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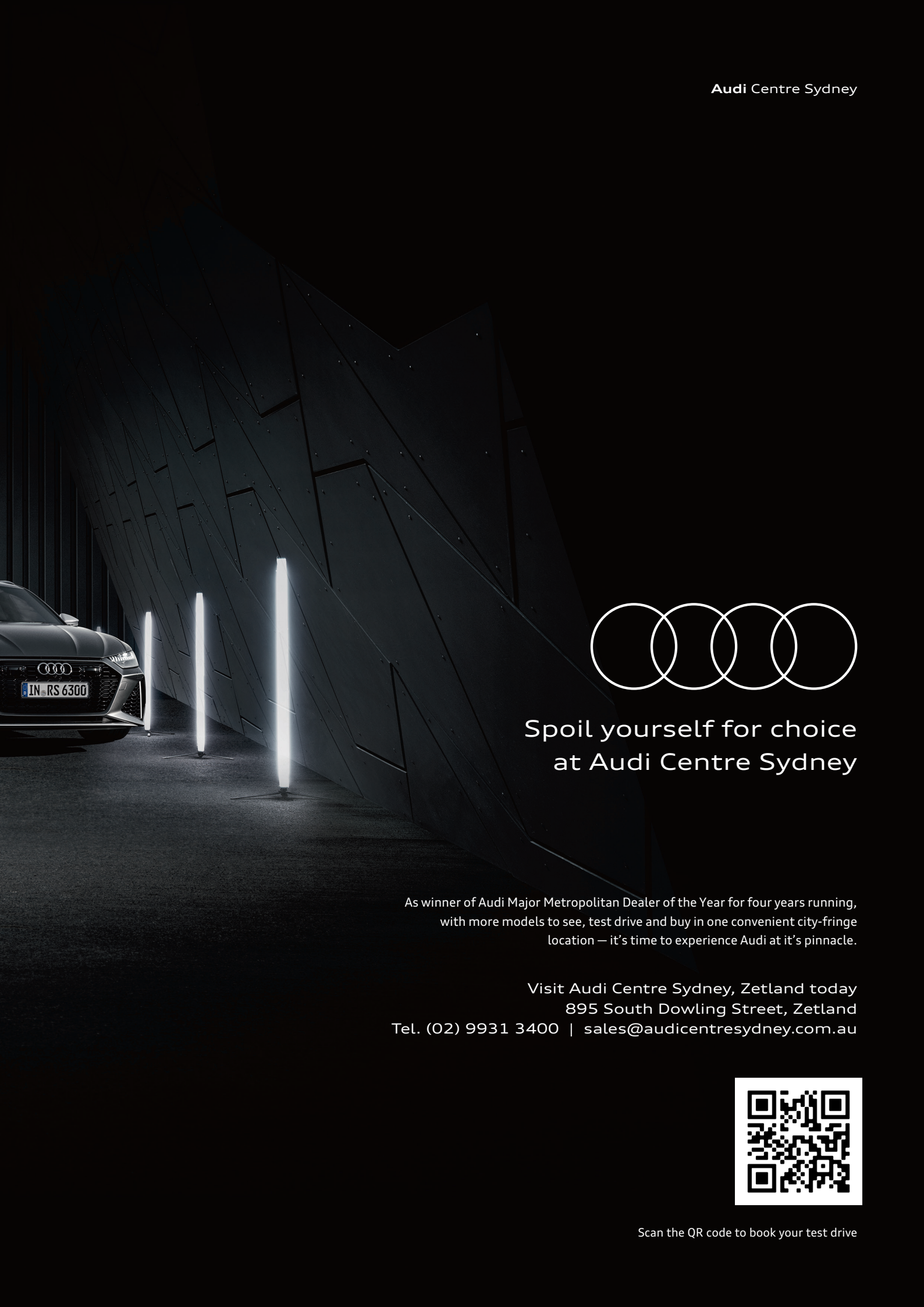

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Sunrise finishers off Main Beach at the 2024 NSGCYR. Photo: Ashley Dart.

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Smuggler sailing out the Sydney Heads during the Audi Centre Blue Water Pointscore. Photo: High Impressions Media | Stuart Don.

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COMMODORE DR. SAM HAYNES

At the helm

I am writing this introduction from Barcelona where along with a large number of other supporters, including many CYCA club members, we have resoundingly cheered on the Andoo Team Australia Challenge America's Cup Unicredit Youth and Puig America's Cup Women's teams as they took on eleven of the world's best crews on the fast and exciting foiling AC40s.

As Club of Record for the squad and having three representatives, (skippers Cole Tapper and Olivia Price, along with George Richardson), and coach Harry Price all hailing from the CYCA and Youth Sailing Academy, we should all be immensely proud of their achievements. Their performance bodes well for the future of performance sailing in Australia.

As my first 'At the Helm', I wanted to firstly thank all our Members for their ongoing support of the Club. I am honoured to serve as its Commodore and look forward to working with the Board and Management team to oversee the many exciting changes and events slated for the coming year. We are already progressing well with enhancements to the audio-visual facilities and wi-fi networks in the Clubhouse and will soon be embarking on replacing the furniture and commencing a major upgrade to the deck in 2025. In terms of sailing, we are currently finalising plans for our involvement in the return of the Admiral's Cup and are seeking expressions of interest in the development of an Offshore Sailing Academy.

Racing over the past few months has seen the running of a well-attended and competitive LGT Crestone Winter Series on Sydney Harbour and a strong fleet compete in the opening race of the 2024/25 Audi Centre Sydney Blue Water Pointscore – the Noakes Sydney Gold Coast. The race delivered testing and variable conditions and was won by Louis and Marc Ryckmans' *Voltstar Yeah Baby* in an impressive display of seamanship in conditions not always suited to their Akilaria RC2. Anthony Johnston's well-honed *URM Group* crew took Line Honours victory.

We recently hosted the CYCA Spring Series and now look forward to the Monday and Wednesday Twilight Series and the joint club Sydney Harbour Women's Keelboat Series.

Our Members competed and tasted success in the many northern regattas – the inaugural GCCM Gold Coast Mackay Race, Airlie Beach Race Week, Hamilton Island Race Week and Sealink Magnetic Island Race Week.

Linda Goddard's Beneteau *Bedouin* competed in the Aegean 600 for the second time, taking out first place in ORC Division 2 and will next be seen racing in the Rolex Middle Sea Race. In Palma Mallorca (hosted by the RNCP), Spain, my team on *Celestial* along with Tim Ryan's *Vamos* (5th overall in the WC) and Chris Dare's *Ambition* represented Club and country at the 2024 J/70 World Championship.

Also abroad, the YSA team of Cole Tapper, Jack Frewin and Hamish Vass were victorious in the 57th Governor's Cup in Newport. Cole will be competing again with George Richardson, Hamish Vass and Max Brennan at the end of the month in the open World Match Racing Tour's Bermuda Gold Cup ahead of the World Youth Match Racing Championship in Jeddah, Saudi Arabia, in late November.

Olivia Price and Evie Haseldine represented CYCA and Australia at the Paris Olympics in the Women's Skiff 49erFX class and Matt Wearn won gold in consecutive Olympics in the Men's Dinghy ILCA7s.

Back at home, our 2024/25 Club Marine Short Offshore Series, incorporating the Short Ocean, Ocean and Short Haul Pointscores, CYCA Double Handed Pointscore and Coastal Pointscore have already kicked off, and our popular Network Marine Insurance Monday Twilight Series and Wednesday Twilight Series are about to commence. I'd like to sincerely thank all our partners, including our new Twilight Prize Partners Sydney Brewery and Bondi Liquor Co. for their support of our programs.

The Clubhouse has been busy with a broad range of events over the past few months. We celebrated the contribution of our Members at the Annual Volunteer's Luncheon and had wonderful turnouts at the CYCA Social Lunch, CYCA Trivia Nights, Andoo Team Australia Challenge Farewell and Fundraiser, Olympic and America's Cup Watch Parties and the annual YSA Presentation.

Over the next two months we look forward to the Associates Market Day, SOLAS Trusts Dinner and Melbourne Cup Luncheon.

A reminder that entries close on Friday 25 October for the 79th Rolex Sydney Hobart. Activity is already ramping up at the Club for what promises to be another great year with a large number of interstate and international entries already signed on and a fleet currently sitting at almost 100 entries with more still to come.

Finally, please check out our new communications channel – the CYCA WhatsApp Community and many different Groups. More information about how to join follows.

I hope to see you all on the water and at the Club this season.

Warm regards,

Dr Sam Haynes
Commodore ⚓

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Meet the Flag Officers

Meet the 2024/2025 Flag Officers

Commodore - Dr. Sam Haynes

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

Sam is the owner and skipper of the TP52 and J/70 *Celestial*. Sam is an active offshore racer, competing in the Audi Centre Sydney Blue Water Pointscore and the Rolex Sydney Hobart Yacht Race for many years. In 2022, his TP52 *Celestial* won the revered Tattersall Cup. Additionally, Sam is competing in J/70 one design, both in Australia at state and national regattas and internationally. The Celestial J/70 campaigns include the 2024 Corinthian World Championship, Copenhagen where the team achieved a sixth place overall in a 110 strong international fleet.

Other international J/70 results included third place at the Corinthian World Cup 2022 where Sam represented the CYCA as a Club Member. Celestial J/70 will also compete in the J/70 World Championship, Palma Majorca September 2024.

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

Vice Commodore - David Jacobs

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

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

Since retiring from Baker McKenzie, David has become a passionate Member of the CYCA. For several years he has assisted the Club in the negotiation and documentation of numerous contracts and has been a member of the Premises Committee since 2016 and the Audit, Planning & Risk Committee since 2017.

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

Rear Commodore - Peter Gothard

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

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

Upon returning to Australia from overseas in 2007, Peter began sailing at the CYCA and has been active in both the inshore and offshore programs, including the Audi Centre Sydney Blue Water Pointscore.

He has competed in several Rolex Sydney Hobart Yacht Races and is currently racing on the Reichel/Pugh 52, *Virago* and the Sydney36 *Philosopher*.

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

Peter is excited to contribute to the advancement of the Club and the sport of sailing.

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

Treasurer - Jules Hall

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

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

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

With the arrival of two daughters Jules spent ten years racing Lasers, winning the NSW and Victorian apprentice masters championships and competing at two Masters World Championships. In parallel, he has been active in the support of kids sailing. As Vice Commodore of Vaucluse Amateur 12 foot Sailing Club, Jules led and grew their sailing school.

Jules is Chair of the Members Engagement Committee.

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

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INTO THE BLUE

What's Ahead for the 2024/2025 Audi Centre Sydney Blue Water Pointscore

2022 ACSBWPS Cabbage Tree Island Race.
Photo: Andrea Francolini.

2024/2025 AUDI CENTRE SYDNEY BLUE WATER POINTSCORE

The Audi Centre Sydney Blue Water Pointscore is the premier series in Australian offshore sailing, featuring six highly competitive races that test the mettle of crews and yachts alike. The series begins with the Noakes Sydney Gold Coast Yacht Race, setting the stage for a season of tactical challenges and thrilling ocean racing. Yachts accumulate points toward the coveted overall championship. The culmination in the Rolex Sydney Hobart, one of the world's most iconic yacht races, adds immense prestige to the series. Sailors vie not only for individual race victories but for the ultimate honour of winning the Pointscore. The diversity of conditions and race courses ensures that only the most versatile and well-prepared teams can emerge victorious in this demanding and celebrated Pointscore.

Photos: Andrea Francolini, Ashley Dart, Bow Caddy Media.

RACE 1
NOAKES SYDNEY GOLD COAST
27 JULY 2024
384 NAUTICAL MILES

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

RACE 4
BIRD ISLAND RACE
16 NOVEMBER 2024
83 NAUTICAL-MILES

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

RACE 2
FLINDERS ISLET RACE
21 SEPTEMBER 2024
88 NAUTICAL MILES

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

RACE 3
TOLLGATE ISLANDS RACE
18 OCTOBER 2024
260 NAUTICAL MILES

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

RACE 5
CABBAGE TREE ISLAND RACE
06 DECEMBER 2024
172 NAUTICAL MILES

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

RACE 6
ROLEX SYDNEY HOBART
26 DECEMBER 2024
628 NAUTICAL-MILES

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

2024/2025
AUDI CENTRE SYDNEY
BLUE WATER POINTSCORE

27 JULY NOAKES SYDNEY GOLD COAST

21 SEPT. FLINDERS ISLET

18 OCT. TOLLGATE ISLAND

16 NOV. BIRD ISLAND

06 DEC. CABBAGE TREE ISLAND

26 DEC. ROLEX SYDNEY HOBART

Audi Centre Sydney Blue Water Pointscore

Smuggler claims Overall Flinders Islet Win

Photo: High Impressions Media.

Photo: Ashley Dart.

