detail doesn't fail to impress me.

We're sailing at over 20 knots and I'm struck by how quickly the yacht accelerates. With the crew running through manoeuvres, I have plenty of opportunities to capture the action.

I'm already happy with my shots early on, which takes the pressure off - I know I'll deliver quality material. One of the crew turns to me and asks, "What do you want us to do? Anything specific?" I just smile and say, "You do your thing and I'll make it work."

When I get home, my whole body aches - muscles I didn't even know existed are on fire. If I've ever had a bad hair day, this is worse. It looks like a firecracker has gone off in my hair, but I can't wipe the smile off my face for the rest of the evening.





Rolex Sydney Hobart Yacht Race – Day 1 Afternoon

After a postcard perfect start of the race, I flew to Merimbula to jump in a helicopter to catch the boats offshore around sunset. That is where we got the perfect conditions, wind waves and low light. “This might be some of my best aerial work ever”.

That afternoon I was able to capture *Wild Thing 100*, *Master Lock Comanche*, *LawConnect* and *Celestial V70*.

When you are flying around in a helicopter and there is a yacht below you sailing at high speeds you have to work at quite the pace. You are always moving because the helicopter can't really hover. You might have a crack a specific image a few times but not more than a few.

It is a big contrast compared to the morning because when you shoot from the water, your mind is able to take in much more of the action. While I am seeing it through the viewfinder, I don't get to fully capture it in my mind.

It was during our flight back that I went through my pictures and realised how pleased I was with my work. Visually speaking everything came together at the same time.



Rolex Sydney Hobart Yacht Race - Day 4

I wake up at 0400hrs. Sunrise in Tasmania in December comes early. I check the Official Race Tracker to see if any boats are half an hour away, then we head out for the day.

We jump in the boat and the waiting game begins. The morning is slow, but then a southerly picks up, bringing bigger waves. I have three boats on my list to shoot - *Odin*, *Oroton Drumfire* and *Sirene*.

It's a waiting game until suddenly, it's all action. The conditions are stunning - perfect light, good wind, rolling waves. You realise the size of the waves only when you compare them to the boats.

This job is all about planning ahead. I position myself on their layline, frame the shot and do a quick U-turn to get the best angle. Only about 10-20% of the job is shooting - the rest is logistics.

I get the shots I need and the end product looks great. I realise it is great to be able to shoot in these remote locations. I'm fortunate to work with clients who set me up for the best shots, putting me in places few can access. Each day out here is a privilege and I wouldn't have it any other way. ⚓



THE SYDNEY HOBART CLASSIC YACHT REGATTA 2024

A report from David Champtaloup



There were a record 36 entrants for the sixth Sydney Hobart Classic Yacht Regatta (SHCYR), raced on the Harbour on Friday, Saturday and Sunday, the 13th to the 15th of December 2024.

We had three perfect Sydney sailing days with courses taking the fleet to Manly in each of the races. Every day, with plenty of east in the breeze and big tides, decisions taken on which side of the harbour to work shaped the results and helped a lot of crews decide what they will do next time.

The SHCYR is raced over three days in four divisions, three Classic and one for the IOR era. A condition of entry is that each yacht has competed in at least one Sydney Hobart Yacht Race. The division a boat enters is determined by its launch date. For entry to the Classic divisions this is before 1976, and for IOR before 1991. The yachts were competing for perpetual trophies, each associated with a famous Sydney Hobart yacht: the *Solo*, *Balandra*, *Koomooloo* and *Plum Crazy* trophies.

The SHCYR's most qualified entry was, once again, *Bacardi* with a record 32 Sydney Hobarts including the 2024 race. Also competing over the three day Regatta were Sydney Hobart winners *Nerida* (1950), *Solveig* (1954), *Anitra V* (1957) and *Love & War* (1974, 1978, 2006). Just as worthy of note were the line honours winners competing: *Margaret Rintoul* (1950, 1951), *Solveig* (1953), *Fidelis* (1966) and *Bumblebee Four* (1979).

Another notable starter was Peter Stern's beautiful *Kintail*, launched in Tasmania in 1936 and deceptively quick given her "I'm just a cruiser" persona. *Kintail*'s best Sydney-Hobart result was in 1954, second over the finish line, 1 hour and 14 minutes behind the legendry *Kurrewa IV*, and fourth on handicap. She had also placed fourth in 1947.

Photos: Andrea Francolini

The most remarkable of the sailors competing was Gordon Ingate AOM, a CYCA member since 1949, sailing *Jasnar*, the yacht he raced to Hobart in 1950 with his 19 year-old bride to be. In his 98th year Gordon proved to be as competitive a racer as ever.

The Friday race was an "invitational" and did not count toward the Regatta pointscore. Gordon Ingate in *Jasnar* won the race with Philip Bennett's *King Billy* in second and *Caprice of Huon* third.

On Saturday the fleet enjoyed a pursuit start from Point Piper. The Sunday race began from Cannae Point, the start line used for the first Sydney Hobart in 1945. From Peter Shipway aboard *Love & War*, "the Cannae Point start never disappoints as a spectacle, with all of those magnificent boats, all that history, together around the starting line".

Classics Division 2 was won, again, by Gordon Ingate in *Jasnar*, recording a second and first in the pointscore races. In second place was the well sailed *Mr Christian*, a Swanson 36 skippered by David Salter. Philip Brown's *Anitra V* was third.

In Division 1, the winner was Simon Kurts' three time Sydney Hobart winner *Love & War* followed in second by the perfectly proportioned S&S 42 *Vittoria* sailed by Alan Reece. Third place went to the magnificent *Wraith of Odin*, a 17.4m Rhodes design from RQYS and sailed by Keith Glover.



The non-spinnaker Classics Division 3 was won by the Alan Payne designed *Boongown*, beautifully restored and sailed by Eddy Vinks from the Bayview Yacht Racing Association. In second was the Boden designed *Archina*, an entrant in the first Sydney to Hobart and sailed in this Regatta by Bill Ferris. In third was a 1947 Sydney Hobart entrant, the 8 Metre *Josephine* skippered by Peter McCorquodale.

There were twelve starters in the IOR division and the winner was *King Billy*, a 11.5m John King design, close to perfectly sailed by Philip Bennett with a second in the Friday Invitation race followed by firsts on Saturday and Sunday. Brett Averay's *Bacardi* was in second place and Joel Barnett's *Huon Chief* was third.

For the first time this year the Regatta included a Saturday night BBQ, under the big screen on the hard stand at the CYCA. A good time was had by all who were there. We will do it again.

Alongside the sailing, the 2024 SHCYR celebrated the Halvorsen Century, paying tribute to the Halvorsen family's immense contributions to ocean racing and boating since their arrival in Australia from Norway via South Africa in February 1925. One of the Regatta highlights was the Pond display of two classic Halvorsen cruisers *Marlaine* and *Kweena*, and Sydney Hobart winners *Solveig* and *Anitra V*. Both yachts were raced to Hobart by the Halvorsen brothers, Trygve and Magnus.

The next CYCA classic yacht event is the 10 May 2025 Great Veterans Race. 📍



From the Archive

The Sydney Hobart Yacht Race through the Ages



The crew of Kathleen participating in the first ever Sydney Hobart Yacht Race.



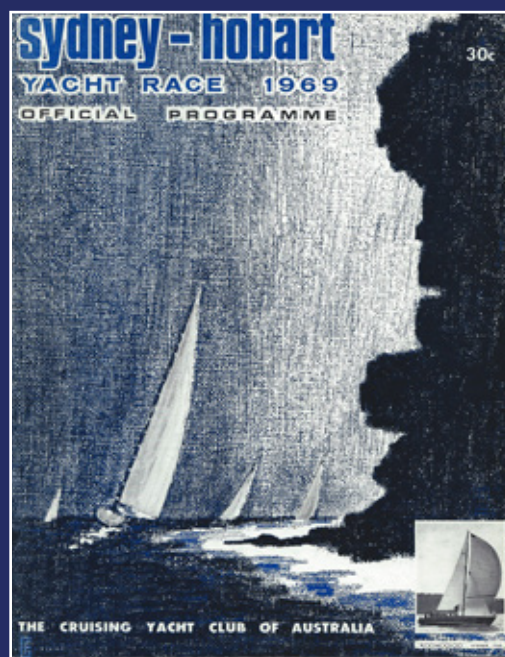
Start of the 1964 Sydney Hobart Yacht Race from North Head.



Start of the 1982 Sydney Hobart Yacht Race



Positions of the yachts competing in the inaugural 1945 Sydney Hobart Yacht Race.



1969 Sydney Hobart Official Race Programme



Celeste passing Tasman Island in the 1994 Sydney Hobart. Photo: Richard Bennett.



Barbarian, the first ever all-women crew to compete in the Sydney Hobart in 1975.



Anacondall sailing into the sunset in the 1982 Sydney Hobart. Photo: Richard Benett.



Condor racing down the coast in the 1986 Sydney Hobart.



Brindabella at the start of the 1998 Sydney Hobart Yacht Race.



Wild Oats XI through Tasmania's Organ Pipes in the 2007 Rolex Sydney Hobart.

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Competitor Highlight



Photos: Ashley Dart

There's something about Bacardi

Bacardi's Sydney Hobart history

Following the 2024 Rolex Sydney Hobart Yacht Race, the Peterson 44 *Bacardi*, fondly referred to as the 'Bus', held on to the record for the most Sydney Hobarts sailed by one yacht.

Last year marked the yacht's 31st Rolex Sydney Hobart and its 29th finish. *Bacardi* first competed in the 628 nautical mile race in 1979, when it was owned by John Gould.

Longtime Bacardi crew members Brett Averay, Darren Hunter and Cosmos Papatsaras bought the yacht from Martin Power several years ago, in time to prepare for the 2023 edition of the race. Unfortunately, hydraulic backstay issues forced the yacht's retirement.

But last year it crossed the finish line. Averay said he and his co-owners felt "a lot of satisfaction to make it through [the race] as owners for the first time" after a "frustrating" and "disheartening" experience a year earlier.

The comeback

Bacardi has represented Sandringham Yacht Club since its launch in 1978. In the 2024 Rolex Sydney Hobart, after four days of racing, the 47-year-old yacht placed fourth on IRC Division 4 and 26th on IRC Overall.

This was despite the spinnaker pole track being ripped off the mast at 1900hrs on the first night of racing "which made the next 24-hours a challenge".

Averay said the crew couldn't sail *Bacardi* as "deep" as they would have liked, which meant "reduced VMG" in the northerly conditions.

When the southerly eventually came through they took advantage of the upwind conditions, which suit *Bacardi* the best.

"The highlight [of the race] was the crew working out that we really needed to push the boat as hard as we could in the conditions that favoured us," Averay said. "Everyone pulled together and worked super hard to do that and didn't get disheartened by the breakage [on the first night]. It was just an obstacle that we needed to overcome."

