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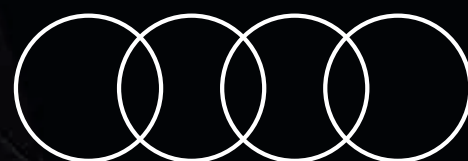
THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

CELESTIAL'S TIME TO SHINE

LOOKING BACK AT THE
2022 ROLEX SYDNEY HOBART YACHT RACE







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2022 ROLEX SYDNEY HOBART YACHT RACE REVIEW



CURRAWONG'S CAPTIVATING JOURNEY

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Celestial surges to victory in the
2022 Rolex Sydney Hobart Yacht
Race. Photo: ROLEX/Andrea
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COMMODORE ARTHUR LANE

At the helm



The 2022 Rolex Sydney Hobart Yacht Race has been widely described as a 'Classic Hobart'. Classic in the sense that it delivered extraordinary sailing conditions – fast surfing at high speeds over the first two days of the journey, followed by testing conditions around Tasman Island and on the River Derwent.

But also 'classic' in the sense that it will be long remembered for so many other reasons - the dockside camaraderie, a truly international fleet after years of restrictions, strong and varied two-handed representation, and of course, the vibrant waterfront and reception in Hobart.

Sam Haynes' *Celestial* was a popular Overall winner. After coming so close last year, the crew's hard work and focus was richly rewarded with the Tattersall Cup. Other IRC divisional winners reflected the depth and talent of the 109 entrants: *Money Penny*, *Enterprise Next Generation*, *Sunrise*, *Midnight Rambler* and *Maluka*.

John Winning Jr's *Andoo Comanche* thundered down the coast in what for most of the race was near-record time, to take Line Honours ahead of three of the world's other great 100-footers. In doing so, it became the first boat to win Line Honours for three different owners. Great sailors announced their retirement from the sport and new ones have emerged.

Perhaps the most memorable image of the 77th edition though was two women in their diminutive 30-foot *Currawong* finishing only minutes before Hobart's New Year's Eve firework display. Kathy Veel and Bridget Canham are now indelibly etched in history as the first all-female crew to compete two-handed in the Race.

The success of the 2022 Rolex Sydney Hobart, as always, was primarily due to the hard work of the many volunteers in both Sydney and Hobart. I would especially like to thank Richard Bevan and the Royal Yacht Club of Tasmania for their support and contributions as Race Finishing Partner, as well as the Rotary Club of Glenorchy for once again seamlessly managing the baggage collection for competitors. Thank you also to our many government and corporate partners and of course, to Rolex for its continued support of the Great Race and offshore

racing globally. This year we celebrated 20 years of partnership with Rolex – one that we hold dear and supports so much of what we do as a Club.

Also over December, the CYCA hosted the 2022 Australian Maxi Championship as well as the Final of the World Match Racing Tour. As spectacles, these two events were epic. Footage of maxis blasting around the Harbour at 25kts amidst a huge spectator fleet for the SOLAS Big Boat Challenge, or watching ten of the world's best match racing crews competing on the YSA's Elliott 7s in conditions that averaged 22kts over the regatta are not easily forgotten.

And, as we now approach the tail end of Summer, there has been so much other sailing over the past few months. Sharp EIT Monday Twilights and Income Asset Management Wednesday Twilights have returned after the hiatus and are attracting sizeable fleets who have enjoyed great racing conditions on Sydney Harbour. The SOPs, OPs, Short Haul and Two-Handed series' are proving very competitive this year and the Youth Sailing Academy squad is currently performing extremely well, including at regattas in Perth and Sydney.

The Montague Island Race and PIF Charity Regatta are just around the corner and in April we'll be kicking off 11 divisions of the LGT Crestone Winter Series, racing on Sundays with the Breakfast Club cooking up a storm beforehand. For classic yacht aficionados, the Great Veterans' Race will also return.

The Clubhouse has hosted and is planning several key social events. We recently honoured the latest CYCA Hall of Fame recipients and Anniversary Members, held a BBQ for the Rolex Sydney Hobart volunteers, and are looking forward to the International Women's Day Breakfast, Back to CYCA Lunch, Associates' Market Day and New Members Cocktail Party. Preparations are being finalised for the 2022/23 Ocean Racer of the Year Awards/Audi Centre Sydney Blue Water Pointscore Prizegiving and a series of Information Evenings managed by the Sailing Office and Cruising Committee are soon to be announced.

It is going to be another huge year for our Club. I hope to see you all soon. 🇦🇺



ANOTHER CLASSIC ROLEX SYDNEY HOBART



*Plenty of finesse is required around the Sydney Harbour turning marks.
Photo: ROLEX/Andrea Francolini*

Rupert Guinness looks back on a truly memorable race south.

From the fast and dramatic start, to the last boat reaching Hobart late on New Year's Eve, the 2022 Rolex Sydney Hobart had it all.

The 77th edition, which delivered a myriad of weather patterns for the fleet of 109 boats, heralded the perfect return to the race as we know it, following two years of COVID-19 interruptions.

In a testament to the race's status as an icon of the Australian summer, there was a huge gathering of observers on and around Sydney Harbour for the race start, as well as on the dock in Hobart as yachts finished one by one.

As the Boxing Day start approached, the Cruising Yacht Club of Australia's marina became busier and busier. Come race day, the CYCA was awash with the bustle of crews, families, media and officials at trademark pre-COVID levels.



It was a similar story in Hobart, where all finishers enjoyed a traditional sail past the crowds on Princes Wharf 1. There, revelling diners and drinkers gave every boat a raucous cheer, before competitors were guided to their assigned berths at Kings Pier Marina and Constitution Dock, where their own parties began.

A rich love for this great ocean race permeated throughout, especially at the finish. It was no better reflected upon than by the all-Hungarian crew on the Marten 68 *Cassiopeia* 68, the 29th finisher.

Two of the *Cassiopeia* 68 crew, brothers Balint and Agoston Sipos, were overcome by emotion after reaching Hobart.

"It was something I have never experienced before," said Balint, the navigator, after *Cassiopeia* 68 finished in just over three days.

Agoston added: "We knew sailing is a big thing here, but arriving is an experience second to none.

"The public gets involved by simply having lunch, beers, and cheering the finishing boats.

“

We got cheers
like we were
the champions.

”



There was plenty to celebrate for the Hungarian crew on *Cassiopeia 68*. Photos: Salty Dingo



“We finished 29th [over the line] - a good result for us - but we got a cheer for a champion.”

As the Rolex Sydney Hobart continued, the Hobart Race Village remained upbeat with action and a cacophony of noise, from live interviews of various crew members and race personalities by presenters Gordon Bray, Peter Shipway and Peter Gee, to the showing of race videos, winners’ presentations and live music.

The race celebrated a magnificent Line Honours-winning performance in blistering downwind conditions by the big beamed 100-foot maxi *Andoo Comanche*, skippered by John Winning Jr, in a time that was a little shy of three hours off race record pace.

Sam Haynes’ TP52 *Celestial* clinched the Tattersall Cup, a year after the devastation of being relegated to second place.

There was plenty to celebrate among the 100 finishers; from the maxis to the small-mid sized boats for whom this Rolex Sydney Hobart provided the traditional challenge of a gruelling race, after the north to north easterlies of the start turned southerly as the week wore on.

Not least among the smaller boats to enthrall race followers were the two-handed entries.

Due to the weather conditions, the two-handed boats did not figure as strongly as speculated for the Tattersall Cup, for which they were eligible to compete for the first time.

But they still impressed in an exciting divisional battle, with Rupert Henry and Greg O’Shea on the 34-footer *Mistral* winning divisional honours from Lee Condell and Lincoln Dews on *Sun Fast Racing*; Peter Elkington and Scott Cavanough on *Pacman*; and Carlos Aydos and Peter Grayson on *Crux*, which lost 90 minutes early on in the race after learning they had missed a marker on Sydney Harbour.

One of the most popular finishes by any boat was the two-handed pair of Kathy Veel and Bridget Canham on *Currawong*, which sailed into Hobart just 18 minutes before the turn of the year, as the last of 100 boats to finish the race.



Speedwell (B347), *Rum Rebellion (1808)* and *Mister Lucky (RQ3600)* were among 20 two-handed entrants in the race. Photo: Salty Dingo

We also saw the engaging family duel of Sean Langman on the 69-footer *Money Penny* and his son Peter, on the Huon pined *Maluka*, the oldest boat in the fleet which excelled to win Division 5 on IRC.

There was the heart rending ‘last drinks’ for the crew of the 34-foot *White Bay 6 Azzurro*, a perennial Tattersall Cup contender whose owner Shane Kearns had called this edition as his last race due to health issues.

There was the acclaimed 40th participation in the race by Ed Psaltis on his Sydney 36 *Midnight Rambler*. It was a Rolex Sydney Hobart of benchmark proportions for Adrienne Cahalan, who crewed on the British entrant, Tom Kneen’s *Sunrise*, in her 30th Hobart – the most by any female sailor.

Then came the shared joy by all for the crew of *Gun Runner*, the Jarkan 925 owned by the Army Sailing Club, which turned around their misfortune of 2021



The Army Sailing Club's Gun Runner was one of the smallest boats in the fleet. Photo: Salty Dingo

when they had to retire from the race.

No matter who won what or when they finished the race, the 2022 Rolex Sydney Hobart showed just why this is one of the most revered challenges in ocean sailing.

An all-action start

The NSW Bureau of Meteorology's advance weather forecast of a north to north easterly breeze at 10-15 knots for the start rang true; much to the glee of the big boats, especially the four maxis in the race – *Andoo Comanche*, *Black Jack*, *Hamilton Island Wild Oats* and *LawConnect*.

The forecast meant the maxis were looking at

the prospect of racing in downwind conditions all the way to the finish. While the rest of the fleet, pending boat sizes and how the weather held, would face having to sail through two to three or more weather patterns.

An added incentive for the big boats was that they also faced the potential opportunity to better the race record time of 1 day, 9 hours, 15 minutes and 24 seconds set in 2017 by *LDV Comanche* when owned by Jim Cooney and Samantha Grant.

As expected, the maxis led the fleet of 109 boats, which was split into four waves for the 1pm start, and spectacularly so under glorious sunshine and before a huge spectator fleet.

Matching the magnificent sight was the drama of two maxis – *Andoo Comanche* and *Hamilton Island Wild Oats* – executing 720-degree penalty turns. Both boats erred on the side of caution after possible infringements, which ultimately weren't deemed relevant for protest.

Andoo Comanche quickly recovered to win the race in a blistering winning time of 1 day, 11 hours, 56 minutes and 48 seconds, a little less than three hours short of the boat's existing record.

Hamilton Island Wild Oats' major race defining issue came later in the race when she lost 90 minutes due to a split in the seam of one her downwind sails, forcing the crew to pull the sail down and carry out repairs on it.



