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2017 Rolex Sydney Hobart. Photo: Carlo Borlenghi.

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Master Lock Comanche and URM Group speed out Sydney Harbour at the start of the ACSBWPS Bird Island Race. Photo: CYCA | Ashley Dart.

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COMMODORE DR. SAM HAYNES

At the helm



I am writing this season's introduction to 'At the Helm', having just wrapped up the 2024 Rolex Sydney Hobart Media Launch – with a little over a month until the excitement of Boxing Day and the great journey South. From the morning's live cross to Karl Stefanovic and the 'Today' show team through to a media panel and Q&A session with a vibrant and mixed group of competitors, it's been a strong start to the proceedings.

Needless to say, things are getting very busy around the Clubhouse. With a few recent withdrawals, this year's 79th Rolex Sydney Hobart fleet currently sits at 107 boats and is comprised of a strong and varied line-up.

Four 100-footers have entered, including *Master Lock Comanche*, skippered by four-time Overall Sydney Hobart winner Matt Allen AM and James Mayo, last year's Line Honours victor, Christian Beck's *LawConnect*, Grant Wharington's *Wild Thing 100*, and Bill Barry-Cotter's Oyster *Maritimo 100*.

There are six former Tattersall Cup winners competing this year, including last year's IRC Overall Winner, Philip Turner's RP66 *Alive*, out to defend her 2023 title, and Ernesto Echauz's TP52 *Centennial 7* (formerly *Celestial*) which my team won IRC Overall on in 2022. A new-look *Unicoin*, (formerly *Assassin*), a winner in 1992, returning under owner Peter Bremner. And one can't forget three-time winner, Simon Kurts' S&S 47 *Love & War*, racing with the family's third generation of skippers, Phillip Kurts.

Half the boats range from 30 – 40-feet and we have 23 intrepid Double Handed crews competing, including Rupert Henry's Lombard 34 *Mistral* which won DH IRC in the past two editions and Jules Hall's J/99 *Disko Trooper_Contender Sailcloth* which took out the inaugural division in 2021. Our oldest entry is the 1904-built *Maritimo Katwinchar* that recently won overall in the 2024 GCCM Gold Coast to Mackay Race.

Entries from all states of Australia are joined by six international entries – representing Hong Kong, the Philippines, New Zealand, New Caledonia, France and the USA. There are some familiar faces, such as Max Klink's *Caro* (NZ) – fresh off a win in the recent Bird Island Race- and many new ones, notably the two JPK 11.80s – Richard Fromentin's *Cocody* (Fr.) and Ron Epstein's newly built *Bacchanal* (USA) which impressed in her debut last week by winning IRC Division 2 of the Bird Island Race.

I will be racing again this year skippering *Celestial V70* (formally Willow), kindly lent to me by Jim Cooney and Samantha Grant. We are using the campaign to raise awareness for the Assistance Dogs Australia charity, of which I am a director and supporter. The ADA provides service dogs to clients with physical disability, autism and PTSD.

While I am at sea competing, the Club will be in good hands, my role temporarily covered by David Jacobs, our Vice Commodore.

Coverage of the Rolex Sydney Hobart across Australia will be through our new and exciting partnership with the Nine Network. The Boxing Day Start will be shown on Channel Nine and 9Now and there will be a dedicated channel on the 9Now on-demand platform for a wider range of content -including pre-race interviews, historical footage, twice daily Live Update Shows from Hobart and live streams of all the important finishes. International audiences can access everything through our CYCATV channel on Youtube or the Rolex Sydney Hobart website (rolexsydneyhobart.com).

Looming is the penultimate leg of the Audi Centre Sydney Blue Water Pointscore – the 172nm Cabbage Tree Island Race, which starts at 1900hrs on Friday 6 December. Following the tight and always exhilarating twilight start at Point Piper, the course heads north to round an island off Port Stephens before returning to Sydney. It promises to be another ferociously fought affair with several crews vying for points while *Smuggler* sits atop of standings with the ever-consistent *URM Group* close by. Don't miss out on the chance to watch the spectacular sunset start on the Rosman Spectator Ferry. Book your tickets today at cyca.com.au.

The Cabbage Tree Island Race also doubles as the first leg of the 2024 Australian Maxi Championship. The five-day event also includes passage racing off Sydney Heads and culminates in the SOLAS Big Boat Challenge on Sydney Harbour on Tuesday 10 December. Once again, the action will be streamed live in its entirety and available later on 9Now.

Also on the race calendar for December is our much-loved Sydney Hobart Classic Yacht Regatta, held over three days from 13 December.

And of course, our Youth Sailing Academy squad will be carrying the flag over in Jeddah, Saudi Arabia, competing in the World Sailing Youth Match Racing World Championship. The team recently finished second at the 2024 New Zealand Match Racing National Championship. Best wishes to our YSA team led by Cole Tapper and joined by Jack Frewin, Hamish Vass, Chelsea Williams and Joel Beashel.

Come down to the Clubhouse to try out our new Summer menu and reserve a spot for the diverse range of social events planned. The Rolex Sydney Race Village hosts its first event on Thursday 5 December with a very special Welcome Back Party for the Andoo Team Australia Challenge America's Cup Squad. Hear from John Bertrand AO (Patron) and the Women's and Youth skippers, CYCA's Olivia Price and Cole Tapper, and meet the teams on the night.

The Village will see the return of perennial favourites like our Women in Sailing Night, VIP and Skippers Launch, RSHYR Crew Party and Family Day but will also host two new events that are sure to please: a new-look Quiet Little Drink, and what promises to be a future classic, The Long Lunch.

We will also be running Ocean Crusader's 2024 Ocean Sustainability Forum & Clean Up Conference on 11 December which will include a live cross to Conrad Coleman in the Southern Ocean as he competes in the Vendee Globe.

Check out the What'sOn calendar on the Club website (cyca.com.au) for all the latest updates or join our CYCA WhatsApp Community.

I hope to see you at the Club & Sydney and Hobart Race Villages this month.

Warm regards,

Dr Sam Haynes
Commodore ⚓

Photos: CYCA | Andrea Francolini, ROLEX | Carlo Borlenghi.







Photo: CYCA | Ashley Dart.

At the turning mark: the Audi Centre Sydney Blue Water Pointscore Battle

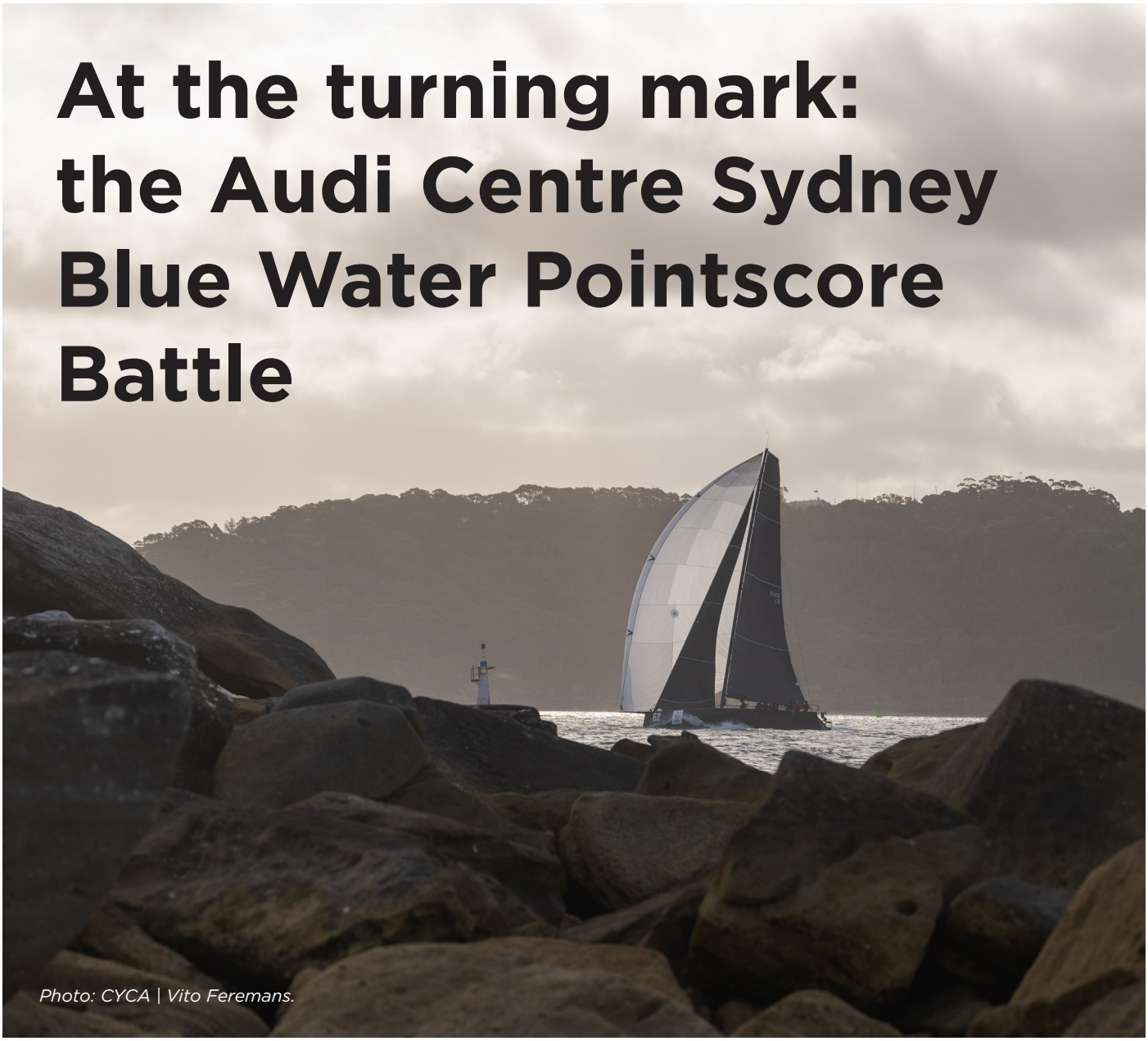

Photo: CYCA | Vito Feremans.

The Audi Centre Sydney Blue Water Pointscore is where legends are made and dreams are chased, with six exciting races, that push both boats and crews to their limits.

It kicks off with the Noakes Sydney Gold Coast Yacht Race (NSGCYR), a 384-nautical mile sprint up the coast and winds up to the iconic Rolex Sydney Hobart Yacht Race, a gruelling 628-nautical mile battle that has become an Aussie sporting institution.

Across these six races, boats acrue points, the better you place the lower your score for that race. Each race is crucial for overall glory - especially the Rolex Sydney Hobart Yacht Race, where success can make or break a campaign.

And it's not just bragging rights at stake, there's plenty of silverware to be won, including the coveted Jack Halliday Perpetual Trophy for the IRC winner and the Malcolm Halliday Perpetual trophy which is awarded to the overall PHS winner.

From short, sharp dashes like the Flinders Islet Race to the epic longer races like the Cabbage Tree Island and Rolex Sydney Hobart, this series has something for everyone. But don't let the distances fool you - each race brings its own unique set of challenges.

One minute you're gliding down the coast with everything going according to plan, the next, you're battling unexpected conditions or you've have sailed into a wind hole and see your competition sail off into the distance. It's this unpredictability that makes the Blue Water Pointscore such a thrill.

For decades, this series has tested the best in the business. Legends like Syd Fischer, with a record nine Blue Water Championships under his belt, have set the bar high, but every season, since its inception in 1957, brings new contenders eager to etch their names into CYCA history.

Let's look at what's what and who's who in this year's Pointscore at the turning mark.

Noakes Sydney Gold Coast Yacht Race

Race 1 of the Audi Centre Sydney Blue Water Pointscore, the Noakes Sydney Gold Coast, brought together a fleet of 48 boats, from cutting-edge mini-maxis to smaller, double handed yachts and everything in between. After a few years of light, variable conditions, the weather proved far more challenging this running, making for an exciting race north. The start was particularly light, but as night fell on day one, stronger winds rolled in, testing both endurance and strategy across the fleet.

URM Group led the charge, taking Line Honours with a time of 1 day, 7 hours and 14 minutes. However, the real excitement came from the battle between *Voltstar Yeah Baby, Mistral* and *Tempo*, with a thrilling game of cat-and-mouse unfolding between the three yachts. In the end, it was twin brothers Louis and Marc Ryckmans aboard *Voltstar Yeah Baby* who clinched the Peter Rysdyk Memorial Trophy for their stellar performance on IRC.

Rupert Henry and Greg O'Shea on *Mistral* finished second overall and dominated the Double Handed division, setting a great standard for this growing offshore racing format.

A few yachts had to retire from the race, *XS Moment* was the first due to electrical damage, *She's The Culprit* dismasted and *Intiy* because of a damaged mainsail.



Photos: CYCA | Ashley Dart.





Flinders Islet

Race 2 of the 2024 Audi Centre Sydney Blue Water Pointscore, the Flinders Islet Race, saw 33 yachts battle light and tricky winds on the 88 nautical-mile course from Sydney to Wollongong and back. Despite clear skies, a fickle 4-6 knot WNW breeze made for a challenging start, especially for some of the older, heavier boats. TP52s *Smuggler* and *KOA* broke ahead early, with *Smuggler* outpacing the fleet as the first to clear South Head.

As the breeze settled, the larger yachts dominated, with Anthony and David Johnston's *URM Group* rounding Flinders Islet first, closely followed by *Whisper* and *Smuggler*. In the IRC Overall standings, *Smuggler* and *KOA* led the pack, while *Whisper* and *URM Group* took third and fourth. Jules Hall's *Disko Trooper_Contender Sailcloth* shone in the Double-Handed IRC division, proving that the double-handed teams can hold their own against fully-crewed boats.

With the second race in the bag, the competition was heating up and with *Smuggler* securing its first ever ACSBWPS victory, the team climbed into the top spot in the Pointscore.



Tollgate Islands

The 2024/2025 Audi Centre Sydney Blue Water Pointscore's Tollgate Islands Race, held on Friday 18 October, saw 26 competitors ranging from 32 to 100 feet set off on a 260-nautical-mile course. Despite lighter-than-expected winds of 10-12 knots from the north/northeast, the front runners, led by the 100-foot *Master Lock Comanche*, quickly gained traction, followed closely by *URM Group*, *Whisper* and *Smuggler. XS Moment*, the first yacht under 50 feet out the heads followed closely, with the rest of the fleet in pursuit.

A storm cell passed through early in the race, bringing rain, thunder and winds up to 30 knots before conditions settled into a lighter northerly breeze. *Master Lock Comanche,* skippered by Matt Allen and James Mayo, led the fleet throughout, taking Line Honours, IRC and PHS victories after 18 hours, 45 minutes. *Whisper* and *Smuggler* completed the top three in IRC.

In the Double Handed fleet, Chris O'Neill's *Blue Planet* triumphed in both IRC and PHS Double Handed, also securing IRC Corinthian honours. O'Neill was pleased with his performance, especially against the pros.

"Doing well in the Corinthian division is very satisfying. While the double handed results are great, the fleet is quite mixed. My preference is for the IRC Corinthian division because I get to compete against both double handers and fully-crewed boats - but all Corinthian sailors."

Ian Smith's *Jupiter* finished second in the Double Handed division after a tough race, which included a broken halyard and as a result, a torn A5 heavy-weather spinnaker.

With several crews noting the intense nature of the race as well as the beautiful moments under full moonlight, it was one of the best editions of the Audi Centre Sydney BWPS Tollgate Islands Races to date.

The race saw a few retirements, *Philosopher* retired due to gear failure, *Navy One* because of rig damage, *Millennium Falcon* due to time constraints and *Maritimo Katwinchar* (DH) retired due to electrical issues.

Bird Island

The Bird Island Race, the fourth event in the Audi Centre Sydney Blue Water Pointscore (ACSBWPS), featured 43 yachts, including three international entries: *Antipodes* (Hong Kong), *Bacchanal* (USA), and *Caro* (NZ). While this is the shortest race in the Pointscore it offered plenty of excitement to the fleet and spectators alike.

Under overcast skies and a steady 15-knot northeasterly breeze, the fleet got underway after two general recalls. With a black flag flying the fleet approached the line more conservatively. *Master Lock Comanche* lead out of Sydney Heads - only to retire later in the race due to mainsail damage.

With a building breeze, up to 30 knots from the nor'east, the fleet would soon be speeding back to the Harbour after beating up the coast. *URM Group* proved to be the fastest around the track and claimed Line Honours, finishing in 7 hours, 6 minutes and 33 seconds.