Race 2 of the 2024 Audi Centre Sydney Blue Water Pointscore, the 88 nautical-mile Flinders Islet Race, saw 33 yachts take on a course from Sydney down to Wollongong and back. The race kicked off at 1000hrs on Saturday morning under clear skies, but the fleet was met with light and fickle winds, adding an extra layer of challenge to the competition.

At the start, a tricky 4-6 knot WNW breeze tested the fleet, with several significant wind holes scattered along the course. These conditions particularly troubled some of the older, heavier boats, with limp kites and slow starts being a common sight near Sow and Pigs reef. Most boats sought relief by hugging the western shore, where the TP52s *KOA* and *Smuggler* found a burst of breeze and surged ahead. They were closely followed by the mini maxis *Whisper* and *URM Group*, while *Calibre 12* held its ground against larger competitors.

Smuggler made a decisive move early in the race, outmaneuvering *KOA* to claim bragging rights as the first boat to clear South Head, setting up an exciting battle down to Flinders Islet. In the midst of this, the race's large contingent of double handed entries, led by Jules Hall's *Disko Trooper*, proved formidable, staying in contention with the fully crewed yachts.

Photos: Ashley Dart.

Once the boats cleared the Heads and the breeze settled, the larger yachts began to assert their dominance, enjoying ideal conditions for the long run down to Flinders Islet. Anthony Johnston's *URM Group* was the first to round the islet, followed closely by *Whisper, Smuggler,* and *KOA*, all taking full advantage of the steady downwind conditions as they made their way back to Sydney

The reaching conditions on the return leg played to the strengths of the bigger race boats, with the TP52s *Smuggler* and *KOA* dominating the IRC Overall standings, while the mini maxis *Whisper* and *URM Group* secured third and fourth places, respectively. Richard William's *Calibre 12* put in a strong performance to finish as the best placed Division 2 boat, rounding out the top five.

In the Double Handed IRC category, Jules Hall's *Disko Trooper* continued to impress, taking first place ahead of Jian Lin's *Min River* and Chris O'Neil's *Blue Planet*. The Double Handed teams once again proved they could compete against fully-crewed rivals in this tightly contested race.

As the second race of the Audi Centre Sydney Blue Water Pointscore concluded, it's clear that the competition is only heating up, with *Smuggler* and *URM Group* setting the tone for the races ahead.⚓

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A GOLDEN RACE

REFLECTING ON THE 2024 NOAKES SYDNEY GOLD COAST YACHT RACE

Noakes
SYDNEY GOLD COAST
YACHT RACE 2024

Photo: Ashley Dart.

Photos: Andrea Francolini.

A Retrospective on the 2024 Noakes Sydney Gold Coast Yacht Race

The 2024 Noakes Sydney Gold Coast Yacht Race, the 38th edition of this historic event, lived up to its reputation as one of the most important fixtures on the Australian yachting calendar. The 2024 edition promised to challenge competitors with a light wind start in Sydney Harbour, strong downwind conditions along the NSW coast and then again a dying breeze off Main Beach. Each of the 48 boats that completed the 384 nautical mile journey displayed remarkable determination in completing this race. One thing is for certain, this year's Noakes Sydney Gold Coast Yacht Race will be remembered long after the final sails have been flaked.

The Fleet and the Start: A Race with Something to Prove

This year's race attracted another strong mix of competitors, ranging from high-tech mini-maxi yachts to smaller, classic vessels. Among them were several double handed entries, reflecting the growing popularity of this format in offshore racing. The fleet was packed with talent, including returning champions, seasoned veterans, and ambitious newcomers, all eager to test themselves against the course and each other.

The start of the race was marked by overcast skies and light winds, which provided a gentle beginning as the fleet made its way out of Sydney Harbour. However, the calm conditions belied the challenges ahead. The yachts initially struggled to find consistent wind as they passed Sydney Heads, but as the day progressed into the evening, a building north-easterly breeze began to set the stage for a race that would challenge even the most experienced sailors.

Anthony Johnston's *URM Group* was quick to establish a lead, demonstrating the prowess of this 72-footer in light to moderate conditions. But behind *URM Group*, a tight battle was already forming between David Griffith's *Whisper*, Sebastian Bohm's *Smuggler*, and several other chasers, setting the tone for the intense competition that would unfold over the next two days.

Tactical Choices and Lead Changes

As night fell on Saturday, the fleet was spread out along the New South Wales coast, each yacht making its tactical choices based on evolving wind conditions. The first night of the race proved to be a critical period, with crews working tirelessly to maximize boat speed while navigating through patches of variable wind. For many, the challenge was to maintain focus and energy levels during the long hours of darkness, knowing that any lapse in concentration could lead to lost miles and missed opportunities.

URM Group continued to lead the charge, but the competition was far from settled. Behind them, the fleet was a mix of larger, fully crewed yachts and smaller double handed entries, all fighting for position. Among the standouts was Rupert Henry's *Mistral*, a Lombard 34 that quickly became the talk of the race. Co-skippered by Greg O'Shea, *Mistral* excelled in the challenging conditions, leveraging the duo's exceptional teamwork to take the lead in the IRC Overall standings. Henry and O'Shea's performance showed the competitive nature of this division, even when taking on the fully crewed yachts. As they surged up the leaderboard, it became clear that *Mistral* would be a serious contender for overall honours, despite its smaller size.

Sunday's Surge: Wind, Strategy, and Determination

Sunday 28 July brought fresh challenges and opportunities as the fleet encountered stronger winds and more complex weather patterns. The shifting breeze forced crews to constantly adjust their plans, with every decision carrying significant weight. For some, it was a day of gains; for others, it was a day of hard lessons.

URM Group maintained its grip on the Line Honours lead, benefiting from its size and speed, but the real story of the day was the battle unfolding behind them. In the IRC Division 1 fleet, Marc and Louis Ryckmans' Akilaria RC2, *Voltstar Yeah Baby*, began to make its move. The Ryckmans twins, who have a long history in offshore racing, demonstrated their deep understanding of the boat and the race course, pushing hard to close the gap on the leaders.

Their approach was methodical and relentless, with a focus on maximizing boat speed and making smart tactical choices. By late Sunday, *Voltstar Yeah Baby* had not only secured a top position in IRC Division 1 but had also emerged as a serious contender for the overall IRC win. Their ascent was marked by a series of well-executed maneuvers and a refusal to give an inch to their rivals.

Meanwhile, in the double handed division, *Mistral* continued to impress, holding off challenges from both larger boats and other double handed entries. Rupert Henry and Greg O'Shea's experience was evident in their ability to keep the boat performing at its best, even as the conditions grew more demanding. Their performance was a masterclass in double handed sailing, showcasing the potential of this format in offshore racing.

Mistral (left) and Supernova (right) sail towards the Finish Line off the Gold Coast's Main Beach. Photos: Ashley Dart.

The Final Push: A Race to the Finish

As the race entered its final stages, the intensity only increased. By early Monday morning, 29 July, the leaders were approaching the finish line at Southport, but the battle for the overall IRC title was still wide open. *URM Group* crossed the line first just after 2000 hours on Sunday 28 July, claiming Line Honours with a time of 1 day, 7 hours, 14 minutes, and 56 seconds—a remarkable achievement, but one that left the door open for the smaller boats chasing the overall title.

In the closing miles, *Voltstar Yeah Baby* continued its charge, navigating the final stretch. The Ryckmans knew that every second counted, and they pushed their boat to the limit. When they finally crossed the finish line, it was clear that their effort had paid off. *Voltstar Yeah Baby*'s performance over the entire course, particularly in the critical final stages, secured them the overall IRC win.

The Last to Finish: A Triumph of Endurance

While the front-runners celebrated their victories, the race was not over for everyone. The final finisher, the classic 30-footer *Currawong*, sailed by Kathy Veel and Beth Higgs, epitomized the spirit that defines offshore racing. Competing in the double handed division, Veel and Higgs faced numerous challenges along the way, from light winds to navigational decisions that tested their resolve. But their persistence and seamanship saw them through, and they crossed the finish line just after midday on Tuesday 30 July, to a warm reception from their fellow competitors.

Their journey was a reminder that in offshore racing, it's not just about winning—it's about the challenge, the camaraderie, and the satisfaction of completing one of the sport's most demanding races. For Veel and Higgs, the experience was a triumph in its own right, and their PHS Double Handed title was a well-deserved reward for their efforts.

Looking Back: Reflections on a Memorable Race

The 2024 Noakes Sydney Gold Coast Yacht Race will be remembered as one of the most compelling editions in the event's history. From the slow start in Sydney Harbour to the final finish at Main Beach, Gold Coast, the race provided no shortage of surprises and memorable moments.

URM Group's Line Honours victory showcased the power of the modern mini-maxi yachts, but it was the performances of the smaller boats—particularly V*oltstar Yeah Baby* and *Mistral*—that truly captured the imagination. These yachts proved that in offshore racing, size is not the only factor; skill, strategy, and teamwork are just as crucial to success.

The race also highlighted the growing importance of double handed sailing, with Rupert Henry and Greg O'Shea's performance on *Mistral* setting a new standard for what can be achieved with a small, well-sailed boat. Their success, along with the achievements of other double handed competitors, suggests that this format will continue to grow in popularity in the years to come.

As the sailors and their teams reflect on their experiences, there is no doubt that the 2024 Noakes Sydney Gold Coast Yacht Race has left a lasting mark on everyone involved. Whether they finished first or last, every competitor faced and overcame significant challenges, earning their place in the storied history of this great race. As thoughts turn to the 2025 edition, there is already a sense of anticipation in the air, as new rivalries, new challenges, and new opportunities await on the path from Sydney to the Gold Coast. ⚓

2024 Noakes Sydney Gold Coast Yacht Race
IRC Overall
Voltstar Yeah Baby
Mistral (DH)
Tempo
IRC Division 0
Tempo
Smuggler
KOA
IRC Division 1
Voltstar Yeah Baby
Pretty Woman
Minerva
IRC Division 2
Mistral (DH)
Patriot
GWM Pennant Hills
IRC Division 3
Min River (DH)
Blue Planet (DH)
Jupiter (DH)
PHS
Stampede
Ciao Bella
Cyan Moon
Corinthian IRC
KOA
Pretty Woman
Blue Planet (DH)
Corinthian PHS
Blue Planet (DH)
Rum Rebellion (DH)
Pretty Woman
Double Handed IRC
Mistral (DH)
Min River (DH)
Pacman (DH)
Double Handed PHS
Currawong (DH)

From Moonless Finish to Shining Victory: *URM Group*'s Line Honours Success

Photos: Ashley Dart.

In a thrilling display of grit and crew work, *URM Group*, helmed by Marcus Ashley-Jones, claimed Line Honours in the 2024 Noakes Sydney Gold Coast Yacht Race, finishing at 2014 hours with a time of 1 day, 7 hours, 14 minutes, and 56 seconds. Finishing in complete darkness, on a moonless night, *URM Group*'s crew faced an intense race filled with nearly 70 sail changes.

"We had to stay on our toes this year. *Whisper* came close on the inside, but we trusted the offshore breeze to carry us through," Marcus Ashley-Jones explained. While *Whisper*, skippered by CYCA Director David Griffith, pressed hard overnight, *URM Group* ultimately extended their lead, securing a 28 nautical mile advantage during daylight hours on Sunday 30 July.

Marcus praised his crew for their teamwork and, in particular, their latest addition to the team, rugby legend Bill Young. "It's an honour to lead this boat. The team is phenomenal. Anthony and David Johnston have made significant improvements over the past months."

URM Group is ready to continue its offshore success in the upcoming Audi Centre Sydney Blue Water Pointscore, culminating in the Rolex Sydney Hobart Yacht Race. The yacht has their sights set on the coveted Tattersall Cup, after narrowly missing out on victory in the 2023 edition by less than 20 minutes on corrected time.

On their Line Honours victory, owner of *URM Group*, Anthony Johnston says, "I was sorry to not have been on board this trip. It looked like the guys had great conditions, suited to our boat, and sailed a fantastic race.

I am really happy. We were confident leading into it, having made a number of modifications and training really well, but you need to get the job done. I am particularly pleased at how well the team has come together and welcomed the new faces.

We were looking for a strong perfomance to lay the foundation for the season ahead - with the aim to defend our Audi Centre Sydney Blue Water title and have another crack at Hobart." ⚓

Should we race to the Gold Coast? (Voltstar) Yeah Baby!

Twin brothers Louis and Marc Ryckmans have transformed their passion for offshore racing into a triumphant victory in the 2024 Noakes Sydney Gold Coast Yacht Race.

Voltstar Yeah Baby racing past Tasmania's Organ Pipes during the 2023 Rolex Sydney Hobart. Photo: ROLEX | Kurt Arrigo.

In a thrilling conclusion to the 2024 Noakes Sydney Gold Coast Yacht Race, Louis and Marc Ryckmans' and Andrew Stuart's yacht, *Voltstar Yeah Baby*, clinched the Peter Rysdyk Memorial Trophy for Overall Winner. This marked their tenth appearance in the race and their first major victory with their Akilaria Rc2 – a purebred offshore racing machine.