Andoo Comanche in full flight. Photo: ROLEX/Carlo Borlenghi

Andoo Comanche's Line Honours win in the early morning darkness validated her stature as the "fastest maxi" in downwind conditions. Perhaps instrumental to the maxi's victory, as well as a slick crew which included Australian sailing legend Iain Murray AM, was the decision by Winning Jr to sail further east of the rhumb line than the other three maxis.

LawConnect followed a similar route and surprised many – including owner Christian Beck – by once more finishing second over the line. Third was the 2021 Line Honours winner *Black Jack*, Peter Harburg's Reichel/Pugh 100, skippered by Mark Bradford, while the Oatley family's record nine-time Line Honours winner *Hamilton Island Wild Oats* was fourth, with Mark Richards once again at the helm.

While Winning Jr was aboard *Perpetual LOYAL* for her victory in 2016, this edition was his first as skipper, and his father, John 'Woody' Winning, was also on board. It was also the champion 100-footer's fourth Line Honours win (2015, 2017, 2019 and 2021), making her the first boat to win under three different owners.

No sooner had *Andoo Comanche* won Line Honours was Winning Jr looking ahead to defending the title this year, on the boat he has chartered until April 2024.

"We've got the boat. We will be coming back for sure," he told media after finishing. "We're not trying to come second. We're here to win every race that we do."

"This boat doesn't deserve to come second; certainly not when it's in its prime. Until the foiling boats outdate this boat, she should always be going out there trying to win Line Honours."

52s lead Tattersall Cup charge

As favourable as conditions were for the maxis for a quick dash to Hobart, it soon became clear that in the battle for the Tattersall Cup – awarded to the Overall winner on IRC handicap – the best suited boats would be the 10 TP52s.

So it went, as Sam Haynes' *Celestial* emerged as champion following a thrilling battle with *Gweilo*, *Caro* and *Warrior Won*, with all four 52s in the same body of water throughout the race.



Another iconic journey south. Photo: ROLEX/Andrea Francolini

The Tattersall Cup victory soothed Haynes' pain after the heartbreak he faced a year earlier. Shortly after lifting the coveted trophy and the Rolex timepiece, Haynes began planning his next campaign.

"Every time I do this race I think I'm never going to do it again," said Haynes after his crew threw him off *Celestial*'s bow into the cold Derwent River water. "But yeah, we'll be back ... I mean, why wouldn't you? It's a fantastic thing to do.

"I didn't want to be forced out [after the 2021 relegation]. I wanted to try again, step up to the challenge and take it on again. We wanted to come back and try again, and we did. And the family support to make that decision was incredibly important to me. It's mind bending. It's a lifetime achievement really. I've been trying for this trophy for a long time."

Which all shows how one's love for the Rolex Sydney Hobart can pay off, and not just for those who try to win or even participate in the race year after year.

As the 2022 Rolex Sydney Hobart showed, global passion continues to grow for this race which always produces action, drama and incredible memories. ⚓



Celestial hunts down Gweilo. Photo: ROLEX/Carlo Borlenghi

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CELESTIAL'S TIME TO SHINE

Photo: ROLEX/Andrea Francolini



Sam Haynes and the *Celestial* crew celebrate with the Tattersall Cup. Photos: ROLEX/Andrea Francolini

After finishing second in the 2021 Rolex Sydney Hobart Yacht Race, Sam Haynes and the crew on his TP52 *Celestial* were back on the start line on Boxing Day, determined to claim an elusive win in the great race.

Out of adversity came a tale of triumph as Haynes finally got his hands on the coveted Tattersall Cup.

There was an outpouring of emotion in the Hobart Race Village when Sam Haynes received the “life-changing” phone call.

As *Celestial* was confirmed Overall winner of the 2022 Rolex Sydney Hobart Yacht Race, a dream had been realised for Haynes and his crew.

Having contemplated walking away from the sport following the heartbreak of the 2021 race, in which a rule infraction had cost *Celestial* victory, Haynes couldn’t contain his excitement.

“It’s an amazing feeling, it’s such an achievement. I’m so proud of my team,” he said.

“We’ve been trying for a long time to win this and we’ve come close a lot of times – very close last year – so to finally be here is incredible.”

As well as a second-place in 2021, Haynes was also on the podium in 2013 with his Rogers 46, named *Celestial*, and inside the top 10 with his previous TP52 *Celestial* in 2017.

The majority of the *Celestial* crew from 2021 returned for the 77th edition of the race, including navigator James Dagge, Jack Macartney, Troy Grafton, Malcolm Parker, Callum Cecil, David Chapman, Lewis Brake, Wulf Wilkens and Harry West.

The crew was bolstered with the additions of Lindsay Stead, Frank O’Leary, Rob Greenhalgh, Luke Payne and Josh Junior.



The spoils of victory. Photo: ROLEX/Carlo Borlenghi

“You need to have a very good culture around your boat to start with,” Haynes said.

“You need the right people and certain skillsets. You also want crew that can sail incredibly well, but also when it gets gnarly at 2am, the sea state is high and winds are howling, you know they’re going to back each other up.”

The signs were there for *Celestial* in the 2022/23 Audi Centre Sydney Blue Water Pointscore.

She finished sixth in the Noakes Sydney Gold Coast Yacht Race, fifth in the Flinders Islet Race and sixth in the Bird Island Race.

With some boat modifications and rigorous training, *Celestial* was primed for success in the 2022 Rolex Sydney Hobart.

“We moded the boat lighter based upon the hull tendency to pitch in sea state,” Haynes said.

“We were able to reduce bulb weight, which generally isn’t desirable. But based upon crew observations in lighter air and choppy conditions, we knew this was an Achilles heel for the boat.

“That theory was further backed up by consultations with the designer, Judel-Vrolijk.

“We put a lot of time into training with the full crew, including classroom sessions on safety, boat handling and boat management, as well as on-water sessions and boat prep days.



Photo: ROLEX/Carlo Borlenghi A first win for Haynes' Celestial in his 12th attempt. Photo: ROLEX/Andrea Francolini

"We also had 15 hands to work the boat, while some other boats reduced crew based on the weather prior to the Boxing Day start."

Those modifications proved telling as *Celestial* relished the downwind conditions they faced for much of the race.

It was an intense battle between four TP52s who shared the same piece of water on the 628 nautical mile journey south.

Celestial, Matt Donald and Chris Townsend's *Gweilo*, Max Klink's *Caro* and Chris Sheehan's *Warrior Won* all traded turns at the top of the overall standings, pushing each other hard all the way to Hobart.

Caro led the four TP52s into the River Derwent on a gusty morning on Wednesday 28 December.

Just 39 minutes separated them over the line, with high stakes sailing as strong winds on the Derwent provided a tough final test for the mini maxis and TP52s.



Celestial was pushed to the "absolute limit". Photo: ROLEX/Andrea Francolini

"Coming down the coast, we were in a big fleet of 52-foot IRC boats, which are all very competitive," Haynes said.

"It's very nerve wracking because you know that one mistake, one breakdown, one poorly executed sail change is enough to put you out of touch.

"We couldn't afford to make any mistakes and that was such a windy finish, with 40+knot gusts coming through, anything could've happened. Right until we crossed the line, it was a real yacht race."

Haynes knew he needed to push *Celestial* "to its absolute limit" and ensured nothing was left on the race track.

"In the pre-race briefing, I told the crew to drive it like they stole it and I meant that," Haynes said.

"We call it permission to send. That's the brief on all boats we're competing against.

"Jack Macartney sailed the boat as hard as it could possibly be sailed coming into Tasman Island in a very large sea state, with 30-35kts of breeze.

"Those were the crucial minutes we gained on the rest of the fleet."

After unlocking a "lifetime achievement", Haynes thanked the family, friends and supporters who backed the *Celestial* campaign.

"When we're out in Bass Strait, in the darkest nights, with high waves, thundering wind, freezing cold and wet, we know we have people who support us in this crazy sport, and support our dedication to yacht racing," he said at the prizegiving.

"I am so totally happy I have the Tattersall Cup in my hands, the Rolex timepiece on my wrist and the joy of yachting's highest achievement in my heart." ⚓



Celestial chases Gweilo into the Derwent. Photo: ROLEX/Carlo Borlenghi

NAVIGATOR'S REPORT

James Dagge, navigator of *Celestial*, looks back on how the weather affected the 2022 Rolex Sydney Hobart Yacht Race.

This race provided some of the best downwind conditions we have seen for a long time. From a few weeks out, the main models were threatening a sled ride and we weren't disappointed.

There was a weak southerly change that passed through late at night on 24 December, which paved the way for a persistent left shift to a building strong North Easter.

Whilst the predominant models were very stable with the forecasted direction, there was a 13 knot split in the max gusts forecasted, ranging from 40 to 53 knots.

The upper atmosphere was quite stable for the initial portion of the race, and given the wind favoured a very large range of the fast yachts, oceanography and staying in the strongest current was likely to be the key to winning.

There were several corridors of strong southbound current, which really helped to keep the sea state manageable given the strong breeze.

Managing the current transitions was very important and the top TP52s all played the game very well.

A strong front was due to approach Tasmania on the afternoon of 28 December, so the key was to get to the corner before it arrived.

Unfortunately that was not an option for the smaller boats, with much of the fleet experiencing a very strong headbutt along the Tasmanian coast.

The River Derwent, as usual, provided some of the hardest sailing of the whole race, with 45kt gusts of cold air coming straight down Mt Wellington, and given the narrow width of the river, it meant there was little in the way of forewarning before those squalls hit. ⚓

James Dagge lifts the Tattersall Cup. Photo: Salty Dingo





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CATCH ME IF YOU CAN

With a remarkable history in the race and imperious form in the lead-up, all signs pointed towards another landmark Rolex Sydney Hobart Yacht Race for the legendary *Andoo Comanche*.

The Verdier & VPLP design was taken under the grateful care of John Winning Jr in mid-2022 and the skipper is certainly making the most of his two-year charter.

A Line Honours win in the Noakes Sydney Gold Coast Yacht Race on her return to the Australian racing scene laid the foundation for a dominant season.

A further two Line Honours wins in the Audi Centre Sydney Blue Water Pointscore (including overall victory in the Tollgate Islands Race), and a win in the Maxi Division of the Australian Maxi Championship, had *Andoo Comanche* in the box seat ahead of the 2022 Rolex Sydney Hobart.

The pre-race forecast raised the prospect of the boat's existing race record – set in 2017 when

owned by Jim Cooney and Samantha Grant and named *LDV Comanche* – being broken.

If that were the case, Winning Jr's crew looked most likely to be the ones rewriting history.

The maxi left Australian shores in 2020 and enjoyed sustained success abroad. But this sport offers no guarantees and there was plenty of work to be done for Winning Jr to preserve the *Comanche* legacy.

Standing in the way were three 100-foot maxis which all had a place in race folklore: *Hamilton Island Wild Oats* – a record nine-time Line Honours winner and two-time winner of the Tattersall Cup; *Black Jack* – defending Line Honours champion; and *LawConnect* – a former Line Honours winner as *Perpetual LOYAL*.

