

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

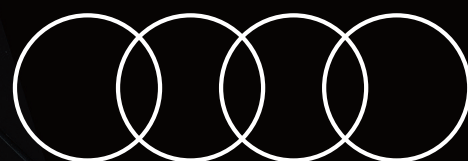
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URM Group rounding Tasman
Island during the 2023 Rolex
Sydney Hobart Yacht Race.
Credit: ROLEX | Andrea
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COMMODORE ARTHUR LANE

At the helm

It has again been a busy few months at the Club. Perhaps the highlight of the calendar was the celebration of the CYCA's 80th Anniversary last month at what some have described as the greatest party in its history. Our thanks to everyone involved with helping to organize the spectacular event which took over the entire clubhouse and included music from DJs Herman and Dangerous Dan and the extraordinary Bakers Boy Band, dancing, magicians and, of course, exceptional food and drinks.

We wrapped up the various twilights and pointscores in the Summer Sailing program, hosted a successful PIF Regatta and ran the inaugural Two-Handed Coastal Rally. More recently, we've kicked off the LGT Crestone Winter and Winter Women's Series which run each Sunday through to July. The Club is trialing an IRC division for the Series for the first time. Casual entries are always welcome. The Breakfast Club volunteers will be on the grill each morning and the post-race celebrations on the decks are still one of the best places to enjoy a weekend afternoon in Sydney. Another highlight was also the very special annual Great Veteran's Race for previous Sydney Hobart entrants built before 1976. There is also a division for IOR-era boats.

Many of our Members represented the CYCA at Sailfest Newcastle as well as over the three weeks of Sail Port Stephens; events which also doubled as Acts of the Pallas Capital TP52 Gold Cup, IRC NSW State Championship and the Australian Yachting Championship. I am proud to acknowledge the success of so many of our teams and Members at these regattas; and our level of participation is a credit to the depth and variety of crews sailing at the CYCA.

The Club dominated Division 1 of the Sydney Harbour Women's Keeboat Series with *Triton's* Emma Byrne winning the trophy presented the other week at a prizegiving held at RANSA. At the same function, I had the great honour to accept the Admiral's Trophy on behalf of CYCA as the most successful club at the 2024 RANSA Regatta.

Later this month, the Ponant Sydney Noumea Yacht Race returns after a hiatus of almost six years. The fleet of 12 boats is comprised of an eclectic mix of racers and cruisers which includes both the 2018 race Line Honours winner, Michael Martin's TP52



Frantic, and the Overall winner *Smuggler* (now a TP52 rather than the previous winning Rogers 46).

Our Youth Sailing Academy carried the flag over to California to compete in the 2024 World Match Racing Tour Opener, the Congressional Cup, hosted by Long Beach Yacht Club. Cole Tapper's crew made it through to the Quarter Finals, having faced off against many of the best open match racing teams in the world.

Many of our YSA students and alumni have also been honoured to represent Australia in the America's Cup Unicredit Youth and Puig Women's competitions to be held in Barcelona later this year. And in a few months, Olivia Price and Evie Haseldine will be competing in the 2024 Paris Olympics in the 49erFX class, having recently competed at the 55th French Olympic Week in Hyeres. CYCA's alumni Kyle Langford and Sam Newton are currently competing for Australia in the SailGP circuit, looking to achieve a four-peat.

It will be another exciting few months at the CYCA as we head towards the offshore racing season and the 2024/25 Audi Centre Sydney Blue Water Pointscore. Entries are now open for the first event – the Noakes Sydney Gold Coast Yacht Race - which gets the ball rolling in July. The six-race series culminating in the Rolex Sydney Hobart will then be followed by the CYCA's inaugural Trans-Tasman Yacht Race from Sydney to Auckland in February 2025. This will definitely be one not to miss.

There are a number of social events coming up to jot down in your calendars – including our popular CYCA Club Social Lunches, Associates Women's Night, fortnightly Trivia Nights on Wednesdays and Sailing Information Evenings the first Tuesday of each month to name a few. With The Boathouse Group's Autumn seasonal menu recently launched and new daily and weekly specials commencing in May, there's a lot to come down and check out. For those that may not have renewed your 2024/25 membership yet, it's not too late to be on board for another year.

I hope to see you at the Club or on the water soon. ⚓

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Monday Twilight Overall Pointscore Standings
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PHS Division 2:
Great White
Unreal
Siena
IRC Division 1:
Victoire
Indi
Tempo



Monday 18 March concluded the Sharp EIT Monday Twilight series, comprising of 14 races and four non-pointscore races, spanning across both the Spring and Summer seasons. This series has been firmly entrenched in our racing calendar for many years and continues to grow.

Consistency is paramount for leaderboard dominance, where attendance and a committed crew fuel the excitement of these short, fast races. The dedication displayed by numerous teams throughout this year's competition was noteworthy.

In the end, it was Darryl Hodgkinson, Skipper and owner of *Victoire*, who managed to land himself and his crew on the top spot in several races, and won the overall Sharp EIT Monday Night Twilight Series on IRC.

Darryl and his crew are no stranger to this twilight series. He said: "We did the same thing as the previous years, which is show up with a boat that is ready to race and a core crew that knows how to sail well. We have been doing it for a long time and we have previously won it in 2007 with my Sydney 38, *Uplift*."

It is no surprise to hear that Darryl and his crew enjoy these Monday Twilight races: "It puts pressure on us because they are such short and sharp races. The team gets challenged as well as we rotate positions every race. It is very useful to keep our skills sharp and we have to stay on top of our game."

The competition this year was particularly strong as well: "*Indi* was a great competitor too, they were always out early and that added to the pleasure of this competition. At the end of the day, the fact that we had a great group of dedicated crew makes an enormous difference. Some people have been sailing with me for over ten years and we won the Rolex Sydney Hobart together on the Cookson 50 *Victoire*." ⚓





IAM is proud to sponsor the Wednesday Twilight Series



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MID-WEEK MAGIC

IAM Wednesday Twilight Series 2023/2024

At the end of a warm Sydney day, when the gentle breeze blows over the Harbour, sailors of all backgrounds eagerly gather at the Cruising Yacht Club of Australia. It's a mid-week evening, and that could only mean one thing: the Income Asset Management Wednesday Twilight Series.

The CYCA transforms into a hub of activity every Wednesday over spring and summer, as old friends reunite and newcomers are welcomed with warm smiles and salty tales. The non-spinnaker, non-pointscore series offers a more relaxed setting where guests, colleagues, and sailors of all ages and experiences participate. Sailors are treated with the Wednesday Sailor's Special available at the Sydney Hobart Bar, the perfect post-sail meal to kick off the rest of the evening.







Photos by David Hislop

RESULTS



The 2023/2024 Income Asset Management Wednesday Twilight Series concluded after seventeen races, with two abandonments due to weather. The series ran from 4 October to 20 March, with a six-week hiatus during the Rolex Sydney Hobart period. The series saw 111 yachts competing over Wednesday evenings. The Harbour was full of yachts of all shapes and sizes.

Our thanks to Income Asset Management for another season as our naming rights partner.

The CYCA also offers a Concierge Program, proudly supported by Sydney Brewery, which helps our members find spots on competing yachts each week based on their experience level and interest in getting their hands wet.

We look forward to celebrating with all competitors at the Summer Prizegiving on Friday 10 May. ⚓

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2024 PONANT SYDNEY NOUMEA YACHT RACE



The Ponant Sydney Noumea Yacht Race makes a comeback, charting its course once more after navigating the waters of the 1950's, 1970's, 1980's, 1990's and 2018.

Photo: Andrea Francolini



With only a few days remaining until the starting horn, anticipation builds at the Cruising Yacht Club of Australia for the return of the Ponant Sydney Noumea Yacht Race. The biennial race, covering over 1,064 nautical miles, guarantees to be a test of skill, strategy, and endurance.

The 2024 race marks a significant milestone with the introduction of a double-handed division. As preparations intensify, twelve yachts are set to take on the Category 1 challenge.

Among the competitors stands the TP52 *Frantic*, skippered by Michael Martin, whose previous Line Honour victory in 2018 showcases their skill of surfing big swells and reaching trade winds along with their love of long distance races. The returning champion is Sebastian Bohm's *Smuggler*, whose team has impressively campaigned over the last six years, notably shifting from a Rogers 46 to a TP52 and winning IRC Division 1 in the 2023 Rolex Sydney Hobart Yacht Race. Since its triumphant campaign in 2018, *Smuggler* has gathered extensive offshore racing experience, consistently securing top placings and establishing itself amongst other top teams in Australia.

Four double-handed teams are preparing to race: *Blue Planet*, *Celeste*, *Fika*, and *Pacman*. Both *Blue Planet* and *Pacman* are regular competitors in the CYCA fleet, most recently racing the 2023 Rolex Sydney Hobart Yacht Race. New to the fleet, both hailing from Queensland, *Celeste* and *Fika* join the race in anticipation of their campaigns for the 2025 Melbourne Osaka Cup. Both yachts are racing in family style, with *Celeste* helmed by two mothers of sons and *Fika* by a mother-daughter duo.



Frantic arrives to the tropical Noumea Harbour during the 2018 PSNYR. Photo: Bryan Gauvan.

For four plus days, the sailors will navigate through the Tasman Sea and Coral Sea, with the trade winds pushing the yachts towards the tropical finish line. *Frantic's* Line Honour victory in 2018 broke the 27-year race record, finishing in a time of 4 days, 2 hours, and 23 minutes.

The Ponant Sydney Noumea Yacht Race is more than just a test of physical endurance; it is a celebration of international seamanship. The CYCA is pleased to work once again with Race Finishing



Eve sails north out the Sydney Heads at the start of the 2018 PSNYR. Photo: Andrea Francolini

Partner, Cercle Nautique Calédonien (CNC). The 2024 edition serves as a feeder race for the 8th New Caledonia Groupama Race, a 654 nautical mile anti-clockwise circumnavigation of New Caledonia's main island. Currently, *Amazingrace*, *Wings*, and *Smuggler* are entered to compete in the challenge.

The Sydney Noumea Yacht Race remains a core part of CYCA history. The first race ran in 1953 as the Club staked its claim in international offshore racing. The race then ran again in 1958 and regularly throughout the 1970's and 1980's. The first race kicked off with five starters, with the most popular edition seeing 59 competitors in 1983. Following the reintroduction of the race after a 20-year hiatus, the 2018 Ponant Sydney Noumea Yacht Race was widely regarded as a great success by the 22 entrants and the CYCA.

As the world leader in luxury expeditions, Ponant continues its close association with the Club and race as Naming Rights Sponsor for the 2024 race. The French-owned cruise line was created in 1988 by Jean Emmanuel Sauvée and a dozen officers in the French Merchant Navy. Today, Ponant is leading the way with a new style of luxury cruising through a unique concept of sea travel which combines exceptional itineraries and luxury hotel services, aboard lavish smaller-scale ships.

Visit noumea.cycaracing.com to read the latest news and stay up to date with the 2024 Ponant Sydney Noumea Yacht Race. ⚓



Future CYCA Commodore John Brooks and first full female CYCA member Gillian Carter Bracken on board Quadrille II before the start of the 1979 Sydney Noumea. Photo: CYCA Archives.

ABOUT THE PONANT SYDNEY NOUMEA YACHT RACE



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Women in Sailing in Australia

Reflecting on Women's History Month, the Autumn 2024 issue of *Offshore* is dedicated to celebrating women in sailing: highlighting the achievements of talented sailors, the programs and events championed by the CYCA to introduce more women to the sport, the women-focused series on Sydney Harbour, and more.





Sailing is often considered an equaliser sport. A sport where a top competitor's skills are defined by their balance of knowledge, strength, and experience, rather than their gender. A sport where men and women compete on the same playing field, aiming for the same prize. A true sailor is always learning and infinitely growing their skillset. However, historically, sailing has been a male dominated field, but it's important to note that women are no strangers to the sport.

Women have been competing in sailing for centuries, such as in the America's Cup, the oldest international sporting trophy. In 1886, Susan Henn sailed on-board the Irish challenger *Galatea*, tasked with keeping track of race timing. Less than 50 years later, Elizabeth Harvey became the first woman to win an international sailing event during the 1934 America's Cup.

Crossing over to the Pacific, Jane Tate became the first woman to finish the Rolex Sydney Hobart Yacht Race in 1946, during the event's second iteration. In 1975, the first all-women crew competed in the Sydney Hobart on-board *Barbarian*, 14 years before Tracey Edwards led the first all-women crew on *Maiden* in the 1989 Whitbread Round-the-World Race. In Sydney in 1989, the second ever all-women crew competed in the Sydney Hobart on *Belles Long Ranger*. One of the crew, Kathy Veel, went on to become the first all-women double-handed Sydney Hobart competitor with Bridget Canham in 2022.

Three women have gone on to earn the prestigious honour of sailing 25 Rolex Sydney Hobarts: Adrienne Cahalan, Felicity Nelson, and Vanessa Dudley. In 2018, professional ocean racer Stacey Jackson skippered a crew of all-women on *Wild Oats X* in hopes of capturing the revered Tattersall Cup, sailing home to a close 2nd place, and to prove there is no skill difference between men and women sailors.

These achievements highlight just a few of the incredible sailors and their milestones for women in the sport. While sailing is making great strides in women's involvement and inclusion, there is still a road ahead before we reach 50/50 involvement in all sects of the sport, professionally and recreationally. The CYCA is ahead of the curve with its management team, comprising of over 50 percent women, and the Club is constantly aiming to further advance women in the sport of sailing.