Crossing the finish line at 0303 hours on Monday 29 July, *Voltstar Yeah Baby* covered the course in 1 day, 14 hours, 3 minutes, and 40 seconds. Reflecting on the race, Marc Ryckmans said, "It's one-third the boat, one-third the crew, and one-third luck. We're grateful luck favoured us and had a great experience sailing with this crew up the coast."

For the Ryckmans, the journey has been one of growth. Louis added, "We competed in our first race twenty years ago, and after retiring in our first offshore race, it's incredibly satisfying to now win with so much learning in between."

The win wasn't just a testament to the crew's experience but also to the team's deep understanding of what makes this boat tick. Sailing master Lindsay Stead explained, "We've known each other for a very long time, and the boat was ready to go. We had agreed that if the forecast didn't look favourable to the boat, we weren't racing, a sort of gentlemen's agreement."

The forecast, however, played into their hands. "We went quite far offshore to reach the strong reaching conditions that were predicted. We set two waypoints - one at Seal Rocks, the other at Coffs Harbour - and both were quite far east. The second night was when we were really able to put the hammer down. We decided to take a more

Photo:

David Hislop

Andrea Francolini

northerly route which gave us a 90-degree true wind angle, and we averaged 14-19 knots of boat speed. The wide course also helped us find some favourable current on our way North."

"But the crew worked really well together, and everything fell into place." The only new addition to the team was Adam Barnes, who, according to Stead, "fit in really well and brought a great addition of knowledge to the boat."

The sails were a key component in the team's success. Doyle Sails Sydney helped the owners develop a new Jib top [a furling code sail] which the team said would improve the boat's performance in reaching conditions, "That sail was in the sky for about 90 percent of the race," Stead continued. "The rest of the boat is getting a little bit older, but the new staysail and jib top were the real race-winners."

With this victory, *Voltstar Yeah Baby* sets the tone for the season, which continues through the Audi Centre Sydney Blue Water Pointscore. The crew is looking forward to more great racing amongst the competitive CYCA fleet. ⚓

Photo: High Impressions Media

From Harbour to Horizon: Will Oxley and Clare Costanzo Map It Out

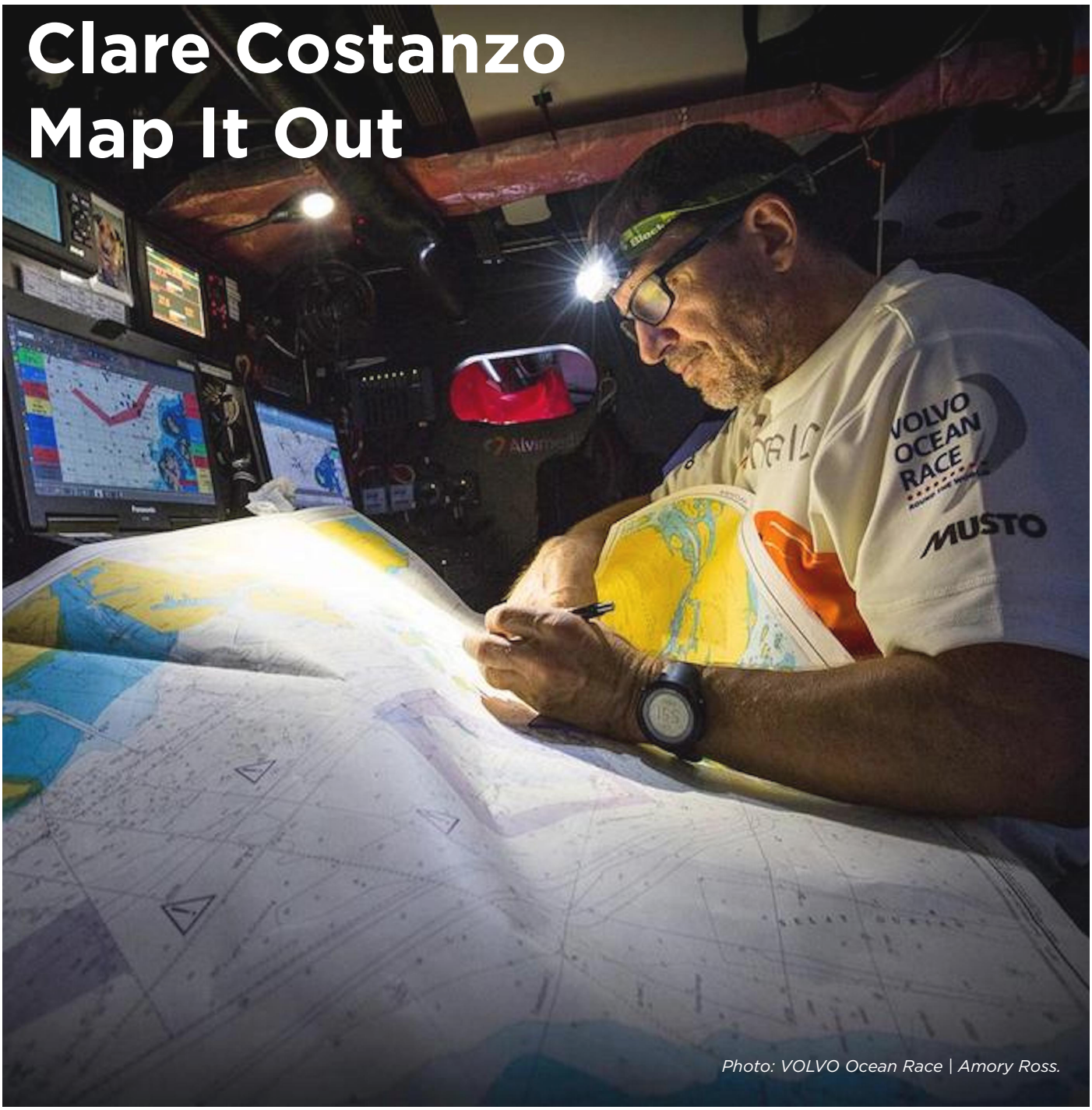


Photo: VOLVO Ocean Race | Amory Ross.

As Sydney Harbour fades into the distance and the vast blue horizon stretches out ahead, the role of navigation becomes your compass, guiding every decision and shaping the course of your journey. In the first instalment of *From Harbour to Horizon*, *Offshore Magazine* explores the essentials of boat preparation, safety, performance equipment and navigation, setting you on your course to completing your first blue water yacht race. In the Spring Issue, *Offshore* dives into the art and science of navigation - a critical skill that turns offshore ambitions into reality.

In this edition, we'll unravel insights from navigator extraordinaire, Will Oxley, alongside the fresh perspective of Clare Costanzo, who has recently taken on the role of navigator.

Whisper, navigated by Clare Costanzo, exiting Sydney Harbour on the way North during the NSGCYR. Photo: Sail Media.

But let's not pretend it's all smooth sailing. From the inevitable midnight debates over which way is up on the map, to the occasional argument with the GPS (which is definitely out to get you), we'll share tips that will not only keep you on track, but also keep you and the crew happy along the way. After all, if you can't find humour in realising that the island you're sailing towards at night, is actually a cloud, then we should perhaps consider staying in the harbour.

So, grab your charts, double-check your compass, and prepare for an adventure where the journey is just as entertaining as the destination as we unravel the mysteries of the dark arts of navigating.

Will Oxley kindly broke it down into four distinct categories, which in the end all come down to: "Prepare yourself like hell and be a few steps ahead of the rest of the crew."

1. Where You Plan to Go vs. Where You Might End Up

If you're navigating an area for the first time, doing your "homework" is crucial. This means understanding more than just your destination; it's about knowing the region's potential challenges and escape routes. For instance, if you encounter a problem, where is the nearest safe harbour? What is the maximum draft vessel the harbour can accommodate? Can you get in, do you have the tide tables, and is there a dangerous bar to navigate? Once a significant issue arises and your boat is compromised, gathering extra information becomes increasingly difficult, so thorough preparation is essential. It is always better to have too much information at hand than too little, so going the extra mile during your preparation phase can be very rewarding.

Will Oxley emphasizes the importance of researching in advance, particularly for offshore races. "I start by reviewing the historic YB tracker files for previous years of the race," he says. "Downloading historic tracks and wind data allows me to analyse what has worked for other boats in the past and what conditions might be expected." He doesn't stop there; buying cruising guides for those areas, visiting local meteorological websites, and assessing the accuracy of local models are part of his routine. Both Will and Clare tap into the knowledge of experienced sailors who have done the race before, reading articles and interviews to gather insights. This comprehensive approach helps build a detailed picture of the race area, ensuring that if things don't go according to plan, you're better equipped to handle the unexpected. Clare adds, "Having a mentor is a massive help in getting ready for a race. Someone who you can ask for advice and whose judgement you trust."

According to Will Oxley, it's about anticipating the unexpected and doing your homework long before the start gun goes off. Take the Noakes Sydney Gold Coast Yacht Race, for example. You might plot your course for Southport, but what if something goes wrong? Understanding the potential pitfalls of the coastline, researching alternate safe havens, and knowing where you can duck in if the weather turns or the boat suffers damage is crucial.

Will recalls his experience during the 1998 Sydney Hobart Yacht Race. His team had to change their course to Eden after losing all electronics. "We rolled over, lost all electronics but once we got going again – slowly - I remembered the bearing to Eden was 338. That kind of preparation sticks with you." It's a reminder that homework isn't just about the main event—it's about all the 'what ifs' along the way. Looking at historical data, studying the tracks from previous races, downloading wind data, and even reading local cruising guides all contribute to building a mental map that prepares you for the unexpected.

2. Set Up On Board

Setting up your boat for an offshore race is like setting up your home—it needs to be functional, reliable, and ready for anything. Will emphasizes the importance of understanding how your boat operates under race conditions. While experienced offshore racing teams have their setups finely tuned, if you're venturing out for your first offshore race, you might discover that systems that work perfectly in day races can become cumbersome or even fail offshore. This includes everything from making sure the engine can run while heeled to charge the batteries, the functionality of bunks, the galley's usability, and the effectiveness of your lighting. Fuel consumption and spare GPS systems also become critical considerations. As Will puts it, "You think you're sorted, but surprises always pop up. Batteries don't hold power as well as expected, or the galley is completely inoperable in heavy seas."

One critical aspect is having a reliable GPS back-up. GPS issues can arise, due to a number of issues, some of which could happen because of water ingress or a runner wrapping around the antenna. To mitigate this, ensure that your backup antenna isn't located at the same point as the primary one, allowing you to switch seamlessly to your backup GPS if needed. Will shares, "Having multiple navigation systems ready ensures you're never left blind when technology decides to take a break. Ideally, the crew shouldn't even notice if one system goes down, as the issue should be resolved before they become aware of it."

Communication with your team on deck is another vital setup consideration. Depending on the size of your boat, you need to decide how best to relay information. On a small boat, Will prefers to be close to the helmsperson, talking quietly and providing clear explanations with plenty of warning about potential issues. "I try not to be shouting across the cockpit; it's more effective to be close and calm." On larger boats such as *Comanche*, there is a constant speaker system between navigation and helm which allows for seamless communication, meaning that when it gets too rough and wet on deck the navigator can retreat inside and stick closer to his/her instruments. "Navigators should be aware that in these conditions the last thing a crew wants is someone shouting that they are 10 degrees off course or that they have the wrong sails up. Even if you are downstairs, you must take the time to put on your wet weather gear to go on deck and see what the conditions are like."

With the strong belief of "prepare for the unexpected," many navigators recommend not becoming overly reliant on digital screens and keeping a paper log of your position and bearings. "If everything goes dead, it's the navigator who didn't lose all their information that will keep the boat on track. For example, if you're sailing inside Seal Rocks at night and the GPS fails, knowing your bearing to the lighthouse can help you stay in clear water even when tech fails," says Oxley.

Oxley stationed by the helm. Photo: VOLVO Ocean Race | Amory Ross.

Preparation starts long before race day. Recreating the offshore experience through overnight training is fundamental, day sailing is not enough. This means understanding your yacht's setup, from how much power you consume to how the systems work under different conditions. For the navigator, Will advises spending a minimum of two days working through the systems and preparing before the full team arrives to go sailing. Some issues that may be encountered and should be tested include:

- **Battery Charging**: Test if batteries charge effectively at all heel angles. "Batteries are often the source of surprises; they might not hold their power as well as you thought."
- **Cooking**: Ensure that your galley setup works efficiently, even under race conditions.
- **Berths**: Make sure sleeping arrangements are comfortable and practical for long periods.
- **Lights**: Verify that all lighting systems function reliably, regardless of the boat's orientation or weather conditions. With lights, one of the big issues is that the ones below deck are often too bright for the crew who are trying to race on deck. Having proper red lighting below is important to protect night vision.

Clare adds, "Training involves going over the systems to make sure everything works smoothly, it involves knowing the boat from the front to the back. Start with day races to get comfortable with the equipment during shorter races such as the Club Marine Ocean Pointscore. Additionally, hands-on practice is crucial. Take time to go out on the water, run watch systems, and simulate race conditions to build confidence and competence.