"We'd rather be underdogs, but I guess we are the favourites," the skipper said pre-race. "Hopefully we deserve to be the favourites."



A dramatic start on Sydney Harbour for *Andoo Comanche*. Photos: Andrea Francolini



Clear down the NSW Coast.



Andoo Comanche
in full flight. Photos:
ROLEX/Carlo Borlenghi





The winning crew.

“We’re super pumped to be in the position we’re in and have the awesome bunch of experienced and diverse sailors we’ve got.”

That experienced crew included three sailors with more than 25 Hobarts each - Sailing Master Iain Murray, Sven Runow and Graeme Taylor - as well as American navigator Justin Shaffer and John Winning Sr.

There was more Hobart experience on board in Richard Allanson, Pablo Arrarte, Antonio Cuervas Mons, Julien Cressant, Peter Dean, Philip Jameson, Seve Jarvin, Campbell Knox, Sam Newton, Justin Slattery, Harry Smith and Edward Smyth. While Nathan Dean, Damien Durchon, Fraser Edwards, Sam Fay, Matt Stenta and Andre Vorster were on board for their first Hobarts.

The pre-race hype surrounding the four 100-footers was justified by the dramatic start to the 2022 Rolex Sydney Hobart.

Three of the maxis took the western channel on Sydney Harbour - *Andoo Comanche*, *Black Jack* and *LawConnect*; while *Hamilton Island Wild Oats* immediately tacked for the eastern side. From there, the fleet regularly tacked up the Harbour to make their way out of the Heads.

There was plenty of jostling before the stunning sight of both *Andoo Comanche* and *Hamilton Island Wild Oats* executing pre-emptive 720-degree penalty turns.

Though *Andoo Comanche* was last of the maxis out of the Heads, it wasn’t long before she took charge, lapping up the north/north-easterly breeze and surging downwind to Hobart.

Kept honest by the other 100-footers, there was no sign of complacency from Winning Jr and co.

LawConnect was within 8 nautical miles as *Andoo Comanche* entered the notorious River Derwent in the early hours of Wednesday 28 December.

“We were thinking ‘are we about to have a shutdown?’,” Winning Jr recalls of the final stretch.

There would be no late drama, as *Andoo Comanche* took Line Honours in 1 day, 11 hours, 56 minutes and 48 seconds - less than three hours shy of the race record.

*Another overnight Line Honours finish.
Photos: ROLEX/Carlo Borlenghi*



John Winning Jr collects his Rolex timepiece as his John Winning Sr lifts the John H Illingworth Challenge Cup.

“It didn’t feel real until the last minute, it feels amazing,” Winning Jr said as he celebrated the victory.

This was a fourth Line Honours win for the boat, under a third different skipper.

“It’s exceptional how many people went into making this a reality, I can’t thank them enough from the bottom of my heart,” Winning Jr added.

“I just said yes to anything [the team] wanted to make the boat go faster and put the best people on the water to have the best chance possible.

“That’s what we did and we proved throughout the season we were capable of doing amazing things. We had reality checks and worked out where our flaws were.”

After a full season to feel his way into the boat, the skipper was left in awe.

“It’s quite a credit to the engineers, boat builders and designers to make a boat that can be so on edge, yet hold together and feel so safe while cruising at 30 knots, with up to 40 degrees of heel at times,” he said.

“It got really hairy as we were turning into Hobart. For the first time ever, I saw the bulb pierce the water, so you know it’s windy when that happens!”

Winning Jr and *Andoo Comanche* will be back to attempt to retain the John H Illingworth Challenge Cup later this year.

With great success in varied conditions throughout 2022, it may be difficult for her rivals to wrestle away the trophy.

“This boat doesn’t deserve to come second; certainly not when it’s in its prime, and it’s still in its prime,” Winning Jr said.

“I’m glad we could be part of the legacy.” ⚓





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A dramatic finish down the Derwent for David Gotze's Reichel/Pugh 63, No Limit.

A leech line held the main together after a significant tear, getting a damaged No Limit to the line for a 12th place finish Overall. ⚓

Photos: Salty Dingo



1



Photos:
ROLEX/Carlo Borlenghi

1. Inside the cauldron of the Rolex Sydney Hobart start.
2. Chris Sheehan's TP52 Warrior Won.
3. James Irvine's Rogers 46 Mayfair hides behind a wave.
4. Bruce Taylor's Caprice 40, Chutzpah.
5. Moneypenny chases URM Group past the iconic Organ Pipes.
6. Geoff Hill's Santa Cruz 72, Antipodes.



3



4



5



6



CURRAWONG'S UNIQUE JOURNEY TO HOBART

It was a dream start for Currawong. Photo: ROLEX/Carlo Borlenghi

Kathy Veel and Bridget Canham provided one of the most memorable moments of the 2022 Rolex Sydney Hobart Yacht Race when they crossed the finish line with just 18 minutes remaining on New Year's Eve.

As revelers lined the shore awaiting the midnight fireworks, Veel and Canham – aged 70 and 62 – enjoyed a rousing reception, as the race's 100th and final finisher.

The two-handed pair – sailing on Veel's Currawong 30, *Currawong* – finished more than a day after the penultimate boat, *Gun Runner*, after stopping in Eden on the third day at sea to rest and wait for the turbulent conditions in Bass Strait to subside.

The endeavour and determination they showed captured the admiration of many beyond the sailing community.

Having achieved their goal of completing the Rolex Sydney Hobart two-up, Veel and Canham shared with *Offshore* the five key moments that defined their journey south.

Accepting the challenge

The first big moment was our decision to enter the race!

Once this changed from “we might” to “we are”, we were on an expensive roller coaster ride involving measurement, rating, upgrading electronics and safety equipment, qualifying passages, training and racing together.

It was like having a full-time job, training and doing a degree all at once.

We always thought 80 per cent of the challenge would be getting to the start line, but two weeks out from the race and with no more obstacles to overcome, you start to think “hmm, this race can be really tough, what have I committed to?!”

A dream start

We had a magic run down the NSW coast. We had great boat speed, sitting on 8+ knots and touching 10 knots.

By Tuesday morning, we were off Bateman's Bay, leading in the Two-Handed Division and second in ORCi Division 4.



Staying above 7kts was key to making it home before the new year.



The Tasmanian coastline was a welcome sight for the pair after navigating Bass Strait.



How long could we keep this up?

21 hours, it turned out. As the wind escalated, we reefed down and poled out our #4 jib.

Resetting in Eden

Going into Eden was the toughest decision of our race.

The forecast for Bass Strait for Tuesday night was for 45-50 knots from the north.

I (Kathy) had thought the bigger boats would cop that and by the time we got to Bass Strait the wind would have moderated.

But there we were, about to enter Bass Strait, at night with very demanding conditions. Steering a displacement boat like *Currawong* downwind in heavy conditions is hard work and needs full attention, skill and strength.

I was worried. Already tired from the pre-race build up, boat preparation, and then all the excitement of the start, I had no sleep on the first night, and felt I had nothing left in the tank.

“Just let me switch off completely for a couple of hours and I’ll be ready for whatever Bass Strait throws at us”, was how I felt.

Bridget was encouraging. “We can just set our storm jib and trysail and we’ll be fine”.

But Bridget would be the one on the foredeck and I worried that in my state I might not be able to steer well enough to keep her safe. If one of us was injured, how would the other manage?

I made the call. Bridget especially was hugely disappointed at giving away the race competition after putting so much time, effort and money into the campaign.

But to continue past a safe port into risky conditions went against all my understanding of good seamanship. We’ll never know if it was the best decision.

A new target in mind

Once we resumed racing we had good winds as a SW front crossed Bass Strait.

But a morning of light wind really dispirited us, as our closest rivals were now 150 miles ahead.

On 29 December (the fourth day at sea), still north of Flinders Island, a strong easterly stream arrived and we realised we could finish before the new year.

This gave us a focus and we pushed hard, flying down the Tassie coast, setting the kite from Freycinet to our last gybe into Tasman Island.

Then 35 knots from the NE sent us on a screaming reach across Storm Bay.

The reception that made it worthwhile

The breeze held and we sailed from the Iron Pot to the finish on one tack, scraping across the line as the breeze dropped out.

The welcome was unforgettable!

It was nothing like we’d ever had in our lives; totally overwhelming. We heard people chanting “*Curr-a-wong*” and it was unbelievable.

We are really proud of what we did. Two-handed sailing is very challenging and although we didn’t really have a lot of time to train, we certainly got a lot of training in this race, and had so much fun.

It was some of the best sailing we’ve ever enjoyed and coming in to that reception just topped it off. ⚓



“Some of the best sailing we’ve ever enjoyed”.



A fairytale finish to ring in the new year.

Rupert Henry and Greg O'Shea celebrate an impressive victory for *Mistral*. Photo: Salty Dingo



MISTRAL TAMES TWO-HANDED DIVISION



Peter Elkington and Scott Cavanough showed no signs of their rushed preparations on *Pacman*. Photo: Salty Dingo

The two-handed fleet once again earned plenty of admiration during the 2022 Rolex Sydney Hobart Yacht Race.

For the first time, the Tattersall Cup was on the line for this intrepid group of sailors and the success of the inaugural Two-Handed Division in 2021 led to greater interest for the 77th edition of the race.

Twenty two-handed crews sought a slice of history, with the 2022/23 Audi Centre Sydney Blue Water Pointscore races setting up a competitive battle for divisional honours, and perhaps more.

The first and only retirement amongst the two-handed fleet came shortly after the start, when *Avalanche* (co-skipped by James Murchison and James Francis) suffered a broken bowsprit.

One of the pre-race favourites – Carlos Aydos' S&S 34 *Crux*, co-skipped by Peter Grayson – also endured a frustrating start. After realising they had rounded an incorrect mark, Aydos and Grayson had to turn back and round the correct mark.

It may have been a dream start for the bigger boats in the fleet, but there were plenty of challenges for the two-handers.

Rupert Henry, owner and co-skipper of the *Mistral*, reflected: "The start is chaos. The exit from the Harbour is very hard. Starting on the third line upwind, there was no clear air."

Once out of the Heads, and following an afternoon of spectacular conditions, the reality of two-handed sailing set in for Wendy Tuck on *Speedwell*.

"Everyone thought it would be champagne sailing because it was downwind, but that's not true when you're two-handed and you have to hand steer," she said.

"When it's heavy downwind, you have to stand behind the wheel. It's really difficult."

Having made history earlier in the month by becoming the first two-handed competitors to win an Audi Centre Sydney Blue Water Pointscore race,



Jean-Pierre Ravanat and Drew Meincke leave Sydney Harbour on Hip-Nautic. Photo: Salty Dingo



Frustration turned to joy for Carlos Aydos and Peter Grayson on Crux. Photo: ROLEX/Andrea Francolini

Rupert Henry and Greg O'Shea continued to make headlines by winning the Two-Handed Division (on both IRC and ORCi).

It was far from a comfortable win for *Mistral*, with their campaign suffering a setback around 185 nautical miles from the finish when they had rudder troubles.