In order to dive deeper into this story and for its format to make sense, a few introductions are required. My name is Vito Feremans, I'm a 26-year-old Belgian marketer and passionate offshore racer. I work at the Cruising Yacht Club of Australia in the Marketing and Communications department. I've spent the past four years writing and practicing storytelling. However, I must be honest, when I was asked to write an article on 'women in sailing in Australia', I felt out of my depth. Because, let's face it, I am not Australian, I did not grow up here, and perhaps my biggest flaw for the sake of this story, I am a bloke.

Armed with this realisation, I did what every sensible storyteller would do: talk to people with a story to tell. Together with my colleague at the CYCA, Ashley Dart, a photographer and sailor hailing from New York, we assembled a panel of sailors who focus on different areas of the sport in Australia: from inshore to match racing to offshore to Olympic classes, from seasoned veterans to young sailors eager to make their mark. Their varied experiences across generations not only added depth to the story but also added perspective to the insights they shared, bridging the gap between innovation and experience in sailing.

Before we head into their discussion, first, let's meet our panel:



Parker at her Navigator Station on URM Group. Photo: Andrea Francolini.

ALICE PARKER

Growing up in the Blue Mountains just outside Currajong, weekend trips to Newport with her family ignited her love for sailing. Her journey began with dinghy sailing and evolved to include match racing and offshore races along Australia's East Coast. Currently, Alice thrives as a navigator, steering boats through challenging courses like the Rolex Sydney Hobart. Most recently, Alice won the 2023/2024 Audi Centre Sydney Blue Water Pointscore and came in second in the 2023 Rolex Sydney Hobart Yacht Race with *URM Group* as Navigator. Her passion for offshore racing and her commitment to mastering navigation makes her a formidable force in the sailing community.



Veel (left) and Canham (right) before their first double-handed campaign on Currawong. Photo: Salty Dingo.

BRIDGET CANHAM

Bridget has been navigating the seas since her school days, transitioning from cruising to competitive sailing after relocating from the UK to Australia. Her zeal for racing has her hitting the waters about five times a week on various boats. Although she's putting her racing on hold due to upcoming travel, she aims to participate in her 10th Rolex Sydney Hobart Yacht Race. Bridget's journey showcases her ongoing dedication to studying the art of sailing, and her love for the thrill of the race.



Williams (second from right) claimed a silver medal at the World Sailing YMRWC. Photo: Darcie Collington.

CHELSEA WILLIAMS

Growing up in a sailing family, whose own parents met at a regatta, Chelsea's destiny was set from the start. Introduced to the CYCA Youth Sailing Academy in 2018, Chelsea has steadily climbed the ranks through mixed and women's events, aiming for international titles like the World Sailing Youth Match Racing World Championship. Her impressive goals, and her notable results so far, paired with her commitment to learning and growing, demonstrate Chelsea as a rising star in the sailing community.



Eagle (right) at the Sydney Harbour Women's Keelboat Series Prizegiving. Photo: Marg's Yacht Photos.

DINAH EAGLE

Originally from the UK, Dinah has been sailing since the age of four, initially focusing on cruising. Her move to Sydney and subsequent membership at the CYCA saw her diving into racing, sailing various boats both offshore and inshore. With 12 Rolex Sydney Hobart races underway and her first Rolex Fastnet under her belt, Dinah thrives on the constant learning opportunities that come with each race. She aspires to explore more international offshore races while balancing her sailing adventures with her professional life. As a member of the CYCA Sailing Committee, Dinah is actively working to create more programming for women in sailing.



Nelson on-board her yacht Supernova. Photo: CYCA.

FELICITY NELSON

Sydney native Felicity discovered her passion for sailing during university when she joined a friend in building a FARR 11.6. Her introduction to racing was direct, stepping onto boats ranging from 34 to 40 feet. With a preference for boats where crew members can engage in all positions, Felicity quickly became a regular offshore competitor. In 2021, Felicity became the second woman to complete 25 Rolex Sydney Hobart Yacht Races. Each sea journey offers her a unique experience, reinforcing her love for sailing and the unpredictability of the open waters.



Veel at the 2023 RSHYR Long Range Weather Forecast Press Conference. Photo: Andrea Francolini.

KATHY VEEL

Melbourne-born Kathy embarked on her sailing journey when she was 18 years old on an S&S 34, fuelled by dreams of solo-circumnavigation adventures. Over the years, she has owned and sailed various yachts, with a preference for smaller boats that offer more manageable single-handed or double-handed sailing experiences. Kathy's progression from cruising to offshore racing, including three Rolex Sydney Hobart races, highlights her passion for adventure and her commitment to introducing more women to offshore sailing.



Price, member of the Australian Sailing Team. Photo: AST.

OLIVIA PRICE

Born and bred in Sydney, Olivia started her sailing adventures at the age of six on dinghies on Sydney Harbour. Over the past 15 years, she has excelled in Olympic classes, becoming the youngest woman to win an Olympic medal in the sport of sailing in the Women's Match Racing class at the London 2012 games. Today, Olivia is campaigning in the 49erFX class for the Paris 2024 Olympics and has been selected for the Team Australia Challenge for the first-ever Puig Women's America's Cup. Olivia's focus on high-performance sailing and her interest in foiling technologies reflect her drive to evolve with the sport's advancements while also nurturing pathways for future sailors.



Jackson before the 2020 (cancelled) RSHYR. Photo: Salty Dingo.

STACEY JACKSON

Queensland native Stacey's sailing journey began at the age of seven, leading her to explore various facets of the sport. After moving to Sydney for a sail-making apprenticeship, Stacey's passion for offshore racing grew exponentially. She has since twice competed in the Volvo Ocean Race, once with an all-woman team and once with in a mixed team, offering her unique insights into both experiences. Additionally, Stacey has raced in the Rolex Sydney Hobart Yacht Race over 15 times.

To learn more about women in sailing in modern-day Australia, their experiences, their goals as sailors and hopes for the sport, the assembled group prepared questions for one another for an around-the-table discussion. The questions included: Do you have any mentors that shaped your experience sailing? How should women go about finding positions on boats? What are the best tools for deepening your skillset and learning new roles? What are your goals for women in sailing?

The conversation provided a platform for the women to not only tell their story and agree on their shared experiences but to also celebrate one another's achievements and recognize collective goals for the sport.

For some of our panellists, sailing with crews of men versus crews of women present different experiences. When Stacey Jackson sailed her first Volvo Ocean Race in 2014 with *Team SCA*, she competed with an all-women crew. The most challenging aspect of *Team SCA*, Stacey describes, was their lack of collective ocean racing experience. “We were sixteen women in the squad, three had participated [in the Volvo Ocean Race over 12 years ago]. So, three had been into the Southern Ocean and the rest of us were yet to experience that,” she says. “We were certainly limited by our own experience and how much could be taught to us in that one year of training, leading into the race.”

Returning for her next Volvo Ocean Race in 2017 with *11th Hour Race Team*, Jackson matched her teammates in experience, and yet the team questioned most things she did. Stacey says it was “down to the point where I suggested I could go and fix that situation that was going on, which required going up the rig. And they said, ‘Oh really, are you able to do that?’ And yet I’d done the previous race as a bowman. So for me, that was a challenge that I just kind of had to deal with.”

Facing that unnecessary challenge isn’t always prevalent. For Alice Parker, sailing on *URM Group* with nineteen men, she’s treated like any other member of the team. The only difference she notices “is the fact that they all get to wee off the back of the boat.”

One of the bright sides of Stacey’s experience sailing with *11th Hour Race Team* was learning from her watch partner, six-time Ocean Race sailor and 2023 Rolex Sydney Hobart Line Honours winner Tony Mutter. “He shared a lot of his experience, and I gained a lot of knowledge from getting to sail with him, and by no means did he treat me any differently as either a female or a more novice person in the race”, Stacey commends.

After the around-the-table discussion, Tony shared his insights with *Offshore*, “the first time I sailed with Stacey was during the Volvo Ocean Race onboard *11th Hour Racing*. Stacey and I were on the same watch and straight away I could tell that she was an absolute professional. She was just as much part of the crew as I was and that’s how we rolled. We have a similar approach on *LawConnect*. As far as I am concerned there’s no distinction between women or men sailors on our boat, we’re just called the crew. I have had the pleasure of sailing with incredible professionals like Sophie Cizek and Rosalin Kuiper who are really pushing the sport, and their work ethic was phenomenal, often outworking other crew members.”

Mentorship plays a pivotal role in shaping a sailor’s journey across the waters. Sailing requires more than just outright skill; it demands resilience, teamwork, and a thirst for continuous learning.

For Chelsea Williams, her mentor is Olivia Price. She says, “Olivia has set a pathway that inspires me,” citing Olivia’s transition from the Youth Sailing Academy to the Olympics in both Match Racing and the 49erFX class. “It’s empowering to see and follow in the footsteps of other women sailors,” Chelsea adds.

Team SCA during the 2014/2015 Volvo Ocean Race. Photo: VOR | Ainhua Sanches.



Similarly, Stacey emphasizes the significance of the achievements of the women that came before her, such as Adrienne Cahalan. Expressing deep admiration for her mentor, “Adrienne has been instrumental for me”, Stacey shares. “She proves that barriers like size and gender don’t have to limit success in sailing,” lauding her ability to excel in more challenging times.

Both Kathy Veel and Dinah Eagle underscore the importance of believing in oneself, even in the face of doubt. Dinah shares, “It’s about confidence, which can be a hurdle for many sailors. Trusting in your abilities pushes you to grow”. Kathy adds that having a mentor can boost your own confidence, “having someone believe in your capabilities can be a game changer”, she asserts.

Mentorship can take on different forms. Reflecting on her early sailing days where formal mentors were a rarity, Felicity Nelson shares that “For [her], learning was always a collective effort,” she recalls. “We were novices learning alongside each other, emphasising teamwork and continuous growth. Mentorship, to me, isn’t always about the traditional model.”

As a high-intensity skiff sailor, Olivia Price agrees on the importance of collective learning and balancing confidence and competence when making quick decisions on the racetrack. “Confidence stems from competence”, she describes, “It’s about understanding our strengths, being adaptive, learning from mistakes and embracing challenges.” Emphasising the importance of learning from her crew and teammates, Olivia adds “Mentorship is a collective effort. We learn from each other.”

In the spirit of learning from one another, it’s important to remember that mentorship can be found wherever you dare to look for it, even within your own crew. Felicity recommends to “go and find the men and the women who you want to sail with and who are just great people to sail with.” It is not new that surrounding yourself with likeminded and more experienced sailors allows you to pick their brains and analyse their actions. Gaining insights and improving your skills under their often watchful and critical eyes. The better you aim to perform, the more essential it becomes to be a part of a yacht that is a seamless hub of communication and teamwork, laying the groundwork for successful races and individual growth. If we momentarily set aside solo racing, in which the CYCA does not partake, one truth holds firm: with skilled crew members or a dependable co-skipper, you’ll sail further and faster. Dinah practices what she preaches and has gained most of her experience and knowledge under the motto “find your boat, find your people, find your crew”.

Some women create opportunities for themselves through boat ownership. The Rolex Sydney Hobart Yacht Race is witnessing an upward trend of women yacht owners, with ten women owners and



Jackson leads the all-woman crew on Wild

co-skippers in the 2023 race, up from nine in 2022 and three in 2018. Once you own your own boat, the sky’s the limit, providing a platform to learn about seamanship and push yourself in a different way.

A few of our panellists, Felicity, Kathy and Bridget, have sailed down the path of boat ownership. Felicity advises caution when making the leap the purchase your own yacht, “you’ve got to know the boat from day one. Bow to stern and from the top of the mast to the bottom of the keel. You’ve got to know everything about it.” Furthermore, as the yacht owner, your responsibility for your crew multiplies, especially in the safety aspect of sailing offshore.

Felicity finds joy in “enabling her crew to have the best time they can possibly have and to bring out the best in them,” she says. At the end of the day, Felicity expresses gratitude for having the ability to own and co-skipper her yacht, while acknowledging that “it’s an incredibly steep learning curve.”

When contemplating potential differences between men and women, size is an obvious factor. However, the panellists are all quick to point out that size does not have to be an inherent weakness.

Stacey reminds everyone to “Work smarter, not harder. You don’t only have to do the easy jobs,” she says, “you just have to find a way that works for you to get the hard jobs done.” As an example, she cites Carolijn Brouwer’s ability to drive the boat downwind with a tiller during the 2022 Rolex Sydney Hobart on the mixed TP52 *Patrice*. “It requires a lot of strength to control a yacht that size, at that speed with a tiller and she raced the 52-footer in 30 knots as if it was a dinghy. I don’t know how big the waves were, and it did not seem to matter to her because



Oats X during the 2018 Rolex Sydney Hobart. Photo: ROLEX | Carlo Borlenghi.

she was just so good helming in those conditions. She had developed the technique to tackle those conditions.”

In order to make yourself a vital member of the crew, “it’s good to know every role of the boat and be well rounded”, Dinah states, “but then find what you’re really good at”, she stresses. “If girls are good at trimming in light winds, you don’t have to be big to be able to trim, but you have to be able to trim really well. Or if you’re really good at communicating, then do the pit, or if you’re a really good Helms person, then you’ll earn your place on the boat because you’ll make it go faster.”



Adrienne Cahalan and Alice Parker, the top two Navigators in the 2023 RSHYR. Photo: Andrea Francolini

For Alice, competing as a Navigator, her size is one of her many strengths, fitting comfortably into the nav station. The most challenging and equally rewarding aspect of the position is the amount of depth to the role, she describes, from studying oceanography and meteorology to the evolution of technology and then communicating the information back to the rest of the crew. Alice shares, “every time I get on a boat in the position of navigator, I’m exponentially learning.”