Race 32

Bacardi only recently returned to its home berth in Sandringham, having competed in the Adelaide to Port Lincoln Yacht Race and the Lincoln Week Regatta in February.

In December, *Bacardi* will be back for its 32nd Sydney Hobart, which happens to coincide with the race's 80th anniversary.

"Preparations are underway for the 80th," Averay said.

By Greta Quealy 🚢





International entries make their mark on the Rolex Sydney Hobart

Every sailor who's competed in a Rolex Sydney Hobart Yacht Race will understand the 'next level' commitment required to make it to the start line. This is no different for the international entrants, who travel to Sydney to prepare ahead of the Boxing Day start.

In 2024, six of the 112 entries were international – *Antipodes*, *Caro*, *Cocody*, *Poulpito*, *Bacchanal* and *Centennial 7*.

Bacchanal, USA, and *Centennial 7*, Philippines, were two of the 32 yachts forced to retire: *Bacchanal*'s boom broke and *Centennial 7* suffered mainsail damage.

Caro's quest

After placing third Overall in 2022 and 23rd in 2023, New Zealand's *Caro* returned in 2024 for its third Rolex Sydney Hobart. The crew were ambitious. Their eyes were on the prize – first place.

Launched in 2021, the Botin 52 has earned a formidable reputation in the offshore sailing scene. In 2023, it won the Rolex Fastnet Race Overall.

With Swiss yachtsman Max Klink at the helm, *Caro* was one of the boats to watch.

But it was not meant to be.

After a little more than two days, *Caro* placed fourth Overall behind *Wild Thing 100* (3rd), *LawConnect* (2nd) and the Volvo 70 *Celestial V70* in first place.

Caro's navigator Adrian Stead said the conditions favoured the Volvo 70.

"The seaway (rough or heavy sea) made [the race] really hard," he said. "It was pretty much a race for the Volvo 70."

Although *Caro* couldn't do "enough to win on handicap [Overall]", he said the team did a "fantastic job" and won Division 1.

So, will the *Caro* crew return this year for a fourth attempt to claim the George Adams Tattersall Cup for Overall winner?

"We'll see," Stead said.





Worth the 1500nm journey

Last year couldn't have been better for the JPK 11.80 *Cocody*. The French yacht placed second Overall and won its division in the RORC Transatlantic Race and finished first in IRC Division One in the RORC Caribbean 600.

The crew were eager to build upon those achievements by winning the yacht's division in the 2024 Rolex Sydney Hobart. Fortunately for owner and skipper Richard Fromentin, the 1500 nautical miles sailed to Sydney paid off. *Cocody*, with seven French crew and one Australian, placed eighth Overall and first in Division 3.

After the race, crew member Damien Fleury credited the divisional win to the crew's hard work and extensive experience dealing with breakages offshore.

"We broke two sails during the first night and many other things, but we were able to keep the boat in order," Fleury said. "We were pushing, pushing, during the downwind."

PBs for Poulpito and Antipodes

New Caledonian entry *Poulpito* returned for its second Rolex Sydney Hobart. The Sydney 38 first competed in 2022 and placed 69th Overall. In last year's race, the yacht, owned and skippered by David Treguier, improved dramatically – it was the second Sydney 38 to cross the line and placed 34th Overall.

Antipodes from Hong Kong was another international entry to achieve a personal best. Geoffrey Hill's Santa Cruz 72 placed eighth on Line Honours, bettering a 22nd in 2022 and 13th in 2022. It placed 12th Overall.

But it was a hard-earned result. According to Hill, five to six hours were lost early in the race as crew members battled to bring down the spinnaker, which was wrapped around the forestay. After rerouting to sheltered waters closer to Eden, the crew untangled and lowered the spinnaker and continued the journey.

Hill was chuffed with the 28-year-old racing yacht's performance. Reaching speeds of up to 30-knots during the first night of racing, *Antipodes* proved its mettle.

"We sailed the boat very well," Hill said. "We had a good crew and good teamwork." ⚓



Photos: ROLEX | Andrea Francolini, ROLEX | Carlo Borlenghi, Salty Dingo

Kismet: Fate & Destiny



Peter Inchbold shares the story of Kismet - from reconstruction to race ready as Double Handed Rolex Sydney Hobart competitor

It was 6.31am on a Friday in September 2023 - a few of us received an email from Sean Langman with the subject line "Kismet". A crisp two-line instruction followed, "Please tow to Noakes today. May require pump out. Batteries dead. No reverse gear. Boat in Mosman Bay. East side on trots. She's a reverse sheer Illingworth about 30 feet long".

The fore and aft mooring buoys were cast off, breaking the glassy morning surface, and she was towed out of the bay a few hours after Sean's email was received - a little low in the water but she was underway. *Kismet's* owner, Andrew Inwood, knew she was overdue for a significant refit and a new home. He had owned the boat for 24 years and had raced her successfully out of the SASC, winning the Gretel Trophy for the 2001-02 season.

We have pulled in many interesting boats on a Friday - it's the best day to do it. Often lifting them for a clean-up, opening up the bung, rolling a bin up alongside the companionway and emptying dank, unwanted contents, and then eyeing the boat off over end of week beers, and making plans for the work ahead. As it turned out, we didn't lift *Kismet* that Friday. We were flat out preparing our floating dry dock for a significant docking of the James Craig. So, *Kismet* remained alongside for some months while we pondered her fate - but this gave us time to take in her English lines and short waterline.

Kismet sailing past South Head after the start of the 2024 Rolex Sydney Hobart. Photo: Salty Dingo

The Double Handed idea was first floated by Sean in another email in April 2024 to which Josh Alexander dryly replied, "There is always Melbourne Osaka next year if you need more time". From here the call was made to enter the 2024 Rolex Sydney Hobart Yacht Race. We lifted her out, 10 months after towing her to Noakes, cleaned her off, put her into an Etchells trailer and wheeled her in under the shadow of *Moneypenny*.

With restoration work commencing, we were determined to find out more about the boat's pedigree. We didn't have much information at all. We knew she was built in Tasmania but did not know who the builder was. Ian Guanaria sent through a link to the CYCA's brilliantly archived race programs and to *Kismet's* 1957 listing. *Kismet* was the only Tasmanian entry that year and was described as an unknown "light displacement ocean racer, built in 1955". The owner and skipper was Ken Gourlay who was joined by B. Plaister, R. Spinner, H. Cuthbert and P. Gourlay - it must have been crowded with five!

I sent a message to my old friend David (Moz) Morris in Hobart to see what local information he could track down on the waterfront. It was Moz who confirmed the builder was the legendary, Athol Walter of Port Huon.

Then there was the question and confusion of who was Illingworth's co-designer and naval architect - Angus Primrose or Harald Penrose? There was a hot-metal typo in the '57 race program giving

Penrose the initial “A” which may have meant “Penrose” was the typo and perhaps it should have read “A. Primrose”. But we also knew Illingworth’s partnership with Angus Primrose dated from the following year in 1958.

Some years ago, I came across nine bound volumes of Seacraft from the 1950’s in a secondhand bookshop in Armidale, which I bought in a flash. Thinking there must be something on Kismet, I now went through page by yellowed post-war page and remarkably, found a feature article on Kismet’s design. The March 1953 article was titled “Nereus One-Design Ocean Racer”. The first paragraph began, “Ocean-racing expert Captain John Illingworth believes it is time offshore events were introduced into the yachting section of the Olympic Games”.

It then went on to reference Seacraft’s January editorial from that year where Illingworth proposed that a one-design, 24ft waterline class be rolled out for the 1956 Olympic Games in Melbourne. A lap around Tasmania was suggested as the course – I think this would have taken the Olympics beyond a two-week event!

The article reviewed the design in detail and included many drawings all of which became an invaluable reference point during *Kismet*’s restoration work. It also confirmed that *Kismet* was designed by Illingworth in collaboration with naval architect, Harald Penrose of the Aero Marine Company located at Emsworth in Hampshire. Penrose was Westland Aircraft’s chief test pilot, flying all its prototypes over two decades.

The published drawings show clear aeronautical influences from Penrose including a sliding perspex hard dodger – fighter aircraft style – over the companionway and aluminum circular deck hatches. I have recently read Illingworth’s “The Malham Story” where he says how much better his yacht designs would have been if he could have taken all his non-sailing design office draftsman to sea to understand just how miserable a leaking hatch is!

Ideally, we would have had more time on the water before Boxing Day. But there was a long, evolving list of work. Sean would break down the list into smaller components and write these in a permanent marker onto the boat for all to read, to be painted over later. When the boat was painted, the lists were written on core flute. When we finally got to the sea trial stage, the reducing number of tasks were issued as emails. And when we started the race, we just said, “it’s done!”

Kismet had everything removed from her decks and her interior – all deck fittings, engine, shaft, rotten structural floors, bulkheads, furniture, years of electrical wiring and decades of deep bilge sludge. Only the forward bulkhead, quarter berths, and cockpit structure remained.

We unstepped the timber mast and transferred it to our rigging loft for modifications to take the proposed sail plan. Work began on the hard dodger which

transformed the yacht at sea – Illingworth’s draftsman would have smiled. *Kismet*’s outer hull was wooded to reveal Athol Walter’s fine work including glimpses of Huon pine; repairs were carried out to areas of rot including the structural floors; there were modifications to the cockpit; an aft bulkhead was installed to stiffen the boat and from which evolved the galley and nav station areas; the deck and hull were sheathed, tying ballast keel to hull; and then she was faired. And for the best possible race finish, and to gain some days in the schedule, *Kismet*’s hull was painted in white Durepox above and below the waterline – no boot top. In a nod to Illingworth and Penrose, the living quarters were painted Battleship Grey or RAF Cockpit Grey-Green depending on who you are talking to.

Concurrently, sails were being made by Doyle; 33 South was installing all new electrical and electronic wiring and equipment; Bellwether Marine was installing a new Nanni diesel. Crowded work – *Kismet* was too small for everyone to be working below at once, which made scheduling difficult. Nigel Stoke arrived for our category 1 safety inspection and politely said he would return after lunch – in a day or so. She is a two-hander at every level.

Kismet placed 6th in 1957 on corrected time. *Anitra V* won the race and *Kurrewa IV* took line honours and the race record from Margaret Rintoul’s 1951 run. The race started in a fresh westerly and *Caprice* was dismayed on the first night. The wind shifted to the north with the leading yachts almost rounding Tasman before the arrival of a southerly.