Will's typical preparation involves spending at least two days on the boat before sailing to learn the systems. "I have the "electronics guy" who set up the boat to take me through everything - where is the compass, the speedometer, and go through the systems bit by bit," Will explains. This hands-on approach ensures that you're not only familiar with the technology but also ready to handle it under pressure.

Photos:

Ashley Dart

Salty Dingo

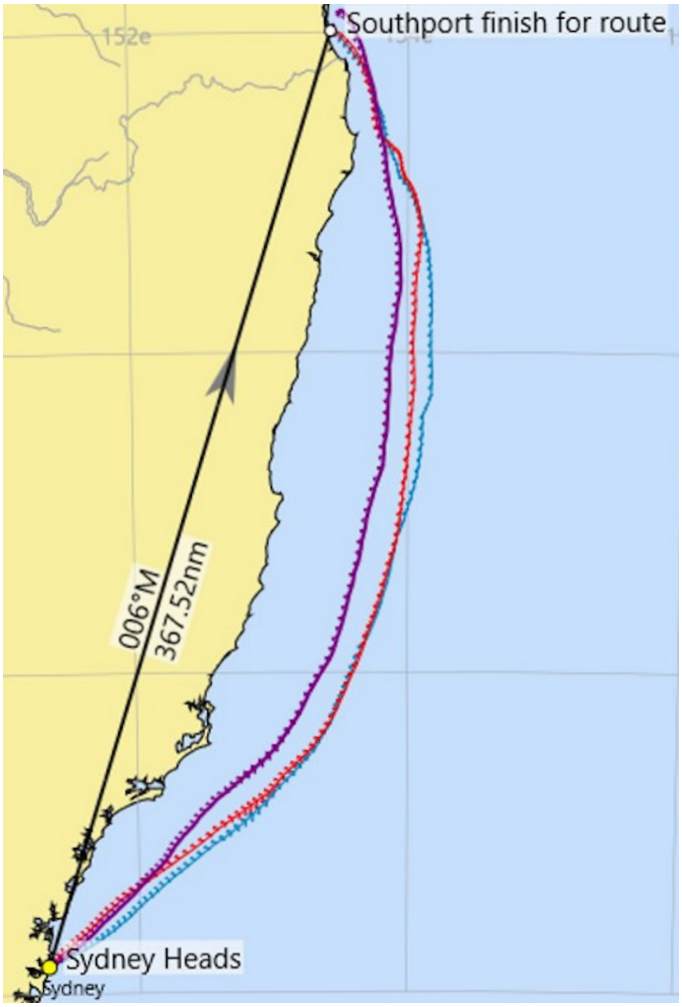
Bram Vanspengen

3. Weather and Limits

Weather forecasting has become more accessible than ever, but that doesn't mean it's foolproof. Will cautions against relying solely on digital forecasts, especially for newcomers to offshore racing. "Everyone's a weather forecaster now, thanks to their phones, but understanding the limitations of meteorological models is vital." He suggests getting a professional forecast, particularly for races like the Rolex Sydney Hobart Yacht Race, where local conditions can drastically differ from global models.

Different weather models can often be quite contradictory and confusing. In various parts of the world and different situations, some meteorological models perform better than others. Will offers a telling example: "Picture the east coast of Australia and the development of sea breezes. As the land heats up during the day, it becomes warmer than the sea. The difference in temperature between the land and sea determines how strong the breeze will be and how far out into the ocean it will extend. Local models predict these temperatures much more accurately, providing a much clearer picture for your routing compared to global models. Global models, which have a resolution of around 30 km, can miss critical local factors because they don't capture the finer details of topography or water temperatures. Local models, with a resolution of about 1 km, offer much more precise data."

Whisper's routing to the Gold Coast for the 2024 NSGCYR.



Understanding how different models work together is where experienced navigators earn their keep. Will advises, "Study the local meteorology, understand the peculiarities of the race area, and don't be afraid to consult those with more experience."

It's also important to note that the accuracy of local models depends significantly on the quality of global models used. If you rely on an inaccurate global model, it can adversely affect the accuracy of your local model. Different global models vary in their ability to predict and interpret weather patterns, so choosing the right one is crucial.

4. Upskilling

In the age of sophisticated navigation software, it's easy to rely too heavily on technology. But Will stresses the importance of mastering the basics. "It's great to be computer-savvy, but you should also be able to navigate without a GPS. If you can't get yourself home without it, maybe you shouldn't be out there."

Clare's journey into navigation has been one of continuous learning. She highlights the value of having a mentor, someone like Will or fellow sailors Alice Parker and Andy Green, who have been instrumental in helping her ask the right questions and navigate the complexities of offshore racing. "All the homework takes a lot of time," she admits, but it's time well spent. From understanding the fundamentals of coastal navigation to learning how to troubleshoot onboard systems, upskilling is about being prepared for any situation.

Clare also advocates for practical experience - whether it's spending time on deliveries to hone basic navigation skills or taking courses on weather and navigation fundamentals. The more you know about your boat and the conditions you'll face, the more confident you'll be when challenges arise.

When prompted about his own background and how his career as a professional navigator started Will Shared: "I started sailing offshore with my dad before GPS even existed; I noticed as a teenager that we were quite often not sure where we exactly were, so by necessity, I started figuring it all out. In the '80s, we had to demonstrate that we were able to do celestial navigation before we could take part in the Noumea race, it showed that navigators mastered basic navigating fundamentals, I learned this when I was 17 and have been practicing it since then. I learned the fundamentals when it was the only thing around, so I always stress the need to get to the fundamental understandings and remind new navigators that their primary and overriding role is ensuring the safety of the yacht and her crew." ⚓

Photo: ROLEX | Kurt Arrigo.

ROLEX
SYDNEY HOBART
YACHT RACE 2024
2024 Rolex Sydney Hobart Yacht Race
ENTRIES OPEN
Sail the Race for Everyone
Enter by 25 October 2024

As the most anticipated day on the Australian sailing calendar approaches— Boxing Day — the time has come to take a first glance at the competitor field for the 79th edition of the Rolex Sydney Hobart Yacht Race. With its rich history and reputation, this race is more than just a sporting event; it's a spectacle of endurance, strategy, and raw competitive spirit. This year's edition promises to be as thrilling as ever, with a diverse fleet ready to set sail from Sydney Harbour on 26 December.

The 2024 edition of the race has, so far, attracted an impressive fleet of over 90 yachts, representing some of the best talent in international and domestic sailing. Among them, a number of international entrants are making their way into Australian waters, ready to challenge the local teams and prove their mettle on one of the most demanding courses in offshore racing. Yachts like *Albator* from France and *Antipodes* from Hong Kong bring with them a wealth of experience and a strong competitive edge, eager to make their mark on this legendary race.

Photo: ROLEX | Kurt Arrigo.

International competitor Caro sailing past Tasmania's iconic Organ Pipes. Photo: ROLEX | Kurt Arrigo.

Joining the internationals, the new kid on the block is *Bacchanal*, a JPK 11.80. The JPK 11.80 is a well-regarded design that has made waves in offshore racing due to its exceptional versatility and performance in both inshore and offshore conditions. Once completed, *Bacchanal* is expected to join a competitive fleet, with hopes of achieving success similar to other JPK 11.80s like *Sunrise*, which won its Division in the 2022 Rolex Sydney Hobart and took overall victory in the 2021 Rolex Fastnet Race and the second overall in the 2021 Rolex Middle Sea Race. This yacht is also the weapon of choice for Richard Fromentin, owner of *Cocody*. The French team is undoubtedly aiming to do well in its division after securing a second place overall in the 2024 RORC Transatlantic Race.

Comanche racing the Tasman. Photo: ROLEX | Kurt Arrigo.

The battle for Line Honours will be fierce, with maxi yachts *Comanche* and *LawConnect* leading the charge. We will have to wait and see if there will be another spectacular Line Honours finish similar to last year's. *Comanche*, now chartered by James Mayo and Matt Allen, is a force to be reckoned with. Known for its record-breaking speed and armed with some of the best sailors in the world, the team is ready to bring the heat in the epic race. Defending Line Honours champion *LawConnect* will be pushing hard to defend her title, aiming to add a second Line Honours finish to its impressive resume.

But it's not just about the fastest boats. The coveted Tattersall Cup, awarded to the overall winner on corrected time, is the ultimate prize. This year's race will see a strong contingent of mini maxis, 52s, 40 footers, and of course, Double Handed entries. These smaller, highly competitive yachts will be vying for the top spot, proving that in the Rolex Sydney Hobart, it's not just about size. Among the Double Handers is *Celeste*, which is using this race as a qualifier for the Melbourne-Osaka Cup. This mother-daughter duo approaches racing in their own way, focusing more on the journey than the elapsed time, it will be great to see how their journey South unfolds.

As we gear up for the race, the excitement is palpable. With such a strong and varied fleet, the 2024 Rolex Sydney Hobart Yacht Race is set to deliver another unforgettable chapter. ⚓

Sunrise sailing into Storm Bay. Photo: ROLEX | Carlo Borlenghi.

Join the Race for Everyone. Enter the 2024 Rolex Sydney Hobart Yacht Race by Friday 25 October 2024.

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Major Changes to the 2024/2025 Sailing Program

Photo: Andrea Francolini.

Rating Certificates – IRC Standard Certificates
Boats will be able to apply for and race under an IRC Standard Certificate in all Category 7 to 4 races where an IRC Division is offered. These certificates allow boats to use available measurement data removing the need for official measurement and weighing. Sail measurements can be declared by owners or from Sail Maker data and costs are reduced in comparison to Endorsed IRC Certificates, making Standard Certificate the ideal introduction to racing under a measured rating system.

Audi Centre Sydney Blue Water Pointscore – Flinders Islet and Bird Island Race Categories
The Flinders Islet Race and Bird Island Race will now be Category 3+ races. This amendment aims to reduce barriers to entry to blue water racing and attract new competitors to our offshore fleet, particularly by reducing the costs for new owners to meet eligibility requirements. The remainder of the ACSBWPS races will remain as Category 2 races and the RSHYR as Category 1.

IRC Headsail Rule
In accordance with a prescription by Australian Sailing, for Category 3+ and Category 2 races, competitors in IRC may carry one more headsail as well as one more spinnaker than shown on the boat's IRC Certificate.

Coastal Pointscore
A Coastal Pointscore, consisting of two Category 4 Club Marine OPS Races, the Flinders Islet Race and the Bird Island Race, has been introduced as a pathway into blue water sailing. This series will allow boats to develop their crew experience and progress into our longer blue water races.

IRC Crew Rule
For Category 3+ and Category 2 races, a boat's crew that consists of a minimum of two female crew members, two youth crew members (under the age of 23 at the start of the race) or one female and one youth crew, may carry one additional crew member than listed on its IRC Certificate.

Medical Kits
In accordance with Appendix D of the Australian Sailing Special Regulations, a boat may choose to use the new modular medical kits. These medical kits are determined by race category and designed to be carried in addition to the kit for previous race categories as you move up through each category. For example, for the ACSBWPS, a boat must carry the Inshore Kit + Coastal Kit One + Coastal Kit Two. A boat using these modular kits shall carry the following for each category: For Category 4 to 7 races: Inshore Kit For Category 3 races: Coastal Kit One For Category 3+ and 2 races: Coastal Kit Two.

Club Marine Ocean Pointscore
Club Marine OPS Races may now be shortened at any point on the course. Boats will be required to finish between the CV displaying a blue flag and IC Flag "S" and a mark, or the nearest point of land if no mark is laid. Competitors will be advised on VHF 72 and via SMS to the mobile number declared on the boat's entry.

Audi Centre Sydney Blue Water Pointscore – Communications
Satellite Phone will become the primary means of communication for the 2024 ACSBWPS. A boat will not be required to carry a HF radio for the Cabbage Tree Island Race. Position reports will be conducted twice daily by Satellite Phone SMS. A boat must still complete a CYCA Radio Inspection Form for VHF Radio and Satellite Phone installation.

Technical Committees
The CYCA will appoint a Technical Committee for Category 4-7 Races and for the ACSBWPS to oversee compliance with IRC Rating Rules. Technical Committee members may review a boat's rating certificate or take relevant measurements. The Technical Committee will have a dedicated CYCA email address for submissions. ⚓

Enter the 2024/2025 Summer Season today.

Take the quiz to find out what Racing Events you should compete in!

Photo: Andrea Francolini.

Coastal Pointscore

The Summer 2024/2025 season will debut the CYCA's Coastal Pointscore, an ideal introduction to blue water racing.

The new series, set to run from September to November, offers a perfect training opportunity for crews eager to develop their offshore racing skills or develop a new style of racing.

The Coastal Pointscore comprises four races, ranging between 20 to 90 nautical miles.

These include two Category 4 races, the Lion Island Race and the Port Hacking Race, and two newly classified Category 3+ races, the Flinders Islet Race and the Bird Island Race.