A competitive fleet vied for Overall Honours, with standout performances from *Whisper*, *Caro*, *Smuggler*, *Bacchanal*, and leading Double Handed entries *Borderline*, *Disko Trooper_Contender Sailcloth,* and *Min River*. Ultimately, it was *Caro* that capitalised on the conditions to claim victory on handicap, with *URM Group* and *Smuggler* finishing second and third in the IRC division.

In the PHS Division, it was *Ragtime* that landed itself on the top spot, followed by *Bacchanal*, Ron Epstein's newly launched JPK11.80, and *Caro*.

Leading the double handed fleet, another yacht that relished the fast conditions was Andy Offord's Jeanneau Sunfast 3300 *Borderline*. Offord, owner and co-skipper, eventually taking both Double Handed IRC and Double Handed PHS honours. Offord lauded their performance: "We had an A4 up for about two hours coming out of the island and then we changed to an A5, a bit more conservative as that one works on a fractional halyard. Our strategy was to keep soaking into the coast before gybing into the Heads and back to the finish line. We topped out at 20.7 knots, but we needed the speed to create a gap between us and the J/99s. Back at the island they would have had us on corrected time, but we managed to create a gap in the end."

40 of 43 starters finished, with retirements from *Master Lock Comanche* (mainsail damage), *Cinquante* (rigging issues) and *Sailor Moon* (rudder damage).

Photos: CYCA | Ashley Dart.







The Current Pointscore standings at the halfway mark

Performing well in a Pointscore comes down to one thing – consistency, and one team in particular has truly embraced that principle. *Smuggler*, Sebastian Bohm's Judel Vrolijk TP52, has secured a spot on the podium in every race of the season so far. With a second place in the Noakes Sydney Gold Coast Yacht Race, a first in the Flinders Islet Race, and third places in the Tollgate Islands Race and Bird Island Race, *Smuggler* has amassed a total of 8 points.

In this system, where the winner receives one point, second place gets two, third place three, and so on, *Smuggler* has excelled at maintaining consistent results. This success is the product of years of hard work by the team to optimise and streamline their approach.

Close behind in the Pointscore standings is *Whisper*, which finished fourth in the NSGCYR, third in the Flinders Islet Race, second in the Tollgate Islands Race, and fourth in the Bird Island Race. David Griffith's Judel Vrolijk 62-footer is built for fast reaching and downwind sailing, and it has proven its capability in these conditions. The team has 12 points over the first three races and the top spot is within reach.

Rounding out the podium is *URM Group*, which earned its first podium Pointscore finish in the Bird Island Race claiming second place, has earned fifth, fourth, and fourth place finishes. With a total of 14 points the team will be looking to secure a solid result in the Cabbage Tree Island Race.

Note: Race results don't always reflect the Pointscore standings. Some yachts may place on the podium in individual races but may not have entered the Pointscore or only participated in specific races. Their results will not be counted in the Pointscore standings.

*Results as of 20 November 2024

IRC top 5 standings

1. *Smuggler* (JV TP52) – Sebastian Bohm - 8 points
2. *Whisper* (JV 62) – David Griffith - 12 points
3. *URM Group* (RP72) – Anthony and David Johnston - 14 points
4. *KOA* (TP52) – Andrew Kearnan and Peter Wrigley - 35 points
5. *Calibre 12* (Cookson 12) – Richard Williams - 40 points

PHS Standings top 5

1. *Smuggler* (JV TP52) – Sebastian Bohm - 23 points
2. *Whisper* (JV 62) – David Griffith - 28 points
3. *Antipodes* (Santa Cruz 72) – Geoff Hill - 43 points
4. *Blue Planet* (DH) (J/99) – Chris O'Neill - 44 points
5. *KOA* (TP52) – Andrew Kearnan - 48 points

2024/2025 AUDI CENTRE SYDNEY BLUE WATER POINTSCORE

27 JULY NOAKES SYDNEY GOLD COAST	21 SEPT. FLINDERS ISLET
18 OCT. TOLLGATE ISLAND	16 NOV. BIRD ISLAND
06 DEC. CABBAGE TREE ISLAND	26 DEC. ROLEX SYDNEY HOBART

Audi Centre Sydney Blue Water Pointscore

Comanche claims Line Honours and Overall Tollgate Islands win



Photos: CYCA | Ashley Dart.

Friday 18 October marked the start of the third race of the Cruising Yacht Club of Australia's 2024/25 Audi Centre Sydney Blue Water Pointscore - the 260 nautical mile Tollgate Islands Race. Twenty-six competitors ranging from 32 to 100-feet and built over 100 years apart, left the starting line at 1900hrs.

Despite lighter-than-forecast N/NE winds of 10-12 knots, the larger yachts, led by *Master Lock Comanche, URM Group, Whisper* and *Smuggler,* quickly gained ground. *XS Moment*, the first yacht under 50 feet, followed closely, with the rest of the fleet in pursuit.

Not long into the race, a storm cell loomed, bringing rain, thunder, lightning and as well, a change in wind direction and strength.

URM Group navigator Alice Parker, late reported that around 1940hrs, "... we were hit by a solid squall, with moments of 30-knot winds. Things calmed down on the back side of the storm clouds, and we're now back in a light northerly gradient of 8-10 knots".

While conditions settled into lighter breeze offshore, the fleet braced for a wet night ahead and awaited a predicted southerly shift.

The VPLP Verdier 100 *Master Lock Comanche*, skippered by James Mayo and Matt Allen, proved strong in her start to her 2024/2025 Blue Water Pointscore campaign and led the fleet for the entirety of the race. Sailing at over 20 knots at times, she managed to clear a 14 nautical mile lead over Anthony and David Johnston's 72-foot *URM Group*. During the first night, David Griffith's JV62 *Whisper* and Seb Bohm's TP52 *Smuggler*, skippered by Steve McConaghy, were both close astern.

Sydney Harbour is incredible, but there's not a lot of runway for a boat of this size, so we're happy to be heading into the ocean towards Tollgate Islands.

The front runners soon distanced themselves from the next group of yachts, led by *Calibre 12* and *Georgia Express*.

After 18 hours, 45 minutes and 48 seconds the first yacht home was *Master Lock Comanche*, taking both Line Honours and the top spots under both IRC and PHS handicap. Over the line, she was followed by *URM Group, Whisper* and *Smuggler*.

Despite the 52-, 62- and 72-footers being "holed up" off Batemans Bay for a few hours on Saturday morning, the four larger boats ultimately secured 1st to 4th places on IRC as the rest of the fleet experienced lighter breeze on Sunday.

Master Lock Comanche won PHS ahead of Chris O'Neill's J/99 double-handed entry *Blue Planet* and Lisa Callaghan's Sydney 38 *Mondo*.

The double-handed fleet was as competitive as ever. *Blue Planet* (DH), co-skippered by Chris O'Neill and Michael Tom Johnston, not only took the win in IRC Double Handed and PHS Double Handed but also IRC Corinthian.

Chris O'Neill shared: "I just try to sail as fast as I can and let the results come. Winning the IRC Corinthian division is something I'm really happy about. I'm just a weekend sailor, so competing against the pros isn't easy. Doing well in the Corinthian division is very satisfying. While the double-handed results are great, the fleet is quite mixed. My preference is for the IRC Corinthian division because I get to compete against both double-handers and fully-crewed boats - but all Corinthian sailors."

With a top speed of 23 knots and a thrilling ride back, *Blue Planet* (DH) showed impressive speed and handling under challenging conditions: "Coming back, the breeze picked up, so we kept a lot of sail up, which made for a thrilling ride. We managed to make up a lot of the time we lost earlier. We were regularly hitting 20 knots of boat speed while surfing down waves, and our top speed was 23 knots. We had a few wipeouts, but that's all part of the fun."

Ian Smith, owner and co-skipper of *Jupiter*, who claimed second place in IRC Double Handed, summarised their race afterwards:

"Ocean racing is a very humbling experience. One minute you're winning, the next the fleet has passed you, it really keeps you on your toes. We had a great start, being the first double hander off the line, and managed well up the harbour, but *Blue Planet* got ahead of us through the Heads.

"A big thunderstorm hit shortly after turning south, so we dropped our A2 and put a reef in, then went west, anticipating the westerly winds, which didn't eventuate as expected. We caught up with *Rum Rebellion*, but the conditions around the island became very soft. Rum Rebellion, with their local knowledge, came out ahead of us, along with Borderline.

About 11 nautical miles off Cape St George, we hoisted our A5 spinnaker, but the halyard broke shortly after and we ended up prawning for 25 minutes. After recovering the sail, all we could do was pole out the jib. We couldn't catch up to *Blue Planet* or surf down the waves as well as we'd hoped."

Despite the mishap with their broken halyard the team managed to secure a solid result and is proud of the result they achieved. ⚓







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Audi Centre Sydney Blue Water Pointscore

Caro claims Overall Bird Island win



Photos: CYCA | Ashley Dart.

The Bird Island Race, the fourth event in the Audi Centre Sydney Blue Water Pointscore (ACSBWPS), took place on Saturday 16 November under grey overcast skies and breezey conditions. The starting sequence added intrigue; after two general recalls, the fleet got going, albeit more cautiously, on their third attempt.

The diverse fleet of 43 yachts were joined by three international entrants - *Antipodes* from Hong Kong, *Bacchanal* from the USA and *Caro* a New Zealand entry who is poised to stamp its mark on the final race in the Pointscore, the Rolex Sydney Hobart, following strong performances in 2022 and 2023.

The largest yachts in the fleet were the 100-footer *Master Lock Comanche* and 72-footer *URM Group*, while the smallest consisted of a handful of J/99s, all racing double handed.

After two general recalls, the fleet eventually got underway at 1020hrs under a black flag. Competitors tacked out through the Heads in a 12-15 knot east north easterly breeze, contending with an outgoing tide and rolling seas. Despite the bumpy conditions, the start was handled well.

Master Lock Comanche led the charge, clearing Sydney Heads at 1040hrs, followed by *URM Group, Whisper, Caro, Smuggler, Antipodes, No Limit,* and *Koa*.

In the Double Handed division, *Disko Trooper_ Contender Sailcloth* set the pace as the first to leave the Heads, with the rest of the fleet close behind. *Sailor Moon*, bringing up the rear, was the last yacht to exit the Harbour.

However, *Master Lock Comanche*'s early lead was short-lived. After sustaining damage to its mainsail, the crew made the difficult decision to retire from the race.

Co-skipper Matt Allen explained: "We were using an old mainsail that we were planning to retire anyway. As we were sailing upwind, the top blew out. No crew errors contributed to the damage. The sailing conditions were great out there - I'm sure it would have been a fantastic race."



The beat up the coast

The first yacht at the Bird Island halfway mark, (3nm NE of Norah Head on NSW's Central Coast), was Anthony and David Johnston's *URM Group*, with the team going on to claim their third Line Honours victory of the season. Their first victory in 2024 was the Noakes Sydney Gold Coast Yacht Race and the second, the Flinders Islet Race. *URM Group* crossed the finish line off Watsons Bay at 17:26:33 after 7 hours, 6 minutes and 33 seconds on the racecourse, reaching speeds of 22 knots on their way back from Bird Island.

Anthony shared: "It was a great race and overall, we were happy with the performance of the team and the boat. We pushed as hard as we could and rounded with a healthy lead."

The next bunch to round the Island were *Whisper, Caro, No Limit, Smuggler* and *Antipodes,* with *Oroton Drumfire* not far behind.

Oroton Drumfire skipper, Phillip Neil, was a happy man after the race: "The conditions suited us perfectly - this kind of weather is our bread and butter. In a decent breeze and a bit of sea state that might trouble other yachts, we just power through. It also helps that we have an incredible crew which includes some of the best female sailors in the world like Stacey Jackson, Carolijn Brouwer, Jessica Watson, Katy MacDonald and Jane Vicars."

Only a little further back, an epic battle in the Double Handed fleet was unfolding. *Disko Trooper_ Contender Sailcloth* co-skipper Jules Hall said: "There was a pack of five double-handers bunched together: *Borderline, Disko Trooper_Contender Sailcloth, Toucan, Min River* and *Jupiter*. We were crossing tacks the whole way up."

Shane Connelly, co-skipper of *Rum Rebellion*, reflected on the challenging conditions: "It was a lot of hard work getting to Bird Island. The wind ranged between 13 and 19 knots, and the opposing current was brutal. We went a bit further offshore than the rest, which hurt us quite a bit.

"Approaching Bird Island we saw *Borderline* hoist their kite and take off like a rocket. It was incredible to watch the co-skippers handle the boat the way they did - my hat goes off to them."

At the halfway point, the majority of the double handed fleet was only 100m apart with *Borderline* being the first in the pack. Hall continued by saying: "The standard in the fleet has gotten so high, so quickly. It is just epic to be a part of that." Closing the fleet but still very much in the hunt on handicap until the very end was the the 120-year-old *Maritimo Katwinchar*.

The sled ride back home

With *URM Group* being the first back into the Harbour, the rest of the fleet raced against the clock to improve their corrected time. In the wash-up, Max Klink's Botin 52 *Caro* (NZ) took out Division 1 and Overall IRC honours in a corrected time of 11:18:18 - seven minutes ten seconds ahead of Johnston brother's Maxi 72 *URM Group*.

Johnston later reflected: "It was always going to be a case of whether we got chased down by *Caro* ... and they pipped us in the end. A great day's sailing all round. Congratulations to Max Klink and team".

It was not only the biggest in the fleet that enjoyed the fast return trip. In what has been described as "epic racing conditions" the smallest of the fleet were also ripping home. One of those yachts was *Bacchanal*, the brand-new, locally-built JPK 11.80 for American owner Ronald Epstein.

Epstein celebrated the team's first hit-out: "I've dreamed of competing in the Rolex Sydney Hobart my entire life, so it's incredible that we're now preparing for that journey. The JPK has proven itself to be a fantastic all-round boat, handling beautifully upwind and delivering great speed downwind, topping out at 21 knots. I am fortunate with the level of experience my crew brings, with nearly 50 years of combined Bird Island Race experience - that certainly counts for something. We're heading back to the USA now, but will return on 2 December to prepare for the Cabbage Tree Race, followed by the race I've dreamed of since I was a child - the Hobart."





Another yacht that relished the fast conditions was Andy Offord's Jeanneau Sunfast 3300 *Borderline*.

Offord, owner and co-skipper alongside Stephen Prince, led the charge in the double handed fleet, eventually taking both Double Handed IRC and Double Handed PHS honours. Offord lauded their performance: "We finally didn't park anywhere or sailed into a hole, it was just a fantastic race. There was a good set of boats in the race, so it was a good gauge to see how we measure against the rest.

"We had an A4 up for about two hours coming out of the island and then we changed to an A5, a bit more conservative as that one works on a fractional halyard. Our strategy was to keep soaking into the coast before gybing into the Heads and back to the finish line. We topped out at 20.7 knots, but we needed the speed to create a gap between us and the J/99s. Back at the island they would have had us on corrected time, but we managed to create a gap in the end."

Maritimo Katwinchar, Bill Barry-Cotter's restored classic, skippered by Michael Spies, was the final boat home, finishing the course at 0148hrs Sunday morning, averaging 5.4 knots for the journey.

40 of 43 starters finished, with retirements from *Master Lock Comanche* (mainsail damage), *Cinquante* (rigging issues) and *Sailor Moon* (rudder damage). ⚓



Photos: CYCA | Ashley Dart.



Photo: CYCA | Vito Feremans.



The next Audi Centre Sydney Blue Water Pointscore race is the Cabbage Tree Island Race, kicking off at 1900 hours on Friday 6 December 2024.



Photo: CYCA | Vito Feremans.





Photo: CYCA | Ashley Dart.



Photo: CYCA | Andrea Francolini.



Photo: CYCA | Darcie Collington.

Backing the Blue: Audi Centre Sydney renews its partnership of CYCA's Blue Water Pointscore



The Audi Q3 35 TFSI Dynamic Black at the CYCA.

CYCA Members are automatically provided access to the Audi Corporate Program which includes preferential vehicle pricing and warranty offers, reduced dealer delivery charges and Audi Service Advantage (concierge collection and complimentary loan vehicles).

Audi Centre Sydney has recently renewed its close and over thirteen-year association with the Cruising Yacht Club of Australia, renewing its Naming Rights Sponsorship of the CYCA Blue Water Pointscore for a further three years.

The prestige automotive retailer has partnered the popular offshore race series since 2019 and the CYCA's Winter Series prior to that. Along with the support of local distributor Audi Australia, who was Naming Rights partner of the CYCA's Winter Series earlier, the partnership with the marque has been one of the Club's most enduring.