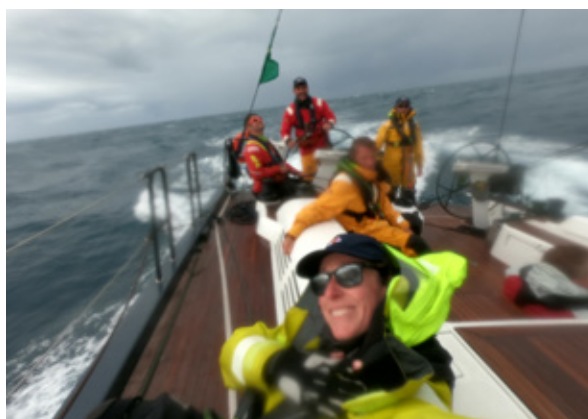
Our result in 2024 was not as impressive as Ken Gourlay’s but I would rate it as one of my most rewarding along with some wonderful sailing and camaraderie – both with the yard’s team working long hours on *Kismet* and at sea with Sean. Whilst we have plenty to learn about two-handed sailing and improving systems, we both enjoyed the simplicity. We had the advantage of an easily handled boat with light gear and small sails. And she was very well set up above and below deck. And she was dry below. We had first-rate, home-cooked food, which is important for a six-day race. It was a wonderful adventure.

Kismet had been happily tied up in Hobart for a couple of days when a Hindi family walked past on the dock. The father caught the name on her topsides, doubled back, smiled and exclaimed “Ah! Kismet! Fate; Destiny!”



From the Rail





Rolex Sydney Hobart Yacht Race

Photos courtesy of Bacardi (Daniel Gallagher), Cocody, Fika, Happy Wanderer, Navy One, Ocean Crusaders J-Bird, Odin, Tenacity



2024 RACE RESULTS

IRC OVERALL

PLACE	YACHT	OWNER	SKIPPER	DIVISION	HANDICAP	CORRECTED TIME
1	Celestial V70	Sam Haynes	Sam Haynes (13)	0	1.610	02:16:40:38
2	LawConnect	Christian Beck	Christian Beck (1)	0	1.980	03:02:25:20
3	Wild Thing 100	Grant Wharington & Adrian Seiffert	Grant Wharington (30)	0	1.857	03:03:26:36
4	Caro	Max Klink	Max Klink (7)	1	1.416	03:03:59:33
5	Smuggler	Sebastian Bohm	Sebastian Bohm (9)	1	1.377	03:04:33:38
6	Whisper	David Griffith	David Griffith (10)	0	1.508	03:06:00:35
7	No Limit	David Gotze	David Gotze (11)	0	1.525	03:07:30:06
8	Cocody	Richard Fromentin	Richard Fromentin	3	1.085	03:11:25:04
9	Mistral (DH)	Rupert Henry	Rupert Henry (8) & Corentin Douguet	4	1.070	03:11:44:47
10	Ocean Crusaders J-Bird	Ian & Annika Thomson	Annika Thomson (3)	1	1.302	03:16:53:27
11	Chutzpah	Bruce Taylor	Bruce Taylor (42)	2	1.200	03:17:05:24
12	Antipodes	Geoffrey Hill	Geoffrey Hill (19)	1	1.375	03:18:08:01
13	Midnight Rambler	Ed Psaltis	Ed Psaltis (41)	4	1.030	03:21:24:28
14	Love & War	Simon Kurts	Phillip Kurts (7)	5	1.012	03:21:42:05
15	Sirene	Bill Henson	Bill Henson	2	1.141	03:21:47:21
16	Disko Trooper_ Contender Sailcloth (DH)	Jules Hall	Jules Hall (5) & Jan Scholten	5	1.001	03:21:48:25
17	Voltstar Yeah Baby	Marc & Louis Ryckmans	Marc & Louis Ryckmans (12)	2	1.225	03:22:09:52
18	Jupiter (DH)	Ian Smith	Ian Smith & Lincoln Dews	5	1.009	03:23:18:03
19	Happy Wanderer	Dan Cannon	Dan Cannon (1)	2	1.272	03:23:29:08
20	Min River (DH)	Jiang Lin	Jiang Lin (2) & Francois Guiffant	5	1.020	04:00:37:29
21	Hip-Nautic	Jean-Pierre Ravanat	Jean-Pierre Ravanat (3)	5	1.028	04:01:00:33
22	Toucan (DH)	Edward Curry-Hyde	Edward Curry-Hyde & Scott Robertson	5	1.027	04:01:00:58
23	Supernova	Alex Seja & Felicity Nelson	Alex Seja (20)	4	1.039	04:02:19:19
24	Odin	Matthew Hanning	Matthew Hanning	2	1.205	04:02:40:28
25	Active Again	Stephanie Kerin	Stephanie Kerin (3)	1	1.378	04:02:40:57
26	Bacardi	Brett Averay	Brett Averay (10)	4	1.032	04:03:12:23
27	Toecutter	Robert Hick & Brad Bult	Robert Hick (18)	4	1.064	04:03:36:09
28	White Noise	Daniel Edwards	Daniel Edwards (4)	2	1.135	04:04:07:33
29	Navy One	Royal Australian Navy (RAN)	Nathan Lockhart (4) & Mark Butler (9)	4	1.071	04:04:09:30
30	Tilting at Windmills	Sarah Gunnersen-Dempsey	John Alexander (7)	4	1.034	04:04:33:40
31	Ragtime	Steve Watson	Steve Watson (1)	3	1.096	04:04:38:31
32	Kanreki	Michael Rowe & Ben Martin	Michael Rowe (4)	3	1.109	04:04:43:09
33	Xanthus	Matthew Fifield	Benjamin Roulant (2)	2	1.166	04:04:44:56
34	Poulpito	David Treguier	David Treguier	3	1.094	04:04:46:04
35	Clockwork	Andrew Lloyd & Mary Ann Harvey	Andrew Lloyd (2)	3	1.099	04:04:57:57
36	Wings	Ian Edwards	Ian Edwards (4)	2	1.133	04:04:58:57
37	Trouble & Strife	Matthew Williams	Matthew Williams (13)	3	1.111	04:04:59:46
38	Dasher+Fisher How Bizarre	Scott Robinson	Scott Robinson (4)	4	1.058	04:05:10:15
39	Cinquante	Kim Jaggar	Kim Jaggar (37)	3	1.093	04:05:23:50
40	Solace	Paul Pincus	Paul Pincus	3	1.089	04:05:35:00
41	Joker X2 (DH)	Grant Chipperfield	Grant Chipperfield & Peter Dowdney	3	1.094	04:05:36:43
42	Pacman (DH)	Peter Elkington	Peter Elkington (8) & Scott Cavanough	3	1.090	04:06:20:12
43	XS Moment	Ray Hudson	Ray Hudson (3)	2	1.143	04:07:35:55
44	Audacious	Stuart Johnson	Stuart Johnson (1)	3	1.102	04:07:51:10

45	Minnie	Michael Bell	Michael Bell (15)	2	1.193	04:07:55:31
46	Denali	Damien Parkes	Damien Parkes (39)	1	1.356	04:08:16:24
47	Advantedge	Andrew Jones	Andrew Jones (1)	2	1.243	04:08:49:07
48	Tenacity	John Lawrie	Vaughan Lynch (1)	2	1.149	04:10:15:49
49	Wots Next	Charles Cupit	Charles Cupit (3)	2	1.172	04:10:25:35
50	Fruit Salid 3	Mark Drobitko	Mark Drobitko (3)	4	1.068	04:10:37:48
51	Avalanche (DH)	James Murchison	James Murchison (15) & James Francis (14)	2	1.127	04:10:47:34
52	Quantock	David & Alison Hobbs	David Hobbs (2)	2	1.184	04:13:29:29
53	Indigo II	Darryn Purdy	Darryn Purdy (1)	2	1.241	04:15:07:16
54	Kismet (DH)	Sean Langman	Sean Langman (32) & Peter Inchbold (32)	5	0.856	04:20:29:34
55	Roaring Forty (DH)	Kevin Le Poidevin & Darrell Greig	Kevin Le Poidevin (2) & Darrell Greig (2)	2	1.232	04:23:48:38
56	Inukshuk (DH)	Robert Large	Robert Large (5) & Stuart Watson	5	0.983	05:03:39:05





2024 RACE RESULTS

LINE HONOURS

PLACE	YACHT	OWNER	SKIPPER	ELAPSED TIME
1	LawConnect	Christian Beck	Christian Beck (1)	01:13:35:13
2	Celestial V70	Sam Haynes	Sam Haynes (13)	01:16:10:20
3	Wild Thing 100	Grant Wharington & Adrian Seiffert	Grant Wharington (30)	01:16:37:35
4	Whisper	David Griffith	David Griffith (10)	02:03:43:50
5	No Limit	David Gotze	David Gotze (11)	02:04:07:56
6	Caro	Max Klink	Max Klink (7)	02:05:40:01
7	Smuggler	Sebastian Bohm	Sebastian Bohm (9)	02:07:35:58
8	Antipodes	Geoffrey Hill	Geoffrey Hill (19)	02:17:33:06
9	Ocean Crusaders J-Bird	Ian & Annika Thomson	Annika Thomson (3)	02:20:16:21
10	Active Again	Stephanie Kerin	Stephanie Kerin (3)	02:23:36:46
11	Chutzpah	Bruce Taylor	Bruce Taylor (42)	03:02:14:30
12	Happy Wanderer	Dan Cannon	Dan Cannon (1)	03:03:04:02
13	Extasea	Paul Buchholz	Dustin Popp (1)	03:04:15:05
14	Awen	David Hows	Sharon Ferris-Choat	03:04:17:20
15	Voltstar Yeah Baby	Marc & Louis Ryckmans	Marc & Louis Ryckmans (12)	03:04:52:08
16	Cocody	Richard Fromentin	Richard Fromentin	03:04:52:58
17	Denali	Damien Parkes	Damien Parkes (39)	03:04:53:52
18	Mistral (DH)	Rupert Henry	Rupert Henry (8) & Corentin Douguet	03:06:16:04
19	Maritimo 100	Bill Barry-Cotter	Bill Barry-Cotter (2)	03:08:06:09
20	Oroton Drumfire	Will Vicars	Phillip Neil (4)	03:08:49:45
21	Odin	Matthew Hanning	Matthew Hanning	03:09:53:15
22	Sirene	Bill Henson	Bill Henson	03:10:11:57
23	Advantagedge	Andrew Jones	Andrew Jones (1)	03:12:19:38
24	Xanthus	Matthew Fifield	Benjamin Roulant (2)	03:14:24:20
25	Minnie	Michael Bell	Michael Bell (15)	03:15:06:45
26	White Noise	Daniel Edwards	Daniel Edwards (4)	03:16:13:00
27	Wings	Ian Edwards	Ian Edwards (4)	03:17:07:42
28	Indigo II	Darryn Purdy	Darryn Purdy (1)	03:17:32:30
29	MWF Kayle	Making Waves Foundation	John Whitfeld (29)	03:18:31:26
30	XS Moment	Ray Hudson	Ray Hudson (3)	03:18:38:15
31	Mako	Simon Macks	Greg Busch (4)	03:18:38:35
32	Midnight Rambler	Ed Psaltis	Ed Psaltis (41)	03:18:41:14
33	Wots Next	Charles Cupit	Charles Cupit (3)	03:18:48:27
34	Kanreki	Michael Rowe & Ben Martin	Michael Rowe (4)	03:18:49:11
35	Trouble & Strife	M Williams	Matthew Williams (13)	03:18:54:20
36	Ragtime	Steve Watson	Steve Watson (1)	03:19:49:36
37	Clockwork	Andrew Lloyd & Mary Ann Harvey	Andrew Lloyd (2)	03:19:52:14
38	Poulpito	David Treguier	David Treguier	03:20:06:34
39	Quantock	David & Alison Hobbs	David Hobbs (2)	03:20:28:33
40	Tenacity	John Lawrie	Vaughan Lynch (1)	03:20:29:01
41	Love & War	Simon Kurts	Phillip Kurts (7)	03:20:35:25
42	Cinquante	Kim Jaggar	Kim Jaggar (37)	03:20:46:11
43	Joker X2 (DH)	Grant Chipperfield	Grant Chipperfield & Peter Dowdney	03:20:52:52
44	Solace	Paul Pincus	Paul Pincus	03:21:16:53
45	Navy One	Royal Australian Navy (RAN)	Nathan Lockhart (4) & Mark Butler (9)	03:21:31:07
46	Toecutter	Robert Hick & Brad Bult	Robert Hick (18)	03:21:36:41
47	Disko Trooper_Contender Sailcloth (DH)	Jules Hall	Jules Hall (5) & Jan Scholten	03:21:42:48
48	Pacman (DH)	Peter Elkington	Peter Elkington (8) & Scott Cavanough	03:21:53:13
49	Audacious	Stuart Johnson	Stuart Johnson (1)	03:22:14:25
50	Hip-Nautic	Jean-Pierre Ravanat	Jean-Pierre Ravanat (3)	03:22:22:01
51	Another Chapter	Neil Sargeant	Greg Clinnick (3)	03:22:23:23
52	Jupiter (DH)	Ian Smith	Ian Smith & Lincoln Dews	03:22:27:03