As the sailing community and race organisers are looking for ways to get more women involved in the sport, the importance of quotas is universally agreed upon by the panel. Stacey asserts, “it creates the experience for the opportunities to come”. For the 2024 Noakes Sydney Gold Coast Yacht Race and the 2024/2025 Audi Centre Sydney Blue Water Pointscore, the CYCA has implemented a rule modification to IRC, citing that when a yacht crew includes a minimum of two women crew members, or two youth crew members, or one woman and one youth, a yacht may carry one person more than the crew number printed on their IRC certificate. The goal of the IRC modification is to encourage more competitors to bring women and youth sailors on board to create more experience opportunities for these groups. Additionally, Kathy would like to see more women’s helm divisions in offshore racing, “to me, that’s the logical next step,” she says.

For all the sailors, they’re excited about the growth they’ve witnessed for women in sailing over the last 50 years. Kathy contrasts her experience sailing on-board *Belles Long Ranger* in 1989 with her experience sailing today: “Back then, the general expectation and talk was we [as women] can’t do it. We’re not competent, we’re not strong enough and we don’t have the experience. The expectation was that women couldn’t do it and now that’s completely changed. The assumption is, well, of course, women can do it.” Bridget adds, “When Kathy and I did our two-handed campaign, we had nothing but total support from everybody.”

As an active competitor at the Youth Sailing Academy, Chelsea emphasizes the importance of merit over gender in the program, affirming “gender blindness is probably the best way to put it”. She’s always sailed on mixed teams, noting that the squad has a pretty close split of men versus women sailors. “I don’t feel discriminated against or that I have special needs because I’m a girl on the team,” she says, “Even at the [World Sailing Youth Match Racing World Championships], every team had a girl on board, not just because of quotas but because of their skills. They all competed in various roles on the boat.” Olivia, a YSA alumnus, applauds the program, highlighting that the YSA teaches them “to be sailors, not female sailors”.

Gender blindness is becoming more prominent in all areas of the sailing world as more women are breaking the glass ceiling. During the 2017 Volvo Ocean Race, every team had a woman on board,

From Top to Bottom, Left to Right



Carolijn Brouwer trims the main as Patrice races towards the Derwent during the 2022 RSHYR. Photo: ROLEX | Andrea Francolini

meaning the 2017 edition was the first time in the history of the race that a woman would win the Volvo Ocean Race. As a competitor, during a presentation at a local sailing club, “we were banging on about how exciting it was that a woman will win the Volvo Ocean Race”, Stacey reminisces. “And in the front row, these two little kids, Opti sailors, said to us ‘I don’t get it, why is that such a big deal?’ Because for them, it was totally normal to have boys and girls winning side by side.”

Stacey commends the other sailors in the discussion around her, saying “We’re in a very fortunate time right now, where the opportunities [for women] are becoming more frequent. And that’s because of the women in this call and many others have set the bar high with their achievements.” For all the panellists, they agree they’d like to see an all-women crew win the Rolex Sydney Hobart Yacht Race.

While expressing her gratitude for connecting with other women sailors, Olivia stresses the importance of talking to the community at large, saying “It’s not just women that need to have this conversation or be a part of this conversation. We’re only a part of the sailing community. And if we really want to get across the values of having mixed crews in the sailing community, or women in the sailing community, then we have to talk to the whole community.”

Until we reach split participation with men and women in all areas of sailing, it’s important to keep celebrating the accomplishments of women sailors and empowering more women to sail after their goals. *Offshore* would like to congratulate Lisa Blair on her World Sailing speed record solo-sail from Sydney to Auckland in addition to congratulating Cole Brauer for becoming the first American woman to sail around the world non-stop and un-assisted during the Global Solo Challenge.

In the end, Stacey encourages to go after your goals, “if you can dream it, you can do it.” ⚓

Chelsea Williams skippers a team of YSA sailors during the 2022 John Messenger Regatta. Photo: Darcie Collington

Currawong sails to Hobart during the 2022 RSHYR. Photo: ROLEX | Carlo Borlenghi

Price, Curtis, and Whitty celebrating their Silver Medal at the 2012 London Olympics.

The first all-woman professional crew in the 2018 RSHYR on Wild Oats X. Photo: ROLEX | Carlo Borlenghi

Price and Haseldine compete on their 49erFX. Photo: SAILING ENERGY

Adrienne Cahalan celebrates her 25th RSHYR

Williams sails for the YSA on the fleet of Elliott 7’s. Photo: CYCA.

Jane Tate, the first woman to finish a Sydney Hobart in 1946. Photo: CYCA.

The first all-woman crew on Barbarian in the 1975 Sydney Hobart. Photo: CYCA.

Acrosphire IV during the 2023 Winter Ladies Series. Photo: David Brogan.

Wendy Tuck, the first woman to win a round-the-world yacht race, speaks at a RSHYR Press Conference. Photo: Andrea Francolini

Women sailors of the YSA on an Elliott7.

Felicity Nelson. Photo: Andrea Francolini

The all-woman crew on Belles Long Ranger during the 1989 Sydney Hobart. Photo: CYCA

Barbarian sails down to Hobart during the 1975 Sydney Hobart. Photo: CYCA.

Lisa Blair sails out the Sydney Heads before her record solo-sail from Sydney to Auckland. Photo: Andrea Francolini

Cahalan wins the Tattersall Trophy on Wild Oats XI during the 2010 RSHYR. Photo: CYCA.

Veel skippers during the CYCA Winter Series Ladies Race. Photo: David Brogan.

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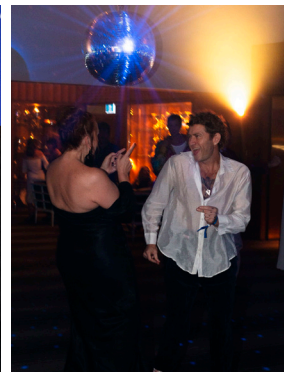
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Photos by Ashley Dart





Photos by Ashley Dart

A person is swimming in a calm lake, creating a splash of white water. The background is a steep, densely forested hill under a blue sky with scattered white clouds. The water reflects the surrounding greenery and sky.

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URM Cleans Up

How URM Group victoriously took home the 2023/2024 Audi Centre Sydney Blue Water Pointscore

In December, as the points are tallied and the boats sail into Hobart, the Audi Centre Sydney Blue Water Pointscore (ACSBWPS) crowns its champion. While past races have seen victors separated by just a hair's breadth, this year, *URM Group* didn't just clinch the win—they absolutely cleaned up.

The ACSBWPS comprises of six races, starting with the Noakes Sydney Gold Coast Yacht Race and culminating in the Rolex Sydney Hobart Yacht Race. These races allow competitors to accumulate points to determine the overall winner of the pointscore.

Taking on all six races requires competitors to navigate at least 1,615 nautical miles through varying wind and weather conditions. This presents a remarkable challenge for both skippers and boat owners. In the 2023/24 Pointscore, 96 yachts and a total of 1,350 crew members participated.

Participating in this intense offshore Pointscore is an incredible feat; going out and performing at the highest-level race after race makes it even more remarkable. After the Rolex Sydney Hobart Yacht Race, the closing race of the annual Pointscore, there was one team in particular that stood out from the rest. With four victories out of six races in the series, we couldn't help but wonder: Does winning become routine? Such as doing mundane chores like taking out the trash? Rather than speculate, *Offshore* approached *URM Group* directly to learn what it took for them to clean up in this year's Audi Centre Sydney Blue Water Pointscore.

"In short, the answer is no", laughs Anthony Johnston (AJ), owner of *URM Group*. "Each win is special, and while we always aim for the top spot, it is never guaranteed. The competition is always strong, so winning is fantastic."

He continues to explain that the ACSBWPS is an excellent race series because of its variety, "These races bring with them an equally diverse variety in weather, and to win the series we need to push hard in all conditions but especially those that favour us. We



Photo: ROLEX | Andrea Francolini



Photo: ROLEX | Kurt Arrigo

know that the boat does really well when conditions are fresher and on the nose, so when we see those conditions we push hard. When we find ourselves in conditions that favour other boats over ours then we have to be extra smart strategically and try to position ourselves well for when conditions next change." The Cabbage Tree Island Race was a great example of the strategical prowess of boat owner AJ, Skipper Marcus and Navigator Alice Parker and the crew. In a race which was held in light and variable conditions, which saw a lot of localised weather, strategy and perseverance was everything.

"The Cabbage Tree Island Yacht Race was a race that didn't suit us extremely well, so winning was a series highlight. But my favourite race is still the Hobart, there is no doubt about it," said Anthony. In a race which often gets described as a mixed bag, strategic prowess is fundamental. "I love the adventurous nature of offshore racing and there is plenty of that during a Rolex Sydney Hobart. I was really pleased that this year we had put ourselves in a position to win, but equally disappointed that we let the victory slip away in the Derwent."

When we prompted AJ about his goals for this year's RSHYR he was very clear: "We want to do better than last year, so I guess that means winning the race. The problem is of course that there are a lot of exceptional yachts that compete and the conditions always play a significant role."

Marcus Ashley-Jones, the skipper at the helm of *URM Group*, provides a candid look into the meticulous process of building and steering his crew towards a victory in this Pointscore. Since their first sail in 2019, Marcus has been steadfast in his approach to crew selection, prioritizing character and camaraderie. As he puts it, "From the first sail back in 2019, AJ was clear about building a team with character. Every crew member brings a relaxed, fun vibe, and it's a pleasure to be onboard this yacht."

When questioned about changes in preparation from the previous year, Marcus tells us that the development of the yacht and team started in 2019 and that is often feels like building a business from scratch, where focusing on equipment, systems, processes, and people is a priority. Marcus showers praise on the collective effort and versatility of the crew. "Onboard, it's a real team environment where the crew feed off each other and shares the key roles." Highlighting the Hobart race, Marcus quips about America's Cup winner Grant Simmer's active role in bailing out the boat, saying, "I think Grant Simmer tipped more buckets out the hatch than anyone else."

However, Marcus is not one to rest on past achievements and readily acknowledges areas for enhancement. He candidly shares, "It's no secret that our downwind performance on IRC is not as strong as our upwind." Despite this, Marcus and AJ remain committed to honing their race package, with Ricky Parker from North Sails spearheading sail selection and design: "Ricky has some fresh sails in design for 2024 and water ballast systems and the canting keel path is an interesting one..."

Marcus underscores the significance of maintaining their team and growing internal talent: "We are lucky to have an incredible wealth of knowledge with Grant

Simmer, Anthony Merrington, and Steve 'Mothy' Jarvin on board." He adds, "We are looking to keep the continuity with the team and continue to develop the crew members internally."

Reflecting on their preparation for last year, Marcus encapsulates their strategy briefly: "Reliability and refinement were the focus for 2023: To finish first, first you must finish." For Marcus and the crew, confidence in their equipment was pivotal, enabling the team to push their boat further.

Looking forward to the next sailing season, Marcus and Anthony share a unified vision for *URM Group's* performance. Marcus emphasizes the importance of consistency in each race, stating, "The goal for next year is to perform consistently in each race, and this means that the boat needs to be well prepared." Anthony echoes this sentiment, highlighting their collaborative efforts with Marcus Ashley Jones, Dick Parker, and his brothers in implementing improvements: "I have been working closely with Marcus, Dick Parker, and my brothers on implementing improvement, and I believe that these improvements should underpin a solid performance in the series."

When asked about their intentions for the 2025 Trans-Tasman Yacht Race, Anthony reveals that it is indeed on their radar: "The 2025 Trans-Tasman is certainly a consideration. It will be an epic race and, like the Hobart, has the potential to be an exciting contest." With a race distance spanning 1,270 nautical miles, Anthony acknowledges the physical demands it will present: "At 1,270 nautical miles, it will certainly represent a solid test physically."

AJ's and Marcus's leadership, characterized by teamwork, continuous improvement, and leveraging the collective expertise of his crew, has been instrumental in *URM Group's* sailing success. With their eyes set on future challenges and a commitment to consistent performance and improvement, Marcus, Anthony, and their team are primed to take the top spot again in the next edition of the Audie Centre Sydney Blue-Water Pointscore and possibly tackle the formidable 2025 Trans-Tasman Yacht Race. ⚓



Photo: ROLEX | Kurt Arrigo



Audi Centre Sydney Blue Water Pointscore 2023/24
IRC Overall – Blue Water Pointscore
URM Group
Smuggler
Andoo Comanche
IRC Division 1
URM Group
Smuggler
Andoo Comanche
IRC Division 2
Supernova
Disko Trooper_Contender Sailcloth
Mondo
Two-Handed IRC
Blue Planet
Mistral
Philosopher
IRC Corinthian
Supernova
Pretty Woman
KOA
Wild Rose Pointscore
Pretty Woman
Disko Trooper_Contender Sailcloth
Mondo
PHS Overall – Tasman Performance Series
Andoo Comanche
Mondo
URM Group
PHS Division 1
Sticky
URM Group
Smuggler
PHS Division 2
Mondo
Supernova
Ragtime
Two-Handed PHS
Blue Planet
Philosopher
Rum Rebellion
Scratch Overall – Bass & Flinders Series
Andoo Comanche
URM Group
Smuggler

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CYCA Ocean Racer of the Year Awards





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

Congratulations to all our winners!