Dr. Sam Haynes, CYCA Commodore shares: "The Cruising Yacht Club of Australia (CYCA) is delighted to announce that our close and enduring partnership with Audi Centre Sydney will be continuing. We look forward to working with the team over at Zetland to deliver and continue to develop Australia's premier and most dynamic offshore sailing series".

The company's motto 'Vorsprung durch Technik', which translates as 'Progress through Technology' is reflected in the various models you will see on display at the Club throughout the year and its ongoing commitment to sustainability initiatives parallels the CYCA's own focus.

We sincerely thank Audi Centre Sydney for its continued support of our Club and racing program and look forward to many more years working together. ⚓


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SCAN FOR TICKETS & MORE INFO

At the start of December, nine of Australia's finest Maxi and Mini Maxi racing yachts will battle it out in the One Circular Quay Australian Maxi Championship, culminating in the thrilling SOLAS Big Boat Challenge. Over four days of spectacular racing, the fleet will vie for the coveted title of 2024 One Circular Quay Australian Maxi Champion.

The action kicks off on 6 December at 1900hrs with the Cabbage Tree Island Race, the penultimate race in the Audi Centre Sydney Blue Water Pointscore. This 172-nautical-mile offshore challenge takes the fleet to Cabbage Tree Island, just north of Port Stephens. As the CYCA's second most popular blue water race, it's a crucial test for competitors, offering a valuable chance to acclimatise crews to night-time conditions ahead of the Rolex Sydney Hobart Yacht Race later in the month.

Following the offshore race, the fleet will shift gears for two days of intense passage racing, blending tactical skill with competitive edge.

The event concludes with the SOLAS Big Boat Challenge on Tuesday 10 December, it is a highlight of the Sydney sailing calendar and one of the most spectacular days of racing on the Harbour. This iconic event draws crowds of spectators, delivering thrilling close-quarters racing and dramatic battles. Last year, the SOLAS Big Boat Challenge crown went to URM Group, the runner-up in the Rolex Sydney Hobart Yacht Race.



As the final major showdown before the Rolex Sydney Hobart, starting on Boxing Day, the regatta offers teams the ultimate platform to prove their readiness while showcasing their talent to take on the best of the best in the Hobart.

This year's fleet features many familiar faces, with many past competitors returning to the regatta, though some yachts have undergone modifications or a change of ownership.

This year's One Circular Quay Australian Maxi Championship and SOLAS Big Boat Challenge line includes:



Alive

After finishing second behind *URM Group* in both the Australian Maxi Championship and SOLAS Big Boat Challenge, the 2023 RSHYR winner, *Alive* is back for another shot at the Championship. A consistently competitive contender, *Alive* shows no signs of slowing down and her crew remains top tier. Will they be able to trump the competition this year?



Celestial V70

CYCA Commodore, Sam Haynes, has entered *Willow*, a Volvo Open 70, renaming her *Celestial V70*, in deference to the name of his previous yachts.

With the Commodore in the skipper role, the rest of the crew, made up of the *Celestial* TP52 squad, is led by Robert Greenhalgh and Jack Macartney. Haynes scored other great results with his former *Celestials,* including a Tattersall cup victory in the 2022 RSHYR. The V070, *Celestial*, is a good all-rounder that could also do well in the IRC division.



Photo: CYCA | Ashley Dart.

LawConnect

Christian Beck's 100-footer designed by Juan Kouyoumdjian is back for more high-speed action. While Beck might have lost his underdog status after winning Line Honours in last year's Rolex Sydney Hobart, the team is ready to take on the competition. With a few new sails in the wardrobe, which are up to 15% lighter than the previous ones, the team are in it to win it. *LawConnect* achieved stellar results in last year's Australian Maxi Championship and SOLAS Big Boat Challenge, winning IRC in the Maxi Division.



Master Lock Comanche

Originally scheduled to leave Australia in early 2024, following the end of her charter with the Winning family, co-skippers Matt Allen and James Mayo made the decisive call to keep the yacht in Australian waters. Widely regarded as the fastest racing 100-footer in the world, *Master Lock Comanche*, is set for another run in Australian Maxi Championship and the SOLAS Big Boat Challenge, before wrapping the season up with the 2024 Rolex Sydney Hobart Yacht Race, aiming to reclaim the prestigious Line Honours title.



Photos: Andrea Francolini



Moneypenny

Recently sold by Sean Langman, *Moneypenny* will compete in the Australian Maxi Championship and SOLAS Big Boat Challenge before heading to Western Australia under new owner Rob Appleyard, the 2022-23 Audi Centre Sydney Blue Water Pointscore champion, is a seriously competitive boat with the right crew.



No Limit

David Gotze's RP62 *No Limit* is an all-round boat, closely resembling the 2011 Rolex Sydney Hobart winner, *Loki*. The yacht competes all year round, in major regattas. In his program are the Audi Centre Sydney Blue Water Pointscore, Australian Maxi Championship, his program includes the SOLAS Big Boat Challenge, where *No Limit* secured third place in the Mini Maxi Division last year.

After modifications this winter, which included a new water ballast system and hydraulic winches, the team will be fighting to improve on their 2023 result.



URM Group

Anthony and David Johnston's *URM Group* returns as a strong contender for the Australian Maxi Championship, the SOLAS Big Boat Challenge and the 2024 Rolex Sydney Hobart Yacht Race. Taking both crowns on IRC during the Australian Maxi Championship last year, the team will be back to defend their titles.

The Reichel/Pugh 72 and her crew have carried their competitive edge into 2024, securing Line Honours in nearly every race of the Audi Centre Sydney Blue Water Pointscore series so far: the Noakes Sydney Gold Coast Yacht Race, Flinders Islet and Bird Island Race.



Whisper

Owned by CYCA Director David Griffith, *Whisper* is a JV62 that he heavily campaigns in Australian waters. No stranger to the ACSBWPS and the Rolex Sydney Hobart, the crew knows Sydney Harbour unlike many others. After retiring last year in the SOLAS Big Boat Challenge due to runner-block failure, the team are poised to bring the show their worth throughout the regatta.



Wild Oats X

Wild Oats X is joining the already impressive fleet. Being the sistership to *Alive* the two yachts will be closely matched. Skippered Mark Richards, joined by other familiar faces like Andy Green, Paul Westlake and Tim Wiseman the crew is ready to stamp their mark on this year's championship. Over the winter, the yachts has received some board modifications and built out its sail wardrobe.



Wild Thing 100

Grant Wharington and Adrian Seiffert's *Wild Thing 100* made its debut as a 100 footer in last year's Rolex Sydney Hobart Yacht Race, having been delivered straight from the Gold Coast to Sydney with a few finishing touches still being added on the way. Formerly an 80-footer, she retains her old rig. The 2024 running will be her first Australian Maxi Championship as a 100 foot yacht.

About the One Circular Quay Australian Maxi Championship

The Cruising Yacht Club of Australia (CYCA) is delighted to announce a new partnership with Lendlease's luxury harbourside residential development One Circular Quay as Naming Rights Sponsor of the 2024 One Circular Quay Australian Maxi Championship.

The Championship, now in its fourth year, is one of the highlights of the Australian sailing calendar. As the final hit-out before the Rolex Sydney Hobart, it is a celebrated event and a showcase for some of the world's greatest race yachts. It also serves as an important training opportunity for the elite teams & offers an opportunity for crews to test themselves against the best – and the right to claim bragging rights. The event is open to entrants ranging from 60- to 100-foot with a minimum IRC TCC of 1.450.

One Circular Quay's relationship with the Club will also extend its support as a partner of the Rolex Sydney Hobart Sydney Race Village events program later in the month – a series of festive social gatherings, parties, lunches, dinners, and talks, open to competitors, members and the general public alike. These will run at the CYCA in its purpose-built Rolex Race Village throughout December.

Tom Mackellar, CEO Development, Lendlease stated:

"One Circular Quay is privileged to partner the Cruising Yacht of Australia as it hosts the final two races of its offshore racing season.

"The season is a vibrant part of Sydney's maritime heritage, and we look forward to partnering with the Club and showcasing One Circular Quay as another icon in the Sydney Harbour story – now with front-row seats upon the project's completion in late 2026."

CYCA Commodore Dr Sam Haynes said:

"The One Circular Quay residential development will be a major addition to Sydney Harbour's CBD foreshore and we are excited to be working with the team at Lendlease to help promote the project and the Harbour-focused lifestyle it embodies."

For more information on the One Circular Quay Australian Maxi Championship, go to cyca.com.au.⚓

Photos: Andrea Francolini



The Sydney Hobart Classic Yacht Regatta will run from 13-15 December 2024.







Photos: CYCA | Andrea Francolini.



Photos: CYCA | Andrea Francolini.

Great Sydney Hobart yachts

Solveig

David Champtaloup breaks down the story of *Solveig*, the ocean racer classic yacht built by the Halverson brothers.



February 2025 marks the 100th anniversary of the arrival in Australia of the Halvorsen family from Norway via South Africa, and the start of the Lars Halvorsen Sons boat building business. Over the next 50 years, until the business closed in 1975, over 1,500 boats were built, with the Sydney Hobart winner *Solveig* recognised as one of the most famous.

Solveig was the first of Trygve Halvorsen's ocean racer designs, the family's three previous yachts having been designed by his older brother Magnus. *Solveig* was built at Ryde in Sydney and launched in 1950. The yacht has an overall length of 10.97m, beam of 2.67m, draft of 1.68m and was launched with a 3/4 fractional sloop rig. *Solveig* competed in five Sydney to Hobarts with Trygve and Magnus as co-skippers, and the most notable results were line honours in 1953, and overall winner on handicap in 1954.



Solveig is carvel planked in oregon with the cabin sides and trim of teak. The yacht is lighter than the brothers' previous ocean racer Peer Gynt (1947) although retaining the Colin Archer doubled ended shape for seaworthiness. An unusual feature for the era was *Solveig*'s hanging spade rudder, designed to give better balance to the steering. The yacht is well fitted out and an excellent expression of Trygve's philosophy of designing fast and safe cruising yachts that could be raced hard, particularly in heavy conditions.

Before the Sydney to Hobart successes of 1953 and 1954, *Solveig* competed in the 1951 Trans-Tasman Race, and the Los Angeles to Honolulu Transpac in the same year. In 1953 *Solveig* sailed in the Sydney Noumea Yacht Race.

In 1955 *Solveig* was sold to Tom Doyle in Honolulu. After Doyle the yacht had a number of owners although remained in the Hawaiian Islands for the next 60 years. In 2016 Bob Allen, a past Commodore of the Halvorsen Club, was in contact with the US owner who was looking to sell and asking for information about *Solveig*'s pedigree and racing record. As Bob describes it, he offered his thoughts on an Australian market price for *Solveig* and soon after was surprised to find himself the new owner. When asked how this could have happened Bob laid the blame on a love of beautiful classic wooden boats.



In 2016 *Solveig* arrived as deck cargo in Port Botany. There was a long list of work to be done, including returning the cabin structure to Trygve's original design, and with great assistance from David Kellett, *Solveig* was berthed at Woolwich Dock and the major part of the refit was completed.

In 2019, Annie Lawrence and John Whitfield, friends of Bob's, became the new custodians of *Solveig*. Under Annie and John, *Solveig* once again became a Category 1 offshore racer, competing in CYCA Blue Water events and in 2020 entered the Rolex Sydney Hobart Yacht Race. Sadly, this was the Covid cancellation year, however *Solveig* returned for the race to Hobart in 2021. In 2024 Bob Allen joined with Annie and John as a co-owner, and the group is working toward returning to Hobart for the 2027 Australian Wooden Boat Festival. *Solveig* continues to race regularly in the CYCA's Classic Yacht Regattas.

*This article draws from information made available on the ANMM's Australian Register of Historic Vessels.



Photos: CYCA | Andrea Francolini.

ROLEX SYDNEY HOBART



The Rolex Sydney Hobart Yacht Race is a spectacle on and off the water. With the Boxing Day start fast approaching, the momentum is building in the lead up to the 79th running of the Great Race South.

This year's fleet of 107 yachts has it all. From new faces out the front of the fleet to major changes to the Notice of Race, there's yarns aplenty brewing for the 628 nautical mile race.

But the action isn't limited to the on-water event. The Cruising Yacht Club of Australia (CYCA) is a hive of activity, with more events for sailors and supporters lined up compared to previous years.

by Greta Quealy

Battle of the maxis

There's a battle brewing between defending Line Honours winners *LawConnect* and four time Line Honours winner *Master Lock Comanche*. Four-time George Adams Tattersall Cup winner Matt Allen AM and dual Etchells World Champion James Mayo have joined forces to skipper (the formerly named) *Andoo Comanche* for this year's race.

They aim to claim victory over Christian Beck's *LawConnect* after the heartache of last year's 51-second loss.

Of that momentous win, Beck said: "We couldn't believe it. To come second three times, and the difficulty and the expense and the pain you go through to get there, to finally win was unbelievable."

A year on, Matt Allen has a simple plan after a recent win in the John H. Illingworth Challenge Cup for the first time in his sailing career.

Allen's strategy? "You've just got to sail faster, don't you?"



Photo: ROLEX | Andrea Francolini.



Photo: CYCA | SaltyDingo



Photo: ROLEX | Andrea Francolini.

The start

Watch the epic battle between these two yachts play out on Nine's multi-platform media network – the Rolex Sydney Hobart's new broadcast partner.

See the start live on Nine Network's free-to-air channel or catch it on the 9Now live stream. 9Now is the place to go for archival materials, pre-race interviews, live-update shows, live streams, in-race content and race-highlights packages.

Another option is to get up close and personal with the fleet on board the superyacht The Jackson, the only spectator boat allowed inside the race exclusion zone. Passengers have amazing views of the maxis and mini maxis as they power through the water, and there's also the chance to check out new yachts, those with recent modifications, and the double-handed entries as they show off their impressive sailing skills. Included in the $390 ticket is a 360-degree view deck, live commentary, drinks, canapés and more.

Tattersall Cup contenders

Phillip Turner's Reichel Pugh 66 *Alive*, skippered by Duncan Hine, has the potential to become a three-time Tattersall Cup winner for IRC Overall if the Tasmanian yacht wins on IRC Overall this year after victories in 2018 and 2023.

But it won't come easy. Anthony and David Johnston's Reichel Pugh Maxi 72 *URM Group* is another contender after narrowly missing out on the win last year.

The international entrants don't intend to leave Australia empty-handed either. Max Kink's *Caro* is after the win in the New Zealand entry's third Sydney Hobart. But the Botin 52 needs to overtake Sebastian Bohm's TP52 *Smuggler*.

"It gets quite dangerous out there," Bohm said of the Sydney Hobart weather conditions. "But we don't mind, any conditions are good for us. We managed to beat *Caro* last year and we're going to try and do it again this year."

Joining *Caro* from overseas are five other yachts from France, New Caledonia, Hong Kong, Philippines, New Zealand and the United States of America. Ronald Epstein's brand new JPK 11.80 *Bacchanal* (USA), built in Australia, has already turned heads after it placed sixth on IRC Overall and second on Overall PHS in the ACSBWPS Bird Island Race in mid-November.

This year, all six Australian states will be represented on the water.

History in the making

Favourable weather will give the smaller yachts a shot at the coveted Tattersall Cup. They include the double-handed 9.3m *Kismet*, co-skippered by Sean Langman and Peter Inchbold, and the 120-year-old *Maritimo Katwinchar*, co-skippered by Michael Spies and Peter Vaiciurgis.

One of the most successful yachts in the race to date is Simon Kurts' S&S 47 *Love & War*. The 51-year-old S&S 47 won on IRC Overall in 1974, 1978 and 2006. This year, Simon Kurts won't be on board as he is firing the start cannon.

But the timber boat is in capable hands, with his son Phillip at the wheel.

"My first Rolex Sydney Hobart race, having just finished high school [in 2009], was about this new adventure to take on the challenge of sailing to Hobart," Phillip said. "And doing it with my Dad always felt like a bonding experience, and something I could do under his guidance. Now, for me, it's a bit of a coming of age to be doing it without him."

Eyes on the prize in the Double Handed Division

The Double Handed Division will have a strong presence this year with 23-entries, four more than last year. Rupert Henry is back for his fourth double handed Rolex Sydney Hobart, sailing with Corentin Douget on the Lombard 34 *Mistral*.