53	Toucan (DH)	Edward Curry-Hyde	Edward Curry-Hyde & Scott Robertson	03:22:27:56
54	Supernova	Alex Seja & Felicity Nelson	Alex Seja (20)	03:22:37:53
55	Min River (DH)	Jiang Lin	Jiang Lin (2) & Francois Guiffant	03:22:43:48
56	Avalanche (DH)	James Murchison	James Murchison (15) & James Francis (14)	03:22:45:30
57	Dasher+Fisher How Bizarre	Scott Robinson	Scott Robinson (4)	03:23:37:29
58	Bacardi	Brett Averay	Brett Averay (10)	04:00:07:49
59	Roaring Forty (DH)	Kevin Le Poidevin & Darrell Greig	Kevin Le Poidevin (2) & Darrell Greig (2)	04:01:14:56
60	Tilting at Windmills	Sarah Gunnersen-Dempsey	John Alexander (7)	04:01:15:16
61	Crystal Cutter III	Charles Parry-Okeden	Charles Parry-Okeden (3)	04:01:59:31
62	Le Tiroflan	Chris Taylor	Chris Taylor	04:02:23:32
63	Fruit Salid 3	Mark Drobitko	Mark Drobitko (3)	04:03:50:27
64	Dark and Stormy	Tobias Swanson	Tobias Swanson	04:03:51:58
65	Just Farr Love	Scott Lovell	Scott Lovell	04:07:14:10
66	Journeymen Flat White	Jen Linkova	Geoffrey Tomlins	04:09:56:44
67	Chancellor	Ted Tooher	Ted Tooher (16)	04:10:31:46
68	Fika (DH)	Annette Hesselmans	Annette Hesselmans (1) & Sophie Snijders	04:10:44:56
69	Rumchaser (DH)	Andrew Butler	Andrew Butler (2) & Peter Just	05:05:20:35
70	Inukshuk (DH)	Robert Large	Robert Large (5) & Stuart Watson	05:05:47:23
71	Silver Fern	David Hows	John Chambers	05:10:11:46
72	Blue Moon (DH)	Tristian & Ken Gourlay	Tristian & Ken Gourlay	05:10:23:01
73	Kismet (DH)	Sean Langman	Sean Langman (32) & Peter Inchbold (32)	05:16:05:23
74	Salt Lines	Matthew Harvey	Murray Stewart (5)	05:21:04:13

DOUBLE HANDED LINE HONOURS

PLACE	YACHT	OWNER	SKIPPER	ELAPSED TIME
1	Mistral (DH)	Rupert Henry	Rupert Henry (8) & Corentin Douguet	03:06:16:04
2	Joker X2 (DH)	Grant Chipperfield	Grant Chipperfield & Peter Dowdney	03:20:52:52
3	Disko Trooper_ Contender Sailcloth (DH)	Jules Hall	Jules Hall (5) & Jan Scholten	03:21:42:48
4	Pacman (DH)	Peter Elkington	Peter Elkington (8) & Scott Cavanough	03:21:53:13
5	Jupiter (DH)	Ian Smith	Ian Smith & Lincoln Dews	03:22:27:03
6	Toucan (DH)	Edward Curry-Hyde	Edward Curry-Hyde & Scott Robertson	03:22:27:56
7	Min River (DH)	Jiang Lin	Jiang Lin (2) & Francois Guiffant	03:22:43:48
8	Avalanche (DH)	James Murchison	James Murchison (15) & James Francis (14)	03:22:45:30
9	Roaring Forty (DH)	Kevin Le Poidevin & Darrell Greig	Kevin Le Poidevin (2) & Darrell Greig (2)	04:01:14:56
10	Fika (DH)	Annette Hesselmans	Annette Hesselmans (1) & Sophie Snijders	04:10:44:56
11	Rumchaser (DH)	Andrew Butler	Andrew Butler (2) & Peter Just	05:05:20:35
12	Inukshuk (DH)	Robert Large	Robert Large (5) & Stuart Watson	05:05:47:23
13	Blue Moon (DH)	Tristian & Ken Gourlay	Tristian & Ken Gourlay	05:10:23:01
14	Kismet (DH)	Sean Langman	Sean Langman (32) & Peter Inchbold (32)	05:16:05:23



2024 RACE RESULTS

IRC DIVISION 0

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Celestial V70	Sam Haynes	Sam Haynes (13)	1.610	02:16:40:38
2	LawConnect	Christian Beck	Christian Beck (1)	1.980	03:02:25:20
3	Wild Thing 100	Grant Wharington & Adrian Seiffert	Grant Wharington (30)	1.857	03:03:26:36
4	Whisper	David Griffith	David Griffith (10)	1.508	03:06:00:35
5	No Limit	David Gotze	David Gotze (11)	1.525	03:07:30:06

IRC DIVISION 1

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Caro	Max Klink	Max Klink (7)	1.416	03:03:59:33
2	Smuggler	Sebastian Bohm	Sebastian Bohm (9)	1.377	03:04:33:38
3	Ocean Crusaders J-Bird	Ian & Annika Thomson	Annika Thomson (3)	1.302	03:16:53:27
4	Antipodes	Geoffrey Hill	Geoffrey Hill (19)	1.375	03:18:08:01
5	Active Again	Stephanie Kerin	Stephanie Kerin (3)	1.378	04:02:40:57
6	Denali	Damien Parkes	Damien Parkes (39)	1.356	04:08:16:24

IRC DIVISION 2

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Chutzpah	Bruce Taylor	Bruce Taylor (42)	1.200	03:17:05:24
2	Sirene	Bill Henson	Bill Henson	1.141	03:21:47:21
3	Voltstar Yeah Baby	Louis Ryckmans	Marc Ryckmans (12)	1.225	03:22:09:52
4	Happy Wanderer	Dan Cannon	Dan Cannon (1)	1.272	03:23:29:08
5	Odin	Matthew Hanning	Matthew Hanning	1.205	04:02:40:28
6	White Noise	Daniel Edwards	Daniel Edwards (4)	1.135	04:04:07:33
7	Xanthus	Matthew Fifield	Benjamin Roulant (2)	1.166	04:04:44:56
8	Wings	Ian Edwards	Ian Edwards (4)	1.133	04:04:58:57
9	XS Moment	Ray Hudson	Ray Hudson (3)	1.143	04:07:35:55
10	Minnie	Michael Bell	Michael Bell (15)	1.193	04:07:55:31
11	Advantedge	Andrew Jones	Andrew Jones (1)	1.243	04:08:49:07
12	Tenacity	John Lawrie	Vaughan Lynch (1)	1.149	04:10:15:49
13	Wots Next	Charles Cupit	Charles Cupit (3)	1.172	04:10:25:35
14	Avalanche (DH)	James Murchison	James Murchison (15) & James Francis (14)	1.127	04:10:47:34
15	Quantock	David & Alison Hobbs	David Hobbs (2)	1.184	04:13:29:29
16	Indigo II	Darryn Purdy	Darryn Purdy (1)	1.241	04:15:07:16
17	Roaring Forty (DH)	Kevin Le Poidevin & Darrell Greig	Kevin Le Poidevin (2) & Darrell Greig (2)	1.232	04:23:48:38

IRC DIVISION 3

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Cocody	Richard Fromentin	Richard Fromentin	1.085	03:11:25:04
2	Ragtime	Steve Watson	Steve Watson (1)	1.096	04:04:38:31
3	Kanreki	Michael Rowe & Ben Martin	Michael Rowe (4)	1.109	04:04:43:09
4	Poulpito	David Treguier	David Treguier	1.094	04:04:46:04
5	Clockwork	Andrew Lloyd & Mary Ann Harvey	Andrew Lloyd (2)	1.099	04:04:57:57
6	Trouble & Strife	M Williams	Matthew Williams (13)	1.111	04:04:59:46
7	Cinquante	Kim Jaggar	Kim Jaggar (37)	1.093	04:05:23:50
8	Solace	Paul Pincus	Paul Pincus	1.089	04:05:35:00
9	Joker X2 (DH)	Grant Chipperfield	Grant Chipperfield & Peter Dowdney	1.094	04:05:36:43
10	Pacman (DH)	Peter Elkington	Peter Elkington (8) & Scott Cavanough	1.090	04:06:20:12
11	Audacious	Stuart Johnson	Stuart Johnson (1)	1.102	04:07:51:10