"One of our top bearings parted from the deck and was causing that rudder (*Mistral* is a twin rudder boat) to swing around and try to pull itself out of the hull," Henry recalled of the incident.

"We dropped the sails, spent a couple of hours lashing it off, getting the water out of the back of the boat and took off again. Tentatively at first, but then over the next 6-8 hours, we developed a bit more confidence in the repair and started to push hard again."

Given Henry had retired from the 2021 Rolex Sydney Hobart with a broken backstay and the Route du Rhum in November with structural damage on his Class 40, *Eora*, it would have been a welcome relief to know *Mistral* was still in the hunt for victory.

The Lombard 34 was the third two-handed boat over the line - behind *Ocean Crusaders J-Bird* (read more on page 55) and *Minnie* - after 3 days, 5 hours, 26 minutes and 12 seconds at sea.

Henry and O'Shea were left wondering what might

have been if the weather had played in their favour, but were able to reflect on a challenging and exciting race.

"We thought based on the forecast weather we were in with a slight chance of taking the race overall," Henry said. "We knew if we could get down to Tasman Island [before the weather shift], we'd be in with a chance of winning."

"Unfortunately the weather gods didn't shine down on us, but we gave it a good shot while we could."

Asked the most demanding part of the race for *Mistral*, Henry replied: "It was the afternoon and night of the 27th. It was the most exhilarating downwind sailing I've ever done. We were sailing the boat at its limit; we saw 22 knots!"

After taking on short-handed challenges on *Eora* throughout 2022, Henry is determined to continue fine tuning *Mistral*, which is ominous for the remainder of the fleet - both two-handed and fully-crewed.

The Jeanneau Sun Fast 3300s were always highly-fancied, so it was no surprise to see all four of them inside the Two-Handed Division's top 10.

In second place was *Sun Fast Racing*, co-skipped by Lee Condell and Lincoln Dews, which backed up some solid pre-Rolux Sydney Hobart form.



Rohan Wood and Todd Giraudo on Mister Lucky. Photo: Salty Dingo



Father and son, Michael and Oliver Bell, on Minnie. Photo: ROLEX/Andrea Francolini



Hip-Nautic (Jean-Pierre Ravanat/Drew Meincke), *Transcendence Crento* (Martin Cross/John Cross) and *Kraken 111* (Rob Gough/John Saul) all finished within five places.

"It was a race of different parts. The first bit was glamorous ... just a light, beautiful downwind run, and then we had an introduction to Bass Strait," Martin Cross said after finishing his first two-handed Hobart with son, John.

"Within 15 minutes, we were knocked over with the gennaker up and some of the most confused seas I've seen in my life ... lots of peaks and troughs and huge downhill.

"Then by Tasman Light, we had albatrosses and a lovely sunset over Tasman Island."

Peter Elkington and Scott Cavanough had a furious race against the clock to make the start line in Elkington's Young 11, *Pacman*.

All the last minute jobs to get the boat ready must have been worthwhile as *Pacman* finished third in the Two-Handed Division, just over a minute ahead of *Crux* on corrected time.

Aydos and Grayson dusted off the disappointment of their poor start to steer *Crux* to a very credible fourth place, as well as second on ORCi.

Joe de Kock and Richard Hooper weren't far off the pace on the Dehler 44 *KD4*. Following on from a divisional podium in the 2022 Noakes Sydney Gold Coast Yacht Race, the pair finished fifth in their first Rolex Sydney Hobart as a duo.

The two-handed fleet had a diverse bunch of pairs, including three father-son combinations – *Transcendence Crento*, *Uprising Brightside Marine* (Andrew Miller/Harrison Miller) and *Minnie* (Michael Bell/Oliver Bell).

There was 79-year-old David Henry, racing alongside Stephen Prince on *Philosopher*, husband and wife Ian and Annika Thomson on *Ocean Crusaders J-Bird*, and 35-race veteran Larry Jamieson taking on the two-handed challenge with Chris O'Neill on *Blue Planet*.

Last but certainly not least were Kathy Veel and Bridget Canham on *Currawong* – the feel-good story of a Rolex Sydney Hobart which showed why there is so much excitement around the two-handed sailing scene.

View the full Two-Handed Division results on page 68. ⚓



Wendy Tuck and Campbell Geeves completed their second Rolex Sydney Hobart as a pair.



Rob Gough and John Saul won Two-Handed Line Honours in 2021 and returned to the race on *Kraken 111*. Photo: Salty Dingo.

Blue Planet (Chris O'Neill/Larry Jamieson) looking for breeze to get over the line. Photo: Salty Dingo



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A WORLD FAMOUS RACE

Flags of the world flew proudly during the 2022 Rolex Sydney Hobart Yacht Race as yachts representing Germany, Great Britain, Hong Kong, Hungary, New Caledonia, New Zealand and the USA brought a true international flavour to the race.

Eight international entrants lined up for the start on Boxing Day, matching the total of non-Australian boats in the 75th anniversary race in 2019.

Geoff Hill's Santa Cruz 72 *Antipodes* represented the Royal Hong Kong Yacht Club; Max Klink's Botin 52 *Caro* is registered with the Royal New Zealand Yacht Squadron and Royal Ocean Racing Club, racing under the flag of the Cayman Islands; Demeter Nobilis skippered an all-Hungarian crew on the Marten 68 *Cassiopeia* 68; brothers Axel and Peter Baumgartner brought their Grand Soleil 45 over from Germany; two Sydney 38s represented

New Caledonia – *Eye Candy* (Thierry Leseigneur) and *Poulpito* (David Treguier); British sailor Tom Kneen made his first trip to Australia with his JPK 1180 *Sunrise*; and American Chris Sheehan's Pac 52 *Warrior Won* took on another world famous race.

Bringing a boat to Australia from abroad takes much planning and commitment.

The Baumgartners had been planning for *Orione's* trip Down Under for five years, delighted when they got the green light to race.

"The Rolex Sydney Hobart has a big reputation in the world," Peter said.

Spectators all over the world tune in to the Rolex Sydney Hobart and it is undoubtedly a bucket list item for sailors far and wide.

Caro and *Warrior Won* certainly had only one goal on their trip to Australia, particularly given the



Orione represented Germany. Photo: ROLEX/Andrea Francolini



All hands on deck to the finish for *Warrior Won*. Photo: ROLEX/Carlo Borlenghi



Bram van Spengen captures life on *Antipodes* in a tricky sea state.



The *Cassiopeia 68* crew celebrate becoming just the second all-Hungarian crew to finish the Rolex Sydney Hobart. Photo: Salty Dingo

favourable forecast for the fleet of grand prix racing yachts.

The subjects of much pre-race hype, both featured prominently in the battle for the Tattersall Cup, spending the 628 nautical mile journey in a fascinating tactical battle with eventual Overall winner *Celestial* (Sam Haynes) and *Gweilo* (Matt Donald and Chris Townsend).

Caro was first of that group over the line, just ahead of *Warrior Won*, with the pair finishing third and fourth Overall respectively.

This was Sheehan's second Rolex Sydney Hobart; his first was in 2017 with his XP44, also named *Warrior Won*.

The 2022 race came at the tail end of a five-year campaign for Sheehan and the Pac 52, which won the 2022 RORC Caribbean 600.

Though the 2023 Rolex Sydney Hobart isn't on the schedule for *Warrior Won*, Sheehan hinted after the race he could soon return, albeit on a different boat.

"We were so excited about this race," he reflected. "The fact you can come and do the Rolex Sydney Hobart and there are more 52s on the start line than the Super Series in Europe is a testament to the race. It attracts a high calibre of 52-foot boats.

"The racing was fantastic. The fact we were near the three other well sailed boats for the entire 628nm was really exciting."

Sheehan and his crew, which featured sailors from six different countries, had a reminder of the unique challenge the Rolex Sydney Hobart poses.

"We had all hands on deck since midnight," Sheehan said after arriving into Hobart just after 11am local time.

"It was really hard running with our A6 spinnaker and we thought we might be in for some modest upwind and get a bit of rest on the rail, but there was no rest. It was really tough upwind."

Sunrise arrived in Australia with plenty of pedigree after winning the 2021 Rolex Fastnet Race, finishing second overall in the Rolex Middle Sea Race and claiming a divisional win in the RORC Caribbean 600.

Despite being set back by a broken boom (read more about that on page 39), *Sunrise* recovered to

win IRC Division 3 and ORCi Division 3.

Kneen's first Rolex Sydney Hobart was all he had expected, and so much more.

"You never forget your first Hobart and it was a real Hobart," he said.

"It was a brutal race. We had very hot and very cold weather, no wind to 40kts, VMG downwind, beating... There wasn't a lot of reaching for us sadly, which is what we're good at.

"It had everything you'd expect from a legendary race like this. It beat us. The race was challenging from the moment we went out of the Heads."

Geoff Hill's *Antipodes* has been based in Asia since 2012, but returned to Sydney, where the owner is a 30-year Member of the CYCA.

Hill was joined on board for his final Rolex Sydney Hobart by his daughter, Natasha, who took on her first. There were more than 150 Hobarts of experience on board *Antipodes*.

Poulpito got the edge over *Eye Candy* in the battle of the New Caledonian Sydney 38s, after *Eye Candy* was forced to retire with forestay damage.

For the Hungarians on *Cassiopeia 68*, the decision to make the long journey from Europe was vindicated by the sense of accomplishment after finishing the race and the reception they received in Hobart.

"We got cheers like we were the champions," said Agoston Sipos after the traditional sail-by of Princes Wharf 1.

"It was an interesting race and it's definitely a big achievement for us. It has been on our radar for a long time.

"Everybody warned us that this is a difficult race, and it was. Although, after the first day and a half, we seriously questioned that because the weather was very forgiving.

"The last days, we got the real Rolex Sydney Hobart experience, with the difficult side of the race."

The allure of the Rolex Sydney Hobart continues to draw in sailors and fans from around the world. We look forward to welcoming more international competitors for the 78th edition of the race in 2023. ⚓

From the rail



LLAMA II

All smiles on Jon Linton's Dehler 46, *Llama II*.

The 2022 Rolex Sydney Hobart Yacht Race, through the eyes of the competitors.



BLINK

On board Mark Gorbatov and Mark Siebert's Beneteau First 40, *Blink*.



KRAKEN 42S



An enjoyable race home for Tasmanian entrant *Kraken 42S*, Mark Bayles and Andrew Sinclair's Cookson 12.

ANTIPODES



Geoff Hill with his daughter, Natasha Parker.



Bram van Spengen captured a unique perspective on board Geoff Hill's Santa Cruz 72, *Antipodes*.



CYAN MOON



PHS winner *Cyan Moon*, Wayne Seaward's Beneteau Oceanis 473.

Bacardi - Celebrating the Bus

With 29 Sydney Hobarts under her belt and hundreds of crew from Victoria having sailed on her over the past 45 years, *Bacardi* has become a legend of ocean racing in Australia and is deservedly revered at her home, the Sandringham Yacht Club (SYC), where she has long been affectionately known as “The Bus”.