There are three all-female double-handed teams, compared to one in 2023: *Gizmo*'s Wendy Tuck and Meg Niblett, *Celeste*'s Saskia Groen-In't-Woud and Maud Demazure and *Fika*'s Annette Hesselmans and Sophie Snijders. There are 16-female owners or skippers/co-skippers in the wider fleet.

Tuck first met Niblett in her role as Royal Yachting Association (RYA) examiner five years ago. She described Niblett as the most talented sailor she's ever examined "previous or since".

Now the pair will sail together in Tuck's 17th Sydney Hobart and Niblett's second. It almost didn't happen after the boat they were going to sail was forced to pull out of the race. But in the final hour before entries closed, Robert Drury came forward and offered his Sunfast 3600 *Gizmo*.

"It's a lovely boat, it's solid," Tuck said.

She said it was amazing to see more women in the race.

"I remember my first [Sydney] Hobart, coming in, and there might have been another one or two females on the dock," Tuck said. "But now, there's so many more women participating. I think that's because it's [happening] everywhere. If you look at the Vendée Globe [a single-handed round-the-world yacht race], there's now six female skippers. I think the more women out there doing stuff, the more people see it and go – I can do that."



Photo: ROLEX | Andrea Francolini.



Photos: CYCA | SaltyDingo



Changes to the Notice of Race

Major changes have been made to the Notice of Race to reward diversity within crews and to bring youth sailors into the offshore sailing fold.

One major change (7.1) states:

"To encourage female and youth participation, a boat thats crew consists of a minimum of two female crew members, two youth crew members (under the age of 23 on 26 December 2024) or one female and one youth crew, may carry one additional crew member than listed on its IRC Certificate."

Richard Hudson, owner of the Farr 45 Pretty Woman and Corinthian (amateur) crew enthusiast is a major supporter of youth and female sailors.

Five of his 12 crew are women — Sarah Parker, Juliet Costanzo, Jemma Hodgson, Anneliese Scholten and Georgia Tuckey.

On-shore activities

The CYCA has a jam-packed events calendar, with something for everyone.

The favourited Quiet Little Drink makes an appearance in the Sydney Race Village, set for Friday 13 December. The reenergised classic will celebrate Sydney Hobart sailors setting out on their 25th and 50th races, as well as women sailors conquering their 10th race and Youth Sailing Academy crew starting out on their Sydney Hobart journey.

Don't miss out on some the most talented women in the sport, including professional ocean racer Stacey Jackson and navigator Clare Costanzo, sharing their thoughts and stories at the Women in Sailing Night on Wednesday 18 December.

New to the Rolex Sydney Hobart, a Long Lunch will be hosted in the Sydney Race Village on Saturday 21 December. The Long Lunch allows sailors, spectators, and VIPs the opportunity to gather, share experiences, and walk the marina exploring this year's fleet.

Crew members in this year's race get the chance to mingle at the Crew Party on Sunday 22 December.

The Sydney Race Village is pleased to partner with One Circular Quay as events partner. For more information about these events and to buy tickets, go to cyca.com.au.

Celebrating in Hobart

The Hobart Race Village will again open for the 2024 race at noon on 27 December. The Hobart Race Village welcomes the joyous opportunity for families and friends to welcome back their loved ones from their journey across the Bass Strait as well as the chance for spectators to witness competitors cross the finish line off Constitution Dock.

The Hobart Race Village is fitted out with the Helly Hansen merchandise tent, Richard Bennett photography shop and delicious local food vendors. Listen to live music as you shop, drink and eat with twice daily music sets.

For the thirsty sailor, don't forget about Crew Happy Hour available every day in the Hobart Race Village from 4 to 6pm.

Not long to go

The countdown is on to one of the most anticipated sporting events of the year. And the anticipation is already building for 2025 – the 80th anniversary race.

But for now, all eyes are on the 79th edition of one of the most celebrated yacht races in the world.

Mistral's Rupert Henry summed up the allure of the race, in which he has participated multiple times: "I think the destination is a massive part of it, I love a destination race and Hobart's just gorgeous. And obviously, the possibility of doing better than last year." ⚓



Photo: ROLEX | Andrea Francolini.


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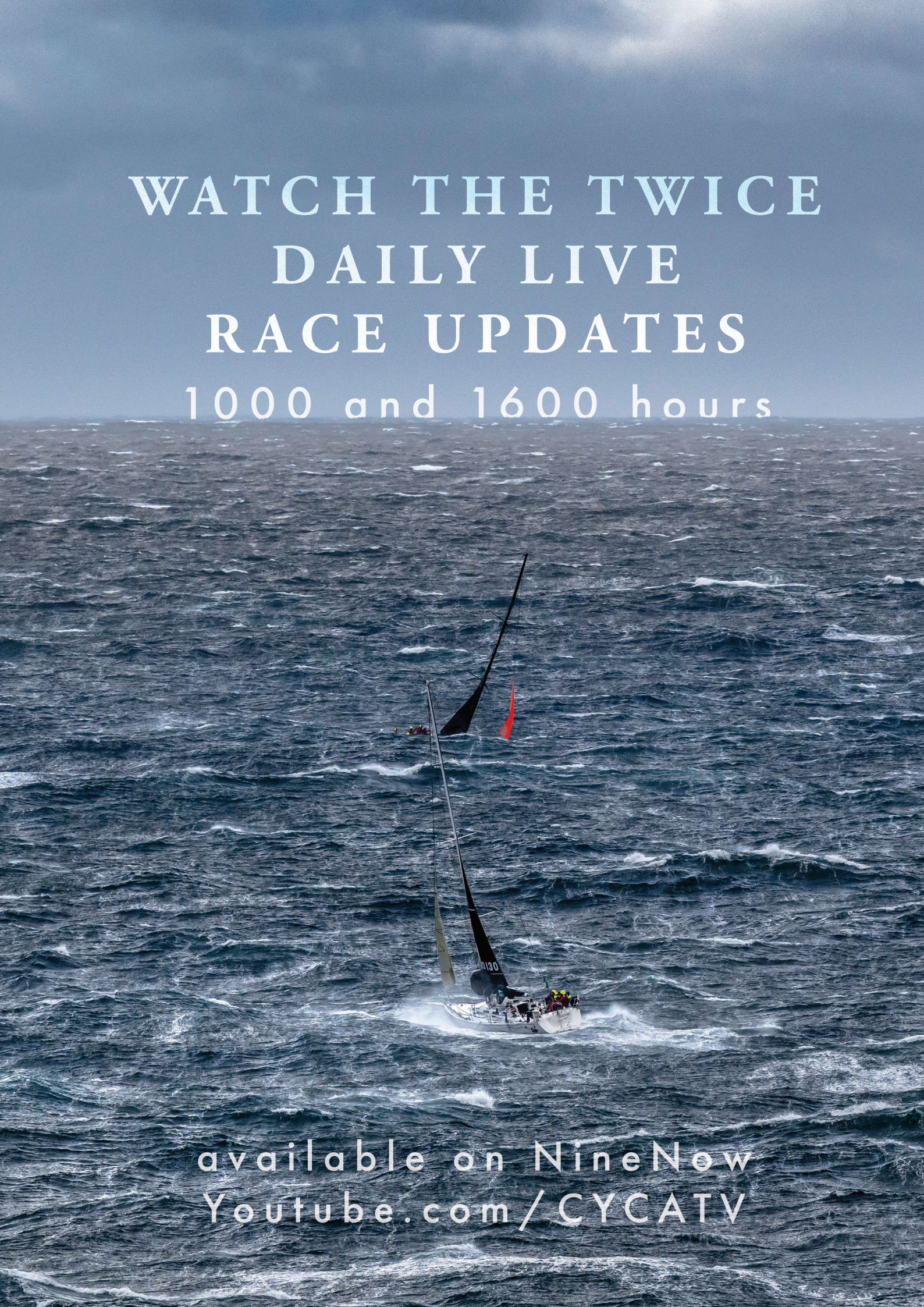
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From Harbour to Horizon: the Bowman Edition



Photo: ROLEX | Carlo Borlenghi.

Welcome to the third instalment of From Harbour to Horizon. In this edition, *Offshore Magazine* prepares you and your aspiring foredecky for their first big offshore race.

In the first instalment, Mark Bradford and Peter Merrington explored how to ready your boat for its first blue water race, covering key aspects of boat preparation, crew management, safety and performance equipment.

Part two, explored the art and science of Navigation. With your dark arts teachers, Will Oxley and Clare Costanzo, the pair mapped out how to approach offshore racing as a navigator.

Now, the bow. The wet, fast and potentially miserable end of the boat, reserved for a special breed of sailor. Many would call it a form of masochism, requiring agility, a sharp mind and bucketloads of resilience. After all, working on a constantly moving platform while being drenched in cold water sounds... appealing, doesn't it?

Far offshore, away from prying eyes, the secrets and tips of the best bowmen often stay just that - secret. That is, until now. Enter professional bowman, Tim Wiseman, eight-time Sydney Hobart Line Honours winner aboard *Wild Oats XI.* Wiseman starts by breaking the approach down into segments



Photo courtesy Wild Oats

Before the race - On land

1. Your body and mind

"Being a bowman in an offshore race is demanding, so you need to prepare your body and mind for the challenge ahead. Being as fit and healthy as possible is crucial, I go cycling, foiling and work out to stay fit throughout the season. When it comes to mental preparation, I find it helpful to visualise what the race might be like well before the start."

2. Your gear

Some yachts might offer you the use of their gear and while that can get you started, it's good practice to have your own and use it regularly in races. Tim explains: "When you are new to a boat, I would bring my own gear because you know the ins-and-outs of how it works and if it is provided, make sure it is up to scratch."

A bowman's essential gear includes:

- High-quality wet weather gear - either a smock and offshore pants or a dry suit
- A reliable harness with loops for hanging tools
- A good spike
- A multitool that works and is well-maintained - not rusty
- A sharp knife
- Plenty of carabiners with a short tether

Wiseman continues: "I can't stress enough how important your gear is. It's what you'll be relying on throughout the race and if any of it fails, you'll be compromising your ability to perform at your best. One of the most critical pieces is your suit. Staying dry and comfortable during a multi-day race is tough, but it's not impossible."

A light boat is generally a fast one and with owners and skippers often imposing strict limits on how much gear each crewmember can bring onboard, it's no easy task to pack spare dry gear. But Wiseman has some practical advice: "Just forget what the brief says. I always take an extra set of dry thermals and socks. Don't go overboard with what you bring, but some dry socks won't hurt."

One of the biggest challenges for a bowman, Wiseman explains, comes from being over-kitted. "Don't put too much on at the start - you'll end up hot and uncomfortable. Once you get going, you can always add more layers as needed."

This small concession can make all the difference, helping you stay warm and focused during the long hours offshore.

Before the race – on the boat

Now, where does the job of your bow crew start and end? “I just concern myself with knowing everything forward of the mast and the mast itself. Make it a priority to check on your end of the boat and address other areas afterwards.”

Much like how Will Oxley explained how a navigator should spend a few days on the boat to familiarise themselves, the same goes for your bowman. Doing your homework on the dock before you venture out to sea is imperative for setting yourself up for success.

Here is Tim’s pre-sail checklist:

Spend some time up the rig before you leave.

- Check for any nicks in halyards
- Check your halyard locks for corrosion or damage (if your boat has them)
- Check your halyard sheave and flag any major damage
- Check your wind gear is fastened and working
- Double check that your halyards are all clear to run

Inspect the bowsprit/spinnaker pole:

- Check your tacklines for nicks
- Check that your trip-lines are working
- Check that your spinnaker pole fittings are good

Go over the running rigging

- Check that the clips on the sheets are working
- Check that the halyards clips are closing so you avoid having to tape over them
- Check that the tackline clips are closing

Go training

Transitioning from inshore or coastal racing to offshore is quite similar, with the main differences being larger waves and the likelihood of sailing at night. Wiseman advises: “Go out sailing in the dark as part of your training. Things look different and of course, your visibility isn’t as good as it is during the day. If you’ve prepared yourself well on the dock, trust yourself and the decisions you make.”

He also stresses the importance of practicing sail changes while training: “It’s a good idea to rehearse different peels that you might need to execute during the race.” Some of the most common challenges you could face include:

- Jib changes
- Tack changes
- Peeling from one soft sail to another due to changing conditions
- Peeling from a soft sail to a masthead or fractional zero

Practicing these manoeuvres builds the confidence to handle them when you’re offshore.



Photo: ROLEX | Carlo Borlenghi.

Plan ahead and cover all aspects of the job

Wiseman stresses the importance of staying one step ahead:

"If you think a peel is coming, check everything beforehand - your new halyard, the tackline and the sheets. I have a rule of not letting trimmers or anyone outside the bow crew help plug in sails. We are the ones who make sure sheets, halyards and tacklines are run correctly. This is to avoid one of the most common errors, which is wrapping the halyards."

Wiseman also highlights the importance of refining communication on board: "Yelling and screaming isn't going to help. It's important to understand that communication flows from the front of the boat to the mid-bow and then to the trimmers or someone in the pit. Get the right people involved and give clear instructions on what you need."

Confidence, he says, is key: "Back yourself. Be sure of what you're doing. Don't let anyone knock you off your game and stay focused. Always think ahead. If I suspect something is coming, I'll ask the afterguard what the next sail or manoeuvre might be."

By staying prepared, maintaining clear communication and anticipating the next move, you minimise errors and keep the race running smoothly, even in the toughest offshore conditions.

When things go wrong

Even the best in the business make mistakes. "We're all human and things can go wrong," Wiseman admits. "Things breaks and 'foul-ups' happen - you just have to deal with it. There's a saying: It's only a mistake if you can't fix it and most of the time, you can. Get the right people involved and communicate properly to solve the issue."

He wraps up with a critical reminder: "When you're thrown a task without proper planning, that's when things go wrong. The key is to always think ahead."

To wrap it all up, being a bowman is not for the faint-hearted. You'll be drenched, bruised, and probably cursing the day you signed up. But, as Wiseman would say: "It's all part of the fun. After all, it is a water sport so get ready to get wet and get yelled at."

Finally, just remember - pack your dry socks, stay ahead of the game, and, most importantly, don't let the trimmers touch your stuff! ⚓



Photo: ROLEX | Carlo Borlenghi.

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The Rolex Sydney Race Village opens on 1 December at the Cruising Yacht Club of Australia, returning with fan-favourite events and reimagined past favourites. The vibrant village offers competitors, spectators and friends the opportunity to immerse themselves in Sydney's sailing community. As the pinnacle of the South Pacific yachting calendar, the Rolex Sydney Hobart draws yachtsmen, yachtswoman and spectators from around the world. Don't miss the chance to be a part of the epic event. The Rolex Sydney Race Village promises an unforgettable experience for sailors, families and tourists alike, as the countdown to the legendary race begins.



Go to cyca.com.au to RSVP.














SAVE THE DATE

SYDNEY RACE VILLAGE EVENTS

5 DEC

ANDOO TEAM AUSTRALIA WELCOME BACK RECEPTION

Welcome back Andoo Team Australia after their success at the UniCredit Youth and Puig Women's America's Cup. Meet the squad and hear about their experience at the historic international event.

8 DEC

CABBAGE TREE ISLAND RACE | SUNDAY SESSION (NEW)

Following the 172 nautical mile ACSBWPS race, join us in the Village for a post-race gathering. The evening is the perfect opportunity to listen to music, meet fellow sailors, crew members, and owners, unwind and share stories.

13 DEC

QUIET LITTLE DRINK (NEW)

The Q.L.D. (Quiet Little Drink) has been a cherished tradition for over 50 years. This year, we proudly celebrate those embarking on their 25th, 40th & 50th Race, 10th Race Women, and first-time YSA competitors. Join us in the Village to commemorate these achievements and help raise funds for the CYCA Youth Sailing Academy

13-15 DEC

SYDNEY HOBART CLASSIC YACHT REGATTA

Celebrate the contribution of classic yachts to the traditions and history of the blue water classic. Join the sailors for a BBQ after racing on Saturday, RSVP on Humanitix. Commend the yachtsmen during the Sunday prizegiving immediately following racing.

18 DEC

WOMEN IN SAILING NIGHT

The women in sailing night returns to the Rolex Sydney Race Village for the second year in a row, featuring a panel of talented women sailors including professional ocean racer Stacey Jackson and local navigator Clare Costanzo.

20 DEC

RSHYR VIP & SKIPPER'S LAUNCH

RSHYR VIP and Skippers will be invited to the Village for an exclusive cocktail event.

21 DEC

LONG LUNCH (NEW)

A Long Lunch will be held in the Sydney Race Village on the weekend before the race, allowing current and past crews to gather, reminisce, and explore the docks to view this year's fleet.