The addition of the Category 3+ races is a strategic move to reduce barriers to entry, while also making the concept of offshore racing more approachable.

Key Benefits of the Coastal Pointscore:

- **Pathway into Longer Blue Water Sailing:** The Coastal Pointscore serves as a stepping stone for crews aspiring to participate in more extensive offshore races.
- **Build Offshore Crew Experience:** These races provide an excellent platform for crews to gain invaluable offshore experience without the commitment required for Category 2 races.
- **Welcoming New Boats:** The Coastal Pointscore is an ideal option for new boats that have considered entering blue water races but may not be ready to tackle a more demanding 220 nautical mile race like the Tollgate Islands Race.

The Coastal Pointscore not only offers a thrilling racing experience but also helps crews prepare for more demanding challenges. The series promises to be an exciting addition to the CYCA racing calendar, fostering growth and development within the sailing community.

RACE SYDNEY HARBOUR & BEYOND WITH THE CLUB MARINE POINTSCORES

CLUB MARINE SHORT HAUL POINTSCORE (SH)

The Club Marine Short Haul Pointscore is a non-spinnaker series consisting of eleven races, perfect for those who enjoy both inshore and offshore races. This series includes two night races, two passage races, and a mix of reaching races, with several taking place within the Harbour and the majority off Sydney Heads. Divided into a Spring and Autumn Pointscore—before and after Christmas—there's plenty of action throughout the season. A dedicated Passage Pointscore (PP) also adds an extra challenge with Pittwater and Botany Bay passage races. Competitors are required to have a Special Regulations Audit of Category 4.

CLUB MARINE SHORT OCEAN POINTSCORE (SOPS)

The Club Marine Short Ocean Pointscore features ten offshore windward-leeward races off Sydney Heads. With the best six races counting towards the final score, this series promises intense competition. Although there isn't an overall winner, trophies will be awarded for the top three in both IRC and PHS handicap categories across all divisions. Divided into a Spring and Autumn Pointscore - before and after Christmas - this series offers a great way to stay competitive throughout the season. Competitors are required to have a Special Regulations Audit of Category 4.

(Races with SSI have separate sailing instructions. Click on the (SSI) to view the link to the sailing instructions as they become available from the host club.)

CLUB MARINE OCEAN POINTSCORE (OPS)

The Club Marine Ocean Pointscore offers a fantastic series of nine spinnaker passage races, including spectacular racing to Lion Island, Botany Bay, and Port Hacking. This series is ideal for yachtspersons looking to experience various ocean races without the pressure of preparing for the Rolex Sydney Hobart Yacht Race. With a Spring and Autumn Pointscore—split before and after Christmas—there's ample opportunity to enjoy competitive racing throughout the season. Competitors are required to have a Special Regulations Audit of Category 4.

Double Handed Pointscore

The 2024/2025 Double Handed Pointscore kicked off on Saturday 14 September 2024. This season's Pointscore features a mix of four Category 4 races and the Double Handed Coastal rally.

This series is ideal for yachtspersons looking to enhance their experience in Double Handed racing. The calendar includes exciting challenges such as the Lion Island, Port Hacking, and Botany Bay races, as well as the City of Sydney Cup. The series culminates with the Double Handed Coastal Rally from 14 – 16 February 2025, requiring a Category 3+ audit.

This diverse series offers a comprehensive test of skill and endurance for double handed crews.

Photos:

Salty Dingo

Ashley Dart

Andrea Francolini

CYCA WhatsApp

Join the CYCA WhatsApp Community!

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

RSHYR WhatsApp

Join the Rolex Sydney Hobart WhatsApp Community!

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

2023 IAM Wednesday Twilight Series. Photo: Darcie Collington.

The 2024/25 Monday Twilight and Wednesday Twilight Series see two of Sydney's local craft brewery and artisanal distillery favourites join us as Official Prize Partners to help ensure that each week's victories are celebrated in style.

Jerry Schwartz, Richard Feyn and the crew from the multi-award-winning Sydney Brewery in Surry Hills continue their close association with the CYCA, having also been a partner to our Sailing Concierge Program and the Australian Maxi Championship over the past three years. We also warmly welcome on board Adrian Henshall and the team at Bondi Liquor Co. for the first time.

The two companies will be collaborating with the CYCA to offer something a bit different this season. Not only will their extensive ranges of beers, ciders, vodkas, gins, and 'cellos be awarded to all divisional placegetters each week, there'll also be free tastings, special designer spritzes and cocktails available on race days as well as special offers for Members.

Each week, winners in all divisions of the two Twilight Series will receive either a case of beer or cider or a 700ml bottle of gin, vodka or liqueurs (limoncello or orangecello). Placegetters can look forward to taking home 4-packs of beer or cider or smaller bottles of the spirits.

All divisional winners will then go into draws to take place at the Summer Prizegiving where one lucky owner from each Twilight Series will win a Bondi Liquor Co. Gin Making Class for up to eight people or a Sydney Brewery Hunter Valley Brewery Tour including dinner, drinks and accommodation for four at Rydges Resort Hunter Valley.

Thanks to both companies for their support of our Club's racing program and for their passion for Sydney, sailing and sundowners. ⚓

CRUISING YACHT CLUB OF AUSTRALIA
YOUTH SAILING ACADEMY

Australia reclaims the Governor's Cup

In 1967, California Governor (later US President Ronald Reagan granted the Deed of Gift for the Governor's Cup to Balboa Yacht Club. Since then, the Cup has gone on to become the oldest and most prestigious youth match racing trophy in the world. The 57th edition ran from 23 – 27 July in Los Angeles, with twelve teams representing five Nations competing.

Representing the Club at this year's event was Cole Tapper, Jack Frewin and Hamish Vass. Last year the trio also competed, ultimately finishing second to home club team led by Jeffrey Petersen in what was a clean sweep 0 – 3 finals series.

Since then, the two teams have traded blows on the international match racing circuit, and saw the tables reversed at the 2023 World Sailing Youth Match Racing World Championship with Tapper claiming a Silver Medal, with Petersen claiming bronze.

Over the opening first four days of the 2024 Governor's Cup, the double round-robin qualifying stage was completed, with Petersen and Tapper once again tied out on top. 20 wins and 2 losses, with Tapper claiming the tiebreaker.

Now advancing to the semi-finals, Tapper swept Justin Callahan (USA) in a 3 – 0 clean sweep. Petersen matched Tapper's results, dispatching Josh Hyde (NZL) 3 – 0 in their series.

The event now had a rerun of 2023. The first two races of the finals were an epic battle of wits and boat handling between Tapper and Petersen, with multiple lead changes. However, Petersen won both.

Now 0 – 2 in a best-of-three finals, Petersen was one win away from a record-breaking third Governor's Cup title. Tapper, however, came back strong showing superb light wind boat speed, and an ability to sniff out the shifts in the light, patchy 5-7 knot south-westerly breeze. Tapper tied the series at 2 - 2 and had momentum on his side.

After twenty-seven races, and one remaining, both teams were tied for the event. One race would determine the winner.

In the fifth and final match, Petersen was able to get the early jump off the line, however Tapper turned the table by backing the right side, and at the second intersection came out in front. From there, Tapper aggressively defended the right, opening a massive delta and leaving no opportunities to pass for his opponent.

By the final top mark, the delta was out to over 3 minutes as Tapper sailed off into the distance to claw the Governor's Cup back for Australia. The epic win saw Cole, Jack and Hamish become only the third CYCA to win the trophy, joining dual Gov Cup winner Harry Price (2015 & 2018) and Seve Jarvin (2003). It is also only the eighth time Australia has won the Cup.

Photos: Tom Walker.

LE COMMANDANT CHARCOT

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Sailing into Spring

Triumphs and Highlights of the 2024 Spring Series

The 2024 Spring Series wrapped up with three thrilling races on Sydney Harbour on Sunday 25 August, providing competitors with a perfect blend of challenging conditions and spirited competition. Held throughout August, the series has become a great fixture on the CYCA calendar, bridging the gap between Winter and Summer racing. Introduced in 2013, the Spring Series has grown steadily, attracting a diverse fleet eager to test their mettle on the water.

The lighter winds throughout the series demanded precise navigation and constant attention to maintain momentum.

Wilde Rush, the winner of Division 1, found all the right shifts to keep the boat tracking smoothly in the lighter conditions. Their strategy centered on the crucial task of keeping the boat moving; a tactic that proved successful across the series. ⚓

Photos: David Brogan.

2024 Spring Series Overall Results
Division 1 (Spinnaker)
Wilde Rush
It Happens
Shape
Division 2 (Spinnaker)
Sumatra
Knot a Clew
Windhover
Division 3 (Non-Spinnaker)
Yputakiteup
Baltic Lady
SOLyMAR

17 SEPTEMBER - 13 OCTOBER 2024

UNICREDIT YOUTH AND PUIG WOMEN'S AMERICA'S CUP

Photos:

LV America's Cup

SailorGirl | Eugenia Brunazzo

Andoo Team Australia

Cheer on our Australian sailors as they compete at the 37th America's Cup

Australia made sailing history once again at the 37th America's Cup as Andoo Team Australia competed at the historic UniCredit Youth and first-ever Puig Women's America's Cup.

Andoo Team Australia selected Cole Tapper as the UniCredit Youth skipper and two-time Olympian Olivia Price as the Puig Women's skipper. Both Tapper and Price trained at the Youth Sailing Academy and are experienced match racers. Tapper's success includes claiming silver at the 2023 World Sailing Youth Match Racing World Championship. Price earned a silver medal at the London 2012 Olympic Games in the Women's Match Racing class, becoming the youngest female sailor to win an Olympic medal.

Both the UniCredit Youth and the Puig Women's competitions combined fleet racing with match racing to decide the winners of each event. Twelve teams competed at the respective events on the AC40 foiling yachts. The initial qualifying series will see two separate six-boat fleets to decide the top three in each fleet that will progress to the semi-finals and match race final.

The UniCredit Youth America's Cup kicked off on 17 September, with twelve nations competing at the under-25 event. The Puig Women's America's Cup began on 5 October, marking its debut as a standalone event. The combined squad sees Price and Tapper joined by fellow YSA sailor George Richardson alongside Nina Curtis, Lisa Darmanin, Miles Davey, Jack Ferguson, Sarah Hoffman, Tom Needham, Max Paul, Zoe Thomson and Annie Wilmot. With the lead skippers solidified, Andoo Team Australia ramped up their training this August to decide the remaining team positions, with two female sailors eligible for both events.

Going into the event, Tapper felt confident about his team's preparation: "We have a great variety of experience and talent across the team that are complementary. Foiling experience, match racing, and fleet racing at the highest levels. Everyone in the team is gelling together really well and having a great time being able to race as a united group which is something a bit different as we have historically been in competition," he says.

Our team's ability to blend together and work out how to maximise our performance as one machine on the water will be vital.

Designed by Emirates Team New Zealand, the AC40 yachts are a scaled-back model of the AC75 yachts that are competing for the world's oldest sporting trophy. The vessels are designed to achieve speeds of over 44 knots downwind, representing a leap forward in sailing and foiling technology. With seasoned match racers at the helm, Tapper and Price harnessed the AC40's capabilities and showcased their team's blend of experience and enthusiasm.

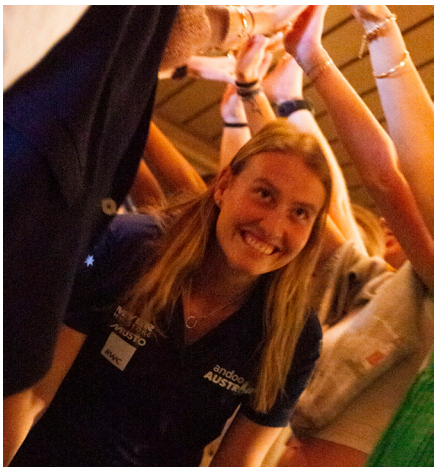
The Andoo Team Australia squad begun their training in Barcelona in August on the foiling monohull yachts, after rigorously preparing in Sydney on the AC40 simulator. Peter Wrigley, CEO of Andoo Team Australia, emphasizes the importance of teamwork and preparation. “Naturally, sailing skills top the list as we are up against some of the best sailors in the world in their respective classes. But the America’s Cup and especially the new AC40s are the next level of applying your sailing skills. Teamwork is crucial. Our teams’ ability to blend together and work out how to maximise their performance as one machine on the water will be vital.”

The meticulous preparation has already begun to show results. “The learning curve has been huge,” Wrigley notes. “The first experience was crucial in our preparation to feel the boat. Honing the skills in the simulator proved enormously valuable, but the on-water reaction time and experience of the Barcelona sea-state was incredibly powerful.” This blend of high-tech simulation and real-world practice will be essential as the team fine-tunes their strategies and performance.