IRC DIVISION 4

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Mistral (DH)	Rupert Henry	Rupert Henry (8) & Corentin Douguet	1.070	03:11:44:47
2	Midnight Rambler	Ed Psaltis	Ed Psaltis (41)	1.030	03:21:24:28
3	Supernova	Alex Seja & Felicity Nelson	Alex Seja (20)	1.039	04:02:19:19
4	Bacardi	Brett Averay	Brett Averay (10)	1.032	04:03:12:23
5	Toecutter	Robert Hick & Brad Bult	Robert Hick (18)	1.064	04:03:36:09
6	Navy One	Royal Australian Navy (RAN)	Nathan Lockhart (4) & Mark Butler (9)	1.071	04:04:09:30
7	Tilting at Windmills	Sarah Gunnersen-Dempsey	John Alexander (7)	1.034	04:04:33:40
8	Dasher+Fisher How Bizarre	Scott Robinson	Scott Robinson (4)	1.058	04:05:10:15
9	Fruit Salid 3	Mark Drobitko	Mark Drobitko (3)	1.068	04:10:37:48

IRC DIVISION 5

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Love & War	Simon Kurts	Phillip Kurts (7)	1.012	03:21:42:05
2	Disko Trooper_ Contender Sailcloth (DH)	Jules Hall	Jules Hall (5) & Jan Scholten	1.001	03:21:48:25
3	Jupiter (DH)	Ian Smith	Ian Smith & Lincoln Dews	1.009	03:23:18:03
4	Min River (DH)	Jiang Lin	Jiang Lin (2) & Francois Guiffant	1.020	04:00:37:29
5	Hip-Nautic	Jean-Pierre Ravanat	Jean-Pierre Ravanat (3)	1.028	04:01:00:33
6	Toucan (DH)	Edward Curry-Hyde	Edward Curry-Hyde & Scott Robertson	1.027	04:01:00:58
7	Kismet (DH)	Sean Langman	Sean Langman (32) & Peter Inchbold (32)	0.856	04:20:29:34
8	Inukshuk (DH)	Robert Large	Robert Large (5) & Stuart Watson	0.983	05:03:39:05

DOUBLE HANDED IRC

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Mistral (DH)	Rupert Henry	Rupert Henry (8) & Corentin Douguet	1.070	03:11:44:47
2	Disko Trooper_ Contender Sailcloth (DH)	Jules Hall	Jules Hall (5) & Jan Scholten	1.001	03:21:48:25
3	Jupiter (DH)	Ian Smith	Ian Smith & Lincoln Dews	1.009	03:23:18:03
4	Min River (DH)	Jiang Lin	Jiang Lin (2) & Francois Guiffant	1.020	04:00:37:29
5	Toucan (DH)	Edward Curry-Hyde	Edward Curry-Hyde & Scott Robertson	1.027	04:01:00:58
6	Joker X2 (DH)	Grant Chipperfield	Grant Chipperfield & Peter Dowdney	1.094	04:05:36:43
7	Pacman (DH)	Peter Elkington	Peter Elkington (8) & Scott Cavanough	1.090	04:06:20:12
8	Avalanche (DH)	James Murchison	James Murchison (15) & James Francis (14)	1.127	04:10:47:34
9	Kismet (DH)	Sean Langman	Sean Langman (32) & Peter Inchbold (32)	0.856	04:20:29:34
10	Roaring Forty (DH)	Kevin Le Poidevin & Darrell Greig	Kevin Le Poidevin (2) & Darrell Greig (2)	1.232	04:23:48:38
11	Inukshuk (DH)	Robert Large	Robert Large (5) & Stuart Watson	0.983	05:03:39:05



2024 RACE RESULTS

CORINTHIAN IRC

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Sirene	Bill Henson	Bill Henson	1.141	03:21:47:21
2	Happy Wanderer	Dan Cannon	Dan Cannon (1)	1.272	03:23:29:08
3	Toucan (DH)	Edward Curry-Hyde	Edward Curry-Hyde & Scott Robertson	1.027	04:01:00:58
4	Supernova	Alex Seja & Felicity Nelson	Alex Seja (20)	1.039	04:02:19:19
5	Odin	Matthew Hanning	Matthew Hanning	1.205	04:02:40:28
6	Active Again	Stephanie Kerin	Stephanie Kerin (3)	1.378	04:02:40:57
7	Navy One	Royal Australian Navy (RAN)	Nathan Lockhart (4) & Mark Butler (9)	1.071	04:04:09:30
8	Ragtime	Steve Watson	Steve Watson (1)	1.096	04:04:38:31
9	Kanreki	Michael Rowe & Ben Martin	Michael Rowe (4)	1.109	04:04:43:09
10	Clockwork	Andrew Lloyd & Mary Ann Harvey	Andrew Lloyd (2)	1.099	04:04:57:57
11	Wings	Ian Edwards	Ian Edwards (4)	1.133	04:04:58:57
12	Trouble & Strife	Matthew Williams	Matthew Williams (13)	1.111	04:04:59:46
13	Dasher+Fisher How Bizarre	Scott Robinson	Scott Robinson (4)	1.058	04:05:10:15
14	Cinquante	Kim Jaggar	Kim Jaggar (37)	1.093	04:05:23:50
15	XS Moment	Ray Hudson	Ray Hudson (3)	1.143	04:07:35:55
16	Audacious	Stuart Johnson	Stuart Johnson (1)	1.102	04:07:51:10
17	Denali	Damien Parkes	Damien Parkes (39)	1.356	04:08:16:24
18	Fruit Salid 3	Mark Drobitko	Mark Drobitko (3)	1.068	04:10:37:48
19	Avalanche (DH)	James Murchison	James Murchison (15) & James Francis (14)	1.127	04:10:47:34
20	Indigo II	Darryn Purdy	Darryn Purdy (1)	1.241	04:15:07:16
21	Roaring Forty (DH)	Kevin Le Poidevin & Darrell Greig	Kevin Le Poidevin (2) & Darrell Greig (2)	1.232	04:23:48:38

PHS

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Just Farr Love	Scott Lovell	Scott Lovell	0.9000	03:20:54:45
2	Oroton Drumfire	Will Vicars	Phillip Neil (4)	1.1937	04:00:29:09
3	Le Tiroflan	Chris Taylor	Chris Taylor	0.9836	04:00:46:43
4	Crystal Cutter III	Charles Parry-Okeden	Charles Parry-Okeden (3)	0.9967	04:01:40:07
5	Mako	Simon Macks	Greg Busch (4)	1.0874	04:02:33:55
6	Journeymen Flat White	Jen Linkova	Geoffrey Tomlins	0.9489	04:04:31:54
7	Another Chapter	Neil Sargeant	Greg Clinnick (3)	1.0750	04:05:28:08
8	Chancellor	Ted Tooher	Ted Tooher (16)	0.9532	04:05:32:38
9	Extasea	Paul Buchholz	Dustin Popp (1)	1.3543	04:07:16:02
10	Dark and Stormy	Tobias Swanson	Tobias Swanson	1.0624	04:10:05:52
11	MWF Kayle	Making Waves Foundation	John Whitfeld (29)	1.1867	04:11:25:29
12	Maritimo 100	Bill Barry-Cotter	Bill Barry-Cotter (2)	1.3600	04:12:56:22
13	Awen	David Hows	Sharon Ferris-Choat	1.5500	04:22:14:52
14	Salt Lines	Matthew Harvey	Murray Stewart (5)	0.8566	05:00:50:27
15	Silver Fern	David Hows	John Chambers	0.9380	05:02:07:26
16	Fika (DH)	Annette Hesselmans	Annette Hesselmans (1) & Sophie Snijders	1.1500	05:02:45:40
17	Rumchaser (DH)	Andrew Butler	Andrew Butler (2) & Peter Just	0.9925	05:04:24:11
18	Blue Moon (DH)	Tristian & Ken Gourlay	Tristian & Ken Gourlay	0.9983	05:10:09:43



PHS 1

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Oroton Drumfire	Will Vicars	Phillip Neil (4)	1.1937	03:11:44:47
2	Mako	Simon Macks	Greg Busch (4)	1.0874	03:21:48:25
3	Another Chapter	Neil Sargeant	Greg Clinnick (3)	1.0750	03:23:18:03
4	Extasea	Paul Buchholz	Dustin Popp (1)	1.3543	04:00:37:29
5	Dark and Stormy	Tobias Swanson	Tobias Swanson	1.0624	04:01:00:58
6	MWF Kayle	Making Waves Foundation	John Whitfeld (29)	1.1867	04:05:36:43
7	Maritimo 100	Bill Barry-Cotter	Bill Barry-Cotter (2)	1.3600	04:06:20:12
8	Awen	David Hows	Sharon Ferris-Choat	1.5500	04:10:47:34
9	Fika (DH)	Annette Hesselmanns	Annette Hesselmanns (1) & Sophie Snijders	1.1500	04:20:29:34

PHS 2

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Just Farr Love	Scott Lovell	Scott Lovell	0.9000	03:20:54:45
2	Le Tiroflan	Chris Taylor	Chris Taylor	0.9836	04:00:46:43
3	Crystal Cutter III	Charles Parry-Okeden	Charles Parry-Okeden (3)	0.9967	04:01:40:07
4	Journeymen Flat White	Jen Linkova	Geoffrey Tomlins	0.9489	04:04:31:54
5	Chancellor	Ted Tooher	Ted Tooher (16)	0.9532	04:05:32:38
6	Salt Lines	Matthew Harvey	Murray Stewart (5)	0.8566	05:00:50:27
7	Silver Fern	David Hows	John Chambers	0.938	05:02:07:26
8	Rumchaser (DH)	Andrew Butler	Andrew Butler (2) & Peter Just	0.9925	05:04:24:11
9	Blue Moon (DH)	Tristian & Ken Gourlay	Tristian & Ken Gourlay	0.9983	05:10:09:43

DOUBLE HANDED PHS

PLACE	YACHT	OWNER	SKIPPER	HANDICAP	CORRECTED TIME
1	Fika (DH)	Annette Hesselmanns	Annette Hesselmanns (1) & Sophie Snijders	1.1500	05:02:45:40
2	Rumchaser (DH)	Andrew Butler	Andrew Butler (2) & Peter Just	0.9925	05:04:24:11
3	Blue Moon (DH)	Tristian & Ken Gourlay	Tristian & Ken Gourlay	0.9983	05:10:09:43