The only boat that has come close to her record number of entries is the Davidson 42 *Phillip's Foote Witchdoctor*, who completed her 27th race back in 2007.

Bacardi's Sydney Hobart honours include second Overall in 2006 behind *Love & War* and a win in IMS Division B in 1993. She placed fourth on IRC in 2000 and third in 2001, and has only retired once from the Race - in 2010 after serious rig damage in 50kt breeze and 6m seas where she was forced to head into Ulladulla for repairs. Three years later in 2013 after shredding a mainsail and limping into Hobart, her owner/skipper Martin Power famously declared: “This boat doesn't retire unless she's sinking or her mast is overboard.”



Bacardi (Sail no. SM377) sets off for her record 29th Hobart. Photo: Salty Dingo



The *Bacardi* crew ahead of the 2022 Rolex Sydney Hobart. Photo: ROLEX/Andrea Francolini



Bacardi has a rich history in the Rolex Sydney Hobart.





Brett Averay was proud to continue Bacardi's legacy in the race. Photo: Salty Dingo



Bacardi acknowledges her rich history in Hobart. Photo: CYCA/DH

Conceived by the renowned U.S. designer Doug Peterson back in 1978 for her first owner John Gould to contest the 1979 Australian Admiral's Cup trials, this 44-foot beauty was built by Gould and Mal Botterill along with many of her original crew - including later owner John Williams and SYC stalwarts Hugh Halliburton and Andrew Arblaster - over a five-month period at the back of the Middle Brighton Motors workshop.

She is constructed from fibreglass - solid GRP (glass reinforced plastics) below waterline and balsa-core GRP above with marine ply decking and has a 4.2m beam and 2.4m draft. Her classic IOR, narrow tapered displacement hull and long overhangs are in stark contrast to modern IRC designs and at 12 tonnes, she revels in nastier on-the-nose conditions. The proverbial "old axe".

Bacardi raced briefly under the name *Spotlight* for fellow SYC member Myer Page in 1981 and 1982 before heading to South Australia and the CYCSA as *Bacardi* for two years for Jim Howell, returning to Sandringham to new owners Graeme Ainley and John Williams who then owned and raced her for almost 22 years.

Her current owner, Martin Power or 'Marty', a former touring car driver, has lovingly campaigned her since 2007 and has her looking as good as she ever was. Together they have done countless sea miles and look forward to many more. He jokingly once noted that "she's had four masts, three engines, three rudders and two decks, but the hull is the same." Her hull was changed by Page from dark green to white with a red stripe to reflect his business' colours but the boat remains ostensibly the same as when she was first designed.

Given the right conditions she will continue to be a threat on handicap though like for so many other classic yachts, it's more the joy of participating and continuing the legacy that are now the key drivers.

Her many victories in SYC Championships across IRC, CHS, IOR, AMS, PHS and VYC divisions are

unlikely to be equalled and she is also a three times IRC winner of the ORCV Offshore Championship, with countless wins in offshore races including six King Island Races. She placed fourth (PHS Division 2) in the 2018 Adelaide Port Lincoln Race and first (PHS Division 2) in the 2019 race.

Adorned with battle flags gathered from her decades of racing in Sydney Hobarts, she was unmissable, pride of place front-and-centre at Elizabeth Street Pier and was definitely one of the crowd favourites. Skipper Brett Averay, who together with Power helped rejuvenate and recondition *Bacardi* over the past few years, completed his 10th Sydney Hobart in 2022 and couldn't have looked prouder, having added yet another chapter to her rich history. She will be back again and will also continue to race out of SYC, providing opportunities for another generation of sailors and close friends and family.

When asked what it takes to be successful, Averay replied: "A good attitude, a good crew and sail smart. And never forget sailing should be enjoyable, yelling doesn't help.

"We had a great group of sailors on board who all wanted to get the best out of the boat. It's one of those things about this boat, it brings people together.

"We were pretty happy with where we finished, considering the amount of hard downwind in the race - not *Bacardi's* strong suit. I think we embarrassed a few boats that should have beaten us in those conditions.

"For her age, she's a great boat. She still gets plenty of attention wherever she goes and keeps popping up in the results even after 44 years." ⚓

Running repairs

Strong winds, a rough sea state, stubborn sunfish and other unidentified objects left some yachts in the 2022 Rolex Sydney Hobart battered and bruised.

Among the reasons for the nine retirements were lost rudders, a broken gooseneck, a broken boom, gear failure, forestay damage and a broken bowsprit.

But there was some fine seamanship on display, with industrious jury rigging keeping alive the hopes of a divisional win for some and ensuring others could get home safely.

Sail Exchange

Carl Crafoord's Cookson 12, *Sail Exchange*, was well-placed to challenge for Division 3 honours when her fortune changed.

Going down a wave at 20-25kts, just four seconds after Crafoord had started filming to show the boat at full steam, the crew heard a loud bang.

Hugh Brodie, in his 30th Rolex Sydney Hobart, was on the wheel at the time and was thrown to the deck, as was the rest of the crew, including Crafoord, who sustained cuts to his arm after falling onto the stove.

They weren't sure what had caused the damage, but, acknowledging it meant the end of their race, they took down the sails, reported to Race Control and awaited a tow. It wasn't long before they realised the rudder stock was broken.

The crew used the boat's storm gear as a drogue to slow it down, before setting up tow lines on the winches and multiple bridles.

Still more than 70nm from St Helens and with the tow some time away, they got creative.

"When we found out the tow wasn't coming for a while, we decided to try and motor the boat with a spinnaker pole and make a jury rudder, because we knew we were going to spend the day out there," Crafoord recalled.

"We were motoring at around 3-5kts to St Helens, so we did attempt to get there on our own."

That approach proved effective but couldn't be



Smooth sailing at the start for Sail Exchange.

sustained, so focus turned to protecting the vessel and crew as they awaited the tow.

We hung the drogues off the bow at night so we could get some sleep," Crafoord said.

"To keep discipline on the boat, we kept the watch system, kept our meal routine and stayed on the Skeds. You continue as though you're racing, so you stay focused."

It was around 0230hrs on the morning of Thursday 29 December – around 20 hours after losing the rudder – that *Sail Exchange* was under tow thanks to Tasmania Police.

After a 12 hour tow, the boat went on a steel mooring in Binalong Bay, allowing the crew to enjoy a meal and some rest.

Crafoord had to wait 10 days for the barway at St Helens to open, and *Sail Exchange* was towed in by a fishing boat.

Crafoord discovered the source of the damage – the rudder stock was broken.

In Hobart, Crafoord borrowed the rudder from *Sail Exchange's* sistership, *Kraken 42S*, and got to work.

"I went to a fabricator and built the gudgeons," he said. "I had to test it in St Helens, so I went for a motor and pushed it around as hard as possible to try and break it so it wouldn't break out there [on the delivery back to Sydney]."

"It didn't break, so I flew a couple of crew down and we set off from St Helens. We had made a tiller extension out of a boat hook and motor sailed with the storm gear."

Sail Exchange made it safely back to Sydney and, despite the lengthy ordeal, had no further damage to report.



Sail Exchange trying to motor with a temporary rudder,



Drogues helped slow down the boat.



Carl Crafoord fitted a temporary rudder to get the boat home.





The Sunrise crew show off their handywork. Photo: Salty Dingo

Sunrise

Sunrise's divisional wins were made all the more impressive by the fact the boom broke on Tom Kneen's JPK 1180.

"We broke the masthead halyard lock just as it was getting very windy," Kneen recalled. "We then probably pushed a bit too hard on the second night, to the extent we broke our boom in two and tore our main."

That might have been race over for some, but the *Sunrise* crew was determined and performed an incredible bit of jury rigging.

They sawed pipe cots from the bunks, sleeved the boom and wrapped it with sail ties, kevlar, a reef line and rolls of duct tape. It certainly did the job!

"I'm absolutely amazed and proud of this group," Kneen said. "There was never a moment where they said 'let's put up a trysail'. Most people in that scenario would say 'ok, race over, let's just finish'.

"My team said 'no, we're still racing' and I was driving the boat at 20kts down waves while they were sitting on the rail repairing the boom.

"It held and we ended up winning our division, which is remarkable given the pain we went through to get here."

Cyan Moon

PHS winner *Cyan Moon*, Wayne Seaward's Beneteau Oceanis 473, had a similar experience.

On the downwind crossing of Bass Strait, the boat was thrashing around during the night and an inspection at sunrise revealed the gooseneck was bent out of shape, leaving them without a boom.

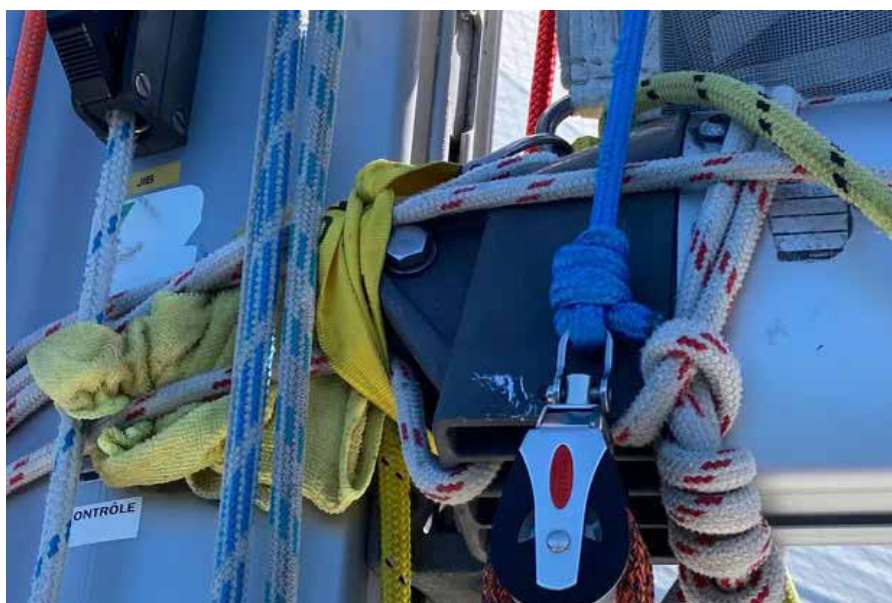
Nothing that couldn't be fixed with some rope, cloth and anything else could find.

"We calmly sat down and talked through it," Seaward said. "One of our first decisions was to make sure we got to Hobart, even if we only had a headsail.

"It couldn't get any worse, so we thought about how we could repair it.

"It showed the tenacity of the crew to do what it took to get to the end." ⚓

Whatever it takes to keep Cyan Moon going.