Photos by Ashley Dart



Women's Training Program

The Club hosted our second Women's Training Program (WTP) in March. The program was extended to a three-day course consisting of training drills and theory sessions, followed by teams competing in Race 5 of the Sydney Harbour Women's Keelboat Series.

Sailed on the Club's fleet of Elliott 7m keelboats, and with instructors from the Youth Sailing Academy onboard each boat, participants were able to get instant feedback and coaching. The program provided the opportunity for sailors to enhance their capabilities, develop on-the-water skills, and build confidence in a safe and welcoming environment.

Sailors practiced boat handling using both asymmetric and symmetric spinnakers, sail trim, and built upon the basics of skippering, crewing, and teamwork.

This year saw more than 20 sailors register for the program. Whilst conditions were light over the first two days, this allowed all sailors to benefit from one-on-one coaching in preparation for Sunday's race.



On Sunday 24 March, sailors enjoyed pleasant weather for Manly Yacht Club's Helly Hansen Women's Challenge. After a short postponement, the final race of the Sydney Harbour Women's Keelboat Series, got underway in a building 6-10 knot easterly breeze. The ideal conditions enabled the sailors to put into practice the skills and lessons they learned over the previous two days and saw the Elliotts perform well, finishing 3rd and 5th respectively in Division 2 line honours for the race.

The program was thoroughly enjoyed by all participants and will return in March 2025. ⚓





2023/24 SYDNEY HARBOUR WOMEN'S KEELBOAT SERIES



The Sydney Harbour Women's Keelboat Series returned in 2023/2024, consisting of five races.

This series, jointly hosted by the CYCA, Middle Harbour Yacht Club (MHYC), Manly Yacht Club (MYC), Royal Australian Naval Sailing Association (RANSA), and Royal Sydney Yacht Squadron (RSYS), is tremendously popular.

Crews compete either in a full-female crew or in female helm divisions, as well as nominate spinnaker or non-spinnaker racing.

The last race of the series, the MYC Helly Hansen Women's Challenge, was organised by Manly Yacht Club.

Skipper of the overall winning yacht was Emma Byrne, a CYCA member and YSA alumni, who was at the helm of *Triton*.

Emma shared: "I just love this series, it is a great way for us to race around the Harbour. The course gets altered depending on the conditions, so we often see different areas of Sydney. Another big bonus is that it is hosted by different clubs, meaning that we get to interact with a range of different yachts from around the Harbour."

Triton is of course no stranger to CYCA racing series. Owned by David Gotze and Michael Cranitch, the yacht participates in a range of pointscores and offshore races. "I'm very privileged to have such a great boat and team to sail with. David Gotze and the crew always provide me with

a great boat to steer and we always come together to race fast. It is not always easy being the largest boat on the track, it is always hard for us to know exactly where we land in the results but we enjoy racing hard and try to build as much of a gap as possible on the rest of the fleet and then just hope for the best." ⚓





Overall Pointscore Standings 2023/24 Sydney Harbour Women's Keelboat Series Results

Division 1

Triton (Lyons Cawse 60) - Emma Byrne

It Happens (Payne 38) - Bridget Canham

Artemis (Adams 10) - Tracy Richardson

Division 2

Birubi (J/70) - Katie O'Mara

Valentis (Dufour 310 GL cruising) - Liz Hogan

Alcamy (Swarbrick Modified) - Ruth Lawrence



Photos by Marg's Yacht Photos



International Women's Day

The Cruising Yacht Club of Australia celebrated a beautiful evening on International Women's Day, Friday 8 March. Sailors of the Youth Sailing Academy coached a group of 50 women on the Club's fleet of Elliott 7's, smiles wide as the autumn sun glistened on the Harbour. Warm weather and 12 knots of breeze offered near perfect conditions for the participants who came from all experience levels, from those who had never been sailing before to active offshore competitors. The women then regrouped back together in the Clubhouse for cocktails and canapes. It was a wonderful evening of learning, mingling, and encouragement.



Photos by Ashley Dart



CYCA Member and active racer Kate Lynch said she was, "... delighted to share International Women's Day with women who share a passion for sailing. Thank you CYCA for bringing us together to support one another in pursuing this rewarding sport. Being surrounded by such a vibrant community of skilled and tenacious female sailors is tremendously inspiring."



The CYCA is a proud supporter of women in sailing and sports. Our membership base is currently comprised of 31.8% women. The CYCA endorses Australian Sailing's 2032 Plan to have 50% women participants in the sport of sailing. We hope that events like our International Women's Day celebration and Women's Training Program will ease the initial barriers to enter the sport of sailing while encouraging active sailors to support and celebrate one another. ⚓



The Trans-Tasman Yacht Race
will commence February 2025
trans-tasman.cyca.com



Photo: Suellen Hurling
| Live Sail Die



2025 Trans-Tasman Yacht Race

Racing the Ditch

For several years now, the CYCA has been planning another significant offshore race for both racing yachts & racer/cruisers - to drop into the sailing calendar biennially in alternate years to the Ponant Sydney Noumea Yacht Race, which is scheduled as a feeder for New Caledonia's Groupama Race.

After consultation with the sailing community and lengthy feasibility analyses, a race from Sydney to Auckland traversing the Tasman Sea, rounding the tip of New Zealand's North Island and running down its picturesque east coast was proposed. At 1,270 nautical miles, the race will be the CYCA's longest active offshore yacht race. Initial expressions of interest were received from over 30 teams back in 2022.

With its start on 28 February 2025, it is also hoped that the Trans-Tasman will be of appeal to New Zealand crews thinking of competing in the 2024 Rolex Sydney Hobart and who would be able to incorporate the race into their programs as an alternative to arranging deliveries back to Auckland.

The Category 1 race will be run in collaboration with Race Finishing Partner, Royal New Zealand Yacht Squadron, Home of the America's Cup.

A distinctive feature of the event will be its staggered start, spread over a three-day period from 28 February to 2 March 2025. Competitors' start times will be assigned based on their boat's IRC or PHS ratings. This should result in closer finishing times and a festive celebration in Auckland, corresponding with New Zealand's Ocean Festival Moana Auckland.

The Cruising Yacht Club of Australia anticipates a strong and varied fleet for the 2025 race.

The Overall winner of the Club's 2018 Ponant Sydney Noumea Yacht Race, Sebastian Bohm, will be taking on the challenge, this time on his TP52 *Smuggler*, and expects a highly contested race:

"The Tasman Sea is truly unique and it is a race that the team has always wanted to do. Australia has an incredibly strong connection with New Zealand when it comes to yacht racing, so this race will be a special one. On top of that, we love supporting the races that are organised by the CYCA. They are the pinnacle of yacht racing in Australia and we love to be a part of that." ⚓



Dedication Knows No Limit

How dedication knows *No Limit* in David Gotze's passion for pushing the sport of sailing, diversity in his crew and his two boat program

Yacht racing is one of those sports where there is no clear path to success and for most people those factors of success are self-determined. Yes, winning shiny trophies, medals and plates is fantastic. While most dream of edging their name onto a plaque next to the sport's greatest names or hoisting the Tattersall Cup triumphantly above their heads, there is more to our beautiful sport.

While some are indeed in it for the glory, there are some who want to tune into the rhythm of the ocean and yet another group of yacht owners is driven by the pursuit of building the best crew possible. In the realisation that it is the journey that matters most and not the destination, surrounding yourself with great people becomes the cornerstone of every race.

Some of the latter do such an exceptional job at building, managing and maintaining their crew that they become tied to them. They stick to their side, regatta after regatta and nautical mile after nautical mile. These individuals are in for the long haul.

One of these owners is David Gotze, skipper and owner of *No Limit* and *Triton*. He believes that yacht racing is an equaliser sport and that surrounding yourself with great people is the way go forward.

Offshore spoke to David and some of his key crew members, whose dedication knows *No Limit*. Let's jump in.



Photo: Andrea Francolini

As a self-taught sailor David's journey began in Victoria where his first miles were done in a Heron. Unsurprisingly, and like many others, this part-time hobby soon snowballed into a central piece in David's life. His early years involved buying and then selling

boats to replace them with slightly larger ones, developing his sailing knowledge and skills along the way. He quickly made his way from Boomerang 30's, Northshore 38's, Farr 40's onto his *Prime Example*, a Davidson 52, which was one of the first IMS boats and was built from Cedar planks covered in a Kevlar skin. David and his loyal crew raced this boat throughout Australia and competed in the 1993 Melbourne-Hobart Yacht Race where they won Line Honours. "This was the first time I sailed with David Allen, who is now the Sailing Master on *No Limit*."



Gotze sails south on Brighton Star during the 1993 Melbourne to Hobart Yacht Race. Photo : Richard Bennett.

One of the later races for the yacht under Gotze's ownership was the 50th Sydney Hobart Yacht Race. Of the 371 yachts competing, their team won Division A and earned 3rd overall. "This was a massive result for the team and me, it is my best Sydney Hobart result to date, but I am still aiming to do better."

Since the early years of Gotze's sailing career, many things have changed. He no longer sails Farr 40's and hasn't looked back at a Heron in years but instead competes in the Australian Maxi Championship on purebred offshore racing machines, designed to take on some of the biggest and most beautiful races on this earth. It is however foolish to think that a person can simply walk onto yachts of this nature and expect to sail them well.

"I bought a Volvo 60 called *Merit*, which still races under that name to this day. This is where I started to learn about big boats, and I quickly fell in love with this type of racing. The boat, however, was not something I wanted to stick with. Some of the gear was getting older and that meant it was time to part ways with it. This was a more sensible choice instead of looking to restore it completely. Michael Cranitch and I then bought *Vanguard*, which is now called *Triton*. We loved sailing this boat straight away and having it together with Michael, a former CYCA Board Member, is fantastic. We sailed it offshore, brought it up to Hamilton Island, did Sydney Gold Coast races and a few Hobarts. It was just great sailing. We had an extensive crew list, which varied in levels of experience, but we were happy to give people opportunities."

Gotze's account of how he came to own *No Limit* is a rather straight forward and short story: "I saw that a yacht called *Voodoo* came up for sale in Melbourne.

Voodoo, previously called *Limit* was built and campaigned around Australia and the United States by Alan Brierty. The yacht impressed me from the start, and I bought it. I did not sell *Triton* as I enjoyed owning this with Michael."

However, professional sailor David Allen, who sailed with Gotze in the '93 Melbourne-Hobart Yacht Race, recounts a different version of the story: "I was Sailing Master on *Voodoo* which was owned by Hugh Ellis. I had sailed with Hugh for a number of years. I remember Hugh was cruising his catamaran when *Voodoo* was for sale. I received a phone call from the broker who asked if I could come down to the boat later that day because there was an interested buyer. Since I knew the boat inside and out, I went down to the brokerage and the person interested happened to be Gotzey. I took him through the boat, we spoke for a while and David then said that he knew how much time, effort, and funding running such a boat costs, and that he would buy it if I came with the boat. So that's what happened."



David Gotze and David Allen together on-board *No Limit*.

It comes as no surprise that we posed the question of how much work goes into maintaining two big racing yachts. "I have always been a big believer that if you cannot maintain boats such as these to their fullest extent, you should maybe not own one. Big boats mean big loads, so maintenance is everything. *Triton* is continually being serviced and *No Limit* is preparing for another full offshore season. We pick our races, but we will be in Hamilton Island Race Week and we will be racing to Hobart."

Remember how we mentioned earlier that for Gotze the focus is on sailing with a good group of people? Don't be fooled, because behind his big smile and congenial approach, he is a competitor at heart "Everyone on the crew wants to win the Rolex Sydney Hobart Yacht Race. We want to do well and sail the boat to its rating. Our navigator is fantastic and so is the rest of our crew. Because of our good maintenance program, we are sure we can push the boat hard. This Hobart, only one thing broke and that was the handle on the kettle. That is just incredible. On *Triton*, we have a balanced crew, we have more women and young people on the boat. It's so fun to see this inclusive nature. We never point fingers at anyone or scream. Sailing is still about having a great time. I have had fantastic people around me, that is what it is about. You can't sail these boats by yourself, and I have a great team. Some of whom I have known for 40 years. "

David Allen tells a similar story: “The crew list is long; we can pick and choose people which is great. It is normal that in this list some people have more experience than others but having such a large pool of dedicated people means that we can go sailing a lot. What you need to know about Gotze and Michael is that they will give most people a chance to show up and prove themselves, and I am therefore willing to coach or teach people, to help them improve. The crew make an effort to come down to the boat and give it their all, so it is only fair that I return that favour.”

David Allen, who has now been working and sailing with Gotze for nearly five years, clearly holds his Skipper in high regard. “He is one of sailing’s unsung heroes, providing incredible support for the sport, either as the president of Australian Sailing or as a yacht owner now. In particular by offering opportunities to young people and women where others might not. Working with him is always enjoyable; Gotze truly loves being out on the water. For instance, whenever we race at Hammo, without fail, he declares, ‘This was the best day ever.’ It’s a sentiment he repeats each day as we finish, and he’s been saying it for years. That’s a lot of best days.”

In the world of yacht racing, where passion meets competition, David Gotze stands as a testament to the power of teamwork and the love for the open sea. His journey from self-taught sailor to seasoned skipper and owner of *No Limit* and *Triton* embodies the spirit of the sport. For David, it’s not just about the trophies or the titles; it’s about the people who share his love for sailing and the adventures they embark on together. With David Gotze at the helm, the future of yacht racing promises more best days on the water for all who join him on this incredible journey. ⚓





Jupiter starts at the 2024 RPA Pittwater to Coffs Harbour Yacht Race. Photo: RPA | Andrea Francolini.