2024 RACE RESULTS

CORINTHIAN PHS

PLACE	YACHT	OWNER	SKIPPER	H&ICAP	CORRECTED TIME
1	Navy One	Royal Australian Navy (RAN)	Nathan Lockhart (4) & Mark Butler (9)	0.9767	03:19:20:23
2	Happy Wanderer	Dan Cannon	Dan Cannon (1)	1.2545	03:22:10:19
3	Supernova	Alex Seja & Felicity Nelson	Alex Seja (20)	1.0215	04:00:39:57
4	Le Tiroflan	Chris Taylor	Chris Taylor	0.9836	04:00:46:43
5	Odin	Matthew Hanning	Matthew Hanning	1.1858	04:01:06:08
6	Ragtime	Steve Watson	Steve Watson (1)	1.0597	04:01:18:31
7	Wings	Ian Edwards	Ian Edwards (4)	1.0974	04:01:48:34
8	Active Again	Stephanie Kerin	Stephanie Kerin (3)	1.3826	04:03:00:43
9	Avalanche (DH)	James Murchison	James Murchison (15) & James Francis (14)	1.0604	04:04:28:54
10	XS Moment	Ray Hudson	Ray Hudson (3)	1.1128	04:04:51:41
11	Chancellor	Ted Tooher	Ted Tooher (16)	0.9532	04:05:32:38
12	Kanreki	Michael Rowe & Ben Martin	Michael Rowe (4)	1.1200	04:05:43:05
13	Dasher+Fisher How Bizarre	Scott Robinson	Scott Robinson (4)	1.085	04:07:45:10
14	MWF Kayle	Making Waves Foundation	John Whitfeld (29)	1.1867	04:11:25:29
15	Indigo II	Darryn Purdy	Darryn Purdy (1)	1.2124	04:12:33:37

SYDNEY 38

PLACE	YACHT	OWNER	SKIPPER	ELAPSED TIME
1	Clockwork	Andrew Lloyd & Mary Ann Harvey	Andrew Lloyd (2)	03:19:52:14
2	Poulpito	David Treguier	David Treguier	03:20:06:34
3	Cinquante	Kim Jaggar	Kim Jaggar (37)	03:20:46:11
4	Audacious	Stuart Johnson	Stuart Johnson (1)	03:22:14:25



RETIREMENTS

	Boat	Reason
1.	Alive	Engine Issues
2.	Bacchanal	Broken Boom
3.	Blue Planet (DH)	Loss Of Communications
4.	Bowline	Retired
5.	Calibre 12	Mainsail Damage
6.	Celeste (DH)	Running Rigging Damage
7.	Centennial 7	Mainsail Damage
8.	Ciao Bella	Steering Issues
9.	Cyan Moon	Battery Issues
10.	Flying Fish Arctos	Retired
11.	Georgia Express	Electrical Issues
12.	Gizmo (DH)	Crew Illness
13.	Lord Jiminy (DH)	Crew Injury
14.	Maritimo Katwinchar (DH)	Hull Damage
15.	Master Lock Comanche	Mainsail Damage
16.	Mayfair	Broken Equipment
17.	Mondo	Rigging Damage
18.	Philosopher	Dismasted
19.	Porco Rosso	Retired
20.	Pretty Woman	Headstay Foil Damage
21.	Quetzalcoatl	Crew Injury
22.	Rum Rebellion (DH)	Skipper's Discretion
23.	Sailor Moon (DH)	GPS/Auto Pilot Issues
24.	The Goat	Crew Injury
25.	The Shepherd Centre	Engine Issues
26.	Transcendence Rudy Project (DH)	Dismasted
27.	URM Group	Dismasted
28.	Verite (DH)	Electrical Issues
29.	Wild Oats	Rigging Damage
30.	Zeus	Foil Damage



Photos: Ashley Dart

Photo: ROLEX | Andrea Francolini





Competitor Highlight



Making Waves Foundation

For the third time in his Sydney Hobart tally of 30 races, *MWF Kayle* skipper, John Whitfield, passed the Tasman lighthouse in daylight.

After almost four days of racing in testing conditions that included “miserable and wet” weather, the crew were relieved to see the sun appear as they sailed along the Tasmanian coastline, “It lifted everyone’s spirits,” Whitfield said.

MWF Kayle, with a crew of 16 able-bodied and sailors with disabilities, crossed the Rolex Sydney Hobart Yacht Race finish line at 07:31 hrs on December 30.

MWF Kayle is a custom-built Lyons 54 owned by the Making Waves Foundation (MWF) “founded with a mission to empower individuals with disability”. The designer’s daughter, Maddy Lyons was aboard for her second Hobart.

The yacht placed 28th on Line Honours and sixth in PHS Division 1.

Whitfield praised the yacht for its performance in this “tough” race.

“The old girl [*MWF Kayle*], she’s like Moses, she parts the waves,” Whitfield said smiling.

He was also proud of his crew – 25 per cent are female and 50 per cent have disabilities.

“The abled bodied and those with disabilities worked as a team the whole trip – I’m so proud of them,” Whitfield said. “It’s about the people, not the race for us.

“It’s about their achievements, not about finishing first.” ⚓



Photos: ROLEX | Carlo Borlenghi, Salty Dingo

2024 ROLEX SYDNEY HOBART YACHT RACE BY THE NUMBERS

104 1

Starters

30 fter

4 951 5

100 fters

Competitors

52s

23 7.8M 23

Double
Handers

Facebook Views

First Time
Entrants

312K 849K 78

Instagram
Reach

CYCATV Live
Show Views

Competitors
under 50 ft

12% 4,704 12%

Women
Owners/Skippers

Collective Sydney Hobarts

Women Crew

01:13:35:13 05:21:04:13

Fastest Trip | LawConnect

Slowest Trip | Salt Lines



Sailors celebrate Sydney Hobart silver jubilees

Competing in one Rolex Sydney Hobart Yacht Race is worth celebrating – but 25? That’s a whole different level of partying.

In 2024, four sailors competed in the great race south for a remarkable 25th time.

“One of the greats”, Chris Rockell

The first time Chris Rockell finished a Sydney Hobart was in 1998 on board the Overall winner *AFR Midnight Rambler* (owned by Ed Psaltis and Bob Thomas).

During Rockell’s first race in 1997, *Midnight Rambler* was forced to retire due to mainsail damage.

In 1998, the Hick 34 not only finished but won in arguably the most challenging conditions sailors had faced since the race’s first edition in 1945.

Ed Psaltis expressed admiration for Rockell’s resilience in 1998.

“He went through hell then and showed the type of grit anyone who has ever raced on a *Midnight Rambler* knows he has in spades,” Psaltis said.

Rockell, 68, was 42 years old in 1998 and was concerned that he was over the hill.

He remembers thinking: “I’ve started far too late. If I can just do one, it’ll be enough.

“But then of course, as anyone who’s done a [Sydney Hobart] will tell you, you don’t just do one.”

As a teenager in New Zealand in the early 70s, Rockell never thought for a moment that he would notch up 25 Sydney Hobarts.

“Life is a mysterious thing,” Rockell said. “I ended up in Sydney, meeting the *Midnight Rambler* crew, and doing Sydney Hobarts. It wasn’t until I got to about 17 or 18 [races] that I started to think 25 might be achievable.”

He sailed 19 Sydney Hobarts on all six *Midnight Ramblers*, ranging from 35 to 40 feet.

For the last four races, he crewed on Kim Jaggar’s Sydney 38 *Cinquante*.

Last year, his son Matthew was on board for his third Rolex Sydney Hobart when the yacht placed seventh in Division 3 on IRC. Rockell says that was his last race south. He is now on the search for a cruising yacht to sail with his wife.

Although Rockell doesn’t think he will miss the more trying Rolex Sydney Hobart experiences, like the time the *Midnight Rambler* crew spent hours recovering two spinnakers simultaneously from the water; he said he will forever cherish the friendships and his connection to the ocean.

Ed Psaltis will definitely miss Rockell.

“I can honestly say Chris is the toughest offshore sailor I’ve ever had the privilege to race with, and I’ve seen a few,” Psaltis said

“He’s a quiet achiever, going above and beyond in the horrendous stuff that smaller boats often cop, without ever complaining. The team is everything to him and he has always sacrificed for the team.

“[He’s] one of the greats in my humble opinion.”

Photos: ROLEX | Carlo Borlenghi, Ashley Dart, Salty Dingo



Destined to sail 25, Stephen McConaghy

Stephen McConaghy, 57, has battle scars to show after his 25th Sydney Hobart.

But McConaghy said it's been worth it – 5th place Overall meant *Smuggler* held its lead to win the 2024/25 Audi Centre Sydney Blue Water Pointscore. It also placed second in Division 1. Max Klink's Botin 52 *Caro* placed first.

McConaghy's steering skills helped *Smuggler* through a tough first night of racing. At one point, the yacht was on its side with limited steerage and the rudder out of the water for around half an hour. But using the knowledge gleaned from years of offshore experience, McConaghy used a wave to right the boat.

"It's just amazing to see our [*Smuggler*] team grow over the past five years, and the results are showing [this]," McConaghy said. "To be competitive against *Caro*, one of the modern 52 footers in an almost 20-year-old TP52, is amazing."

The professional sailor has lived and breathed the sport for most of his life. In addition to 25 Sydney Hobarts, he represented Australia in the Soiling class at the 1996 Olympics and competed in 30-plus Sydney Gold Coast Races, and numerous yacht regattas in Asia.

McConaghy never doubted that he could achieve 25 Sydney Hobarts.

"It's what I do," he said.

His extensive Sydney Hobart resume is hard to beat. McConaghy, who was born in Sydney and now lives in Hobart, has sailed on 15 different yachts in his Sydney Hobart career.

He raced his first Sydney Hobart aged 24 in 1992 on Alyn Ovenden's Adams 15 *Let's Go*. And in 1999, his second race, he was on board the Farr 40OD *Leroy Brown* when it broke the 40-foot yacht Sydney Hobart speed record. He said that race was momentous in "kick-starting" his career as a professional sailor.

McConaghy has also raced on Matt Allen's Farr50 *Ichi Ban* (2003), the late Syd Fischer's TP52 *Ragamuffin* (2011) and Sam Haynes' Rogers46 *Celestial* (2012 and '13).

So, what is it about the Rolex Sydney Hobart that draws him back each year?

"The excitement of the start, sailing with a great team, the thrill of surfing big waves and the post-race celebrations in my hometown Hobart," McConaghy said.

Sebastian Bohm, owner of *Smuggler*, looks forward to racing in "many more Hobarts" with McConaghy.

"It was an honour to sail with him for his 25th Sydney Hobart," Bohm said. "Steve is an incredible sailor and leader, who has the experience, knowledge and fearlessness to drive a boat hard from start to finish. He is also a great friend.

"When things get hairy offshore, he is the guy you want on the boat."



"Some good ones and not so good ones", Troy Grafton

In 1994, a 19-year-old Troy Grafton was on board Royal Tasmanian Salmon, one of the 371 yachts that started in the 50th Sydney Hobart in 1994. Grafton raced with his dad, Phil, for his first race south.

The 2024 Rolex Sydney Hobart marked 30 years since the 1994 race, and Grafton's 25th time competing. Grafton was watch captain and driver aboard Mitchell Gordon's Sydney 38 *The Goat*.

Unfortunately, *The Goat* retired from the race after a crew member was injured. Grafton, now 49, said there had been "some good results and some not so good ones" across the 25 races.

In 1998, he was on board T Lyall's Elliott 43 *Valheru*. It finished and placed third on IMS – Division C and 18th on Line Honours.