The America’s Cup holds a special place in our nation’s sporting history. John Bertrand AO, who led Australia II to victory in 1983, reflects on the significance of Andoo Team Australia’s participation in the upcoming Cup events: “Australia has a very special place in the America’s Cup, having been the country that broke the longest winning streak in international sport by winning the America’s Cup in 1983.” Though Australia has not won the Cup since, the return to this elite competition represents a fresh opportunity to rekindle that legacy.

Andoo Team Australia competed not only to win but to pave the way for future generations. “The key legacy will be the recognition of women’s talent in sailing and ensuring they have new and ongoing opportunities in their sport professionally and as elite athletes,” Wrigley explains. By participating in both the Youth and Women’s America’s Cups, the team hopes to inspire and develop the next generation of Australian sailors.

Congratulations to all the sailors of Andoo Team Australia who represented our country admirably at the historic 37th America’s Cup! ⚓

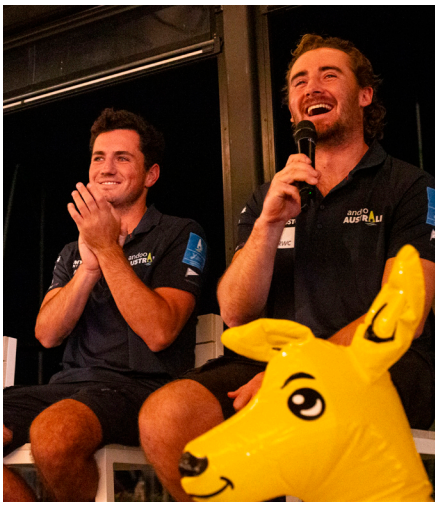


Photos:

SailorGirl | Nic Douglass

SailorGirl | Eugenia Brunazzo

CYCA | Ashley Dart



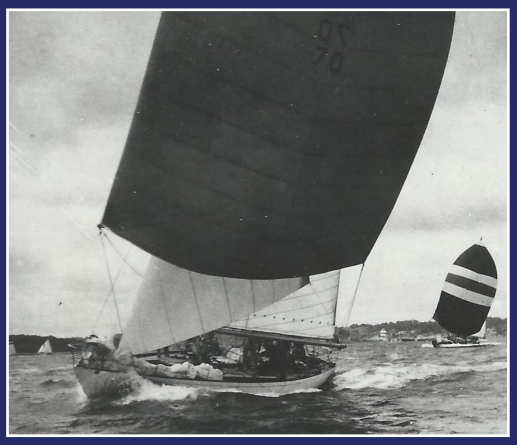
From the Archive

Blue Water racing through the Ages

The crew of Taurus during the 1972 Bird Island Yacht Race

Eureka and Ragamuffin battling it out

Running downwind on the Tasman Sea during the 1995 Sydney Hobart



Racaing on Sydney Harbour

crew sailing on board Once More Dear Friends, 1994 Sydney Hobart Competitor

Start of the 2014 Rolex Sydney Hobart

Patrice III racing past Eaglehawk during the 1974 Sydney Hobart

Sailing out on the Tasman

Start of the 2014 Bird Island Yacht Race

She's Apples II racing out Sydney Harbour during the Sydney Gold Coast Yacht Race

Racing on Sydney Harbour in 1981

Women on the Water

Reflecting on the success of the 2024 LGT Crestone Women's Winter Series

The LGT Crestone Women's Winter Series is a lively celebration of women's sailing on Sydney Harbour. Held over three races, this series showcases the many talents of the participants.

Designed to promote female participation in harbour racing, this year's series featured a fleet of 50+ boats. Offering both a competitive and a supportive environment, the series is divided into Non-Spinnaker and Spinnaker divisions. Crews range from seasoned sailors to newcomers, all brought together by their passion for the sport. The series highlights the growing community of women sailors on Sydney Harbour, encouraging inclusivity and fostering skills.

Winners were awarded perpetual trophies for each race as well as Overall trophies for each division.

We look forward to another successful Women's Winter Series in 2025. ⚓

Photos by David Brogan and David Hislop.

2024 LGT Crestone Women's Winter Series Overall Results
Spinnaker Division 1
Blink
Local Hero
Adela II
Spinnaker Division 2
Sumatra
Windhover
Knot a Clew
Non-Spinnaker Division 1
Forty
More Witchcraft
Marloo
Non-Spinnaker Division 2
First Light
Zara
Yputakiteup

Women's Winter Series Perpetual Trophies

Jill McLay Trophy – Women's Winter Series Race 1

Non-Spinnaker Division 2 – Belle Epoque

Non-Spinnaker Division 1 – Molto Bene

Spinnaker Division 2 – Sailpac

Spinnaker Division 1 – Blink

Margaret Psaltis Trophy – Women's Winter Series Race 2

Non-Spinnaker Division 2 – Zara

Non-Spinnaker Division 1 – Forty

Spinnaker Division 2 – Cool Runnings

Spinnaker Division 1 – Triton

Chris Lee Trophy – Women's Winter Series Race 3

Non-Spinnaker Division 2 – Montrose

Non-Spinnaker Division 1 – More Witchcraft

Spinnaker Division 2 – Knot a Clew

Spinnaker Division 1 - Ultime

Winter Waves and Winning Smiles

The 2024 LGT Crestone Winter Series was a true test of endurance and tactics, with competitors racing under both PHS and IRC.

2024 LGT Crestone Winter Series IRC Results
Division 1
Another Duchess
Indi
Khaleesi
Division 2
Foreign Affair
Whistling Kite
Oscar[3]
Division 3
Local Hero
Borderline
Min River
Division 4
Highway Patrol
Sine Wave
Wild Oats

Spanning from April through July, the 2024 LGT Crestone Winter Series captivated a diverse community of sailors every Sunday on Sydney Harbour.

This year's pointscore delivered a mixed bag of conditions. The beginning of the season kicked off with warm and light, shifty breezes that tested the patience and tactics of competitors. As the weeks rolled into June and July, the winter chill filled in, bringing stronger breezes, and turning the series into a true test of skill.

Having begun in its current format in 1949 and grown to become one of Australia's largest ongoing series, the 2024 series saw over 84 entrants. David Fuller's *Another Duchess* emerged victorious, claiming 1st place in both IRC Division 1 and PHS Division A, earning the Travelodge Perpetual Trophy. The yacht's performance demonstrates that consistency is key, with many top three finishes earning them their overall wins.

A vibrant fleet of Sydney38s raced each week, competing in their own class. Lisa Callaghan's *Mondo* took home the overall PHS Division win while Phil Herscovic's *Shine On – Team Calledina* claimed the Scratch division win.

Before each race, competitors and spectators congregated at the Clubhouse to enjoy the popular Winter Sunday tradition, the Breakfast Club. With sausages provided by John and the team at Bush's Fine Meats, offerings included the sailor favourite Bun on the Run, Jumbo Breakfast, and Eggs on Toast. Special thanks to Niel Burling and Val Mallett, in addition to the dedicated and long-serving volunteers, who run this beloved institution each season.

2024 LGT Crestone Winter Series PHS Results
Division A
Another Duchess
Triton
Khaleesi
Division B
Bliss
Oscar[3]
Foreign Affair
Division C
JP Sailmakers Monkey Magic
Borderline
Local Hero
Division D
Sommerbeeze
Adonis
Sine Wave
Division E
Rapid Transit
Highway Patrol
Sumatra
Division I
Forty
Bluetack
Outlaw
Division J
Oisin
Symbiosis
Shibumi
Division K
Privateer
First Light
B&B

The 2024 Winter Series enabled entrants to compete under the traditional PHS performance-based handicap as well as the IRC rating system, encouraging yachts to apply for IRC certificates. The Winter Series is one of the CYCA's many series that will allow for the use of IRC Standard Certificates, a more accessible and cost-effective pathway into IRC measurement-based racing.

Our thanks to LGT Crestone for another successful season as naming rights partner.

We look forward to another competitive winter series in 2025. ⚓

2024 LGT Crestone Winter Series Sydney 38 Results
Scratch
Shine On – Team Calledina
PHS Overall
Mondo
Thirlmere
Shine On – Team Calledina

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2024 LGT Crestone Winter Series Prizegiving

Thank you to all our competitors for another fantastic Winter Series.

Congratulations to all our Prizewinners!

Photos by Ashley Dart.

LGT crestone
Winter Series 2024

crestone

CONGRATULATIONS TO MEMBERS OLIVIA PRICE AND EVIE HASELDINE ON THEIR SUCCESS AT THE 2024 PARIS OLYMPIC GAMES

Meet our Crew

Tim Ander

Get to know the Operations Manager

The Cruising Yacht Club of Australia (CYCA) is excited to welcome Tim Ander as our new Operations Manager. *Offshore Magazine* spoke with Tim about his experience in marine operations and his lifelong love for the sea.

Tell us about your background working in marine operations. How did you get started in this industry?

My career started in 2006 when I joined the Royal New Zealand Air Force (RNZAF) and trained in Aircraft Avionics. After several years, I moved to the UK in 2012 and worked on commuter trains for Transport for London. But in 2014, I made a significant shift in my career, moving to Mallorca, Spain, to pursue a passion for the superyacht industry.

Over the next nine years, I worked my way up to become a Chief Engineer <500GT, gaining extensive experience on both sailing and motor yachts. I had the privilege of working on some remarkable vessels in the Mediterranean, Caribbean, and along the East Coast of the USA, including the 148ft Wally sailing yacht, *Saudade*. In 2023, I moved to Sydney and joined Downer Rail, where I worked on the engineering side of Sydney's Millennium and Waratah commuter train sets. Now, I'm thrilled to bring my skills and passion for the maritime world to CYCA.

Tell us about your sailing experience.

My love for sailing began when New Zealand won the America's Cup in 1995. I was inspired to join the Bucklands Beach Yacht Club (BBYC) in Auckland, where I first learned to sail in Optimists. Later, I joined the club's youth development team and raced on J/24s.

During my time in the Air Force, I owned and raced a 22ft Pied Piper named *Yosemite Sam* in weekly club races around Auckland Harbour. I've also had the opportunity to do various deliveries around the Mediterranean, including a two-handed voyage on an Open 40 and time aboard the 131ft Wally *Angel's Share*. One of my highlights was winning the Loro Piana regatta in Costa Smeralda. I've crossed the Atlantic multiple times, which has only deepened my love for the sport.

What is your favourite part (so far) of working at the CYCA? What are you most looking forward to?

Since joining CYCA, I've really enjoyed contributing to the club's reputation as one of Australia's leading yacht clubs. I'm excited to continue building on that pedigree and ensuring that our Club and Marina facilities remain top-notch, so our members can always feel proud. Plus, I have to say, the view from the office is pretty incredible!

How do you enjoy spending your free time?

Outside of work, I like to stay active and enjoy the outdoors. I spend a lot of my free time cycling, sailing, camping, or just relaxing at the beach. I also love having BBQs and spending time with my wife, Jeanine, and our dog, Frankie. Sydney has so much to offer, and I'm keen to make the most of it.

I'm excited to be part of the CYCA team and look forward to making a positive impact on the club and its members. ⚓

CYCA'S ONGOING COMMITMENT TO SUSTAINABILITY

Photo: Jesse Hisco.

In recent years, the Cruising Yacht Club of Australia has taken crucial steps towards sustainability.

In 2020, six Seabins were installed across the Marina. These innovative devices capture and remove debris from the water, acting like a combination of a pool sweeper and rubbish bin. The impact has been substantial. Since their installation, the Seabins at the CYCA have collectively removed over 18.43 tonnes of plastics and microplastics from the water. The Seabins have been instrumental in transforming the Marina into one of the cleanest in the region.

The success of the Seabins helped contribute to the CYCA earning Marine Industries Association Clean Marina and Fish Friendly accreditations, an achievement that only 96 marinas worldwide have attained. These accreditations reflect rigorous environmental standards and practices that the CYCA has embraced, underscoring its proactive stance on sustainability.

The Operations and Marina team have enhanced the Club's waste management facilities, aiming to recycle whenever possible and divert at least 75% of all waste from landfill. The introduction of an e-waste recycling bin addresses the growing concerns around electronic waste, with an estimated 60 million tonnes produced globally every year. Members and guests may find the e-waste recycling bin adjacent to the large carpark. The waste oil depositary bin helps to keep our marina water clean through proper disposal. The Club encourages our community to utilize these facilities to contribute to a more sustainable operation.

The Club has also invested in significant infrastructure upgrades to support its sustainability goals, including an additional 20kW of solar power on the rooftop of the John Messenger building in July of 2023. The solar panels generate enough electricity annually to power four homes, reinforcing the Club's commitment to green energy.

More recently, the Club has moved to paper-based lids and straw for takeaway coffees, reducing the Club's use of plastic and environmental impact.

The annual Associates Market Day offers Members and friends the opportunity to donate old sailing gear at the Associates stall on the day. Looking to acquire new sailing gear? Participate in circular fashion by purchasing donated gear. Proceeds will go to charitable foundations such as the Youth Sailing Academy.