6



7



8



Photos: ROLEX/Andrea Francolini

1. Hamilton Island Wild Oats head on.
2. White Bay 6 Azzurro owner/skipper Shane Kearns signed off from the Rolex Sydney Hobart in 2022.
3. Rush strolls past the Organ Pipes.
4. Gweilo has finished second overall in two of the last three Rolex Sydney Hobarts.
5. Max Klink's Botin 52 Caro rides a wave.
6. One of many close on-water battles between TP52s Quest and Zen.
7. Adrian Lewis' sleek Warwick 67, Allegro.
8. A top 10 finish for Anthony Kirke and Andrew Nuttman's Botin Carkeek GP42 Enterprise Next Generation.
9. A stunning sunrise to welcome Joss to Hobart.

9



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Thank you!

A wonderful team of committed and enthusiastic volunteers supports the Rolex Sydney Hobart Yacht Race from start to finish, in both Sydney and Hobart.

The Cruising Yacht Club of Australia thanks all volunteers for their dedication to the great race.

*Photos: Salty Dingo/
CYCA*



Family ties

The shared experience of taking on the grueling challenge of the Rolex Sydney Hobart Yacht Race creates a familial bond between crew mates.

But there are also many existing family ties strengthened by the 628 nautical mile journey.

As with every race, the 2022 Rolex Sydney Hobart featured plenty of family members, either racing together on the same yacht or up against each other on competing yachts.

Bruce Taylor and his son, Drew, hold the record for most Rolex Sydney Hobarts sailed together by a family pair.

This was Drew's 29th race, all of which have been alongside his father.

For 2022, they were back on board Bruce's Caprice 40, *Chutzpah*, claiming another divisional podium – third place in IRC Division 2.

"We've had our moments, but generally it's a lot better than having an annual golf game, it's a lot more fun," Drew said of the record partnership.

"We get Dad up to Hong Kong to sail with me on the *Ambushes* I've owned over the years, so it works both ways.

"Many of these guys have been in the same crew since the mid-80s. The understanding of how each other performs is very powerful and that is testament to how the team has bonded.

"It's very special to be able to do the race with your old man."

Bruce echoed that sentiment as he started to contemplate a return for his 42nd Rolex Sydney Hobart.

"The thing that keeps me coming back is the crew," he said. "We're a group of guys who started 30 years ago; they're a very competent, friendly lot.

"If they want to do it again, I may go to the bank and see if we can do it again. The boat is a magic bit of machinery. It's fun to sail; difficult to sail upwind, but downwind it's a bullet."

Alexis Whelan took on her first Rolex Sydney Hobart alongside her father, Kevin, on his Beneteau First 45F5, *Reve*.



Bruce and Drew at the start of the race. Photo: Salty Dingo



Bruce Taylor (top right) and Drew Taylor (bottom right) completed their 29th Rolex Sydney Hobart together, on Chutzpah. Photo: ROLEX/Andrea Francolini



Father and daughter, Kevin and Alexis Whelan. Photo: Salty Dingo





More memories at sea for the Whelans.

Alexis had plenty of sea miles, having grown up sailing around the world with the family, but relished the opportunity to join the *Reve* crew for the boat's sixth Hobart.

"Embarking on my first Rolex Sydney Hobart with Dad unlocked all my childhood memories growing up at sea," Alexis said.

“

“In saying that, it was a completely different experience. The nerves were well and truly present and the start was an experience in itself!

”



Sean (left) and Peter Langman congratulate one another after *Maluka*'s arrival into Hobart. Photo: ROLEX/Andrea Francolini

"The race had its challenges, but knowing *Reve* as well as I do, having Dad and our amazing crew on board, was almost soothing during those challenging moments.

"It would be hard to beat the high of coming in to Constitution Dock - pretty exhausted, hungry and ready for a shower. But I can't wait to do it all over again next year."

Father Sean Langman and his son, Peter, matched each other's achievements in the 2022 Rolex Sydney Hobart, winning their respective divisions.

Sean's Reichel/Pugh 69 *Moneypenny* claimed IRC Division 0 honours, finishing eighth overall, while Peter steered *Maluka* - the oldest and smallest boat in the fleet - to victory in IRC Division 5.

In one of the most heartening moments of the race, Sean was dockside to greet Peter as *Maluka* pulled into Kings Pier Marina and had a simple message for his son: "Well done mate, I'm proud of you. You are a champion!"

The two boats finished more than two days apart, so *Moneypenny*'s divisional win provided added motivation as *Maluka* chased a win of her own.

"We didn't get reception until we were off the north coast of Tasmania," Peter said. "As soon as I got reception, I checked the standings and saw Dad had won his division.

"I texted him and said 'well done, I'm very proud of you', and he said 'keep going, I'm very proud of you too'."

The Two-Handed Division featured three father-son duos, on *Minnie* (Michael and Oliver Bell), *Transcendence Crento* (Martin and John Cross) and *Uprising Brightside Marine* (Andrew and Harrison Miller).



Holly Griffith completed her first Rolex Sydney Hobart alongside her father, David, on *Whisper*. Photo: Salty Dingo



Oliver Bell steers Minnie to the finish. Photo: Salty Dingo



A real family affair on Helsal 3. (L-R): Ryan Gallagher and father John; John Davis with sons Luke and Jack.



Twins Tom and Jess Grimes were at the helm of the family's Sydney 38, Hasta la Vista, with father Richard also on board.

Michael Bell had raced with his other son, Matt, on Rob Aldis' Azuree 46 *Kayimai* in 2021, unfortunately forced to retire with engine issues.

He finished the 2022 race with son Oliver on his Jones 42, *Minnie*, the second two-handed boat to cross the line.

Oliver reflected: "We get along on most things and if we don't, we quickly work out which way we're going to go.

"We had good cohesion on the trip down and it's easy to communicate when there's just two of you; there's not much of a jury to make decisions.

"I injured my hand, so Dad had to do bow for the last part of the race and he's still got it!"

You can't choose your family, but you can choose your crew. How great it is when two worlds collide. ⚓



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City of HOBART

A delivery of Rum Rebellion

Shane Connelly raced his J/99 *Rum Rebellion* two-handed in the 2022 Rolex Sydney Hobart, with co-skipper Tony Sutton.

After a well-earned break following the race, Shane and Tony returned to Hobart – joined by an extra crew member, Andrew Downing – to deliver the boat back to the CYCA in Sydney.

Shane shares with Offshore the highlights from the delivery and some tips for any competitors planning a cruise home.

By Shane Connelly (Rum Rebellion)



Shane Connelly (right) and Tony Sutton ahead of the 2022 Rolex Sydney Hobart. Photo: Salty Dingo



Rum Rebellion (Sail no. 1808) at the start of the race.



Back past Iron Pot.



Rum Rebellion's route from Hobart to Flinders Island.

Sunrise in Bass Strait.



We travelled to Hobart on Wednesday 25 January 2023 to pick up *Rum Rebellion* and return her to Sydney.

A brief resupply of food, water, fuel and gas was organised prior to a traditional farewell feed with friends at the Shipwrights Arms.

Contrary to original plans (and possibly due to the odd ale too many), the departure was rescheduled to first light on Thursday 26 January.

The trip commenced with a lazy motor sale to Denison Canal at Dunalley for opening on high tide about 1000hrs.

Contact was made with the Canal Superintendent about half an hour before arrival. As you arrive, there is a small wharf located to port (northbound) where you can tie up and wait.

There is a pub, bakery and fish and chip shop nearby if you are delayed at the wharf. The canal operates between 0800 and 1700 and I have taken yachts with a draft of 2.2 metres successfully through, albeit on high tide.

After negotiating the canal and exiting at the north end of the passage, entering via Blackman Head into Little Chinaman Bay, we noted the leads at the north end of the passage varied vastly from the deepest part of the estuary. The deepest water on this day was on the eastern part of the estuary entrance.

We then travelled inside of Maria Island, north through Schouten Passage, and north along the east coast of Tasmania.

Accompanied by the odd albatross, all was well until abeam St Helens where, at about 0300, we briefly stopped the boat and reversed southward to remove some pesky kelp.

The boat, relieved of its hitch hiker, jumped into life for our next leg of the journey through Banks Strait to Flinders Island. We had chosen this route to avoid a howling nor'easter due on the morning of 27 January.



Passing through Denison Canal.



The nor'easter came early but the lee west of Clarke Island gave us flat water and lovely reaching weather.

All this changed as we headed ENE into the western entrance between Cape Barren Island and Flinders Island. The wind howled NE and the run out tide, which was collaborating with the wind, gave us 2.5 knots SOG of hard beating up to Lady Barron, the town on the southern end of Flinders Island.

Fortunately after securing the boat to the wharf, we were able to stroll up to the pub and have a hot meal and a cold beer, a theme which was developing on this journey!

About 0700 on 29 January, we threw lines at the top of the tide and headed east towards the pot boil. Great attention was given to the various leads and the sector light on the exit from Flinders Island.

The Pot Boil was in fair form and the minimum depth we experienced was 3 metres (noting this was only an hour after high tide). I would avoid entering Flinders Island from the east in any rough weather, particularly from the north east.

The run from Flinders to Eden was calm, with little wind and much motoring. Eden was, as always, welcoming with a case of cold beer organised and dropped off at 2100 on Monday night at Eden Wharf by a good friend, Robyn, from Coastal Patrol. Robyn and students from Eden Marine High School are invited to Sydney by the CYCA each year as a thank you from the Club for the Eden community's involvement with the Rolex Sydney Hobart.

Note that there is a lot of work at Eden Wharf at the moment, so it is a good idea to contact the Harbour Master prior to arrival whilst this work continues.

After running repairs of a vang, we headed off from Eden to my favourite south coast port of Bermagui.

Bermagui entrance is via a set of leading lights and if your draft is over 2.4 metres, I would check the tides and talk to the local coastal patrol.

Bermagui has a great little marina when you enter. It is close to town, and a very, very good pub. The views from this venue are terrific, particularly on a hot summer night.

We also had the pleasure of meeting up with Chas from Tas in Bermi, but for some reason they threw lines later than us the next day. I can't think why; maybe the views!

From Bermagui, now double-handed, Andrew and I headed for Ulladulla. The trip was uneventful, with us staying close to the coast to avoid the ever present east coast current.

At 1800 on Wednesday 1 February, we arrived in Ulladulla, checked in with Marine Rescue and enjoyed a cold shower at the sea pool. After paying our wharf fees at Ulladulla, now \$40 a night, we enjoyed a quiet beer and hot meal on a beautiful Summer night.

Thursday 2 February was a lay day due to a dominant nor'easter. So the local laundrette, the barber and the omni-present Marlin Hotel got a visit. After a lovely seafood diner with friends at Carlos Seafood Restaurant, it was back to the boat for an early night.

At 0600 on Friday 3 February, lines were thrown for the 105 nautical mile trip to Sydney. The weather gods were kind and this is where the metaphoric champagne flowed.

The sea was calm and we were greeted with a 15 knot westerly. This peaked at 27 knots but was mostly around 18 knots.

The breeze continued to abeam Wollongong, stopped momentarily and then turned east at 15 knots.