22 DEC

RSHYR CREW PARTY

Gather up your crew and head over to the Sydney Race Village for the annual crew party. Get to know other sailors from around New South Wales and the world.

26 DEC

FAMILY DAY

Join us for Family Day in the Sydney Race Village following the Boxing Day Start. Watch the highlights of the Boxing Day broadcast and follow the live tracker.

ROLEX
SYDNEY HOBART
YACHT RACE 2024



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CRUISING YACHT CLUB OF AUSTRALIA

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Welcome Dedes Waterfront Group

This November, the Cruising Yacht Club of Australia has welcomed a new hospitality partnership with Dedes Waterfront Group.

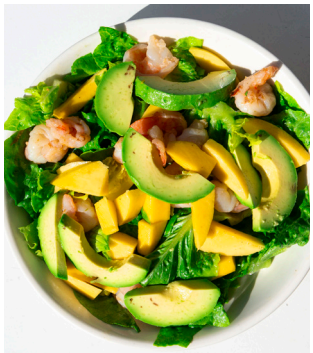
Known for its impeccible service, food and location, Dedes brings over 30 years of experience to the CYCA as a family run business.



















As the CYCA sails into summer, the Sydney Hobart Bar and Dining has implemented exciting changes, from sausage rolls and beef pies on race days to ice cream for the kids and grandkids (or the sweet-toothed sailor) to the prized Wednesday Twilight BBQ.

Be sure to stop in to the Sydney Hobart Bar and Dining to taste the new menu and enjoy a CYCA Lager at one of Sydney Harbour's best waterfront views.

Sydney Hobart
Bar & Dining
served from 11.30am

MENU

SMALL + SHARES

Sydney Rock Oysters (gf, df) 34/60
finger lime vinegar

Flatbread Garlic Bruschetta (v, df) 18
tomato, onion, basil, herbs + balsamic

Bread + Dips 14
hummus, taramasalata, sweet paprika, chives, hazelnuts

Fresh Chilled Tiger Prawns (gf, df) 38
marie rose sauce

Tacos 28
(choice of)
*battered fish, shaved red cabbage, pickled jalapeno, fermented chilli mayo (3pcs) (df)
*crispy pork belly, shaved red cabbage, pickled jalapeno, fermented chilli mayo (3pcs)

Salt & Pepper Squid (df) 18
lime ailoi

Arancini (v) 14
three cheese, truffle aioli

Chilli Prawn Roll 24
mayo, lemon zest, seasonings, chives + crackers

Salumi Plate 21
salami, prosciutto, mortadella + bread

Fromage (v) 24
cheddar cheese, brie, blue, quince + lavosh

Crew Platter 55
salt & pepper squid, battered fish fillets, prawn toast, vegetable spring rolls fries, tartare, lime ailoi

SALADS

Spiced Pumpkin (v, vga) 19
harissa baked kent pumpkin, mint, radish, feta, mixed leaf
add chicken 8
add grilled prawns 9

Prawn & Chorizo (n) 23
spinach, tomatoes, basil pesto, fetta, croutons

Caesar Salad (gfa) 19
baby cos, bacon, egg, parmesan
add chicken 8
add grilled prawns 9

Tuna Poke Bowl (df, gf) 26
rice, pickled wakame, avocado, cucumber, sesame, seasoned soy

gf *gluten free* **gfa** *gluten free available* **df** *dairy free*
v *vegetarian* **vga** *vegan* **n** *contains nuts*

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PIZZA

Prawn Pizza 28
napoli sauce, tiger prawns, fior di latte, rocket, fermented chilli

Margherita Pizza (v) 24
buffalo mozzarella, napoli sauce, tomato, basil

Prosciutto Pizza 28
napoli sauce, rocket, pecorino, mozzarella

Pepperoni Pizza 26
napoli sauce, mozzarella, pickled jalapeno

Hawaiian Pizza 24
napoli sauce, mozzarella, ham, pineapple

Spiced Pumpkin 24
napoli sauce, mozzarella, caramelised onions, capsicum, rocket and schezwan aioli
add chorizo 8

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ORDER AT THE COUNTER

MAINS

Wagyu Burger 26
wagyu patty, American cheese, pickle, onion, lettuce, tomato, burger sauce + fries

Baked Salmon Fillet (gf) 36
with sauteed greens, herbed labneh

220g Porterhouse Steak MB2+ (gfa) 45
fries + peppercorn cream

Roast Pork Belly Roll + Creamy Mash 38
apple, beetroot, fennel, herbs salad + red wine jus

Parmesan + Herb Crumbed Chicken Schnitzel 29
shaved slaw, green peppercorn sauce + chips
make it a parmi 6

Fish & Chips (df) 34
beer battered market fish fillets, tartare + fries

Casarecce Alla Vodka (v, gfa, n) 28
stracciatella, basic pesto
add chicken 8
add grilled prawns 9

Seafood Linguine 32
mussel, squid, prawn, cherry tomato + garlic chilli butter

SIDES

Chips 10

Creamy Mash 12

Steamed Greens (v, gfa) 10

Mixed Leaf Salad (v, gfa) 8

KIDS

Fish & Chips (df) 15
beer battered fish, cherry tomatoes, cucumber, cos lettuce + chips

Spaghetti (v, gfa) 12
sauce napoli

Chicken Schnitzel 15
parmesan herb crusted chicken breast, cherry tomatoes, cucumber, cos lettuce + chips

SWEETS

Sticky Date Pudding (v) 14
butterscotch, vanilla ice-cream

Basque Cheesecake (v) 14
braised strawberry

Chocolate Mousse (v, gf, n) 14
smoked almond crumble + raspberry

ase note you will be charged up to 1.43% for Visa & Mastercard and 2.2% for Amex.



Photo: ROLEX | Kurt Arrigo.

Sailing into 2025



Photo: ROLEX | Kurt Arrigo.

The Cruising Yacht Club of Australia has been a trailblazer in Australian offshore racing since its inception in 1944. With iconic events like the Rolex Sydney Hobart (RSHYR), Ponant Sydney Noumea Yacht Race (PSNYR) and Trans-Tasman Yacht Race (TTYR), the Club continues to solidify its position as a leader in the sport.

As the Club sails into 2025, the CYCA is gearing up for an exciting year ahead. Following extensive feedback from competitors, the CYCA decided to introduce a race to one of Australia's closest neighbours, New Zealand. Originally planned for early 2025, not everything unfolded as expected. The Ponant Sydney Noumea Yacht Race, initially set for 25 May 2024, was postponed due to civil unrest in New Caledonia, which declared a State of Emergency that month. This led to adjustments in the racing calendar, affecting both the PSNYR and TTYR. The race to Noumea will now commence on Saturday, 31 May 2025, in alignment with the rescheduled Groupama Yacht Race.

The excitement doesn't stop there. With the historic 80th anniversary of the Rolex Sydney Hobart Yacht Race set for Boxing Day, 26 December 2025, the latter half of the year will be packed with thrilling offshore events that both the Club and competitors eagerly await. Over one-hundred yachts will gather from around the world to celebrate the milestone 80th Rolex Sydney Hobart. The CYCA, together with Rolex Geneva and race finish partner Royal Yacht Club of Tasmania, extends an invitation to all eligible yacht owners to compete in one of the world's toughest blue water challenges. Embrace the opportunity to compete in the adventure of a lifetime; it's the race for everyone.

Offshore racing action will roll into 2026 as well, with the Trans-Tasman Yacht Race kicking off on 28 February. Covering 1,270 nautical miles across the Tasman Sea to Auckland, this exhilarating challenge, organised in collaboration with the Royal New Zealand Yacht Squadron, home to the America's Cup, promises an unforgettable 'sled ride' through the often-sporty conditions of the Tasman.

The TTYR is intended to be held biennially , alternating with the PSNYR - held in odd years - while the Trans-Tasman will take place in even years. A unique feature of the 2026 edition is the staggered start, spread over three days from 28 February to 2 March, with start times allocated based on boats' ratings. This rule should allow for concentrated finishing times across the ditch, giving competitors the chance to celebrate with one another.

As the 2025/26 season unfolds, competitors can look forward to a thrilling year of offshore action. From the long-awaited return of the Ponant Sydney Noumea Yacht Race, which last ran in 2018, to the iconic 80th Rolex Sydney Hobart and concluding with the Trans-Tasman Yacht Race, this season is set to be unforgettable.

With a strong fleet in the pipeline and a showcase of some of the world's most exciting races, the 2025/2026 season will be a landmark year that further cements the Club's legacy in global yachting.

It's time to get ready for a season you'll never forget. ⚓

From Hobart - Os



Meet the Double Handed sailors preparing for the journey of a lifetime

In 2024, the Rolex Sydney Hobart Yacht Race (RSHYR) takes on an added layer of excitement as it will serve as a key qualifier for one of the most challenging ocean races in the world - the Melbourne Osaka Cup.

The iconic double handed race, launched in 1987, is held every four to five years. Next year is the ninth edition, with an impressive 25 entrants.

Many of the competitors will set sail from Sydney Harbour on Boxing Day in the 628 nautical-mile race. Not only are they participating in Australia's toughest race, they're racing to secure their ticket for the gruelling 5500 nautical mile journey to Osaka, Japan. They are required to complete no less than 400 nautical miles with the Melbourne Osaka Cup crew on board no less than six-months before the event.

For these competitors, the Sydney Hobart is the stepping stone to the 'big thing'. The Osaka Cup is Australia's longest Category 1 race and is the equivalent of completing eight back-to-back Sydney Hobarts.

In the 2018 Melbourne Osaka Cup, Australia's Rupert Henry and Greg O'Shea not only won but also broke the race record. They completed the race on the JV62 *Chinese Whisper* in a jaw-dropping 21 days 12 hours 41 minutes and 13 seconds. To put this in perspective, most yachts usually take around 35 days to complete the race.

The staggered race start is in Portsea, Victoria from March 9-30. The slower yachts will depart early, while the faster yachts start later, with the main start on March 16. The competitors will head off into a thrilling journey through diverse and challenging conditions. After navigating Bass Strait and Australia's east coast, they will sail against the powerful East Australian Current into the steady South Easterly Trade Winds.

The challenge deepens through the Solomon Islands and the unpredictable doldrums near the equator. From there, the North-Easterly Trade Winds and equatorial current lead to the final test, battling the Kuroshio (Japan Current) along the Pacific coast of Japan.

The adventure concludes in the port of Osaka on Honshu, Japan's largest island.

Eight yachts in the 2024 Rolex Sydney Hobart will compete in the Osaka Cup. Of these eight, seven will sail double-handed to Hobart.

These feature the father and son team of Tristan and Ken Gourlay on *Blue Moon*, Saskia Groen-in't-Woud and Maud Demazure on *Celeste*, Grant Chipperfield and Peter Dowdney on *Joker X2*, Jim Oosterweghel and Ian Goldsworthy on *Lord Jiminy*, Annette Hesselmans and Sophie Snijders on *Fika*, Darrell Greig and Kevin Le Poidevin on *Roaring Forty* and Christopher Canty and Shona Forsyth on *Sailor Moon*.







Photos: L - R: Sailor Moon racing out Sydney Harbour (CYCA | Ashley Dart). Fika training out on the Tasman (Fika). Jokerx2 (Andrew Hewison). Co-skippers sunset training on Celeste (Celeste).

The Joker crew

The 2025 Melbourne Osaka Cup has been a goal for Victorian sailors Grant Chipperfield and Peter Dowdney. When the pair raced in the inaugural Double Handed Division in the 2021 Sydney Hobart on the Elliott 1250 Tourer, *Joker on Tourer*, they used the race as a warmup for the big event. They placed fourth on Double Handed Line Honours that year and placed third in the double handed division of the Ocean Racing Club of Victoria's (ORCV) 2022 Melbourne to Hobart Ocean Yacht Race, (aka the Westcoaster).

They are not short on offshore sailing experience. Dowdney has competed in 17 Sydney Hobarts. A standout was his role as crew on the late Syd Fischer's line honours winning yacht *Ragamuffin* for the 1988 edition.

Dowdney and Chipperfield have since upgraded to the French built, American designed J133. Keeping on theme, they named it *Joker X2*. They wanted a light yacht that could serve them in all conditions, compared to *Joker on Tourer* which has been compared to a "caravan". They have faith that the 43-foot, eight tonne yacht will do the trick.

All-female crewed competitors

Annette Hesselmans and her 26-year-old daughter Sophie Snijders will be on board the blue water cruising yacht – the Najad 1490 *Fika*. The duo will become the first mother-daughter double handed team to compete in both the Sydney Hobart and Melbourne Osaka Cup. The 2025 race isn't Hesselmans' first rodeo. In 2018, Hesselmans and her husband Gerard Snijders placed seventh On Line honours on the Redford 12.2 *Red Jacket*. This will be Hesselmans' second Sydney Hobart.

Sailing runs through the veins of Hesselmans and Snijders. Hesselmans runs her Royal Yachting Association certified sailing school on board *Fika*. Snijders and her partner Slim document their circumnavigation of Australia on board their yacht *Nakama*. Although this will be Snijders first Sydney Hobart and Melbourne Osaka Cup, double handed sailing is part of her DNA.

Snijders has been offshore sailing with her "crazy parents" (said with affection) from the age of one. Her parents sold their home and bought a boat, which they sailed from Port Phillip Bay, Victoria to Lizard Island, Great Barrier Reef. In 2018, the pair delivered *Red Jacket* home from Osaka, with one other person. Later that year, along with two other female crew, Hesselmans and Snijders raced *Red Jacket* in the Four + Autohelm division of the ORCV Westcoaster.

This will be the Hesselmans and Snijders longest race together. It is all about having the "right mindset" as they take on the physical and mental challenges of racing for over a month. They will work on a three-hours-on, three-hours-off watch system.

"Most of the time you are very much the sole sailor," Hesselmans said. "You do get pretty tired and as the race progresses it's harder and harder to wake each other up. It's almost like a hook in each other's toes to try and wake each other up for watches."

Hesselmans described the 2018 race as "life changing" and said looked forward to sharing that experience with her daughter next year.

"It's an incredible race," Hesselmans said. "It's such an experience and you get into such a beautiful rhythm with your co-skipper."

The Nautor Swan 38 *Celeste* joins *Fika* as the second all-female crewed yacht competing in both races. Aboard *Celeste* is Gladstone-raised Saskia Groen-in't-Woud and French-woman Maud Demazure. Among many of her sailing escapades, Demazure was watch captain on Wayne Seaward's Beneteau Oceanis 473 *Cyan Moon* when it placed first on PHS Overall in the 2022 RSHYR. The two successful sailors, businesswomen and mothers will raise funds for the non-for-profit organisation Jean Hailes in tandem with their Melbourne Osaka Cup campaign. Jean Hailes' is a "non-for-profit organisation dedicated to improving women's health across Australia".



Roaring Forty sailing the Southern Ocean during the Global Solo Challenge. Photo: Royal Australian Air Force.

Another offshore challenge for Roaring Forty

Another Melbourne Osaka Cup competitor who could be regarded as an adventurer or absolutely mad is Kevin Le Poidevin. Le Poidevin and Darrel Greig co-skipper the Lutra Boc Open 40 *Roaring Forty*.

Le Poidevin was the only Australian entrant in the Global Solo Challenge (a single-handed, non-stop race around the world) which commenced in Spain in 2023. But he retired in February this year when the timing to pass Cape Horn wasn't going his way, especially if he wanted to be ready for the 2024 RSHYR come December. Le Poidevin has a deep love for offshore sailing. After the Melbourne Osaka Cup, he plans to circumnavigate Australia in record time.

Alive racing in the 2018 Rolex Sydney Hobart Yacht Race fully-crewed. Alive went on to claim its first Overall victory that year. Photo: ROLEX | Carlo Borlenghi.



Alive swaps fully-crewed for double-handed

Another yacht competing in both the Sydney Hobart and Melbourne Osaka Cup is Phillip Turner's Reichel Pugh 66 *Alive*, co-skippered by Duncan Hine and Glenn Miller. *Alive* will compete in the fully-crewed division for the Sydney Hobart, as the Tasmanian entrant looks to defend its 2023 win on IRC Overall.

It will then be converted into double-handed mode ahead of the Melbourne Osaka Cup. In early November, the duo completed the compulsory qualifying passaged ahead of the Cup. Hine laughed when it was noted that it was "awesome" that he and Miller are racing the 66-foot canting keel yacht in the 5500nm race.

"Awesomely dumb, you could say that," Hine said. "It's always great to do these things on fast boats, otherwise it would be a long trip, wouldn't it?"