A longstanding crew member of Sam Haynes' TP52 *Celestial*, Grafton experienced the crew's collective disappointment after their near win in 2021. However, it wasn't long before the *Celestial* crew would triumph.

"To go the next year [in 2022] and win it, that was really cool," Grafton said.

Sam Haynes, former owner of the TP52 *Celestial*, had nothing but praise for Grafton.

"He races hard and never stops," Haynes said. "Troy is tough as they come offshore. Someone to be relied upon in any conditions."

Grafton has competed the Sydney Hobart on 11 different boats and doesn't plan to retire anytime soon.

"I enjoy going offshore and if you've got a good crew, that's good fun hanging out with your mates. And being as competitive as you can," Grafton said. "[I thought] I'd do a few, but I didn't think I'd ever get 25. I'll probably keep going for a few more yet."



Whole lotta love for Love & War, Michael Heenan

At first, Michael Heenan was "nonchalant" about the celebrations for his 25th Sydney Hobart. To the seasoned sailor, it was just another race.

But Heenan soon realised his efforts were not to be sneezed at, and why not celebrate because everybody else seemed to be? A social media post on the 25-timers attracted 7000-plus reactions, and there were celebrations at the CYCA's Quiet Little Drink event in December 2024 and a medallion ceremony at the Grand Chancellor Hall in Hobart.

"To have 600 people clapping and cheering as the Premier of Tasmania, Jeremy Rockcliff, handed me a 25-year medallion, and the entire crew of *Love & War* giving me a standing ovation was very moving. It made me think - this is a bit of an achievement," Heenan said.

Heenan will join some of the "absolute heroes of Australian sailing" on the honour roll of sailors who have competed in 25 Sydney Hobarts, which is on display in the CYCA Members Bar.

"I never had a concept that I would join [these sailors]," Heenan said. "The milestone was never anything I aimed for. It just seems to have come along. I was just doing one race at a time."

Heenan was 25 in 1981 when he competed in his first Sydney Hobart on board Julius Charody's 31-foot yacht *Shanandoah*.

Throughout his Sydney Hobart career he has raced with offshore sailing legends – from the late Bob Oatley on *Wild Oats*, Olympic gold medallist, the late David Forbes on *Great Expectations* and *Merlin*, to the late Peter Kurts aboard the Sparkman & Stephens 47 *Love & War* (2003). He went on to sail with Peter's son Simon and his grandson Phillip.

In 2024, the 68-year-old, completed his 25th race on board *Love & War*, skippered by Phillip Kurts. Heenan has crewed on the yacht in seven Sydney Hobarts.

"I've sailed with three generations of Kurts' associated with this boat. I feel very proud of that," Heenan said.

This year, *Love & War* narrowly clinched the Division 5 win over the Double Handed entry *Disko Trooper Contender Sailcloth*.

"To win the division by six minutes after three days and 21 hours is pretty special," Heenan said.

Of all the yachts, *Love & War* holds a special place in Heenan's heart.

"The weather's got to go our way, but [the crew] want to do the race on one of the most beautifully prepared boats, and one of the best sea boats. You wouldn't want to be anywhere else but on *Love and War* in a big sea."

Heenan hopes to return in 2025 for the 80th edition of the Rolex Sydney Hobart and is after his first Overall win on board *Love & War*, which won in 1974, 1978 and 2006.

"*Love & War* is very competitive, as we've proved this year, and we are serious, we want to win the handicap trophy in the Rolex Sydney Hobart this year," Heenan said. ⚓



Photos: ROLEX | Andrea Francolini

Cruising

Moving Miss Moneypenny

A delivery from Sydney to Perth



Photo: Andrea Francolini

The Reichel Pugh-designed 69-foot race yacht *Moneypenny* was sold at the end of 2024 by Jason Rowed of Race Yachts from well-known Noakes Boatyard operator Sean Langman to a Perth-based business identity, Rob Appleyard. Rob's previous boat, *Secret Weapon*, a Ker 40, had been campaigned on both the east and west coast regattas and he was looking for a bigger challenge.

Jason recommended experienced delivery skipper, Larry Jamieson, to take on the project of preparing the boat for the 2,500 nautical mile journey from Sydney Harbour to Fremantle Sailing Club.

With the assistance of Simone Hill, owner of My Crew Travel, a team of eight crew members with relevant offshore skills was gathered for the trip. The youngest member, Keanu, was 19 years old with his first Rolex Sydney Hobart race recently under his belt and the oldest, our leader Captain Larry in his 60s.



Two crew members, Damien and Alexandre, who are usually based in France, were involved in the delivery from French Polynesia to Australia of the Rolex Sydney Hobart divisional winner, *Cocody*. Another Australian-based French captain of the Swan 60 *Eve*, Benjamin, currently based in Tunisia, was able to join us.

Experienced round-the-world racer, Morgan and another delivery skipper, Marcus, gave us our two other watch captains.

The yacht had been kept in a cradle on the hard stand as it has no antifoul on her hull. First step was the delivery of a shipping container, the dismantling of the cradle, packing all the race equipment which was not required for the delivery and sending it across the Nullarbor via truck and train.

The boat was moved to a pen at the Cruising Yacht Club of Australia during January and the conversion from a grand prix/day racer to a passage maker commenced. The decision to base ourselves at our home yacht club meant that we were surrounded by a wealth of experience from friends and suppliers.

As there was no running water on the boat, a manual pump and jerry cans of water were sourced. 140 meals were batch cooked, vacuum-sealed and frozen before being stored in two 12v camping fridges onboard. Diesel was stored in 20 litre jerry cans across the stern.

Photos: Simone Hill

During sea trials off Sydney Harbour, we set up the mainsail for three reefs and had a number 4 genoa and staysail set up on a furler for the bow. The water ballast system was tested and the engines serviced.

The timing of all deliveries is always weather dependant and the 45-knot severe wind warnings on Sydney Harbour had us waiting on the CYCA's A-arm for several days before our meteorologist, Dr Roger 'Clouds' Badham gave us the all-clear to depart for Eden on the NSW South Coast.

A beautiful spot known for its whaling past, where we were docked on the main jetty in Twofold Bay. The whole crew were hosted for lunch by CYCA Member and owner of Farr 40 *Outlaw*, Alan Quick. Our French crew met their first kangaroos nearby.



From there, we made our way around Wilson's Promontory and along the Victorian coastline known as the Shipwreck Coast. Our next stop was Portland, the first European settlement in the state.

Once the next front had passed, we then sailed around Kangaroo Island and into Port Lincoln in South Australia. We received a very warm welcome from the members of the Port Lincoln Yacht Club and an invitation for some of our crew members to participate in their weekend racing on a Sharpie.

The town was gearing up for the annual Adelaide - Port Lincoln race and Regatta Week. Definitely one for the bucket list! Home of excellent seafood and the Melbourne Cup-winning racehorse Makybe Diva.

The draft of the yacht is 4.8 metres limiting our access to marinas, so once again we berthed at one of the jetties in town.

The next leg across the Great Australian Bight was the longest and required a clear window to arrive in Albany before forecasted gale-force conditions.

Arriving in Western Australia we docked at the Albany Marina and rode out the 45-50 knot gusts with ten lines securing the boat. Known as the departure point for ANZAC troops heading out to war and home of the National ANZAC Museum.



Our final leg took us around Cape Leeuwin and Cape Naturaliste, past Geographe Bay and Rottnest Island before an early morning arrival with an escort from the new owner into Fremantle's North Harbour.

The My Crew Travel team of Larry and Simone have now moved on to their next delivery, bringing a brand new Seawind 1370 catamaran built in the factory in Vietnam. This journey will cover 5,000 nautical miles from Ocean Marina in Pattaya, Thailand to Sydney Harbour, Australia.



About Simone Hill

Simone Hill is the owner of My Crew Travel, which specialises in coordinating the logistics for race yachts travelling to regattas and rallies. She is an AMSA-qualified Master <24m and has completed over 60,000 nautical miles in deliveries over the past three years. Her experience as an event and project manager has proven invaluable. ⚓

SailGP's Sydney Stopover



Day 1 - Australian Domination

The Australia SailGP Team put on a masterclass on the opening day of SailGP Sydney, winning two of the three fleet races in front of a home crowd. Skipper Tom Slingsby and his crew capitalised on the gusty harbour conditions, displaying their signature speed and tactical expertise to take an early lead in the event. The Aussies looked comfortable and in control, setting themselves up as clear favourites heading into the final day.

Brimming with confidence, Australia SailGP Team driver Tom Slingsby said, "It doesn't get much better really. Four races in tough conditions and to come away with four good results, we're extremely happy."



Day 2 - Fletcher Upsets the Favourites

Despite their strong position, Australia couldn't convert in the winner-takes-all final. Great Britain's Dylan Fletcher, competing in his first SailGP event as a skipper, delivered a flawless race to claim an impressive victory. The Australians finished second, with Spain rounding out the podium in third.

While disappointed to miss out on the top spot, Slingsby's team proved once again why they are among the best in the league. With consistent performances throughout the fleet racing, the Australians remain a dominant force as the SailGP season continues.

Emirates Great Britain Team CEO Sir Ben Ainslie agreed: "What an amazing race," he said, continuing, "I'm so proud of them. Dylan has done brilliantly - he's world class and that's why we wanted to get him into this game. He's got a top team around him and what's impressive is how quickly he's gelled into this group."

Conceding the loss of his home title, Australia SailGP Team driver Tom Slingsby said, "Honestly, the British did a really good tack on us up that first beat. Their timing was perfect. We've been sailing so well as a team and have a lot to be proud of. I'm just sorry to the fans. I think everyone thought we were a shoe in, but it didn't quite go our way and that's sport."



Photos: SailGP

CYCA Youth Sailing Academy in SailGP

The CYCA Youth Sailing Academy has long been a breeding ground for world-class sailors, with several alumni now competing at the highest level in the SailGP circuit. These talented sailors who started their journey at the CYCA, now are amongst the world's best racing high-speed F50 catamarans.

SailGP Athletes from CYCA's Youth Sailing Academy:

- Will Ryan - Australia SailGP Team
- Sam Newton - Australia SailGP Team (Grinder)
- Kyle Langford - Red Bull Italy SailGP Team (Wing Trimmer)

Their success is a testament to the Academy's commitment to developing well-rounded sailors, with some continuing to compete at the highest level.



WATERSIDE EVENTS AT THE CYCA

Planning a wedding, celebration or corporate event? Our dedicated event spaces on the upper level of the Club are perfect for any style of event. Enjoy spectacular waterfront views overlooking the marina. Inhouse AV facilities are available, with modern interiors and a premium location only a 10 minute drive from Sydney's CBD. Members receive exclusive discounts on Functions, including 25% off on room hire.