Again, we were reaching until Sydney Heads and as we swung past Hornby Light, the breeze gave us one last lift all the way to Clark Island, where it stopped just in time to allow us to flake the sails, tidy the boat and head back into our berth at the CYCA. The next day I bought a lottery ticket! ⚓

The scenic route home.



The entrance to Bermagui.



Ulladulla wharf.





**BENEFITS OF
MEMBERSHIP**

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Support and rescue

The Cruising Yacht Club of Australia thanks NSW Marine Area Command and Tasmania Police for providing vital support and rescue services during the 2022 Rolex Sydney Hobart Yacht Race.



NEMESIS with
KOA in tow.

Sail Exchange
being towed.

The NSW Police Marine Area Command (MAC) supports the Rolex Sydney Hobart from the start, enforcing an exclusion zone and compliance with safety regulations for vessels on Sydney Harbour.

The MAC deployed the police launch NEMESIS and 10 crew in support of the race, following the fleet south past the NSW/Victoria border in readiness to respond to any incidents.

The MAC deployed crew on a Class 2 vessel out of Port Kembla, to Batemans Bay, for the first four days of the race, allowing strategic placement of rescue assets for boats throughout the fleet.

Eden Water Police then maintained a day shift for the duration of the race and a 24/7 on-call presence for any urgent deployments where they may have been the closest available asset.

The Marine Area Command Search and Rescue Coordination Centre was called into action after receiving a call at 1315hrs on Tuesday 27 December in relation to the TP52 KOA requiring assistance.

KOA was approximately 40 nautical miles south east of Gabo Island. She had lost her rudder and was unable to rig any form of temporary steering. NEMESIS was the closest placed asset and was well prepared to respond, reaching KOA at 1900hrs and taking the vessel under tow towards Eden.

With seas exceeding 3 metres and 30kt NE winds, NEMESIS could only make way at 3-4kts of speed. The police launch met with Eden Water Police around 1500hrs on 28 December in Disaster Bay, where they handed over the tow.

Eden Water Police arrived in Eden Harbour around 2030hrs with KOA in tow and the TP52 remained in Eden to undergo repairs. This was a brilliant coordinated effort, with more than 30 hours



Tasmania Police assists the Huntress crew.

devoted to the rescue, including 20 hours with KOA in tow.

With adverse sea conditions for the rescue crews, their dedication to getting the vessel and KOA crew to safety is to be commended.

Tasmania Police assisted with two incidents during the 2022 Rolex Sydney Hobart.

Sail Exchange's rudder stock broke on the morning of 28 December when Carl Crafoord's Cookson 12 was around 75nm NE of St Helens.

Tasmania Police towed *Sail Exchange* to St Helens – a 12 hour journey in a difficult sea state.

The police also coordinated assistance to *Huntress*, which lost her rudder around 0700hrs on Wednesday 28 December.

Around 1700hrs later that day, the *Huntress* crew were safely transferred to a Tasmania Police vessel and taken to Lady Barron, on Flinders Island.

From there, the *Huntress* crew was able to fly to Launceston and the vessel was later recovered.

NSW Police and Tasmania Police play a vital role in the race management of the Rolex Sydney Hobart Yacht Race and the CYCA is thankful for their ongoing support. ⚓

Major milestones



Tony Ellis holds the record for most Rolex Sydney Hobarts.

After competing in a record 53 Rolex Sydney Hobart Yacht Races, you might have thought Tony Ellis had seen it all.

But his record-extending 54th trip south posed new questions for Ellis, who was on board David Gotze's Reichel/Pugh 63, *No Limit*.

"It was different to all the other races; no two are the same," he said after *No Limit* limped to the line with a torn mainsail, finishing a very credible 12th overall despite the damage sustained during the race (see the photos on page 23).

"We had the torn main and the jib was going in the end as well. We were locked in with the main; we couldn't pull the reef in because we were frightened of damaging it further.

"That happened around two hours outside of Tasman Island. We took a bit of a punt that it would last the distance and it got us home."

Will Ellis be back for race number 55? "I'm still thinking about it," he said.

Only four sailors have reached the incredible milestone of 50 Rolex Sydney Hobarts – Ellis, Tony Cable (53 races – 2 on the Radio Relay Vessel), Colin Wildman (53 races – 21 on the RRV) and Bill Ratcliff (50 races).

Lindsay May is one away from joining that illustrious list, having completed a record 49th consecutive Hobart.

May was navigator on Patrick and Keith Broughton's famous S&S, *Kialoa II*, in the 2022 race.

Adrienne Cahalan was on board Tom Kneen's JPK 1180, *Sunrise*, for her 30th Rolex Sydney Hobart.

As well as reaching the 30th race milestone, Cahalan extends her record as the most capped female sailor in race history.



Lindsay May has competed in 49 consecutive Rolex Sydney Hobarts. Photos: Salty Dingo



Cahalan has taken Line Honours in the race six times, and was on board *Wild Oats XI* for the triple wins of Line Honours, Overall win and race record in 2005 and 2012.

After competing on the 78-foot *Oroton Drumfire* in 2021, racing on the 38-foot *Sunrise* was a different proposition for the world-renowned navigator.

"It was so enjoyable to be part of this team," Cahalan said. "I was privileged to be part of a team that had so much success already.

"I came in and only had a short lead-up with the crew. They made me feel really welcome.

"[The *Sunrise* crew] really enjoyed the race, the communication around the race and how much Australians are interested in it.

"We had beautiful sailing for the first two days, then a northerly gale, a southerly gale and no wind on the Derwent. This race throws a lot at you and my message was always just to hang in there.

"It was such a tight team. Everyone had their areas of expertise and just got on with it."



Adrienne Cahalan was a great asset to the cohesive Sunrise crew. Photo: Salty Dingo

Kneen added Cahalan to the *Sunrise* crew around six weeks out from the 2022 Rolex Sydney Hobart.

With five first-timers on board, *Sunrise* benefitted from Cahalan's experience.

"I've sailed this race a lot of times as part of a navigation team and I think that's the way to sail," Cahalan said.

"Tom Cheney is the navigator on board, I just came on with local knowledge and that worked really well.

"Navigating is a lot of responsibility in this race, so it was nice to be able to share it. This race had so many tactical decisions, it was very enjoyable."

Two major milestones were celebrated on Ed Psaltis' Sydney 36, *Midnight Rambler*.

Psaltis, owner/skipper, took on his 40th Rolex Sydney Hobart, while Michael Bencsik sailed his 25th – all of which have been alongside Psaltis.

"I didn't just want to be making up the numbers," said Psaltis of the pre-race anticipation for his milestone race.

"I wanted to be a real force and we won our division, so it's fair to say we were a force at our end of the fleet.

"It was a tough division, because a lot of the really hot two-handed boats were in there and they're really well sailed, so we pushed really hard to win [IRC Division 4]."

Psaltis believes the race was his "best performance since 1998", when his Hick 35 *AFR Midnight Rambler* won the Tattersall Cup.

Bencsik, who was part of the winning crew in '98, had originally signed on to crew for Kim Jaggar's Sydney 38 *Cinquante*, but made the switch with Jaggar's blessing.

"I grew up with Ed from the age of around 10," Bencsik said. "We did a lot of dinghy sailing and I got introduced to ocean sailing by Bill Psaltis.



Ed Psaltis and Michael Bencsik shared their 25th race together.

"The stars aligned to do my 25th with Ed's 40th. We'd spoken about it over the years, but until you get there, you feel it's difficult to achieve."

As expected, this was far from a procession for the two veterans, but it exemplified the appeal of this great race.

"It was hard downwind, with a very confused sea on the second day," Psaltis said.

"Every yard was a hard yard to gain. We had high speeds, some wipeouts, a bit of damage. We pushed her well and I'm proud of how we performed.

"It's not about the number [of races] in the end. They are very different.

"I'm still learning about ocean racing. Anyone who thinks they know it all is kidding themselves!"

Check out page 61 to view the full list of competitors who achieved their 25th and 40th race milestones in 2022. ⚓



Ed Psaltis collects his 40th race medallion. Photo: ROLEX/ Carlo Borlenghi

WELCOME...

TO OUR NEW MEMBERS

- Annika Austin
- David Aylward
- Andrew Birbeck
- Cameron Blake
- Rodney Bruce
- Timothy Burke
- Anton Carter
- Peter Caucino
- Barbara Chang
- Peter Cheung
- Crispin Conroy
- Regan Coote
- Harold Cudmore
- Shaun Cunningham
- Matthew Davis
- Arend de Waal
- Geoffrey Denman
- Stuart Eaton
- Diana Fassos
- Gregory Fernandes
- Ross Finlayson
- Caroline Gilroy
- Thomas Goddard
- Mark Gossington
- James Gould
- Christopher Graham
- Ashley Hewitt
- Simone Hill
- Greg Hooper
- Ronald Jarvin
- Tomio Alan Komatsu
- Wing Sze Lam
- Aron Lewin
- Sally London
- Robert Love
- Eloise Mack
- John Marinan
- Zara Marks
- Charles Mazzochi
- Sandrine McHugh
- Thomas Melhuish
- Jane Messenger
- Cassandra Middleton
- Sarah Mitchell
- Sarah Nehill
- Barb Opie
- Peter Opie
- Toby Patterson
- Michael Anthony Pope
- Jennifer Quain
- Charles Quin
- Katrina Read
- Genevieve Rechner
- Sara Richardson
- Anna Robertson
- Nicholas Rogers
- David Ross
- Helen Rydge
- Patricia Rydge
- John Santos
- Justine Senior
- Xavier Shea
- Victor Shen
- Jack Sherratt
- Cindy Skacel
- Daniel Southcombe
- Helena Southcombe
- Paul Spon-Smith
- Allie Steel
- Klaus Stelter
- Robert Thew
- Lee Ungaro
- Karen van Kretschmar
- Thomas Vincent
- Henry Walkerden
- Peter Warner
- David Williams
- Regina Wirkerman
- Ian Wolf
- Gordon Woolf

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





Ian and Annika Thomson celebrate after finishing the 2022 Rolex Sydney Hobart two-handed. Photo: Salty Dingo.

Electric dream

One TP52 in the 2022 Rolex Sydney Hobart Yacht Race was markedly different to the others.

Ocean Crusaders J-Bird was sailed two-handed by husband and wife, Ian and Annika Thomson, as the first electric yacht to compete in this race.

The pair had spent three years restoring their TP52 and converting it to an electric drive.

The yacht attracted plenty of attention on the Cruising Yacht Club of Australia marina in the build-up to the 2022 Rolex Sydney Hobart.

J-Bird is powered by batteries and has nine solar panels on deck, ensuring they never need to use fuel.

For their first two-handed campaign in the Rolex Sydney Hobart, Ian and Annika named the vessel after Ocean Crusaders, the company Ian founded in 2010 shortly after breaking the record for fastest solo circumnavigation of Australia.

It is a platform for the pair to speak with people around the world about the issues our oceans are facing.

After motoring silently to the start line on Sydney Harbour on Boxing Day, *Ocean Crusaders J-Bird* stayed behind the chaos of the maxis, mini maxis and 52s jostling for position, as the only two-handed boat on the first start line.