Hine is wary but also excited to take on this mammoth task of the Melbourne Osaka Cup.

"It's one of those bucket list races," Hine said. "It's not very often your childhood dreams can unfold."⚓



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From the Rail









On Board Content

Maxing out your GoPro

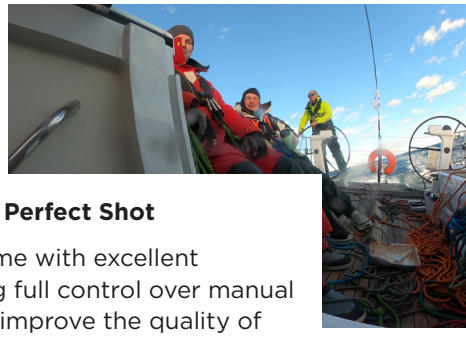
Whether you're racing offshore or a short race in-harbour, nothing beats the thrill of capturing those epic sailing moments. GoPro cameras, with their rugged design and high-quality video features, are the go-to tool for recording the action. To truly make your footage stand out, it's important to optimise your camera settings. Nothing's worse than getting back on dry land and realising all your footage while triple headed is blown-out, salt crusted, and over exposed. Think strategically about your camera angles and mounts around the boat. Here's how to take your GoPro game to the next level, ensuring you capture the best of your offshore racing experience.

Experiment with Angles

The beauty of sailing is that every race, every moment, offers something different, and experimenting with different camera angles can make the world of a difference in telling the full story. Like thinking about what sails to use in each breeze condition, think about what mounts to use in each condition. For instance, if you're running downwind in a big breeze, mount the GoPro astern on the windward rail. This setup will give you a dynamic shot of the boat slicing with through the waves, with the wind filling the sails.

On the other hand, if you're in light air, drifting slowly with little wind, opt for a handheld mount. This allows you to get more interactive content with the crew, capturing the personalities and small, intimate moments that make offshore racing or cruising so special. If the breeze shifts and your crew is scrambling for sail changes, try strapping the GoPro to a chest harness on the bowman. You'll get an up-close, action-packed view of the crew in motion, handling the headsail or adjusting the spinnaker.

Don't forget to try different modes on your GoPro, such as time-lapse or 360-degree capture, depending on the action. These modes can add variety and depth to your footage, providing a creative perspective on your journey. If you're sailing through choppy waters or need to move across the boat in heavy breeze, turning on the stabilization mode is a must to keep the footage smooth and steady.



Manual Settings: Get the Perfect Shot

While GoPro cameras come with excellent automatic settings, taking full control over manual settings can significantly improve the quality of your footage. For high-action shots, like sailing in heavy wind, it's ideal to shoot at a higher frames-per-second (FPS) rate, such as 60fps or even 120fps. This helps to capture the fast-paced motion of the boat cutting through the water with crisp detail.

If you're shooting in standard conditions, 27-30fps is the ideal frame rate for general footage. For those late-afternoon shots or low-light conditions, consider slowing your frame rate to 27fps and increasing the ISO (light sensitivity) to around 1600. Be cautious not to push the ISO higher, as it can introduce grain to your footage. A wide field of view (FOV) can help in low-light conditions by allowing the camera to gather more light, making your shots more vibrant.

GoPro models like the Hero 10 and Hero 11 also feature a Night Mode, which is useful for capturing those twilight moments at sea. For a high-quality image, switch your camera to 4K resolution and select an appropriate ISO (100 for bright conditions, 400 for cloudy weather). Additionally, the 16:9 aspect ratio is excellent for stabilising handheld shots in windy conditions



The Right Gear for the Job

Optimising your GoPro isn't just about the camera settings – the gear you use to mount it can have a huge impact on the quality of your shots. There are various mounts designed specifically for offshore sailing, allowing you to position the camera in ways that are both safe and effective.

For starters, a hand and wrist strap is perfect for keeping your GoPro accessible, allowing you to quickly capture moments as they happen. If you want to focus on crew members working hard on the boat, a chest mount is ideal for capturing their movements in the thick of the action. For a more dynamic view, consider a boom or bar mount to extend the camera out over the rail, giving a wider shot of the boat in motion.

A floating handheld grip (like the Handler) is another great option. It allows you to hold the GoPro at any angle, creating a personal narrative and allowing you to move around the boat while still capturing steady footage. For even more flexibility, a gooseneck mount can connect to any base, acting as a flexible monopod arm that lets you adjust the angle without needing to reposition the entire mount.



Sticky adhesive mounts are also a lifesaver for creating multiple mounting points around the yacht. These can be placed on various parts of the boat, such as from the windward rail to the boom, ensuring you have the right angle for every situation, whether you're capturing close-ups of the crew or wide-angle shots of the boat in full flight.

Plan Your Shots and Avoid Common Pitfalls

While spontaneity is key to good footage, it's also important to plan ahead. The most action-packed moments during an offshore race or cruise often happen at the start, during sail changes, or when rounding turning marks. Think about where the camera will be positioned during these moments so you can capture the full intensity of the action.

Check in with your other crew members and ask them to provide a piece-to-camera race update. What is the wind doing? Where are your fellow competitors? Have you seen any wildlife? Get comfortable in front of the camera and tell the full story of the race.

Don't forget to wipe your lens! Salt spray is inevitable, especially when you're sailing in big breeze. A dirty lens can ruin an otherwise great shot, so keep a microfiber towel or dry gear handy to ensure your footage stays crystal clear.

One final tip: remember to lock your exposure. It's easy to get carried away in the heat of the moment and forget about the settings, but exposure can be easily blown out when a wave crashes over the boat. A quick tap on the rear display will lock in your exposure and prevent the ocean from changing your settings mid-shot.

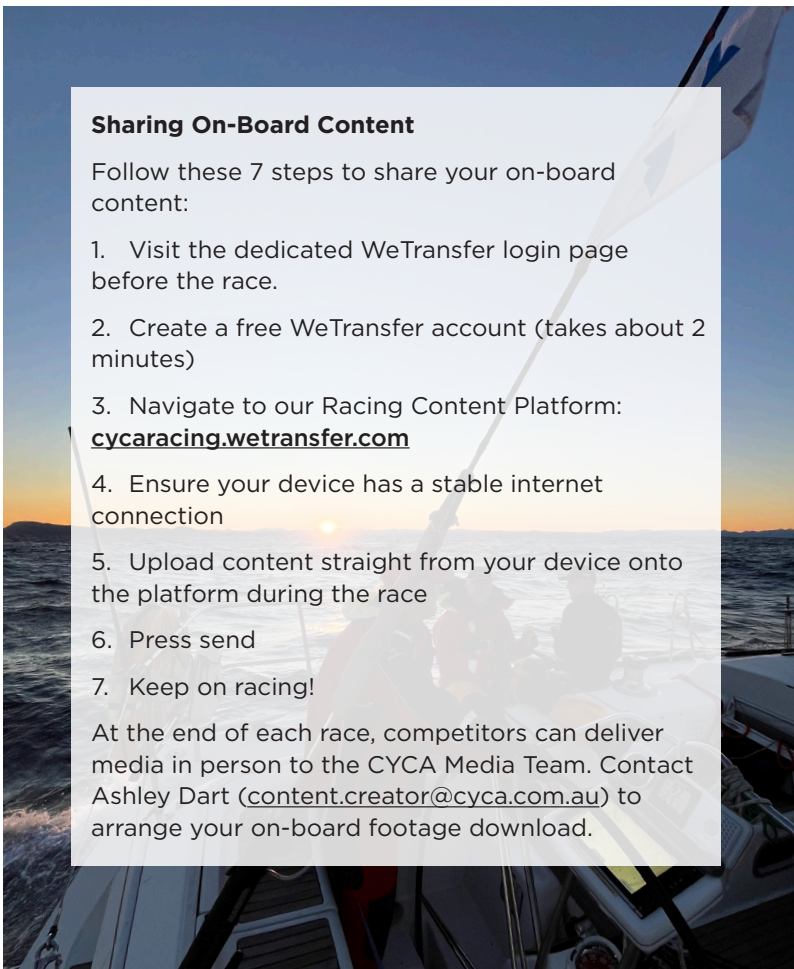
Backup Essentials

Lastly, make sure you're fully prepared for an offshore adventure. Carry extra batteries and SD cards to avoid running out of storage or power. A 64GB SD card should be sufficient for a full day of filming, but it's wise to bring a spare, especially for long offshore races. GoPro batteries drain quickly in cold or active conditions, so having at least one spare is essential, but the more you bring, the better.

If you're keen to share your adventure with family, friends or the CYCA Media Team, use the Quik app to download the footage directly from your GoPro to your phone. This is especially useful when you're competing in a long offshore race with Starlink connectivity, as you can share your footage in real time. Make sure to send your footage to the media team in real-time using the instructions below..

Are you interested in trying out a GoPro before you make the purchase yourself? Reach out to the CYCA Media Team (media@cyca.com.au) to borrow one of the CYCA cameras ahead of your next training session or offshore race.

By thinking ahead, experimenting with different mounts and settings, and preparing for any situation, you'll be able to maximise the potential of your GoPro and create truly memorable content while sailing. So get out there, capture the action, and let your GoPro tell the story of your adventure. ⚓



Sharing On-Board Content

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

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

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

CRUISING YACHT CLUB OF AUSTRALIA
YOUTH SAILING ACADEMY

World Sailing YOUTH MATCH RACING World Championship



Saudi Arabia set to host 2024 World Sailing Youth Match Racing World Championship.

From 27 November to 2 December, twelve of the world's best youth match racing teams will travel to Jeddah, Saudi Arabia for the 2024 World Sailing Youth Match Racing World Championship, hosted by Jeddah Yacht Club & Marina.

Located on the Red Sea coast, Jeddah Yacht Club & Marina has become a prominent venue in Saudi Arabia and recently hosted the America's Cup Preliminary Regatta, the only venue outside of Spain to host an America's Cup regatta during the 37th America's Cup cycle.

The event will use the FarEast 28 racing keelboat, a One Design model capable of reaching 20 knots. The FarEast 28 combines high performance with a lightweight frame, making it ideally suited to inshore racing for teams of up to five people.



Australia will field one team with 2023 runner up Cole Tapper returning for his final youth World Championship campaign. Tapper will be joined by Jack Frewin, Chelsea Williams, Hamish Vass and Joel Beashel. The team so far this year have made some impressive results, claiming their third NSW Youth Match Racing Championship title in June, before winning the 57th Governor's Cup in California in July, and in November, finished second at the 2024 New Zealand Match Racing Championship against 16 other teams.

On top of all this sailing, skipper Cole Tapper also juggled his commitments with Andoo Team Australia for the UniCredit Youth America's Cup.

As the most successful Club to compete at the World Championship, claiming world titles in 2017, 2019 and 2020 as well as a silver medal in 2016 and 2023, the team will be hoping to reclaim the World Championship title. At last year's event, hosted at the Club, Tapper came agonisingly close, eventually falling short 2 – 3 to Ange Delerce of France, who is also returning this year.

Congratulations to the Youth Sailing Academy team led by Cole Tapper, Jack Frewin, Chelsea Williams, Hamish Vass and Joel Beashel on winning the 2024 World Sailing Youth Match Racing World Championship!

CRUISING YACHT CLUB OF AUSTRALIA
YOUTH SAILING ACADEMY





New Zealand Match Racing Championship

The 2024 New Zealand Match Racing Championship (NZMRC), Royal New Zealand Yacht Squadron (RNZYS) saw four thrilling days of match racing bringing a wide range of conditions and plenty of action. The event saw 16 teams, including the best of the best seasoned match racers, along with up-and-coming youth teams and international entries.

The four-day event saw teams split into two pool groups for qualifying with CYCA's Cole Tapper, with crew Hamish Vass, Chelsea Wiliams, Jack Frewin & Joel Beashel using the event as vital final training preparation for the 2024 World Sailing Youth Match Racing World Championship.

The opening series saw the team get off to a great start, claiming all seven races in their series, to top the leaderboard as both groups combined and the knockout stages begun.

In the Super 16 knockout series, Tapper chose to race 16th place George Pilkington, claiming the series 2 – 0 to move into the Quarter-Finals. Another strong series saw the CYCA dispatch Hayden Smith 2 – 0 as well.

In the Semi-Finals, Tapper chose to race Robbie McCutcheon, and after an early stumble in Race 1 of the first-to-three series, the team came storming back to move into the Finals, winning 3 – 1.

The Finals series saw a hotly contested matchup between 2022 New Zealand Match Racing Champion and previous Head Coach of the RNZYS Youth Training Program Reuben Corbett and the CYCA. Corrbett took out the opening two races of the series however Tapper again came back, claiming Race 3, however a Race 4 masterclass delivered by Corbett saw him claim the 2024 title. This marked the second year in a row Tapper fell shy of clinching the New Zealand Match Racing Championship title, missing out to World #1 Nick Egnot-Johnson in 2023. ⚓

Sailing Towards Sustainability: Ocean Crusaders' Vision for a Greener Future



Ocean Crusaders J-Bird at the start of the 2023 Rolex Sydney Hobart Yacht Race. Photo: ROLEX | Kurt Arrigo.

On Wednesday 11 December, the Cruising Yacht Club of Australia will run its first-ever Ocean Crusaders Ocean Sustainability Forum & Clean Up conference. Set to bring together like-minded individuals from both the sailing and corporate worlds, this groundbreaking event aims to promote sustainable practices in ocean-related industries and spark a new wave of action to protect our planet's most valuable natural resource – its oceans. Following the conference at the CYCA, the team will host a beach clean up on Thursday 12 December. As the event draws near, the spotlight is on the Ocean Crusaders team, helmed by Annika and Ian Thomson, whose own route towards sustainable living has been nothing short of inspiring.

The conference, which is expected to feature a series of expert talks and presentations, has a goal to inspire and inform attendees about best sustainable practices in all sectors related to ocean conservation. For the CYCA, this event marks a milestone marker in the Club's commitment to sustainability, as the first Rolex offshore partner to host a sustainability conference.

The Ocean Crusaders initiative was born from a desire to make a tangible impact on the state of the world's oceans. Ian Thomson, an avid sailor, was motivated by the stark reality of marine pollution, especially the impact of plastic waste on marine life. Ian shares, "I was sailing in the Whitsundays and came across so many dead sea turtles that had died from plastic ingestion that I knew I had to do something about it. I then decided to circumnavigate Australia with the goal to promote ocean conservation and sustainability."

In 2010, Ian accomplished his goal when he smashed the world record for the fastest solo circumnavigation of Australia by 26 days and launched the Ocean Crusaders campaign. Alongside his partner Annika, who shares his passion for sustainability, the duo set out to lead a conservation platform in the sailing community. Their mission was clear: reduce the environmental footprint of their own yachting activities and through example, inspire others to follow suit.

The philosophy of leading by example has become the cornerstone of the Ocean Crusaders campaign. Their TP52, *Ocean Crusaders J-Bird*, after undergoing a radical rebuild, became the first all-electric yacht to enter the Rolex Sydney Hobart Yacht Race.

The decision to convert *J-Bird* to an all-electric vessel was born from a combination of practicality and environmental responsibility. Having sailed across the Pacific, with minimal use of fuel—just 100 litres in total—Annika and Ian realised that there was no reason they couldn't further reduce their reliance on fossil fuels. "We thought, we can do this better," Ian says.

In addition to the electric motor, the yacht incorporates a hydro generator and flexible solar panels, which provides a renewable source of power to charge the boat's batteries while on the water. With over twelve thousand nautical miles sailed around Australia and no issues with the engine or rigging, the all-electric luxury race yacht

proves the concept's viability. Their journey is proof that sustainable alternatives do not have to be costly or cumbersome. "We are showing that sailing sustainably is possible, and it doesn't have to be complicated or out of reach," says Annika.

The switch-over to a zero-emissions racing yacht has not been without its challenges. However, the Thomsons are optimistic that with the right technology, education, and commitment, the transition to lower carbon-emission yachts can be made more accessible to the wider sailing community. As part of their goal to push for greater sustainable practices in yachting, Annika and Ian would like to see more yacht clubs implementing specific guidelines to reduce the carbon footprint of sailing events.

"We're excited that the CYCA is taking the lead with this conference," Ian shares. "We're motivated by the World Sailing Sustainability Agenda 2030 and are excited to implement ocean conferences here in Australia, akin to the Ocean Race's Ocean Summit.