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The Magic of Network Marine Insurance Monday Twilights



Local Hero and Precision win Monday spinnaker Twilights

Nothing beats kick starting the week with adrenalin-pumping spinnaker runs that feature in the CYCA's Network Marine Insurance Monday Twilight Series.

The 2024/25 series saw fleets of 20-plus yachts enjoy scooting down Sydney Harbour on a spinnaker run every Monday evening from October 2024-March 2025.

David Davies' BH 36 *Local Hero* came away with the Overall series win on PHS in Division 1. Just three-points behind *Local Hero* in second place was Phil Herscovics' Sydney 38 *Shine On - Team Callendina*, and in third place was Greg Mason's Davidson 37 *Sine Wave*.

On *Local Hero's* win, Davies said: "[Monday Twilights] are a great short course format that is a lot of fun and really tests the crews. We thoroughly enjoyed the close competition with *Indi*, *Shine On* and *Sine Wave*."

John Anet's Archambault 31 *Precision* won the Overall series on PHS in Division 2. Second place went to David O'Loughlin's J/99 *Sienna* and in third place was George Waldthausen's Cavalier 350SL *Superfine*.

It was the lethally fast *Victoire* that landed on top for the Overall series win on IRC, ahead of *Local Hero* in second place and Noel Cornish's Farr 40 *Indi* in third place.

Indi's bowperson Olivia Gates, said she, "loves the competitiveness of the fleet".

Congratulations to all of the 2024/25 Network Marine Insurance Monday Twilight Series competitors. We look forward to seeing you all for some more spinnaker fun for the 2025/26 series later this year. ⚓



Wednesday Twilight Tales

Large fleets enjoy Sydney Harbour for Wednesday Twilight Series

The 2024/25 Wednesday Twilight Series on Sydney Harbour has attracted 50-plus yachts since its start in October.

The fleet has experienced all kinds of weather conditions in the past six months. Sailors have often had to battle gusty southerlies on the reach back from Nielson Park to Potts Point. But in lighter conditions, they have relished the opportunity to partake in a beverage on the rail and snap stunning photos of the spectacular sunsets en route to the Rushcutters Bay finish line.

Although the series does not involve a pointscore, the competitors have demonstrated their impressive sailing skills week after week. And almost every week, a different boat has crossed the finish line in first place.

Edward Foggin, a crew member on Peter Franki's *Salt Shaker*, is enthusiastic about the benefits of Wednesday twilights.

"The Wednesday Twilight Series represents the very best of Sydney life," Foggin said. "To be able to get on the harbour mid-week and enjoy some excellent sailing with great people is uniquely special.

"This series has had it all - with fierce competitions and varied weather conditions, it certainly hasn't disappointed." 🍷



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17 - 21 April 2025

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17-20 March
Gladstone Marina Parklands
98 Bryan Jordan Drive



📍 **Gladstone Harbour Festival's Raft Regatta**
9.30am, 18 April
O'Connell Wharf, Flinders Pde



📍 **77th Brisbane to Gladstone Yacht Race Livestream**
10am, 18 April
Gladstone Marina Parklands



📍 **Yachtsman's Long Lunch**
10.30am - 2.30pm, 18 April
B2G Village, Flinders Parade
18+ event - Tickets \$275pp



📍 **Harbour Cruise Brunch**
11.15am-1.15pm, 19 April
Boat ramp at Flinders Parade
All ages event - Tickets \$75pp



📍 **Seafood Festival**
10am-5pm, 19 April
B2G Village, Flinders Parade
Free entry, all ages event



📍 **Sound Sanctuary at the Village**
5pm-midnight, 19 April
B2G Village, Flinders Parade
Free entry (Strictly 18+ event)



📍 **B2G Line Crossing Party**
2pm-midnight, 20 April
B2G Village, Flinders Parade
Free entry (from 9pm - 18+)



So, what are *you* waiting for?

Find your place by the water and celebrate **Easter in Gladstone**. Better still, extend your stay and experience more of what the region has to offer.

Thank you, Volunteers!



Photos: CYCA | Ashley Dart and Salty Dingo.



The Club honoured all its Rolex Sydney Hobart volunteers who work dilligently throughout the summer at a Thank You Barbeque this February.

Associates Club Social Lunch



The Club Social Lunch enjoyed a wonderful lunch on Tuesday 18 March to celebrate friendships and St. Patrick's Day. Lunchgoers dressed in green and played a round of trivia during their meal. Thanks to the Associates Committee for organising another great event!



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Vale

Cathryn 'Kate' Dixon

Cathryn 'Kate' Dixon, sailor, artist and a colourful, exuberant, duck loving member of the CYCA, passed away on 3 February 2025 after a short, unexpected illness.

A member of the CYCA for 30-years, Cathryn joined in 1993 however her association with the club began much earlier than that. Cathryn sailed with CYCA Life Member John Keelty on Cherana in the early 70s. He recalls not only was she good crew, but she also always helped when Cherana was slipped.

Later in life she met Bernie Alleck, who became her soulmate. They enjoyed cruising and 'simply messing about' on their wooden boats, Bernie had a Stella named Solas and their little day sailor named Chenonetta after the Australian wood duck. They became known as the 'Duck' people, always towing a duck behind wherever they went and convincing many members of the CYCA and RANSA to follow suit.

Cathryn has always been an active member of the CYCA and RANSA. She served on the CYCA Cruising Committee for several years and was involved in organising many cruising events including raft-ups and sail aways. She loved any social event and was a regular attendee to the Thursday badge drawer and Tuesday social lunches.

Cathryn was a talented and successful artist. She successfully exhibited her water colours on several occasions including at a fundraising art show she organised at the CYCA when she was on the Cruising Committee, a very successful event.

In her professional life Cathryn was a radiographer and sonographer. After moving to Australia and exploring the country, Cathryn continued her career in the medical field working at several locations in the City of Sydney. She retrained in ultrasound during the very early years of the development of ultrasound in obstetrics and became the Chief Sonographer in the Ultrasound Department at the Royal Hospital for Women for over 20 years before retiring.

Cathryn felt very fortunate to have made many friends, both professionally and socially, in the medical, yachting, art and croquet settings.

She is survived by her sister Angela Harshaw, nephew John Carter, and cousins Victoria Hyde, Luke Broom-Lynne and Kate Stannett.

Cathryn Dixon – sailor, artist and friend. We will miss your colourful and flamboyant personality. ⚓





Over the years you would see Bob and his wife Eve on Sydney Harbour, covering races from Bobby's RIB. Bobby wrote and took photos – Eve next to him changing film rolls and batteries in cameras, holding cameras, changing lenses – whatever it took. Then back to the CYCA where Bob would conduct further interviews and Eve socialised. She loved people.

Marcus Blackmore described it beautifully: “Eve was always by Bob's side, two great pillars of our sailing world.”

Bob travelled a lot for his work and Eve, or Eva, as he called her, was more than happy to go along. And as he admitted to me once, “I couldn't have done what I did without her.” They went to America's Cup, Clipper/Kenwood Cup, Admiral's Cup and more. They were loved by the international sailing media and often put them up at their home in Commonwealth Street, Surry Hills over the Sydney Hobart and Christmas period.

Eve was a social butterfly and organised many a SINS (Society of International Nautical Scribes – formed by the late Bob Fisher, Angie Antrobus, Rob Mundle and others) party in Australia and all over the world. A great entertainer, Eve often did the catering.

One such party was in Fremantle, Western Australia in 1986, during the America's Cup Challenger Series and it was huge, as every media person from around the world was in town.

Eve never left anyone out of a party. She was thoughtful that way. Again, in Freo, as the only female member of Syd Fischer's America's Cup team, I craved other company at times and Eve always made sure to invite me along to birthdays and whatever celebration to she was cooking up, knowing how it was. She did that for others too and we appreciated it.

Christmas at the house in Surry Hills was the same, great company and great food. Through that and sailing with Eve and Bobby, I got to know the family well and although we lost touch as each went their own ways, we reacquainted just before Bobby's funeral and it was like old times as the memories flooded back.

Eve will be missed by all who knew her – vivacious, strong, kind and a staunch ally. She is survived by her and Bobby's combined seven children and their children.

Written by: Di Pearson 



Evelyn 'Eve' Ross

Following on from the death of her husband Bob Ross in June 2024, Eve Ross passed away peacefully on Sunday 24 November 2024 after a short illness, surrounded by her family.

Eve was still in good spirits on the Friday, receiving visitors between naps. She was a force in life – one of a kind – the very traits that Bob found so attractive. They were inseparable and totally dedicated to each other and their blended family. Eve loved her family – they were number one with her – and she stayed proud of the children and their children to the end.

While Bob was a member of the CYCA for over 50 years, Eve decided to join under her own steam, which she did in early 1994. She was also a member of the CYCA Associates Committee for a time and enjoyed it.

Eve and Bobby's marriage was strong from the word go and their partnership extended to Bobby's work and sailing. Wherever Bob went, Eve was there too. She drove Bob to all his assignments in NSW and drove the Australian Sailing RIB so he could concentrate on his job.



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FINANCIAL REVIEW

WHAT'S ON

AT THE CYCA

**21 - 23
MARCH**

WOMEN'S TRAINING PROGRAM

Conducted on the YSA Elliott 7 fleet, the three-day course consists of training drills, theory sessions on Friday and Saturday, followed by entry into the Sydney Harbour Women's Keelboat Series Race 5 on Sunday. All experiences welcome.

**10
APRIL**

NAVIGATING YOUR NETWORK | CREW CONNECT MIXER

Join sailors, owners and crew for a social evening to forge new relationships and sailing opportunities. Sailors interested in both offshore and inshore sailing are encouraged to attend.

**27
APRIL**

LGT CRESTONE WOMENS WINTER SERIES

Race 1 of the LGT Crestone Women's Winter Series kicks off on Sunday 27 April with Race 2 on 8 June and Race 3 on 13 July. Yachts with women helms or full-women crew are encouraged to compete.

**4 MAY -
6 JULY**

2025 LGT CRESTONE WINTER SERIES

The favoured LGT Crestone Winter Series returns in 2025. One of Australia's largest ongoing series and now including IRC, the pointscore is a longstanding tradition on the CYCA calendar.

**9
MAY**

SUMMER SEASON PRIZEGIVING

Celebrate another successful season of racing at the 2024/2025 Summer Prizegiving. Sailors from the Club Marine Pointscores, Double Handed Pointscore, Network Marine Insurance Monday Twilights and Wednesday Twilights are all invited.

**31
MAY**

PONANT SYDNEY NOUMEA YACHT RACE

The Ponant Sydney Noumea Yacht Race kicks off in 2025 for its highly anticipated return. The 1,064 nautical mile race finishes in time for New Caledonia's Groupama race.

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MAXI YACHT ROLEX CUP



ROLEX MIDDLE SEA RACE



ROLEX FASTNET RACE

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