JUPITER

CYCA Member Ian Smith, who also represents Manly Yacht Club, has been sailing on a broad spectrum of boats for much of his life but his focus more recently has turned to two-handed competition on his beautifully set-up 2021 J Boats J/99 *Jupiter*.

And his achievements, both inshore and offshore, have been impressive.

Last month, *Jupiter* was the Overall Winner of RPAYC's 2024 Pittwater to Coffs Harbour Race (IRC and PHS) in what became a challenging test of tactical skills and attrition in the light breeze for the fleet of 27 entries. Co-skipped by Billy Sykes, the two-handed entry bettered many of the regular (and fully-crewed) coastal stalwarts.

Ian also won the 2023/24 CYCA Two-Handed Pointscore and finished 5th in the Club's Two-Handed Coastal Rally. Back in December, *Jupiter* had placed 3rd Two-Handed IRC in the Audi Centre Sydney Blue Water Pointscore's Cabbage Tree Island Race behind Rupert Henry's Rolex Sydney Hobart winning *Mistral* and David Henry's *Philosopher*.

As with his approach to business, Ian is keenly focused and adopts a dedicated regime across all facets of the sport; his approach is one that underlines professionalism - from campaign planning through to execution.

Offshore recently sat down with Ian for a coffee and to discuss two-handed sailing and the *Jupiter* program. Here are some of his reflections.

APPEAL OF TWO-HANDED SAILING

"The idea of getting into two-handed sailing had great appeal and was a decision made pretty quickly. The division offers a great test of seamanship and the opportunity to use all-round sailing skills. It is also logistically simpler.

"After years of sitting at the corporate desk, I watched a few videos, bought the boat, had no crew, started sailing. That was the key for me, because it's hard to find crews, and I wasn't well connected coming out of the corporate world.

"My objective was single-handed or double-handed; single being that I could go out with my wife and just do it myself. I have done single-handed before, but having the experience I've got now, I probably wouldn't progress on that, because it's a little bit too dangerous if things go wrong. You haven't got an extra pair of hands to help you out.

"I really started with no knowledge. I just happened to like sailing and I don't really know why. I sailed with my mate down at Manly for 20 years, every couple of weeks, which suited me because I was in a busy executive role.

"If you look at the big boat programs, most people are specialised in a particular role, they may know two, three, four things but they don't necessarily know about the whole boat. With double-handed, and I think this is what grabs people the most, you do everything, and you need to be proficient in every aspect of the boat".



Jupiter sails out South Head during the Club Marine Ocean Pointscore Botany Bay Race. Photos: David Hislop.

J/99S

"I was searching Google one night and was thinking of what sort of boat I'd buy. Firstly, I've always been interested in racing. I watched a fabulous video of a J/99 outfit on the Brittany coast of France. Something like 30 knots and a huge great big swell and they were just reaching along and I thought, that's for me. That makes sense. The choice at the time - as it still seems largely the case now - is either the Sunfast 3300 or the J/99. For Australian conditions where there's more upwind/downwind racing on the east coast, the J/99 seemed a great option. Once you look at reaching, the Sunfast 3300 is - and I don't like to say this - probably a superior boat on a reaching angle.

"I like the look of the J/99. It's more traditional. And that's the sort of boat I wanted because I really didn't have any experience, background or knowledge of what it means today to race a racing boat competitively. Because I've come with a mentality from twenty years ago where there were no computers when we raced".

BACKGROUND

"About 20 years ago, I was sailing Sydney 38s. I sailed with Ed Psaltis in the early '90s on a boat called *Revelation*. I've known the Psaltis family since the early '80s and used to go over to Porto Cervo where Bill had a villa. That all started in 1984 and I was there for about four seasons. Became a bit of a local.

"Prior to going there, I was sailing a Moth at Seaforth. I turned up in Porto Cervo and was asked, whether I'd be part of the New Zealand America's Cup boat. Which was the old *Enterprise*. I was with Ed, so we both joined that team.

"That was the first America's Cup World Championship. And that really coincided with the start of professionalism. Chris Dixon was the professional helmsman. They used to pick up the crew for free.

"I did that for a few years, ended up representing the Australian team in the Sardinia Cup. Just because I was around. That was the year Bob Oatley won on the original *Wild Oats*.

We had a sirocco all the way - kite up doing 15 knots. And it didn't change. I was steering for a lot of it. Ended up sailing the Swan World Cup over there.

"I kept up my sailing afterwards. I went and lived in Newport, sailed with a dentist up there who had an original Mazarin. It was about a 30-footer - I've forgotten what they called it. And then he ended up buying a Sydney 38 called the *Big Picture*, which turned into *Bigger Pitcher*, because of an accident that occurred.



"I did a couple of Coffs Harbour races on that boat as well. Before all that, my actual experience was with moths, skiff moths.

"So, I've done a bit of everything. I call myself handy when anyone asks, what do you do, how good are you, who do you know, what's your background? I'm just a handy sailor".

CAMPAIGNING A BOAT

"You need your wife or partner to encourage you. You've got to put the long hours in, whether on the dock getting your boat prepared or actually out there racing.

"It's important to consider progression and to have a longer-term game-plan. After getting the boat, we did some inshore racing and then looked at the CYCA's Ocean Pointscore, largely because the series offered IRC racing which differs considerably from Club PHS. I enjoy sailing up to Lion Island and down to Botany Bay. It's some of the best coastline in the world.



"Day racing is really good fun. And you only have to be Cat 4 to do it. So, it's not much of a jump up from Cat 7 Harbour racing.

"And the CYCA effectively provides a centralized spot where sailors can talk to each other. [The Club] has a strong offshore racing mentality about it.

"As with all racing, you end up finding a couple of boats that you're frequently racing with on the course. For me it was *Borderline* and *Foreign Affair*, both of whom I've got to know and enjoy racing with. It's difficult to beat *Foreign Affair* up and down the coast - she's well rated and an extremely light boat - but it's still fun trying to get there.

The real question is, where do you want to compete? Do you want to just participate and do pretty well on a day? Or do you want to try and get closer to the front on a regular basis, which is where *Disko Trooper*, *Contender Sailcloth* and *Mistral* are in the two-handed divisions".

BUSINESS APPROACH

"For me sailing's very much like business. I have started three businesses from scratch and was quite successful with all of them. I just employ the same approach to sailing. I started from scratch knowing nothing. And building up information. The professional level is where I decided to be; I wanted to push up in the front of the fleet and test myself. That comes with taking what I call an 'elite mentality'. If you want to compete with the elites, you need to have a mental approach of being elite, which starts with your physical fitness.

"In business, I surround myself with really smart people. So, I have done the same in sailing. I've literally replicated my business approach - engaged professionals to get me up there. Because I couldn't do it on my own".

FITNESS

"I found with two-handed sailing that you need to be fit for two reasons. Firstly, to be competitive, but secondly, to enjoy your sailing because it can be very tiring and less enjoyable if you're unfit.

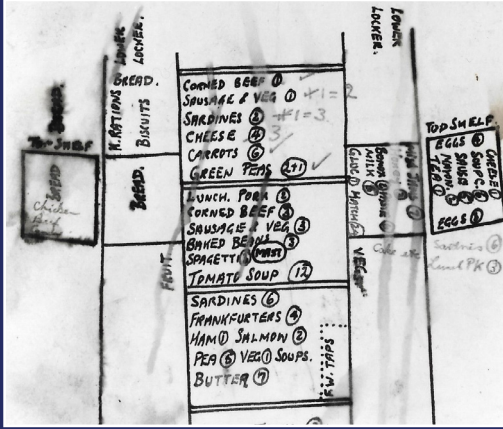
"I do cross training in a cross gym - a boxing gym. Four rounds of boxing, four rounds of weightlifting and four rounds of endurance [training]. It replicates what happens on a two-handed boat where much is done in short bursts of activity.

"The older you get, you also get a few aches and pains here and there. It's another reason to be fit. With short-handed sailing, you'll be participating, not competing if you're not in good shape".

We wish Ian all the very best with his two-handed pursuits this year and no doubt will see the name *Jupiter* at the top of leaderboards in various regattas and series to come. ⚓

From the Archive

The Cruising Yacht Club of Australia through the decades



Food storage plan onboard Rani for the 1945 Sydney Hobart Yacht Race



Horizon berthed in front of the CYCA in 1951



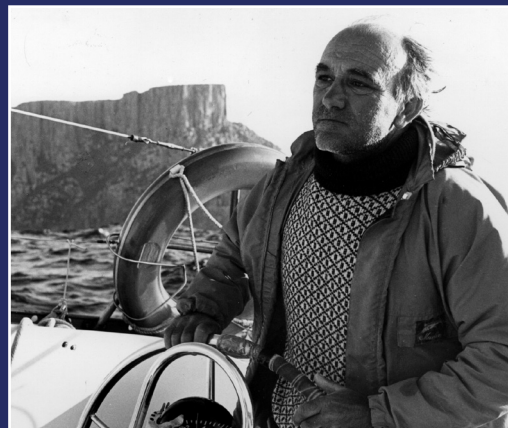
The front of the CYCA Clubhouse in 1958



The crew of Freya in 1964



Rushcutters Bay in 1965



CYCA Commodore Bill Psaltis rounding Tasman Island during the 1971 Sydney Hobart Yacht Race



Love & War approaching the Sydney Hobart Yacht Race finish line on the Derwent in 1978



Sydney Harbour at the start of the 1980 Sydney Hobart Yacht Race



Our Town leading Condor and Apollo in the start of the 1982 Sydney Hobart Yacht Race



Brindabella winning Line Honours in the 1997 Sydney Hobart Yacht Race



APR Midnight Rambler during the 1998 Sydney Hobart Yacht Race



CYCA docks on Boxing Day before the start of the first Rolex Sydney Hobart Yacht Race in 2002



Handicap divisional winners went to Buildcorp on *Willow* (Division 1), ADCO Constructions on *Oroton Drumfire* (Division 2), FDC Construction & Fitout on *Ciao Bella* (Division 3), and Northrop Consulting Engineers on *No Doubt* (Division 4). The Bob Ell Cup for the Overall Winner went to *Oroton Drumfire*.



PIF Charity Regatta 2024



The Property Industry Foundation Charity Regatta celebrated 25 years of sailing for homeless youth this March. The support of the CYCA, Club Members and corporate sponsors are integral to this event. Together, we are creating positive change and impacting the lives of those in need. ⚓

Photos by Ashley Dart





Phillip Neil, skipper on board *Oroton Drumfire* shared: "We love supporting this regatta because of the wonderful work the Property Industry Foundation does for the homeless youth of our country. Our guests, ADCO, have been returning with *Drumfire* year on year and they never fall short of having an amazing time. This year, for the first time, we were able to get a victory for them, both in our division and overall. Needless to say, they were over the moon with the result."



TEMPO – A CHANGE OF PACE

Making waves on the CYCA docks is *Tempo*. The team is quickly stamping its name onto leaderboards in the many racing series that the Club hosts and they are no strangers to Club Marine Ocean Pointscore, Audi Centre Sydney Blue Water Pointscore, and Sharp EIT Monday Night Twilight Series. The crew always aims for the top spots, in their first summer season campaign together, they are set on establishing themselves amongst the fleet. Some of their most notable performances to date are: 1st IRC Division 1 in the Noakes Sydney Gold Coast Race and 3rd Overall. 1st 2023 LGT Crestone Winter Series, 2nd IRC and 1st PHS divisions the Club Marine Ocean Pointscore. More recently, 3rd Overall in IRC at the Brisbane to Gladstone Yacht Race.

Taking a step back

Tempo is a Kernan ES 44; the yacht is the brainchild of the American yacht designer Tim Kernan. It is an evolution of Kernan's 44-footer *Wasabi* which claimed victory in numerous races in the United States. Built on this winning foundation, the new ES model seemed destined for success.

Kernan describes the ES 44 as an exciting yacht, suitable for inshore racing around the cans and also capable of tackling offshore races on a stable and fast platform. In "offshore mode," the yacht offers minimal but essential accommodation to keep the crew content and safe.

The yacht's promising pedigree was enough to attract the interest of Australian skipper Michael Smith to join the Kernan family when he saw that the formerly known *Swish* was up for grabs. After which the yacht was aptly re-named *Tempo*.

The crew

A change of scenery from Middle Harbour Yacht Club to the CYCA earlier this year came hand in hand with a change in crew. The yacht and owner, looking for dedicated and experienced crew members who were able to sail out of Rushcutters Bay, got exactly what they were looking for.

Since the Noakes Sydney Gold Coast Yacht Race earlier this year, a tight-knit group of sailors found their way onto the 44-foot racer, building miles and experience together. Sam Price and Steve Taylor, two familiar names around the CYCA, have been cracking the whip around the yacht, elevating the team to outperform.





Photo: Promocean Media | Sail Port Stephens

Team Manager Sam Price shared that to race the yacht to its fullest in moderate breeze inshore, the yacht needs tending to by 12 crew members, decreasing the number to 11 while racing offshore.

With the current crew coming from different corners of the globe, it should come as no surprise that each person on board has a unique background. Some have been part of the TP52 circuit since its conception, while others enjoyed the likes of J/80s, Sydney 38s and kitesurfing.

Every boat owner will be able to vouch for how difficult maintaining a reliable crew is, and by the looks of it, Smith, Price and Taylor have been able to consistently do exactly that this season.

A change in tempo

As we are looking into the story around *Tempo*, there is one commonly asked question. “When did these guys get so fast?”. They broke it down for us:

1. Boat optimisation

The team has been exploring the ins and outs of the boat, switching between different sailing modes, tweaking sail setups, adjusting the rig tension, and playing with angles of attack.