The Ocean Crusaders Ocean Sustainability Forum & Clean Up is more than just a gathering of like-minded individuals; it is an opportunity to share real solutions, offer resources, and encourage collective action. The agenda is packed with informative presentations and inspiring talks by key players in both the sailing and corporate worlds. It aims to address critical issues such as sustainable boat building, marine fashion, renewable energy sources, and the future of offshore races.

Notably, one of the primary focuses of the conference will be discussing World Sailing's 2030 Agenda—a global framework aimed at making sailing more sustainable and reducing its environmental impact. Guest speakers will include major figures in the sailing industry, including those working with innovative materials, such as Gurit, a leading provider of sustainable composites for boat construction. Recycled PET cores will be featured as part of an exploration of how boat building can evolve to be more environmentally friendly.

Professional sailor Conrad Colman will call-in to speak live, directly from his yacht racing in the 2024 Vendée Globe. Colman is the first sailor to complete the race with zero emissions after competing in the 2016 Vendée Globe, a challenge he's taking up again in the 2024 race.

Another exciting component is a segment dedicated to the fashion industry's role in sustainability. Oroton will share their journey towards becoming more sustainable, demonstrating how industries outside of boating can also reduce their environmental footprint.

The inclusion of speakers from diverse industries is a deliberate effort to showcase that sustainability is not just a buzzword but a shared responsibility. "We want people to leave the conference feeling empowered," says Annika. "We want them to understand that sustainability is achievable, and they can start making small changes today."

Ian continues, "The idea is to show that sustainability doesn't need to be an expensive or complicated process. You can start by small switches—like reducing plastic waste when racing offshore, for example, or limiting single-use plastic packaging when you're provisioning your boat. We'd like to see as little waste brought to Hobart as possible; every little bit helps."

The Ocean Crusaders also hope that the conference will inspire further collaboration between sailors, corporate sponsors, and environmental advocates. By bringing these groups together, they aim to foster partnerships that can drive meaningful change, both within the sailing community and beyond.

One of the core messages the Thomsons hope to convey is that the ocean cannot continue to be treated as a dumping ground. "The ultimate goal is a plastic-free ocean," says Annika. "We want to see a world where nothing is discarded into the water, where every piece of waste is recycled or properly disposed of."

The Ocean Crusaders story is one of innovation, dedication, and hope for a better future. Through their sustainable yacht, *J-Bird*, and their active participation in initiatives like the upcoming sustainability conference, Annika and Ian Thomson are proving that positive change is possible. Their passion for the environment is infectious, and their efforts are paving the way for a more sustainable future for the sailing world.

With more initiatives like this on the horizon, the future of sailing—and the oceans—looks brighter than ever. ⚓

Photo: SaltyDingo.



From the Archive

The Sydney Hobart Yacht Race through the Ages



Kathleen in the inaugural Sydney Hobart Yacht Race in 1945.



Start of the 1965 Sydney Hobart Yacht Race.



Start of the 1966 Sydney Hobart Yacht Race.



Prospect of Whitby Sir Arthur Slater in the 1973 Sydney Hobart Yacht Race.



Kialoa racing down south in the 1975 Sydney Hobart.



Hitchhiker out on Storm Bay in the 1982 Sydney Hobart.



Passing Tasmania's famous Organ Pipes in the 1983 Sydney Hobart.



Condor speeding down in the 1984 Sydney Hobart.



2000 Sydney Hobart Yacht Race.



Apollo heading south outside South Head after the start of the 1993 Sydney Hobart.



Nicorette sailing down the Tasman in the 2004 Rolex Sydney Hobart.



Toecutter sailing towards Tasman Island in the 2005 Rolex Sydney Hobart.

CYCA WhatsApp

Join the CYCA WhatsApp Community!

Stay connected with the latest updates on our Pointscores, Social events, Marina News and more.

RSHYR WhatsApp

Join the Rolex Sydney Hobart WhatsApp Community!

Stay connected with the latest updates as a competitor. Stay tuned for more information on how to follow the race as a spectator.

For the love of cruising



Australia's love affair with the ocean is woven deeply into the fabric of its culture and history. From its earliest days as a British colony to its modern status as one of the world's great maritime nations, the relationship with the sea has always been both practical and romantic.

One of the key developments in this history has been the development and rise in popularity of cruising yachts in Australia. These boats, widely used for weekend leisure sailing in local bays through to long-distance ocean voyages, embody not just a means of travel and escape but also a symbol of adventure, freedom and connection to the vast and often untamed coastline.

Australia's relationship with yachting dates back to the early days of European settlement in 1788. The first boats were primarily practical tools for exploration, fishing and trade but it wasn't long before the recreational potential of sailing took hold. By the early 19th Century, the sport began to take root in Australia, especially in the commercial city ports of Sydney, Melbourne and Hobart.

The first recorded yacht race in Australia was held in 1840, when the Sydney Amateur Sailing Club was founded. Over the next few decades, yacht clubs and sailing events began to proliferate along the Australian coastline, especially in Sydney Harbour, which became a haven for sailing enthusiasts. As the sport evolved, cruising yachts became more prevalent.

The early 20th Century marked a golden age for Australian yachting. The sport grew in popularity as faster and better-designed boats became available and sailing became accessible to a wider range of people. During this period, many different types of yachts were being built in Australia, with skilled boatbuilders crafting vessels that were better suited to our often-harsh conditions.



The increasing availability of affordable, well-constructed boats allowed people from all walks of life to take to the seas and explore Australia's extensive coastline and remote islands, many of which remain accessible only by boat.



The Cruising Yacht Club of Australia was founded during this boom in 1944, towards the end of WWII, and a year later, ran its first Sydney Hobart Yacht Race when a planned cruise down to the Tasmanian capital morphed into a 628nm race that has since captivated the world. The rest is history and as one of the world's most famous offshore races, the Rolex Sydney Hobart now offers cruising and racing boats alike the opportunity to test themselves in one of the world's most challenging events.

The post-war boom, economic prosperity, and a growing interest in outdoor leisure activities led to the continued expansion of yachting as a mainstream pastime. Technological advancements in boatbuilding and sailing gear made yachts more comfortable, durable and efficient.

The 1950s and 1960s witnessed a surge in yacht ownership, and with it, the popularity of cruising yachts. Australian yacht clubs became hubs of activity, with sailing schools and charter companies offering a range of cruising opportunities to the public.

Australian boatbuilders like Ben Lexcen, (designer of Australia II, winner of the 1983 America's Cup) and Alan Payne in particular, made significant contributions to yacht design during this period. With others, their early work in cruising yacht design laid the foundation for modern Australian cruising yachts.

Cruisers in Australia today are more diverse, technologically advanced and accessible than ever before. The growing popularity of adventure cruising has driven innovations in yacht design, with Australian boatbuilders leading the way in areas like fuel efficiency, luxury interiors and sustainability. Australian cruising yachts now range from modest coastal cruisers and multihulls to extravagant superyachts designed for long-distance exploration.

One of the most notable trends in modern Australian yachting is the increasing focus on eco-friendly cruising. With concerns over climate change, many modern cruisers are designed with energy efficiency in mind. Solar panels, hybrid engines, and eco-friendly materials are becoming more common.

The cruising community has become a vibrant, supportive network of sailors who share advice, experiences, and stories. With modern technology, such as satellite communication and GPS, long-distance cruising has become safer and more accessible. No longer confined to the adventurous few, cruising is now an achievable goal for many Australians who dream of exploring the Pacific, the Indian Ocean, and beyond.

The rise of online communities, social media and cruising blogs has also transformed the way Australians now approach yachting. It's easier than ever for aspiring cruisers to find information on yacht design, maintenance and cruising destinations.





Cruising at the CYCA

The Cruising program at the CYCA provides a mix of social activities and sailing opportunities designed to cater to a wide variety of interests. It caters for interested people starting out to more seasoned sailors looking for challenging and rewarding offshore adventures. The emphasis is on fun, camaraderie and developing sailing skills, with a focus on education, safety, navigation and the shared experiences of coastal cruising.

The Club offers:

- Cruises and Rallies - where Members sail in a coordinated group to destinations along the New South Wales coast such as Pittwater and the Hawkesbury River, Port Stephens, Port Hacking, Bundeena, Shellharbour and Jervis Bay
- Social Activities and Clubhouse Events
- Information Evenings (tips, boat set-up, safety, first aid, etc)
- Cruising Seminars and Special Presentations
- Pre-Cruise Briefings
- Cruising Dinners and Get-Togethers
- Cruising Awards (Offshore and International)

In coming issues of *Offshore Magazine*, we will profile some of the great Australian yacht designers and look at some of the cruising and racing boats that have helped shaped our recent history. ⚓

Membership Benefits

Seahorse Magazine

The Cruising Yacht Club of Australia is excited to announce its latest partnership with *Seahorse Magazine*, the international performance sailing magazine. CYCA Members now have access to the digital magazine, available for you to read online completely free.

Seahorse is the world's only magazine entirely dedicated to international performance sailing.

Its team prides itself upon working from an independent and international viewpoint and with the cream of the sport's sailors, authorities and technical writers on board as contributors, it's always a must-read for anyone who shares a passion for yachting.

Through a special arrangement with our good friends at *Seahorse*, an exclusive CYCA edition will now be available digitally to all CYCA Members every two months - and kicks off with the current December 2024 issue. This introductory CYCA edition makes for great reading and includes a special overview of some of the Club's Sailing Pathways initiatives and a preview of the many events to be held at the Club over Summer.

The follow-up February issue, (out January), will provide a comprehensive wrap of the 2024 Rolex Sydney Hobart and look forward to some of the key race series planned for 2025/26.

Members also wishing to receive the monthly print version of *Seahorse* magazine are eligible to a 50% discount on the annual subscription.

Enjoy! ⚓



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FINANCIAL REVIEW

Magic Mondays: the 2024/2025 Network Marine Insurance Monday Twilight Series



The Network Marine Insurance Monday Twilight Series returned to the CYCA this October for the 2024/2025 Summer Season. The popular series has been firmly entrenched in the CYCA racing calendar for many years and continues to grow as competitors look for more opportunities to challenge their skills and spend time on the water.

Consistency is key for those looking to succeed in the pointscore, where attendance and a committed crew fuel the excitement of these short races. The 2024/2025 Network Marine Insurance Monday Twilight Series will run from 14 October 2024 to 17 March 2025.







Is your crew looking to make the jump into spinnaker racing? Entries are open for the Monday Twilight Series until mid-day each Monday. ⚓

RESULTS

MASTERS OF OUR CRAFT



PROUD PARTNER OF THE AUSTRALIAN MAXI CHAMPIONSHIP AND CYCA'S TWILIGHT SERIES

SYDNEY BREWERY

ALL KINDS *of* DIFFERENT

Wednesday Night Lights: the 2024/2025 Wednesday Twilight Series



The Wednesday Twilight Series returns as a pinnacle of summer on Sydney Harbour. Each Wednesday evening, the CYCA transforms into a hub of activity as sailors, veterans and beginners alike, come together for the Wednesday Twilight Series. The non-spinnaker, non-pointscore series offers a relaxed setting where guests, colleagues and sailors participate. The first race fired off on 9 October and the series will run through 19 March 2025, with a haitus for the Rolex Sydney Hobart event period.

Looking for more crew opportunities? The Sailing Concierge is available on the hardstand each Wednesday evening during the Summer Twilight Series. The Concierge will help connect you with skippers looking for crew, introduce you to yacht owners, and answer any questions about the series. We welcome sailors of all experience levels and look forward to seeing you at CYCA! ⚓









ENJOY A SUNSET SPRITZ OR AN AFTERNOON SEABREEZE COCKTAIL AFTER THE TWILIGHT SERIES!

RESULTS







Photos: CYCA | Ashley Dart.







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Setting Sail with the Club Marine Pointscores







Club Marine Ocean Pointscore

Competitors in the Club Marine Ocean Pointscore have enjoyed fantastic sailing conditions across the first five races of the series. With a strong fleet of 27 entrants, the racing has been fiercely competitive, featuring tight battles throughout the fleet. As the Pointscore progresses, the intensity is set to increase, with every team aiming to gain an edge in this highly contested competition. With four races remaining, competitors have a small break in the program. The upcoming race, the 189th Australia Day Regatta & City of Sydney Cup, will take place on 26 January.

Photos: CYCA | Ashley Dart.

Club Marine Short Ocean Pointscore

The Club Marine Short Ocean Pointscore is well underway, with 17 competitors battling it out over a 10-race series, comprising of offshore windward leeward races. Where the best six results will count towards the final standings it is all systems-go for the fleet. Following four exciting races, the series has six remaining, with the next event scheduled for 7 December. All races take place off Sydney Heads, offering a thrilling mix of competition and stunning coastal scenery.

Club Marine Short Haul Pointscore

The Club Marine Short Haul Pointscore is progressing with 5 races completed and 6 races remaining, including the next event on 6 December, a thrilling Night Harbour Race. This non-spinnaker series consists of 11 races, with several races held in the Harbour and at night, while the majority take place off Sydney Heads, providing a challenging yet scenic course for competitors. ⚓


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Double Trouble: the 2024/2025 Double Handed Pointscore

The Double Handed Pointscore is fiercely contested, drawing a dedicated group of competitors. Now in its sixth consecutive year, the fleet continues to build its expertise in shorthanded racing.

Halfway through the season, the competition is intensifying. The Pointscore features five races, culminating in the Double Handed Coastal Rally - a Category 3+ staged event introduced in 2024. This three-day rally sees competitors race either north towards Port Stephens or south towards Jervis Bay, depending on weather conditions. The return journey to Sydney is split into two shorter ocean passages.



Race 1 – Lion Island Race

The first race of the Pointscore, the Lion Island Race, took place in mid-September with eleven entries. The event launched in style under sunny skies, though a delayed start kept competitors waiting for the breeze to fill in. Racing began close to midday.

The wind steadily built from 10 knots NNE to 15 knots NE, providing consistent conditions throughout the day. However, forecasts predicted softening winds in the evening ahead of a strong southerly front.

The first boat to cross the finish line was *Blink*, Mark Gorbatov's First 40, followed by Ian Smith's *Jupiter* and *Blue Planet*, skippered by Chris O'Neill. Out of the nine competitors, six completed the race, while three were forced to retire. These crews found themselves becalmed in Sydney Harbour as they waited for the anticipated strong southerly change.

It was also this threesome that claimed first, second and third position on IRC, respectively.

Photos: CYCA | Ashley Dart.

Race 2 – Port Hacking Race

The fleet of eleven yachts, including one casual entry, set off in a dropping 11-14kt SWS/S breeze and an outgoing tide in Sydney Harbour. This saw competitors reach the heads in good time. With the fleet sailing downwind with kites in the air, there was plenty of close racing in the Harbour.

Further offshore the fleet faced a lumpy 2.6m swell sailing upwind to Cronulla for a few hours and enjoyed a downwind sail back home.

Ian Smith's yacht, *Jupiter*, claimed top honours, with *Borderline* and *Blue Planet* finishing in second and third place, respectively.

One of the Double Handed competitors was new entrants to the Rolex Sydney Hobart, *Gizmo*, co-skippered by Wendy Tuck and Mag Niblett. The Port Hacking Race marked the Niblett's first race on the boat, with owner Rob Drury.

Ian Smith remarked, "We had a fantastic exit from the Harbour, surrounded by boats much larger than ours. We over-layed the Port Hacking mark but were second to the mark after *Min River*. However, we powered home and engaged in a game of cat and mouse with *Borderline* on the way down. It was a straightforward race, and we managed to execute everything without any mistakes or issues."



Race 3 – Botany Bay Race

The third race of the Pointscore saw less sunshine than the first 2 races, under overcast skies, competitors began the Botany Bay Race. In total there were eight competitors in the third race of the season.

A moderate 8-9 knot ESE breeze picked up at the start, with a small swell greeting competitors at the Heads. The fleet surged out of the Harbour, aided by the tide. The course took them down the coast past South Maroubra, where they had to round a turning mark before heading back up the coast and finishing in Watson's Bay.

As the fleet was making their way south the fleet enjoyed two-sail reaching conditions. As they made their way down the coast the breeze shifted slightly further to the north, allowing the double handers to add a third sail to their set-up. These fast reaching conditions meant that the double handed fleet made excellent time going south towards the turning mark.

The reaching boats capitalised on the conditions, with *Jupiter* and *Borderline* leading the charge. *Borderline* was both first across the line and claimed the top podium spot. *Jupiter* and *Gizmo* followed as the second and third boats to finish. This was also the final podium standing in IRC.

Winning co-skipper Offord shared: "We had a nice tight tussle with *Jupiter*, they beat us around the mark we had some catching up to do but managed to climb over them on the way back. We had a jibtop and jib while they had a jib and staysail. They are a fast boat and great team so it was great to get the win this weekend."