Looking ahead, the CYCA is preparing for the 2024 Rolex Sydney Hobart Yacht Race by partnering with Ocean Crusaders J-Bird to host the Ocean Crusaders Ocean Sustainability Conference & Cleanup Campaign. This event aims to unite sailors and environmentalists in a shared dialogue about fostering a sustainable future for our oceans, offering opportunities to network, discover innovative practices, and integrate sustainability into personal and professional endeavours.

Through these diverse initiatives, the CYCA continues to lead by example, demonstrating a comprehensive and dedicated approach to sustainability. Recently, the CYCA has won the 2024 New South Wales Australian Sailing Awards for Sustainability, and is a finalist for the Australian Sailing National Awards. The Club thanks its Members and community for their willingness to contribute to the many sustainability initiatives. ⚓

2023 IAM Wednesday Twilight Series.
Photo: Darcie Collington.

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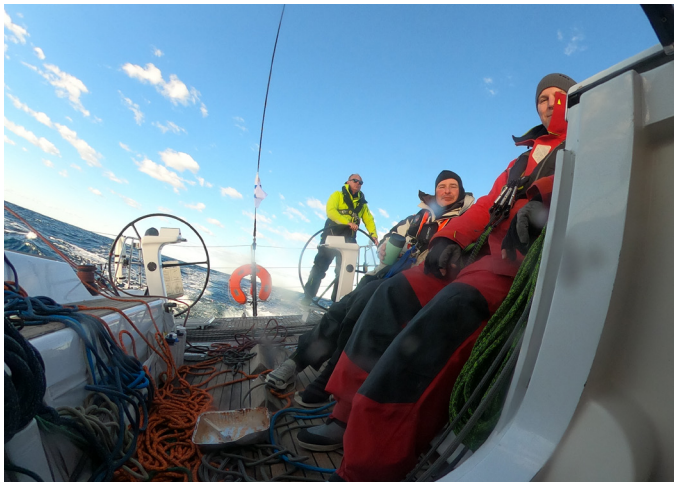
From the Rail



Capturing On-Board Content

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

Capturing Photos

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

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

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

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

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

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

Photos:
Bram Vanspengen
on-board Antipodes

Andrea Francolini
on-board Love & War

Sharing On-Board Content

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

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

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

Capturing Video

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

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

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

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

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

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

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

Winter Escapes

The Cruising Yacht Club of Australia fleet escaped North for the winter to compete at Mount Gay and Ocean Dynamics Airlie Beach Race Week, Hamilton Island Race Week, and Sealink Magnetic Island Race Week

Photos: Andrea Francolini

Salty Dingo

Each August, as the crisp winter winds sweep across Sydney, yachts escape the winter chill to the warmth of Queensland for a series of exhilarating regattas. The annual Noakes Sydney Gold Coast Yacht Race, starting the last Saturday of July, acts as a feeder race to the events up north. The month is full of competition, seamanship, and picturesque views.

The month kicked off with the Mount Gay and Ocean Dynamics Airlie Beach Race Week. Hosted by the Whitsunday Sailing Club, the week saw varying conditions, from full-on breeze at the start of the week to unstable, light breezes at the end of the week.

Running from 18 to 24 August, the 39th edition of Hamilton Island Race Week featured nearly 170 yachts. The impressive fleet included the two-time Rolex Sydney Hobart Overall Winner *Alive* and the Oatley family's *Wild Oats X*, alongside twenty-one CYCA entries.

As the week unfolded, each division saw fierce contests. In Rating Division 2, the rivalry between *Matador* and *Hooligan* kept spectators on edge, while Ray Roberts' *Team Hollywood* achieved a perfect score in the Super 40's, earning them the title of "Boat of the Regatta."

For many, Hamilton Island represents more than just competition; it's a chance to reunite with old friends and enjoy the island's renowned hospitality. "This is probably our favourite destination for racing," Duncan Hine, skipper of *Alive*, shared. "It is perfect, with professional race management and an incredible level of talent in the fleet."

Towards the end of the month, CYCA Members made their mark at the Sealink Magnetic Island Race Week. The event proved challenging with strong breezes prevailing throughout the week. CYCA entries excelled, notably Gordon Ketelbey's TP52 *Zen*, which topped Spinnaker Division 1. Ketelbey's yacht comes off an impressive season, also claiming second at the Mount Gay and Ocean Dynamics Airlie Beach Race Week. The final standings revealed a strong showing from the CYCA competitors across various divisions, solidifying their reputation as formidable competitors in the region.

Congratulations to all the competitors. We look forward to seeing everyone back in Sydney for summer. ⚓

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Cruising

Waves of Savings: Economical Cruising

Cruising offers the freedom to explore, experience new places and enjoy life on the water. However, it can come at considerable cost. Fuel, maintenance and energy consumption in particular, quickly add up. By optimising your boat's performance and adopting more efficient practices, you can be more economical without sacrificing either comfort or safety.

In this issue, *Offshore Magazine* considers some key ways to help reduce operating costs - ensuring that your adventures remain affordable.

Optimise Sailing Efficiency

The key to economical cruising is maximising the time you spend under sail; reducing the reliance on your engine and improving overall performance.

Maintain Sails and Rigging

One of the most important steps to ensuring your boat sails efficiently is to regularly maintain your sails and rigging. Sails that are in good condition catch the wind more effectively, allowing you to harness more power and reduce the need for engine use. Over time, sails can stretch, fray, or develop holes. Periodically, inspect your sails for damage and if necessary, have them repaired or replaced.

Rigging is equally important. Properly tensioned shrouds and stays keep the mast upright and the sails trimmed correctly. Loose or worn-out rigging can lead to poor sail shape, which decreases efficiency and requires more power to maintain speed. Make regular rigging inspections part of your routine to catch any issues before they become costly repairs.

Use the Right Sails for the Conditions

Having a variety of sails suited to different wind conditions can greatly improve your boat's efficiency. In light winds, using a large genoa or spinnaker can help maintain speed without resorting to the engine. In stronger winds, reefing the sails or using smaller storm sails can reduce strain on the rig and improve control without compromising safety.

Upgrade to Modern Sails

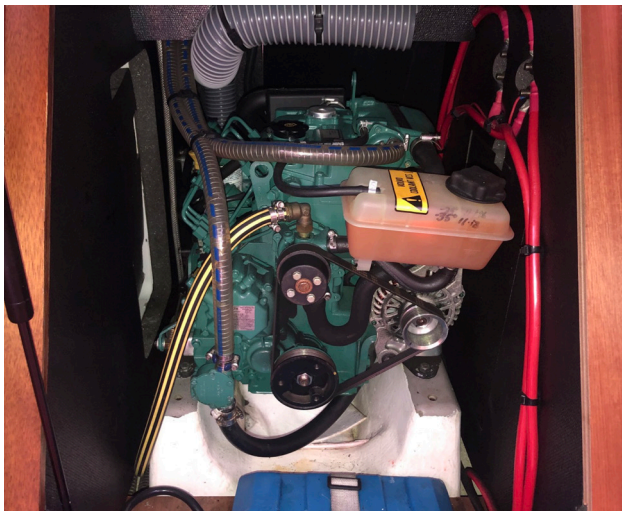
If your boat has older sails, upgrading to modern materials can offer significant performance gains. Modern sail cloths, such as laminates or carbon fibre, are lighter, stronger and more aerodynamic than traditional materials. They retain their shape better over time, improving sailing efficiency and reducing the need for engine power in lighter winds.

Reduce Engine Use

Reducing reliance on the engine not only saves fuel but also decreases wear and tear, prolongs its life and cuts down on maintenance costs.

Sail Whenever Possible

One of the simplest ways to reduce fuel consumption is to prioritise sailing over motoring. When cruising, it's easy to fall into the habit of switching on the engine whenever the wind drops. Instead, consider slowing down and enjoying the tranquility of light-wind sailing. Patience is key; a slower sail is still more economical than motoring.



Install a Folding or Feathering Propeller

Standard fixed-blade propellers create drag when the engine is off, slowing the boat under sail. Upgrading to a folding or feathering propeller can significantly reduce this drag, making your boat sail more efficiently. When sailing, these propellers fold or rotate to reduce resistance in the water, allowing the boat to move faster with the same amount of wind.

Use Efficient RPM Settings

When you do need to use the engine, running it at its most fuel-efficient RPM can make a big difference. Most marine engines have an optimal cruising RPM, usually between 60% and 80% of maximum power. Running the engine too fast or too slow can increase fuel consumption and cause unnecessary wear. Check your engine's manual for the recommended cruising RPM and stick to it when motoring to achieve better fuel economy.

Monitor Fuel Efficiency

Install a fuel consumption monitor to keep track of how much fuel you're using in real time. Monitoring fuel efficiency allows you to adjust your throttle and cruising speed to optimize fuel usage. By observing how different speeds and conditions affect fuel consumption, you can find the sweet spot for economical cruising.

Reduce Windage and Weight

Windage (the amount of surface area exposed to the wind) and excessive weight can significantly slow your boat down, requiring more power to maintain speed.

Minimize Deck Clutter

The more items you have on deck, the more windage your boat will experience, creating drag and reducing your speed. Store as much equipment as possible below deck when not in use, including dinghies, bicycles, surf craft and other bulky items.

Keep the Hull Clean

A clean hull is essential for efficient sailing. Marine growth can create significant drag, slowing your boat and requiring more energy to maintain speed. Regularly clean the hull and apply antifouling paint to prevent marine organisms from adhering. This simple maintenance task can lead to noticeable improvements in sailing speed and fuel efficiency.

Lighten the Load

Carrying excessive weight can slow your boat down and increase fuel consumption when motoring. Regularly review the items you have onboard and remove anything you don't need. While it's important to carry spare parts and safety equipment, consider downsizing or removing non-essential items to reduce weight. Pay particular attention to water and fuel tanks, and only fill them to capacity when necessary for long passages.

Upgrade to Energy-Efficient Systems

Reducing your boat's energy consumption can make a significant impact on your overall economy, especially when cruising for extended periods. Modern, energy-efficient systems can reduce the load on your batteries and decrease the need for engine-driven power generation.

Switch to LED Lighting

LED lights use a fraction of the energy of traditional incandescent or halogen bulbs and last much longer. Replacing all onboard lights, including navigation, cabin, and anchor lights, with LEDs can drastically reduce your power consumption. This is particularly important when cruising off-grid, as it reduces the demand on your battery system and minimises the need for engine use to recharge batteries.

Photo: Ashley Dart.

Install Solar Panels

Solar power is one of the most efficient ways to generate electricity on a cruising boat. Installing solar panels can provide a steady supply of power to run electronics, refrigeration, and other onboard systems. By reducing the reliance on the engine to charge your batteries, solar panels can save you fuel and reduce engine wear. Even a small solar array can significantly reduce your energy costs over time.

Consider Wind and Hydrogenerators

In addition to solar power, wind and hydrogenerators can provide supplementary power when cruising. Wind generators harness the wind to generate electricity, making them particularly useful in windy anchorages. Hydrogenerators produce power while the boat is moving through the water, converting the boat's motion into electricity. Both options reduce the need for engine power and help maintain battery levels without consuming fuel.

Use Energy-Efficient Appliances

Choose energy-efficient appliances for your boat, particularly refrigeration, which can be a major power drain. Modern marine refrigerators and freezers are designed to use less power and some models can be powered directly by solar panels. Installing a high-efficiency water heater, stove or air conditioning unit can also help reduce your boat's overall energy consumption.

Implement Preventative Maintenance

Preventative maintenance is crucial for keeping your boat running efficiently and avoiding costly repairs. A well-maintained boat performs better, lasts longer, and is more economical in the long run.

Maintain the Engine

Regular engine maintenance is essential for fuel efficiency and longevity. Change the oil, filters, and coolant according to the manufacturer's recommendations, and inspect belts, hoses, and connections regularly. A well-maintained engine runs more smoothly, uses less fuel, and is less likely to break down, saving you from costly repairs or towing fees.

Inspect and Replace Worn Parts

Inspect sails, rigging and deck hardware for signs of wear and replace any damaged parts promptly. Worn-out or malfunctioning equipment can reduce efficiency and increase the risk of breakdowns. Staying on top of routine inspections and replacements ensures that your boat operates at peak performance, reducing the likelihood of expensive emergency repairs.

Service the Propeller and Shaft

Ensure that the propeller and shaft are free of fouling and corrosion. Regularly clean and inspect the propeller for nicks, dings, or other damage, and consider upgrading to a more efficient design if necessary.

Plan Routes and Timing for Efficiency

Careful planning of your routes and timing can help reduce fuel consumption and optimize your sailing experience.

Sail with Favourable Winds and Currents

Planning your passages to take advantage of prevailing winds and currents can significantly reduce the need for motoring. Use weather forecasting tools and routing software to plan your trips around optimal sailing conditions. Avoid motoring into headwinds or strong currents, as these dramatically increase fuel consumption.