In our chat with the crew, it became clear that this process has been a bit of a learning curve, but they admit that they are getting the hang of it. Sam Price, for instance, mentioned; “The yacht hits its stride when we treat it like a TP52” and tactician Steve Taylor chimed in, “It’s a tough one, but when it’s dialed into the millimeters, it’s like sailing magic.”

If only Sturrocks sold magical yachting rulers to measure those elusive magical millimeters...

2. Training programme

Michael Smith shared that with a consistent crew,

the boat has dramatically elevated its performance. Considering *Tempo* is a performance yacht, it’s no surprise that a fully skilled crew is essential to unleash its full speed potential.

3. Equipment and sails

Teaming up with the team at Doyle Australia, the Skipper and Boat Managers gave their current sail arsenal a once-over. They upgraded kites and jibs where needed, but the real game-changer was the main. With a newly designed square top main, the yacht clearly showed increased power downwind and a more dynamic performance on the beat, particularly in lighter air. Later in the season the team also added a jibtop to the wardrobe which they have been flying consistently.

The proof is in the pudding

While we know that magical millimeters do not exist and that new sails only last for so many miles, we must admit, that the team have left a mark over the last few months.

With plenty more offshore races on the horizon, the anticipation is high to see the fruits of the team’s labour.

What is to come

When we probed the team about their goals for the future, winning and having a good time were crystal clear goals. “We will use this winter to prepare the boat for next year when we will aim to participate in most of the big races.” We have no doubt that this tight-knit crew will deliver and have fun in the process, the one-million-dollar question remains: “When will we see *Tempo* on the podium again?” ⚓

Meet our Crew

Fletcher Cunningham

Get to know the The Boathouse Group Venue Manager



Fletcher Cunningham is the Venue Manager of the Boathouse at CYCA, jumping on board last August.

Offshore: Tell us about your background working in restaurants and with the Boathouse Group

Fletcher: I started working at the Boathouse Group behind the bar back in 2019. I really enjoyed working with TBG and the whole team, working at their various locations around the Northern Beaches and the Eastern Suburbs. I spent a few years working with the events team before I transitioned to working front-of-house. I ran the Rose Bay venue and then got the opportunity to run the new venue here.

What is your favourite part of working at the Boathouse at the CYCA?

I really enjoy the service style and pace of the restaurant here as well as working in members club community. It's a unique experience working with a smaller pool of customers who consistently come through the door. It's been great to develop relationships with our members and be a part of the larger community. The sailors here are down to earth and so passionate about the sport. It's exciting to see people so invigorated about the sport the club is based off. I'm inspired to work with other employees like Justine and Marina who have both worked at the CYCA for 20 years. The wealth of knowledge they have about the club and how much they enjoy this place is really amazing.



My favourite event so far has been the Boxing Day start of the Rolex Sydney Hobart. It's incredible to be a part of something that big. I remember watching the Sydney Hobart start as a kid, watching it live on television and from the Sydney Heads. Boxing Day was everything and more than I expected. It's cool to see a world class sporting event from the hospitality and service side.

How do you enjoy spending your free time?

I grew up by the ocean on the Central Coast, spending all my summers by beaches and lakes, so I like to spend my free time hanging by the water. I grew up as a serious kayaker, competing for the Australian team. I also really enjoy freediving and surfing. I'd love to learn how to sail next.

What are your favourite items on the new menu?

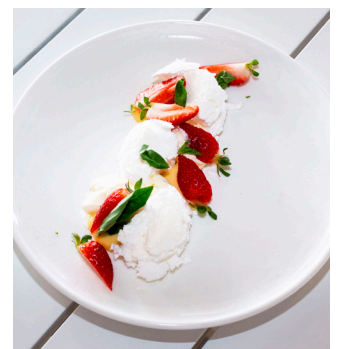
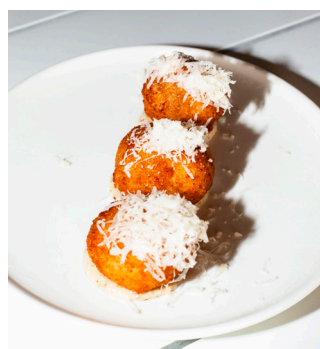
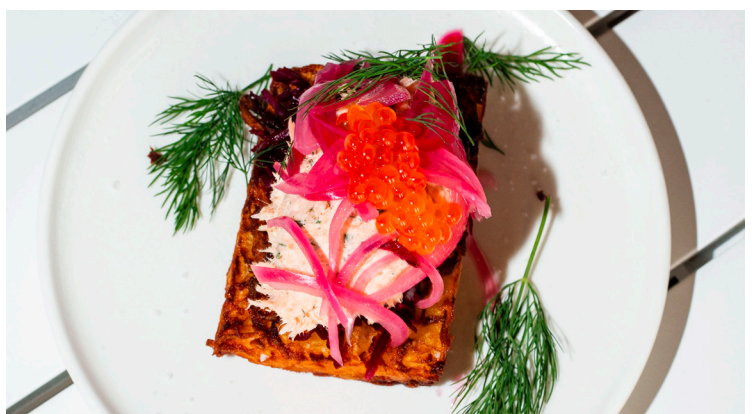
My personal favourites are the wagyu beef burger and the pickled pear pizza. 🍷

The Boathouse at CYCA



Autumn 2024 brings in a new menu, designed by the Boathouse Group's Mark LaBrooy

Inspired by the Mediterranean, the new Autumn 2024 menu at the Boathouse at CYCA brings together a fresh twist on classic harbourside offerings. From the classic Boathouse Chicken Palmy to fresh Tiger Prawns to the Commodore's Barramundi Burger, we think there is something on the menu for everyone to enjoy. Thank you to our Members who provided their feedback regarding their menu. The Boathouse group has carefully considered this valuable input, and in collaboration with Mark LaBrooy, esteemed chef, cookbook author, and food broadcaster, we have successfully revamped our menu. We look forward to seeing you at the restaurant soon. 📍



WELCOME TO THE CRUISING YACHT CLUB OF AUSTRALIA (CYCA)

Australia's premier yacht club and home to what is considered yachting's 'Everest' – the Rolex Sydney Hobart Yacht Race.

CYCA have partnered with iconic Sydney hospitality group The Boathouse to deliver an exceptional Food & Beverage experience to match the iconic outlook over Rushcutters Bay.

Whether you're a returning member or new guest, we hope you enjoy your visit to the CYCA.

HAPPY HOUR MON-SUN 5-7PM

**\$8 PROSECCO, ROSÉ,
SAUVIGNON BLANC + PINOT NOIR**

**\$8 PINT OF CARLTON DRAUGHT,
4 PINES PACIFIC ALE,
GREAT NORTHERN**

\$14 MARGARITAS + APEROL SPRITZ

\$8 HOUSE SPIRITS

Monday
**\$20 BURGERS
+ CHIPS**

*CONDITIONS MAY APPLY

Tuesday
**\$20 ALL
PIZZAS**

*CONDITIONS MAY APPLY

Wednesday
**\$20 SAILORS
SPECIAL**

*EVER CHANGING BOATHOUSE SPECIAL

Thursday
**MEMBERS
BADGE DRAW**

*CONDITIONS MAY APPLY

*Friday +
Saturday*
**SPORTS +
LIVE MUSIC**

Sunday
**BREAKFAST
CLUB**

BREKKY + LIVE MUSIC

EAT

SMALL PLATES

Get off to a great start with a range of smaller plates including a selection of fresh locally sourced seafood.

SALT + PEPPER SQUID 18

sauce tartare, lemon DF

LEMON BREAD + HUMMUS 14

sweet paprika, chives, hazelnuts DF / N

CHILLED TIGER PRAWNS 38

marie rose sauce GF / DF

MARINATED OLIVES VG / GF 9

RAW KINGFISH CRUDO 20

ruby red grapefruit, blistered grapes, succulents GF / DF

SMOKED TROUT ROSTI 18

pickled beetroot, compressed onion GF

ARANCINI 14

three cheese, truffle aioli V

SYDNEY ROCK OYSTERS

HALF 34 FULL 60

red wine mignonette GF / DF

PIZZA

It's 11,500 nautical miles from Rushcutters Bay to The Amalfi Coast. Sailing that distance, would take a month on a maxi yacht. Therefore, we've brought the Italian coast to you with our signature pizza menu.

MARGIE 24

buffalo mozzarella, tomato, basil V

PROSCIUTTO 28

rocket, pecorino, mozzarella

CALA-BREEZY 28

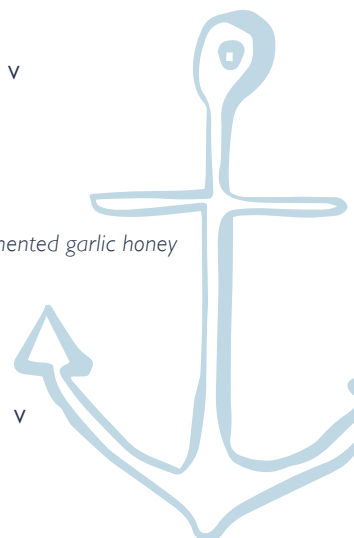
nduja, mozzarella, parmesan, fermented garlic honey

PEPPERONI 26

mozzarella, pickled jalapenos

PICKLED PEAR 24

goat cheese, rocket, braised leek V



gf - gluten free gfa - gluten free available v - vegetarian vg - vegan n - contains nuts df - dairy free

10% OFF FOOD + BEVERAGE FOR ALL MEMBERS

THE MAIN (SAIL)

Is there anything more magnificent than hoisting the main and catching the fresh breeze? All the mains come with your choice of any side listed below.

BAKED OCEAN TROUT 36

capers, beurre noisette, dill + your choice of side GF

220G PORTERHOUSE MB2+ 45

onions, jus + your choice of side GF / DF

300G SCOTCH FILLET 52

charred onions, jus + your choice of side GF / DF

DAILY GREENS PASTA 24

casarecce pasta, salsa verde, sugar snaps, snow pea tendrils, pecorino + your choice of side VI GFA

CLASSIC BEER BATTERED FISH 34

barramundi, sauce tartare, lemon + your choice of side DF

SIDES

Port or Starboard? It doesn't matter which side you're on here.

CHIPS 9

rosemary, fennel salt VG / V

GARLIC POTATOES 12

thrice cooked V

BABY COS 12

green goddess, pangrattato VI GFA

SNOW PEAS + SUGAR SNAPS 12

lemon butter VI GF

SALADS

ON A BEET 18

roasted baby beetroots, turmeric cashew cream, mixed leaf, hazelnut crunch V / VG / N



HARISSA PUMPKIN 19

harissa baked kent pumpkin, mint, radish, feta, leaves V / VGA

NEPTUNE'S CAESAR SALAD 19

baby cos, pancetta, egg, parmesan GF

THE PALMY

An ode to The Boathouse roots in Palm Beach, our signature Chicken 'Palmy' is first coated in a crunchy parmesan and herb crust then grilled with tomato, mozzarella and smoked scamorza cheese before it's topped with shaved mortadella. Enjoy with your choice of any side for the ultimate yacht club feast.

CHICKEN PALMY 29

tomato, mozzarella, scamorza, shaved mortadella

BOATIES BURGERS

ALL SERVED WITH FRIES

WAGYU BEEF 26

caramelised onion, pickles, cheese, tomato, burger sauce GFA

BUTTERMILK FRIED CHICKEN 26

hot sauce, slaw, pickles

COMMODORE'S BARRAMUNDI BURGER

Did you know that Commodore Lane's guilty pleasure is a juicy fish burger? Our creation starts with a fresh crumbed Barramundi fillet which is joined by chunky house-made tartare, American cheese, pickles, and crunchy iceberg lettuce. All in a soft brioche bun.

BARRAMUNDI BURGER 28

crumbed, iceberg, sauce tartare, cheese

SWEET VICTORY

STICKY DATE PUDDING 14

butterscotch, vanilla ice-cream V

SALTED SEA DOG MERINGUE 14

strawberries, lemon curd, chantilly VI GF

CHOCOLATE MOUSSE 14

davidson plum, black currants VI GF

LITTLE TACKERS

FISH & CHIPS 15

beer battered barramundi served with cherry tomatoes, cucumber wheels, cos lettuce + chips DF

SPAGHETTI 12

sauce napoli VI GFA

CHICKEN SCHNITZEL 15

parmesan herb crusted chicken breast served with cherry tomatoes, cucumber wheels, cos lettuce + chips

gf - gluten free gfa - gluten free available v - vegetarian vg - vegan n - contains nuts df - dairy free



2024 Warren Jones Regatta

Every year, the youth match racing circuit kicks off in Perth with Swan River Sailing's Warren Jones International Youth Match Racing Regatta. The trophy is dedicated in honour of the late Warren Jones, who passed away in 2002.

Warren made a fabulous contribution to local and international yachting with perhaps his greatest achievement occurring in September 1983, when as Alan Bond's lieutenant, he led a group of Australian yachtsmen to victory to win the 1983 Americas Cup from the New York Yacht Club for the first time in 132 years of competition.

The regatta, which is one of the pinnacle youth match racing events in Australia, saw twelve teams from Australia, New Zealand and the United States descend on Perth, WA from 30 January to 2 February.

This year's competition saw racing return to Freshwater Bay for the first time in almost a decade with Royal Freshwater Bay Yacht Club acting as co-hosts for the event.