With the season well underway, the Double Handed Pointscore promises more thrilling competition as the fleet navigates its way to the two final showdowns. The first in City of Sydney Cup on 26 January 2025 and the second in the Double Handed Coastal Rally on 14 February.

After the three first races on the calendar it is *Jupiter, Borderline* and *Blue Planet* who are leading the Pointscore both on IRC and PHS. Current leader

"It's been exciting sailing, with the lead changing frequently. What is great about the double-handers is that we are all mates, but once we're racing, it's all about winning. We don't give each other an inch. For the *Jupiter* program, we've been focusing on making small, incremental improvements, and we still believe we have to bring our best to the table.

There's a high level of mutual respect among the Double Handed fleet, we always acknowledge each other's performance, which is a great gesture amongst competitors. With so many similar boats in the fleet, it creates an incredibly competitive environment. We are looking forward to the final races." ⚓

Race results as of 25 November 2024

Top 5 IRC

1. *Jupiter* (J/99) – Ian Smith
2. *Borderline* (Jeanneau Sunfast 3300) – Andy Offord
3. *Blue Planet* (J/99) – Chirs O'Neill
4. *Blink* (Beneteau First 40) – Mark Gorbatov
5. *Crowded Haus* (Beneteau First 35) – Jason Neuhaus

Top 5 PHS

1. *Jupiter* (J/99) – Ian Smith
2. *Borderline* (Jeanneau Sunfast 3300) – Andy Offord
3. *Blue Planet* (J/99) – Chirs O'Neill
4. *Blink* (Beneteau First 40) – Mark Gorbatov
5. *Crowded Haus* (Beneteau First 35) – Jason Neuhaus



Photos: Nic Douglass | SailorGirlHQ.



CONGRATULATIONS TO ANDOO TEAM AUSTRALIA ON THEIR SUCCESS AT THE PUIG WOMEN'S AND UNICREDITH YOUTH AMERICA'S CUP

Meet our Crew

Vlad Milevski

Get to know the Food and Beverage Manager



With over two decades of experience in the food and beverage industry, Vlad Milevski brings a wealth of knowledge and passion to his role as CYCA's Food and Beverage Manager. His career spans bar and restaurant management across Australia and overseas, where he has managed large-scale operations and overseen transitions in prominent hospitality settings. Vlad is excited to be part of CYCA, where he contributes to creating exceptional dining experiences for Members.

Offshore: What attracted you to work at CYCA?

Vlad: The prestigious reputation of CYCA and the opportunity to work within a vibrant, high-calibre environment in the heart of Sydney's sailing community was a major draw. The chance to bring my experience to such a unique Club was very appealing.

What's a typical day like for you at the Club?

A typical day involves overseeing food and beverage operations, ensuring quality service, managing staff, and interacting with Members to ensure their needs are met. It's always varied and requires a lot of hands-on management.

What are some of the unique challenges and rewards of managing the food and beverage operations at CYCA?

Balancing the high expectations of Club Members with maintaining efficient operations is always a challenge, but the reward is in creating memorable dining experiences that enhance the Club's atmosphere and Member satisfaction. Working on the menus and wine list has been exciting, as we've experimented with specials which have been well received by the Members.

What is your personal favourite type of food or cuisine?

I enjoy Mediterranean cuisine for its fresh ingredients and balance of flavours, but my go-to is definitely pizza - a good classic Margherita.

How do you enjoy spending your free time?

Outside of work, I enjoy staying active, as well as spending time outdoors exploring nature. And let's not forget exploring new bars and restaurants.

With a dedication to quality service and creating memorable experiences, Vlad is an essential part of the team that elevates CYCA's food and beverage offerings.

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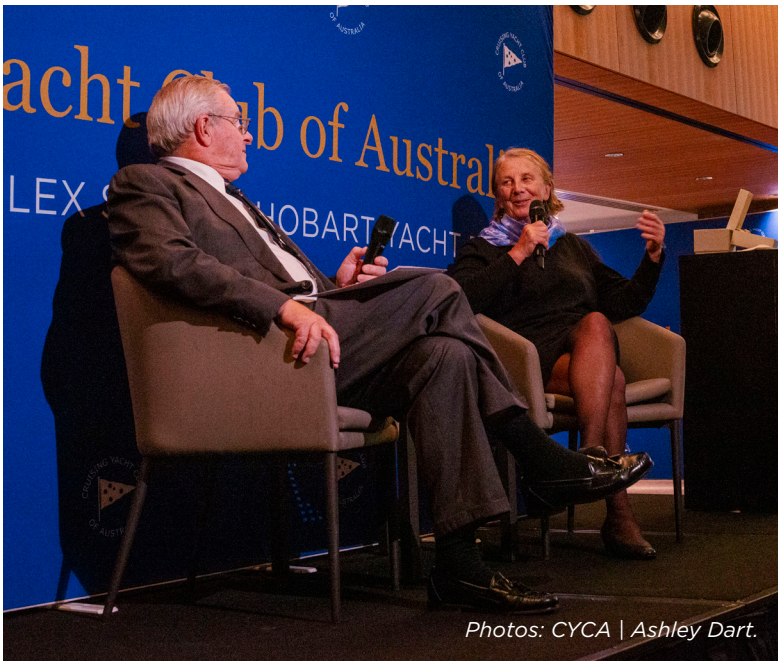
1 New Beach Rd, Darling Point NSW 2027

Navigating towards Safety: the 2024 SOLAS Trusts Dinner

The annual SOLAS Trusts Dinner rounded out a wonderful spring evening on Friday 25 October. With renowned sailor Adrienne Cahalan as guest speaker, Cahalan captivated the crowd as she shared how she first began offshore sailing and ocean navigating. Cahalan continued on to share the highlights of her professional success, including most recently claiming the Tattersall Cup in the 2023 Rolex Sydney Hobart Yacht Race onboard the mini-maxi *Alive*.

The evening highlighted the Trusts' mission to enhance safety and maritime education, with a thrilling video by Marine Rescue. The event also served as a fundraiser for the SOLAS Foundation. Special thank you to Autore for donating the magnificent jewellry. Congratulations to Simon Kurts for winning the Autore pearl necklace raffle.



Photos: CYCA | Ashley Dart.

















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Melbourne Cup







Photos: CYCA | Ashley Dart.

The next Associates event will be the Club Social Lunch on Tuesday 19 November.

CYCA REPRESENTS AT ROLEX MIDDLE SEA RACE



CYCA sailors Linda Goddard and Tim Wilson made remarkable marks in the 2024 Rolex Middle Sea Race. Goddard, competing for the first time with her Swan 53, CB *Bedouin*, secured 12th Overall in IRC, adding to her success in the Aegean 600, where she placed 1st in ORC 2. Her European campaigns have included prestigious events like the Swan Cup and Les Voiles de St Tropez. Meanwhile, Tim Wilson's yacht, *EL ORO*, finished 3rd in IRC Division 6 despite a broken gooseneck. The oldest yacht in the race, *EL ORO* will race the Mediterranean circuit before potentially tackling next year's Rolex Fastnet Race.



Eden Marine High School

From Monday 4 to Friday 8 November, the Club had the pleasure of hosting students from Eden High Marine School for the 31st year of our sailing camp. It was another fantastic week, with every student enjoying their time at the Club and exploring Sydney.

Throughout the week, 16 students and two teachers sailed over 80 nautical miles across the harbour. Their adventures included trips to Cockatoo Island, Manly, and the Spit, as well as enjoying lunches at Watsons Bay and Rose Bay. The students learned the fundamentals of sailing and participated in two race days on the Elliotts, with all teams achieving great results.

In addition to Elliott sailing, they also took part in two twilight races—one during the CYCA Wednesday Twilight and another in the RANSA Friday Twilight series. Nearly every student had the opportunity to podium across the various divisions. It was a memorable week of learning, competition, and fun on the water!

We'd like to thank all Members who assisted the YSA with accommodation on their yachts during the week as well as Members who took students out for races on Wednesday and Friday.

Photos: CYCA | Ashley Dart.







Photo: CYCA | Ashley Dart.

ASSOCIATES CHRISTMAS HAMPER RAFFLE

The Associates Christmas Hamper Raffle has begun in time for the 2024 holidays!

The raffle includes generous prizes such as a vouchers for the Pacific Sailing School, Sturrocks, and Bohm Presents, as well as merchandise from the CYCA range.

Tickets are available to purchase at the CYCA via cash or Square.

World Sailing President and Board elected at 2024 Elections – Daniel Belcher appointed as Vice President

World Sailing has announced the election of seven new Vice Presidents to its Board, marking the start of a four-year term for each member. The newly elected Vice Presidents are Özlem Akdurak (TUR), Daniel Belcher (AUS), Tomasz Chamera (POL), Beatriz González Luna (MEX), Line Markert (DEN), Josep Pla Maronda (AND), and Cory Sertl (USA).



Incumbent President Quanhai Li (CHN) was re-elected for a further four-year term.

In line with World Sailing's new governance structure, voting delegates ensured gender parity by selecting an equal number of male and female candidates. The final member of the Board, the Chair of the Athletes' Committee, will be elected by the committee in the new year.

Special congratulations to Daniel Belcher, a proud member of the Cruising Yacht Club of Australia (CYCA) for over a decade, on his appointment. This is a well-deserved honour, recognising his ongoing contributions to sailing.



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WHAT'S ON

AT THE CYCA

6 DEC

ACSBWPS | CABBAGE TREE ISLAND RACE

The 172nm is a season favourite, attracting more than 60 competitors annually. Starting on Friday evening near Point Piper, the fleet heads North towards Port Stephens and returns to finish in Sydney Harbour. Watch the Race Start on the historic Rosman Spectator Vessel, tickets available on cyca.com.au.

6-10 DEC

ONE CIRCULAR QUAY AUSTRALIAN MAXI CHAMPIONSHIP

The Cruising Yacht Club of Australia will host the One Circular Quay Australian Maxi Championship from 6-10 December 2024, starting with the Cabbage Tree Island Race and ending in the SOLAS Big Boat Challenge.

11 DEC

OCEAN CRUSADERS OCEAN SUSTAINABILITY CONFERENCE

This event works to unite sailors and environmentalists in a spirited dialogue about shaping a sustainable future for our oceans. It's more than just talk; it's a golden opportunity to network with pioneers, discover innovative practices, and see how you can weave sustainability into your own endeavours.

13-15 DEC

SYDNEY HOBART CLASSIC YACHT REGATTA

This is a unique regatta that recognises the contribution of classic yachts to the traditions and history of the bluewater classic. The Sydney Hobart Classic Yacht Regatta is open to any yacht that has a launch date prior to 1976 and has competed in a Sydney Hobart Yacht Race.

18 DEC

WOMEN IN SAILING COCKTAIL PARTY

Join us for an evening to celebrate the success of Women across our sport. Returning for the second year in a row, the 2024 evening will include professional ocean racer Stacey Jackson and navigator Clare Costanzo.

25 DEC

CYCA CHRISTMAS DAY LUNCH

The Join the CYCA in the festive spirit and come on down to the Club for Christmas Day Lunch. $210 Non-Member | $190 Member | $65 per child (under 12 years old)

26 DEC

FAMILY DAY IN THE SYDNEY RACE VILLAGE

An ideal location for your family and friends to watch the race start live on the large outdoor screen with plenty of activities for the whole family.

26 DEC

RSHYR | BOXING DAY START

The 79th Rolex Sydney Hobart Yacht Race will as always, present an absolute spectacle on Sydney Harbour as over 100 yachts commence the 628nm journey down to Hobart in one of Australia's most iconic sporting events.

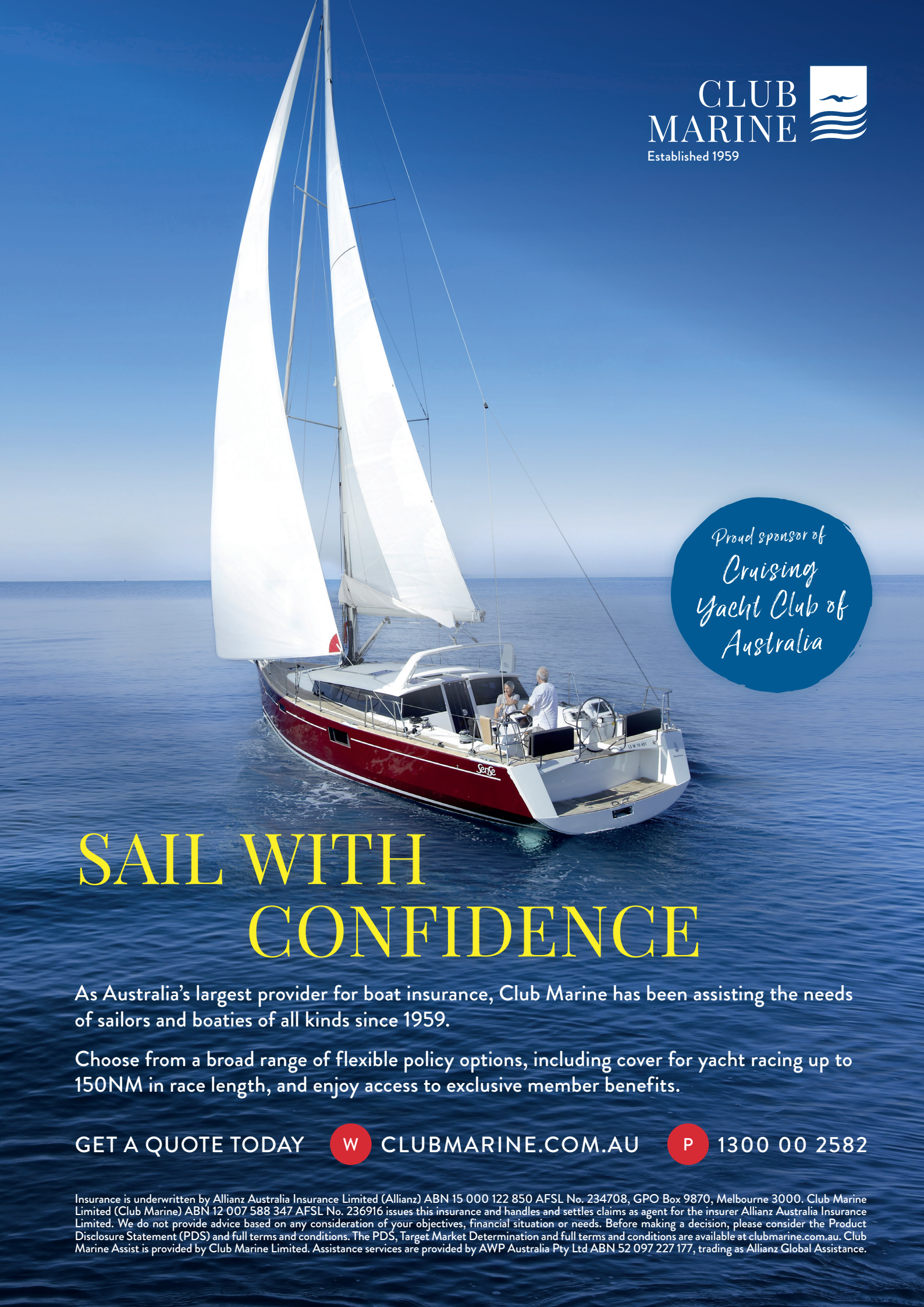
SCAN THE QR CODE TO VIEW THE FULL CALENDAR

LIVE MUSIC

AT THE CYCA

6 DEC	HARVEY
7 DEC	JIMMY BRESLIN
13 DEC	ELODIE
14 DEC	DANIEL MARCH
20 DEC	JIMMY BRESLIN
21 DEC	RAYNE
27 DEC	DANIEL MARCH
28 DEC	RAYNE

ENJOY LIVE MUSIC AT THE CLUB EVERY FRIDAY AND SATURDAY



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A CHALLENGE FOR THE AGES

The Rolex Sydney Hobart Yacht Race is a gruelling test of each competitor's physical and mental resilience. On 26 December each year, a diverse international fleet is led out of Sydney Harbour by the giant maxis and their professional crews, followed by smaller Corinthian craft. Ahead, a 628-nautical-mile (1,163 km) odyssey down this often wild stretch of Australia's east coast.

#Perpetual



OYSTER PERPETUAL YACHT-MASTER 40

ROLEX SYDNEY HOBART YACHT RACE
SYDNEY, AUSTRALIA
STARTS ON 26 DECEMBER 2024

ROLEX