Optimize Anchorages

Anchoring is free, while marinas can charge significant fees. When possible, plan to anchor in sheltered bays rather than tying up at marinas every night. Not only will this save you money, but it also allows you to experience more remote and scenic locations. Modern technology, such as improved anchors and windlasses, makes anchoring easier and more reliable than ever. ⚓

Race through Southeast Asia on-board *Aftershock*

Join Aftershock Asia for the Raja Muda Regatta!

Sail aboard *Aftershock*, a Davidson 60, custom-built for competitive racing and luxurious cruising. Previously berthed in Rushcutters Bay, Aftershock is now based in Phuket, ready for its next adventure.

We're gearing up for the Raja Muda Regatta in Malaysia from 15-23 November 2024, and you're invited to be part of this unforgettable experience!

Why *Aftershock*?

Aftershock is designed for performance with electric winches, a 240V inverter, a freezer, a powerful stereo, and solar power—ideal for racing up Malaysia's west coast. The race takes you from Port Klang to Pangkor, Penang, and Langkawi, with inshore races and time to explore these tropical destinations.

Contact:

Steve McConaghy

WhatsApp: +61 431 759 196

For more information and upcoming events, check out our Facebook Page: Aftershock Asia.

About Steve McConaghy

With over 20 years of racing experience on various yachts across Asia, I saw an opportunity to bring Aftershock to the region and participate in its iconic regattas. After years of success, we're opening the opportunity for passionate sailors to join us.

Cost: $2,000 for 9 days of adventure.

I'll take care of the logistics—just bring your enthusiasm for sailing!

Program Dates as follows:

Raja Muda, 15-23 November 2024 - Malaysia

Kings Cup, 30-7 December - Phuket Thailand - FULL

Langkawi Regatta 20-25 January 2025

Phuket Bay Regatta 19-23 February 2025 - FULL

Koh Samui Regatta 24-31 May 2025

The Yacht Sales Co Regatta 8-14 July 2025 - Phuket, Thailand

Raja Muda, 14-22 November 2025 - Malaysia

Kings Cup, 29-6 December 2025 - Phuket Thailand

(All regattas are $2k plus own expenses except for Koh Samui Regatta @ $3k plus expenses.)

Photo: SaltyDingo.

Captain John Piper Regatta

Photo: Darcie Collington.

The Captain John Piper Regatta at the CYCA kicked off in July in spectacular fashion, with racing featuring gusty conditions of up to 26 knots. The eight teams took to the waters in a thrilling display of boat handling and match racing. The second day began with high hopes for consistent winds, but sailors were met with a perplexing wind scenario. The strong westerly wind that prevailed late in the day created a dynamic and sometimes erratic course, while a late morning Seabreeze made a brief and weak appearance, adding another layer of complexity to the day's races. Max Brennan, Nathan Gulliksen, Garth Bickford, and Sam Ezra emerged victorious, securing the event win with a narrow 3-2 series triumph over their fellow Club competitors. Their impressive teamwork and strategic adaptability allowed them to outmanoeuvre the formidable team of Ben Crafoord, James McMahon, Hugo Leeming, and Mark Murray.

Maritimo Katwinchar wins Inaugural 2024 GCCM Gold Coast Mackay Yacht Race

The 120-year old *Maritimo Katwinchar* owned by CYCA Member Bill Barry-Cotter and skippered by fellow Member Michael Spies as a double handed entry with Peter Vaiciurgis, has won all three handicap divisions at the inaugural 2024 GCCM Gold Coast Mackay Yacht Race – ORC_AP, IRC and PHS.

Congratulations to Michael and Peter and all involved with the campaign. This boat which raced in the 1951 Sydney Hobart is a gem and we look forward to seeing her compete in the 2024 Rolex Sydney Hobart Yacht Race.

ENTRIES OPEN FOR AUSTRALIAN YACHTING CHAMPIONSHIPS

The Derwent Sailing Squadron is excited to announce that entries are now open for the prestigious 2025 Australian Yachting Championships.

This highly anticipated event will take place between the 3 to 5 January 2025, racing on the River Derwent in Hobart, Tasmania. Your efforts in spreading the word will contribute to making the 2025 Australian Yachting Championships a tremendous success.

Australian Yachting Championships
3rd to 5th January 2025 - Derwent Sailing Squadron

Photos: World Sailing | Sailing Energy.

AUSTRALIAN SAILING SUCCESS AT THE PARIS 2024 OLYMPIC GAMES

The future is bright for Australian Olympic sailing, with the Paris 2024 regatta netting one gold medal, one silver medal and three other top ten finishes from a relatively young and inexperienced team. CYCA Members Olivia Price & Evie Hasedline had a successful Olympic cycle in the 49erFX class which included a bronze medal at the 2023 World Sailing World Championship and finishing 9th overall at the Games competition. Honourary CYCA Member Matt Wearn won his second consecutive Olympic Gold Medal at the Paris Games with resounding success.

Congratulations to all Australian Olympic Representatives!

YSA CLAIMS ITS 23RD NSW YOUTH MATCH RACING CHAMPIONSHIP

Cole Tapper, Jack Frewin, Chelsea Williams, Hamish Vass and Max Nicholson have once again defended the Club's NSW Youth Match Racing Championship title from 2022 and 2023, taking out 12 of their 13 races, almost replicating their scorecard from last year. The win also extended the Cruising Yacht Club of Australia's winning streak at the event to an incredible 23 years. Since its inception in 2001, only two yacht Clubs have ever won the event with Hunter Academy of Sport's entry helmed by Nathan Outteridge claiming the inaugural event.

Photos: Ashley Dart.

Vale

Michael de Dutton York OAM

It is with great sadness that we reflect on the passing of Michael de Dutton York OAM (Mick), a legendary figure in Australian sailing and a deeply valued member of the Cruising Yacht Club of Australia (CYCA). Mick's association with the CYCA spanned more than 75 years, marking him as one of the Club's longest-serving members. His contributions to both the sailing world and the Club itself are immeasurable.

Mick was a highly accomplished sailor, competing in prestigious international competitions like the America's Cup, Admiral's Cup, and the Olympics. His notable achievements included being part of the Gretel crew in the 1962 America's Cup campaign and sailing aboard Kialoa IIIduring her record-breaking win in the 1975 Sydney Hobart Yacht Race.

At CYCA, Mick was an influential figure, having joined in 1945. Over the years, Mick and his wife Jeanette contributed much to the fabric of the Club's history. In 2018, on the Club's 75th anniversary, Mick was inducted into the CYCA Hall of Fame.

In the sailing community, Mick was not only known for his ocean-racing prowess but also for his dedication to maritime heritage. He played a vital role in preserving Australia's nautical history through his work with the Sydney Heritage Fleet, where he was instrumental in restoring significant vessels such as the James Craig and John Oxley. ⚓

WHAT'S ON

AT THE CYCA

11 - 13 OCT

JOHN MESSENGER WOMEN'S MATCH RACING REGATTA

This year the regatta will be a World Sailing Grade 3 event. The regatta will also incorporate the 2024 Australian Women's Match Racing Championship.

12 OCT

TEST AND TAG DAY

Get your power leads tested and tagged on the hardstand for $15 per shore power lead, charged directly to your marina account. If you can't make it on the day, please leave your lead at the marina office during the week leading up to the event. To reserve your spot, please email us at marina@cyca.com.au.

13 OCT

MARKET DAY

Dive into a treasure trove of vendor stands including branded merchandise and second-hand sailing gear while enjoying a mouth-watering Breakfast Club snag at this great day out.

18 OCT

ACSBWPS | TOLLGATE ISLANDS RACE

Starting at 1855hrs on Friday evening, the fleet will head south to round Tollgate Islands, which sit off Batemans Bay, and head back to the finish line off Watsons Bay.

25 OCT

SOLAS TRUSTS DINNER

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

5 NOV

MELBOURNE CUP

The "Race that stops the Nation" is just around the corner, and we're thrilled to invite you to an unforgettable Melbourne Cup experience like no other! Join us at the CYCA for a formal luncheon with a Live Screening and Sweepstakes!

5 NOV

INFORMATION EVENING | MEASURING YOUR SAILS

Looking to apply for an IRC Standard certificate? Join IRC Measurer Ian Guanaria for a hands-on session on how to measure your sails accurately. This practical workshop is perfect for anyone looking to navigate the process with confidence.

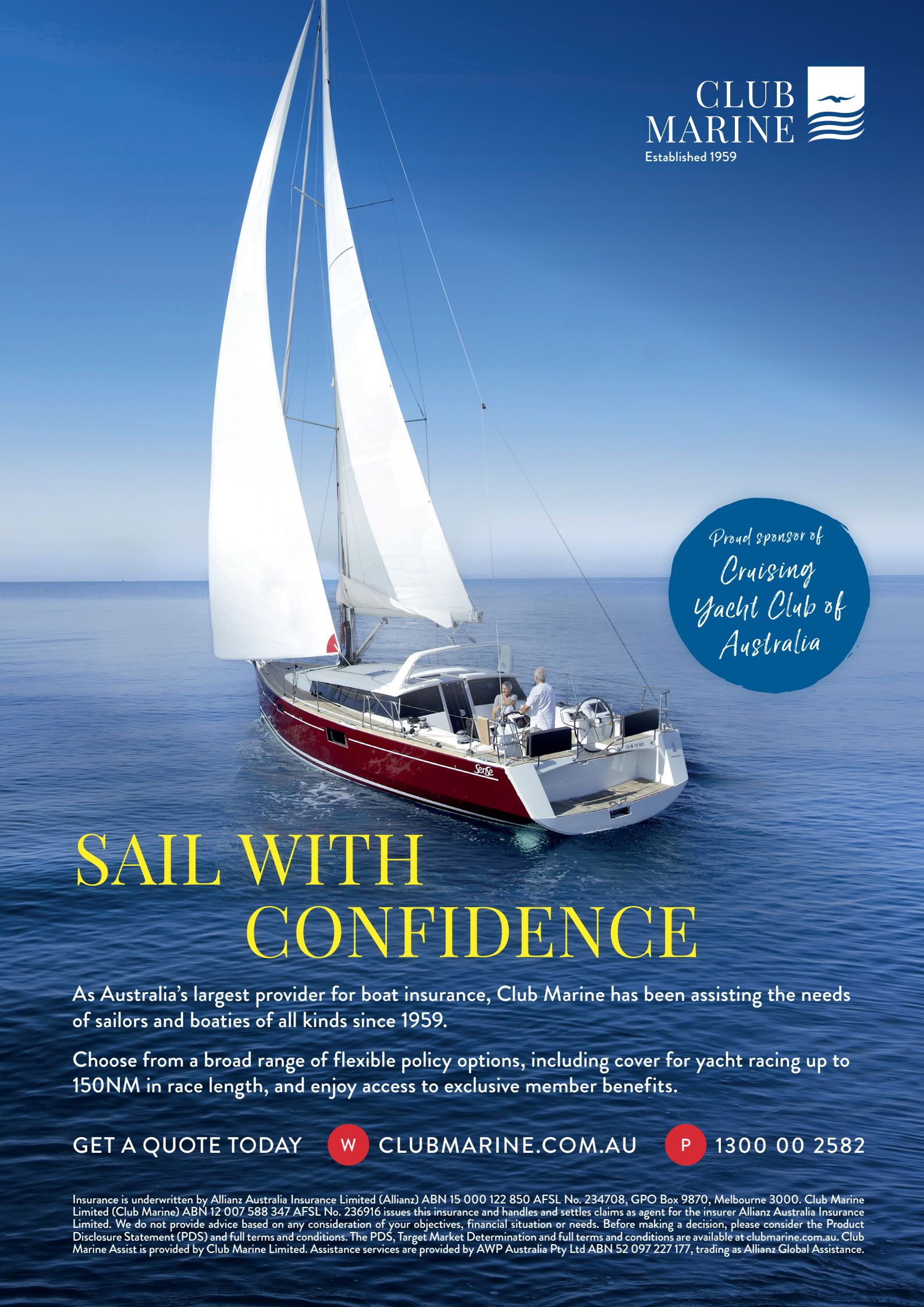
16 NOV

ACSBWPS | BIRD ISLAND RACE

The 83 nautical mile Bird Island race will kick off at 1000 hrs as the fourth race in the Audi Centre Sydney Blue Water Pointscore.

SCAN THE QR CODE TO VIEW THE FULL CALENDAR

LIVE MUSIC
AT THE CYCA
11 OCT | LAURA STEPHENSON
12 OCT | JIMMY BRESLIN
18 OCT | ELODIE
19 OCT | RAYN
25 OCT | KALENA
26 OCT | KARIM
ENJOY LIVE MUSIC AT THE CLUB EVERY FRIDAY AND SATURDAY



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STAY TIGHT.
STAY THE COURSE.

All hands on deck. All eyes on the horizon. They take on the whim of the winds and the will of the seas. Hoisting the sails, easing, tacking; all work as one to draw the optimal trajectory. To stay the course, they must stay tight. **For in yachting, none can finish first on their own.**

#Perpetual

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