The Club was represented by one team led by Cole Tapper, with Max Brennan, Nathan Gulliksen, Hugo Leeming and Hamish Vass as crew. Other YSA Members featured throughout the rest of the field with George Richardson and Louis Schofield sailing with defending champion Ethan Prieto-Low (WA), Nick Drummond sailing with New Zealand's Josh

Hyde, Chelsea Williams sailing with an all-female team led by Mia Lovelady (WA) and finally Riley Evans sailing with Marcello Torre (WA).

With racing taking place in late January, the sailors sweltered in the Western Australian heat which averaged 38°C across each race day. Whilst temperatures were hot, the opening two days saw variable wind conditions as the usually reliable 'Fremantle Doctor' sea breeze failing to materialise. By the end of the double round robin, the two WA teams of Torre & Prieto-Low led the rest of the pack, with Tapper trailing in third and kiwi Josh Hyde in fourth.

With the semi-finals up next, Torre selected Hyde, leaving Tapper and Prieto-Low to battle it out for a spot in the finals. At the end of the stage the positions remained unchanged, with the WA teams dominating the semi-finals series, resulting in YSA sailors George Richardson, Louis Schofield and Riley Evans advancing to the finals.

This left Tapper and his team in a Trans-Tasman sail-off for the final podium position. Tapper held his nerve in the petit-final to claim the bronze medal 2 - 0 over the New Zealanders.

In the Finals, defending champion Ethan Prieto-Low was able to overcome his Clubmate Marcello Torre 3 - 1 in the Final, becoming one of only a handful of skippers to win back-to-back titles at the event. 🏆

2024 Hardy Cup

Earlier this year, ten teams met at the Royal Sydney Yacht Squadron for the annual Hardy Cup Sydney International Match Racing Regatta. This event is a World Sailing Grade 3 Youth Event which saw teams from all over Australia, Ireland and New Zealand come together over four days to contest for the prestigious Cup donated by the late Sir James Hardy OBE.

CYCA Youth Sailing Academy members Chelsea Williams, Cole Tapper, Mark Murray, Maddy McLeay and Craig Wright represented the Club over the four days in everchanging conditions through a double round robin, semi-finals, and finals series.

The opening day of racing saw hot and light wind conditions, which was contrasted by a strong southerly front bringing heavy wind conditions over the following two days to wrap up the two round robins. After 18 hard fought races, the team was sitting in 2nd place overall and in a strong position heading into the finals series for the last day of racing.

These racing conditions brought challenges both on and off the water, with Mark Murray sustaining an injury on the third day, resulting in replacement trimmer Hamish Vass to perform for the final day.

The team went into the semi-finals against Xavier McLachlan (RSYS), and racing was nothing short of exciting. The southerly had well and truly settled in, which meant for some tight racing and boat on boat action. Despite some hiccups, including several penalties, Williams came out with an emphatic win of 2 - 0. This secured their position on the podium and gave them the opportunity to battle it out with the international team of Josh Hyde from the Royal New Zealand Yacht Squadron for the win.

In the first-to-three-point Finals, the team raced hard, however, couldn't overcome the dominant Kiwi team to finish second overall in the regatta.

With the team improving each day and leaving nothing out on the water, the continuous efforts of Williams' team during the week placed them a commendable second overall.

This falls just short of previous Hardy Cup results from the CYCA, with the Club having won the event four years in a row from 2020 to 2023 with skippers Harry Price, Finn Tapper (2x) and Will Sargent. ⚓



Forecast Global renews YSA Sponsorship

Forecast Global has renewed its sponsorship as a Youth Sailing Academy Elliott 7m sponsor, extending their commitment to youth development at the Club.

Greg Norman, Director of Forecast Global, has been an active Member at the CYCA for a number of years and is thrilled to see his sponsorship extended for a further two years.

"It is great for any young person to be involved in sport and we are elated to contribute to such a high calibre sailing academy such as the YSA," commented Norman.

"To be able to contribute to a program such as this is extremely satisfying for us, and we will continue to support the YSA because sailing provides such valuable skills and leadership development opportunities."

Over their sponsorship period to date, Forecast Global has been a part of several world class events, with their Elliott featured in both the 2022 World Match Racing Tour Open Match Racing World Championship

and the 2023 World Sailing Youth Match Racing World Championship.

As part of all Youth Sailing Academy sponsorship packages, Elliott sponsors enjoy a complimentary corporate sailing experience on-board the Clubs fleet of boats, something which Forecast Global has taken up each year to help build their client and in-house relationships.

CYCA Commodore, Arthur Lane said that Forecast Global's support is pivotal to the ongoing success of the YSA.

"Forecast Global has been a great supporter of the CYCA and its continued commitment to the Youth Sailing Academy allows us the ability to maintain and develop a quality Academy."

"Their support is vital to the CYCA and we thank them for their longstanding sponsorship of the YSA." 🇦🇺





SUSTAINABILITY

Sustainability has been cemented as a cornerstone commitment of the upcoming America's Cup (AC37), with the 37th edition set to start in August 2024 in Barcelona, Spain. The oldest international sporting trophy has pledged to minimise its carbon impact, teaming up with Barcelona's Blue Economy and World Sailing to support their Agenda 2030.

The Barcelona Blue Economy uses a sustainable development model within the marine sector to create positive economical and social outcomes, whilst protecting the regions precious marine ecosystems. World Sailing's Agenda 2030 highlights the significant role nature plays in our wind-driven water sport while creating a tangible sustainability programme that maximises the positive effect the sailing community can have on our environment. World Sailing has officially sanctioned the 37th America's Cup as a World Sailing Special Event, with sustainability at its heart.

AC37 Event Ltd CEO Grant Dalton says, "One of the attractions of Barcelona as the host venue of the 37th America's Cup was their significant push into developing a circular blue economy which promotes sustainable economic and social development and we have wanted to add real value to this economy and not just participate within it".

One initiative of AC37 is the mandate requiring all competing teams to use zero-emission hydrogen powered foiling chase boats. The defending America's Cup champion, Emirates Team New Zealand, pioneered the development of the chase boats. These innovative boats, using clean hydrogen fuel cells, represent a significant step forward in sustainable maritime technology.

Emirates Team New Zealand COO, Kevin Shoebridge remains highly impressed with the hydrogen project saying: "Looking at 'Chase Zero' foiling along today, it looks like a futuristic power boat, but then you actually need to remind yourself that there are zero carbon emissions, it is basically water vapour coming out of the exhaust, which is amazing when considering the positive

environmental impact that can be made by reducing emissions from regular boat engines."

Team Australia Challenge, contender for both the UniCredit Youth and Puig Women's America's Cup, is committed to upholding the sustainable ethos of the event. The Team Australia Challenge will be sailed on AC40 foiling yachts, revolutionising the pathway for women and young athletes on the global sailing stage.

Team Australia Challenge sailor Lisa Darmanin says, "The Ocean is our playground, our race-track, so as sailors we have a natural desire to want to protect and nurture the ocean in particular. We know it is precious to the health of our planet and all living things.

"The America's Cup is renowned as a competition where innovation is pioneered in sailing and, similar to Formula One cars, the investment in doing things better will flow through to all levels of the marine sector over time.

"Our team is very excited to be supporting AC37's commitment to sustainability and where we can also advocate for best practice and promotion of new and better technologies. I am personally excited to see the revolutionary green hydrogen powered chase zero foiling boats that ETNZ developed and will deploy in Barcelona.

"Just like Barcelona is developing a circular blue economy model partnered through the AC, we think Australia, with its huge ocean backyard, is incredibly well positioned to do the same and it is exciting to have a role in a big event that can champion this vision. We intend to explore and learn more about this with a view to winning an America's Cup and maybe hosting back here again one day."

The 37th America's Cup serves as a model for innovation and progress in sustainability in the sport of sailing. AC37 not only elevates the sport and competition to new heights but is also inspiring the global audience to rethink their approach to sports and the environment. With less than 130 days until AC37 kicks off, the CYCA wishes Team Australia Challenge the best of luck on their performance on the America's Cup. ⚓

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The THE RETURN OF CYCA'S WINTER SUNDAY TRADITION Breakfast Club



A Brekkie Fit for a Sailor

A beloved institution at the CYCA's Winter Series for many years now, the Breakfast Club is run each Sunday race morning by Club stalwarts Niel Burling and Val Mallett, along with the assistance of a group of other dedicated and long-serving volunteers who man the grills on the upper deck with gusto.

A large and appreciative group of sailors, Members and locals alike partake each week, grabbing coffees and enjoying a Jumbo Breakfast, Bun on the Run, Eggs on Toast or Toast and Jam - a selection of sausages, eggs, baked beans, onions, tomato, hash browns, bread rolls, mustard, tomato or BBQ sauce, just as you like it.

A huge shout out to John and the team at Bush's Fine Meats who kindly donate the sausages each week.

All proceeds from the Breakfast Club go to good causes and have supported the Youth Sailing Academy and other charities as well as funded the purchase of medical trauma packs and the Club's rescue dummy.

Come down and check it out next Sunday. ⚓



The 2024 LGT Crestone Winter Series and Women's Winter Series

Sundays in late April mark the glorious return of the much-anticipated LGT Crestone Winter Series, where over 100 yachts compete on Sydney Harbour every weekend.

The LGT Crestone Winter Series is off to a strong start with the first race in the Women's Winter Series and three races already completed in the overall winter Pointscore. With the inclusion of IRC results alongside PHS for those holding a valid 2023 IRC Certificate, the CYCA is excited to see more competitors join in the newly introduced handicap in this Pointscore. This means that boats in PHS divisions can be combined into IRC divisions, running parallel to the fleet.

Entries are still open for both the LGT Crestone Winter Series and the Women's Winter Series. To participate in the Women's Series, a female helm or skipper is required for the race. If you are interested in partaking but are still looking for a crew to join, make sure to reach out to our Sailing Office.

For sailors interested in entering both PHS and IRC divisions, an option is available upon entry. Those who have already entered and wish to race under IRC are encouraged to contact the Sailing Office for assistance.

The series is made possible by the support of LGT Crestone, one of the largest family-owned wealth management firms in the world - bringing together all the benefits that Crestone previously offered with LGT's scale, stability and expertise. Their commitment to our Winter Pointscore ensures the success of the series, allowing sailors to compete across the wintry waters.

The excitement around the Club is clear as sailors prepare to tackle the challenges of the LGT Crestone Winter Series. With the support of sponsors like LGT Crestone and the dedication of Skippers and their crew, the series promises to be a showcase of sailing skill and sportsmanship. ⚓

WINTER SUNDAYS





CALL IT A DAY

In the previous issue of *Offshore*, Phill Ross shared ideas on how to begin your search for your cruising craft. It all starts with asking yourself: what type of cruising do we want to do?

We listed four types of cruising yachts to consider: daysailer/weekender, coastal day trips, coastal long hauls, and blue water crossing. Our suggestion was to aim for a type of cruising yacht that extends your preferred idea of cruising so that you can extend your capabilities as you grow in confidence and ability.

Let's start with the first on the list, diving into the daysailer/weekender types and seeing if this is what we are looking for.

All shapes and sizes

Daysailer/weekenders are probably the most diverse cruising vessels, as the others on the list tend to be the same yacht but add capabilities as you expand your cruising horizons.

This is where the J/24 made such a killing when introduced in the late '70s. Here was a little swifty, racing yacht with its one-design rules but also providing some cover and accommodation for those that liked just camping out on the water for the weekend. A lot of one-design racing classes quickly followed suit.

The Europeans have got the daysailer idea down neatly and, usually, stylishly. There are a number of beautiful, open cockpit yachts that look magnificent plying the harbor waters offering a lovely day sail at speed, comfort, and ease.

Trailer sailers are the most popular option here in Australia. With a myriad of choices of water: salt and fresh, open and enclosed, being able to tow your yacht to wherever you fancy is a definite advantage.

As far as cruising goes, the daysailer has to be the epitome of the style, perfectly honed cruising designs. They are usually set up to sail with one or two people: self-tacking jibs, simple controls, roller furling, etc.

They have large, open cockpits for plenty of legroom and lounging with added flat space on the foredeck for sunbathing.

The concept of daysailing is to enjoy your day on the water: as simple as that. It's not about getting somewhere to enjoy the day. It's the watery equivalent of a resort holiday; you don't go there to go sightseeing at tourist destinations, you take those holidays to sit back, relax, and be pampered.

Daysailers are usually sleek and slippery, ensuring the sailing experience is exhilarating. The hull shape is well-rounded for easy motion

in a swell upwind and control when heading downwind with long deep keels for stability.

Downsides are obvious: not much room down below, barely enough to stow your gear, and certainly no headroom if the wet weather sets in. Plus, for such a small purposeful yacht, they require either a marina berth or mooring; expensive options when used only for one or two days a week at most.

Examples available in Australia include Leonardo and Tofinou. If you want to add the ability to race then, of course, there is the hugely popular Etchells 22, Dragons, and even a smattering of Metre yachts.

Daysailers tend to restrict you to where you berth, with little opportunity to expand your horizons, which is so easy to do in Australia; possibly the reason why the daysailer has not had such a big take up in Australian waters.

Possibly because of this low take up of daysailers, the versions available in Australia tend to be of the high-end statement makers: stylish, beautifully built and fitted out and, therefore, relatively expensive.



The home grown Cygnet 20 with its hints of tradition but in a well formed hull.

Weekenders, on the other hand, are extremely popular. From the aforementioned J/24 to Junior Offshore Group rated boats. These little boats can often be lifted out of the water and put on hardstand when not in use, saving enormous amounts on berthing fees and anti-fouling.

Shallow-drafted, or even lifting keelers, allow you to explore further upriver. Low rig heights get you under bridges. With all this extra exploring space you need the time to do so, the weekender provides the basics of camping down below with possible sleeping up to a maximum of six, but most comfortable for two.

An upside of the weekender is the large amount available second hand. A fantastic representative boat for new sailors but, once experience is gained, often the yacht is put on the market to allow them to upgrade. Opportunity for you to check out old JOG boats or Australs, Endeavours, Swarbrick S80s, J/24s, the list is endless for a perfect wet weekend activity!

The last of the daysailer/weekender varieties is the trailer sailer and, once again, the list is endless. TS's provide possibly the greatest choice in different options for all the categories.

From the opportunity to build your own, such as the famously fantastic Hartley range, to the over the top, controversial Macgregor 26, to the stylish but fast, all-Australian Cygnet 20; TSs have one thing in common - they trail.

Like to travel and camp out? Then TSs are an insightful option. Sure, they involve a bit more organization, but they open up so many opportunities: lake systems, rivers, tiny little harbor bays, fishing, beaching in shallow waters, all manner of different sailing that the bigger yachts will not allow. All on a fraction of the big boat



The beauty of a trailer sailer: straight up onto a beach.

budget.

Because they are trailerable then the lifting keel and rudder along with the ability to drop the mast means your access is open to your imagination. Sure, they lack amenities down below, maybe even headroom as well. But that may be a compromise you are willing to sacrifice.

Back in 2018, I tested the then new launch of the Cygnet 20, built by Bluewater Cruising Yachts just out of Newcastle. It was a revelation. At just under six meters



Single handed, designed by Dykstra Naval Architects: The Flyer 33



Flyer 33 Interior, designed by Dykstra Naval Architects: Last issue showed the Flyer 33 in full flight. Here is the interior of that yacht designed by noted naval architects Dykstra.

in length and only 1250 kilograms in weight, these little nippers are a perfect first boat for newbies to sailing.

Like all TSs it is easy to launch and retrieve, rigging and raising the mast is light and easy and down below is like stepping into a Tardis. You can go solo sailing in a TS just for a lark or to go fishing, or you can take a partner or some mates and have a relaxing, enjoyable couple of days.

Price is affordable, with little ongoing maintenance costs.

So, maybe, to sum up let us boil down the three different types into as simple terms as we can:

- Sailing destination free: Daysailer for you
- Sailing to get away: Weekender for you.
- Sailing to explore further: Trailer sailer for you.

Next issue we shall take a bit of a dive into the coastal short haul cruiser yacht market, with a deeper look at more of those important comparison ratios.

Feel free to contact the CYCA Cruising Committee if you have any questions or requests for further information. ⚓



CYCA Club Social Lunch

ASSOCIATES

The second CYCA Club Social Lunch of 2024 was a great success, full of lively conversation and great prizes.

The lunch celebrated the Sydney Harbour Bridge, in recognition of its opening on 19 March 1932, as well as St. Patrick's Day. Attendees played trivia in honour of the Harbour Bridge's 92nd birthday and dressed up in green for St. Paddy.

Dressed in all green, Mat Clarke won the CYCA wine prize. Other top scorers included Toni and Fraser Johnston, winning a copy of the CYCA Cookbook and John and Roz Cameron, who won a handmade bag donated by Helen Kosterman. Kathryn Dixon took home the Lucky Door Prize, receiving an autographed copy of *Rags to Riches*.

We were excited to be joined by both regulars and first-time attendees. All members, new or long standing, men or women, retired or working, sailors or social members are welcome to join us on the third Tuesday of alternate months. Members are encouraged to bring a guest as well. The more the merrier.

Join us for the relaxing, social get together at the next lunch on Tuesday 21 May 2024. ⚓



Vale

Andrew Plympton AM

Andrew Plympton AM passed away this March at the age of 74, after a battle with cancer. “The Admiral” as he was affectionately known, had a remarkable impact on sailing, AFL and sport as a whole.

He is survived by his wife Kim and two daughters, Katrina and Amanda.

Plympton was the longest serving President of Australian Sailing (Yachting Australia), instrumental in the development of the Gold Medal Plan after the Athens Olympics when sailing failed to win a single medal. The enormous success of Australia in later games, especially in London and Rio, were the outworkings of his plan.

In his own sailing, Plympton achieved remarkable success as well, including winning the World Championships in the Etchells Class in 1988. He sailed numerous Rolex Sydney Hobart races, his last one in 2006 on board *Skandia* with Grant Wharington. He sailed all his life, only stopping a few weeks before his passing.



In AFL, he was a passionate St Kilda member and became President in 1993 until 2000. He turned around the fortunes of the Club both on the field and financially.

He was an Executive of the Australian Olympic Committee until 2017 and a member of the Sports Commission Board. He was also a member of the Sport Australia Hall of Fame Board at the time of his passing.

Whilst his original home Club was Royal Brighton Yacht Club, he was a member of the CYCA since 2003 and a past Commodore of the Sorrento Sailing and Couta Boat Club.

He also advised other sports such as Hockey and Cycling at the national level.



Andrew wanted others to succeed in sport. His efforts were selfless, encouraging and caring.

Plympton was known for being small in stature, but larger than life. He was well known for his humour, irreverence and cutting wit. He had the ability to hold court with a few well-chosen words.

“As you were”, was his favourite signing off message.

A great man, mentor and friend. ⚓

CDRE Tim Cox AM RAN Ret'd

CDRE Tim Cox AM RAN Ret'd passed away this April, at the age of 77. Cox served as an Officer in the Royal Australian Navy, dedicating decades of his life selflessly and tirelessly supporting the sport of sailing.

Cox made an enormous contribution to the CYCA, serving as Race Committee Chair for the Rolex Sydney Hobart Yacht Race from 2002 until 2017. Cox's responsibilities as Race Committee Chair extended to other blue water races such as the Sydney Gold Coast Yacht Race and the Blue Water Pointscore races. Cox also performed the duties of Race Committee Chairman for the reinstated Ponant Sydney Noumea Yacht Race.

Cox's extensive naval experience and senior rank meant he was well-versed in Australian search and rescue operations. This had a considerably positive bearing on the success in safely executing Rolex Sydney Hobart Yacht Races and many other offshore events for over 15-years.



Extending his role of Race Committee Chairman at the CYCA, Cox was also an integral part of the safety regime of sailing in NSW and throughout Australia. Serving on the Safety Committee and then on the Special Regulation Committee, eventually as Chair, Cox oversaw the development and successful implementation of the National Equipment Auditing program. More recently, Cox was a dedicated auditor for the CYCA, served on protest committees and was always there to lend a helping-hand in the lead-up to all our major races.

A prominent and regular personality in the Sydney yacht racing community, Cox enjoyed success in both offshore and inshore sailing over the past 50 years. Regular divisional placings with *Asterix*, *Soundtrack* and *Minerva* are a testament to his dedication.

Cox's active and enduring involvement in sailing throughout NSW was reflected in his 'larger-than-life' presence both on and off the water. As a well-known Sydney-based sailor, he was respected and revered for his knowledge, experience, and skill afloat and ashore. His intelligent and diligent contribution to the sport was reflected in his countless days spent every year in providing for safe and equitable sailing, particularly in offshore races at the CYCA and in NSW more generally – a real lifetime achievement devoted to the benefit of others.

CYCA CEO Justine Kirkjian shared that "Tim was the greatest mentor and leader I have had the fortune and pleasure to work with, and the Club and our competitors are immeasurably indebted to him. The nature of the man with his leadership, dry humour and kindness left a profound impact on the people whose lives he crossed."

Our thoughts are with Kate, Edward, Phoebe, and the Cox family. ⚓



First ever Double Handed Offshore World Championships

An initiative of World Sailing, the Offshore Double Handed World Championships has been established in recognition of the explosive growth of double handed offshore racing in recent years.

The 2025 event will be held at Cowes, Isle of Wight and the 2026 venue is to be confirmed.

The regatta is only open to mixed duos (one Woman and one Man). Racing will be conducted using a fleet of ten Jeanneau Sun Fast 30 One Design boats. Up to 20 entries will be accepted. There will be two heats with the top five boats from each heat qualifying for the final. ⚓



Olivia Price and Evie Haseldine selected for Paris 2024 Olympic Games

The CYCA congratulates Members and YSA Alumni Olivia Price and Evie Haseldine on their selection to the Paris 2024 Olympic Games. London silver medallist Olivia Price will return to the Olympic stage after being selected to the Australian Olympic Team by the Australian Olympic Committee for this year's Game - 12 years after becoming the youngest female sailor to win an Olympic medal.

She returns in a new class, with a new partner, after she was announced alongside Evie Haseldine in the 49erFX class.

"Tears started welling up in my eyes," said Price on receiving the selection call.

"I never thought I would come back to Olympic sailing so it is a really special feeling that I never thought I would get to feel again."

With less than 100 days until Paris 2024, the CYCA wishes Team Price/Haseldine the best of luck! ⚓





Maggie soars like an eagle to claim 2024 Etchells World Championships

This is the first time that Graeme Taylor, Richard Allanson (CYCA Member) and James Mayo, have claimed the honour. Sailing AUS1486 Maggie, the trio were ecstatic when they crossed the finish line of the final race.

For CYCA Member Richard Allanson, it is the second time that he can claim this title, having previously done so in 2019. It is an incredible demonstration of determination and skill.

"I'm just so happy!" said an excited Taylor, the result having not yet sunk in, as he sat on the media boat shaking his head.

"I've been sailing with James Mayo and Richie Allanson for a long time now, and really, the whole project has been to leave no stone unturned."

"Both the boys have just put their absolute all into it. The boat and sails are immaculate, and we have everything you could possibly ask for, so we're very lucky and fortunate." ⚓

2023/24 Club Marine Short Ocean Pointscore finishes in light conditions



On Saturday 23 March 2024 the last race in the 2023/24 Club Marine Short Ocean Pointscore unfolded on a becalmed Sydney Harbour. The ninth, and final, race of the series saw six competitors' line up to find advantages in the fickle breeze.

The Overall Pointscore Standings were highly contested and in a nine-race series, every race and point matters. It was *Virago's* consistent performance that put them clear of the competition, after claiming the victory in four races. Trailing closely behind was David Gotze and Michael Cranitch's *Triton* who managed to claim the top spot three times.

In Division 2 it was Phil Hercovics who claimed the top spot with 12 points, with *Bandit* and *Local Hero* battling it out for second and third. ⚓

CYCA Members sail the 2024 Gladstone Ports Corporation Brisbane to Gladstone Yacht Race

CYCA yachts and members onboard *Celestial*, *Alive*, *Tempo*, *Wild Thing 100*, *Mayfair*, and *Maritimo 52* competed in the 2024 Gladstone Ports Corporation Brisbane to Gladstone Yacht Race over the Easter weekend.

Celestial took home the overall victory, with *Alive* in 2nd place, whilst *Tempo* took home the divisional win in the monohull class in their first go at the Gladstone race. ⚓





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- Tracey-Jane Christie
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- Lauren Kavalchuk
- Johannes le Coutre
- Gail McDowall
- John Rogers
- Mahtab Samaei
- Dane Heikkonen
- Robyn Howell
- Elisa Holmes
- Derek Robinson
- Penelope Blatchford
- Snezana Tobin
- Scott Whitecross
- Hang Yin
- Madeleine Coco
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- Sally Garrow
- Olivia Mowlem
- Jenya Shornikova
- Matthew Stocks
- Charlotte Whetstone
- Sebastian Aroney
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- Virginia Hennessy
- Adam McIlroy
- Marc Michel
- Nicholas Quinn
- Dylan Shaw
- Ben Solly
- Keith Wildie

**FIND OUT MORE ABOUT THE
BENEFITS OF CYCA MEMBERSHIP**



WHAT'S ON

AT THE CYCA

**24 APR -
25 SEP**

CYCA TRIVIA

On Wednesdays, we test trivia knowledge. Hosted by our regular trivia master Luke Webb, join us in the Clubhouse at 1900hrs on Wednesdays (fortnightly).

**21
MAY**

CYCA CLUB SOCIAL LUNCH

Join the Associates Committee for an informal lunch to enjoy a meal at the Club and catch up with other Members & Friends. All are welcome.

**25
MAY**

2024 PONANT SYDNEY NOUMEA START

The much-anticipated 1,064 nautical mile, Category 1 passage race from Sydney to Noumea returns after a six-year hiatus and will start on Sydney Harbour this May.

**14
JUNE**

CYCA MEMBER ANNIVERSARY DINNER

Join us for a two-course dinner at the Club to honour our long time members. The evening will include an interview with Patrick Broughton and a Q&A session with Rear Admiral Chris Oxenbould AO RAN.

**5
JULY**

ASSOCIATES LADIES NIGHT 2024

Join us for a night of opportunities for all Members and their guests to mix, mingle, make new friends or even win a lucky door prize!

**27
JULY**

2024 NOAKES SYDNEY GOLD COAST START

The Noakes Sydney Gold Coast Yacht Race is a 384 nautical mile race, starting in Sydney Harbour and finishing on the Gold Coast with SYC.

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NEVER STRAIGHT

It is said the shortest distance between two points is a straight line. But at sea, charting any course comes with a slew of uncontrollable factors. The winds, the currents, the swell... Only the strongest will, the keenest experience and a sharp intuition can overcome such overwhelming powers. Only by keeping the highest expectations and harnessing the deepest resources can one chart a course between where one is and where one aims to be. There is very little chance it will ever be a straight line. **Yet more often than not, it will be the right one.**

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