Annika at the helm of *Ocean Crusaders J-Bird*. Photo: Facebook/JBirdIII



It took years of hard work to get to that point and Ian and Annika must have felt deflated after the headsail furler failed shortly after the start, dampening their hopes of a handicap win.

It wasn't the only setback they faced, with an unidentified floating object getting wrapped around the keel and more equipment failures forcing them to sail conservatively and protect the boat.

Ocean Crusaders J-Bird's troubles also prevented Ian and Annika getting to Tasman Island before the wind shifted to the south.

Reflecting on the race in an article on oceancrusaders.org, Ian wrote: "We headed off to hide behind Schouten Island, which would shelter us from the northerly swell.

"We were broken. The tiredness and frustration that we felt led to us both having moments in tears."

The race certainly didn't go to plan, but the pair persisted and *Ocean Crusaders J-Bird* was the first two-handed boat across the line in a time of 3 days, 4 hours, 45 minutes and 23 seconds.

That ensured Annika was awarded the Jane Tate Memorial Trophy as the first female skipper to finish the race.

Ocean Crusaders J-Bird's 12volt batteries were fully charged at the end of the race thanks to the solar panels.

Ian added: "Our mission was to show the world that you can compete in the Rolex Sydney Hobart with an electrical drive and not use an ounce of fuel.

"Boats are loading fuel on to deliver the boat home, we aren't. So we have ticked a lot of boxes." 📍



SCAN THE QR CODE TO
TAKE A TOUR OF OCEAN
CRUSADERS J-BIRD.



The VIP & Skippers Launch, and Crew Party returned to the Sydney Race Village in 2022.

VILLAGE LIFE

The Rolex Sydney Hobart Race Villages in Sydney and Hobart were rejuvenated in 2022, with pre-race events returning to the calendar and capacity crowds cheering competitors across the line.

Spectators get up close to the Tattersall Cup.

The CYCA and Rolex celebrated 20 years of partnership in 2022.



Memorabilia and merchandise in the Musto store.

Wine tasting and free oysters thanks to Devil's Corner.



There were plenty of food and drink options on offer.



Another perfect Summer evening in the Hobart Race Village.



Sydney photos: CYCA • Hobart photos: Salty Dingo



Big crowds enjoyed live music from bands and a DJ.





Live Q&As on stage in the Hobart Race Village and live shows for online viewers kept the audience updated on the 2022 Rolex Sydney Hobart. Photos: Salty Dingo

BEHIND THE SCENES



All angles covered as yachts finished the race.

SCAN THE QR CODE TO CATCH UP ON ALL THE ACTION FROM THE 2022 ROLEX SYDNEY HOBART YACHT RACE.



The CYCA brought spectators around the world closer than ever to the action of the Rolex Sydney Hobart Yacht Race in 2022.

From the studio in the Hobart Race Village, presenters Gordon Bray, Peter Shipway and Peter Gee provided regular updates on the progress of the race, featuring live crosses to finishing yachts, highlights of race action, interviews with competitors and detailed analysis of the fleet.

The coverage didn't stop after the race did, as the Club's post-race film provided a comprehensive review of the 2022 Rolex Sydney Hobart.

The Club thanks production partners Hype TV and Sail Media for helping to create an unprecedented coverage of the great race, as well as our presenters – Gordon, Peter and Peter – for their excellent commentary. 🍷



Peter Shipway and Gordon Bray prepare for another live show. Photo: Hype TV



Roaming the docks to share competitors' stories.





Photos: Salty Dingo

- 1-4. Post-race celebrations on Kings Pier Marina.
5. At 90 years old and 9.01m, Maluka was the oldest and smallest boat in the fleet.
6. The historic Kialoa II still going strong, 51 years after winning Line Honours.
7. Alegria Republic and Hutchies Yeah Baby.
8. On the bow of Stefan Racing.
9. Fine margins on a packed Sydney Harbour for the race start.
10. Full throttle from the start on Warrior Won.



2022 ROLEX SYDNEY HOBART YACHT RACE

Honour Roll



Celestial

- 1st IRC overall:
 - George Adams Tattersall Cup
 - RORC Plaque
 - Government of Tasmania Trophy
 - Rolex Yacht Master timepiece
- 1st IRC Division 1
 - George Barton Trophy
- Navigator of the winning yacht (Bill Owen Memorial Trophy) - James Dagge
- Designer of the winning yacht (Alan Payne Memorial Trophy) - Judel/Vrolijk

Gweilo

- 2nd IRC Overall
 - City of Hobart Trophy
 - Bass Strait Cup
 - Solo Trophy
- 2nd IRC Division 1
- 1st ORCi Division 1
 - Charleston Trophy

Caro

- 3rd IRC Overall
 - RYCT Trophy
 - Storm Bay Cup
- 3rd IRC Division 1
- 1st yacht under 18.5m LOA across the finish line
 - Apollo Trophy and half model

Andoo Comanche

- Line Honours
 - John H Illingworth Challenge Cup
 - Rolex Yacht Master Timepiece
 - Cannon
- 1st yacht due south of Tasman
 - F&J Livingstone Trophy

LawConnect

- 2nd over the line

Black Jack

- 3rd over the line

Hamilton Island Wild Oats

- 1st yacht out of Sydney Heads
 - Jack Rooklyn Memorial Trophy
 - Cannon

Alive

- 2nd IRC Division 0
- 3rd ORCi Division 1
- 1st Tasmanian yacht on IRC corrected time
 - TasPorts Trophy
- Navigator of 1st Tasmanian yacht on IRC corrected time - Wouter Verbraak

Mistral

- 1st Two-Handed IRC
 - Two-Handed IRC Trophy
- 1st small boat across the line
 - Battery Point Trophy and half model
- 1st Two-Handed ORCi
- 2nd IRC Division 4
- 3rd Corinthian IRC
- 3rd ORCi Division 3
- 3rd over the line two-handed

Midnight Rambler

- 1st Corinthian IRC
 - Graeme Frizzle Freeman Memorial Trophy
- 1st IRC Division 4
 - Sir Arthur Warner Trophy
- 2nd Corinthian PHS

Money Penny

- 1st IRC Division 0
 - Rushcutter Trophy

URM Group

- 3rd IRC Division 0
- Conventionally Ballasted Record
 - Ichi Ban Trophy

A record-breaking race for URM Group. Photo: ROLEX/Andrea Francolini



Enterprise Next Generation

- 1st IRC Division 2
 - Peter Allsop Memorial Trophy
- Seamanship Award
 - Rani Trophy (For standing by KOA following their pan pan and the loss of their rudder)

Chutzpah

- 3rd IRC Division 2
- 2nd ORCi Division 2
- 1st Victorian yacht on IRC corrected time
 - Lou Abrahams Memorial Trophy

Gun Runner

- 1st Armed Services yacht on IRC corrected time
 - Oggin Cup and Plaque

Maluka

- 1st IRC Division 5
- 1st yacht under 9.5m LOA
 - Plum Crazy Trophy

Cassiopeia 68

- Yacht travelling from the furthest port to compete
 - Polish Trophy and Plaque

Sunrise

- 1st IRC Division 3
 - RORC Trophy and replica
- 1st ORCi Division 3
 - TasPorts Trophy

Quest

- 2nd ORCi Division 1

Alegria Republic

- 2nd IRC Division 2
- 1st ORCi Division 2
 - TasPorts Trophy

Sun Fast Racing

- 2nd Two-Handed IRC
- 3rd Two-Handed ORCi
- 3rd ORCi Division 4

Pacman

- 2nd IRC Division 3
- 3rd Two-Handed IRC

White Bay 6 Azzurro

- 2nd IRC Division 5
- 2nd ORCi Division 4

Crux

- 3rd IRC Division 5
- 2nd Two-Handed ORCi
- 1st ORCi Division 4

Pretty Woman

- 2nd Corinthian IRC
- 1st Corinthian PHS
 - York Family Trophy

South Brittany

- 3rd IRC Division 3

Khaleesi

- 3rd ORCi Division 2

Ariel

- 3rd IRC Division 4
- 2nd ORCi Division 3

Ocean Crusaders J-Bird

- 1st over the line two-handed
- 1st female skipper (Annika Thomson)
 - Jane Tate Memorial Trophy and half model

Minnie

- 2nd over the line two-handed

Cinquante

- 1st Sydney 38 Division
 - One Tonne Trophy
- 3rd Corinthian PHS

Hasta La Vista

- 2nd Sydney 38 Division

Poulpito

- 3rd Sydney 38 Division

Cyan Moon

- 1st PHS Division
 - RANSA Trophy

Mako

- 2nd PHS Division

Allegro

- 3rd PHS Division

40th race medallion

- Ed Psaltis

25th race medallion

- Michael Bencsik
- Tom Braidwood
- Andrew Henderson
- Sean Kirkjian
- Duncan Macleod
- Peter Merrington
- Brett Smith



Duncan Macleod receives his 25th race medallion.



2022 RACE RESULTS

IRC OVERALL

PLACE	YACHT	OWNER/SKIPPER	DIVISION	HANDICAP	CORRECTED TIME
1	Celestial	Sam Haynes	1	1.390	02:16:35:26
2	Gweilo	Matt Donald (S) & Chris Townsend	1	1.398	02:16:50:27
3	Caro	Max Klink	1	1.416	02:16:52:35
4	Warrior Won	Chris Sheehan	1	1.406	02:17:01:24
5	Quest	Craig Neil	1	1.373	02:18:11:08
6	Patrice	Tony Kirby	1	1.408	02:18:54:22
7	Enterprise Next Generation	Anthony Kirke & Andrew Nuttman	2	1.260	02:19:14:27
8	Moneypenny	Sean Langman	0	1.563	02:19:33:59
9	Smuggler	Sebastian Bohm	1	1.377	02:19:42:34
10	Alive	Philip Turner (O)/Duncan Hine (S)	0	1.586	02:20:00:34
11	URM Group	Anthony Johnston & David Johnston (O)/ Marcus Ashley-Jones (S)	0	1.602	02:21:04:03
12	No Limit	David Gotze	0	1.518	02:21:04:48
13	Zen	Gordon Ketelbey	1	1.394	02:21:23:47
14	Willow	Jim Cooney	0	1.628	02:21:27:28
15	Whisper	David Griffith	0	1.521	02:22:47:48
16	Crush	David Davenport	1	1.404	02:23:44:23
17	Black Jack	Peter Harburg (O)/Mark Bradford (S)	0	1.959	02:23:50:55
18	LawConnect	Christian Beck	0	1.978	02:23:58:36
19	Andoo Comanche	John Winning Jr	0	2.047	03:01:34:58
20	Hamilton Island Wild Oats	The Oatley family (O)/Mark Richards (S)	0	1.958	03:01:41:35
21	Alegria Republic	Rodney Jones	2	1.187	03:02:55:35
22	Stefan Racing	Grant Wharington	0	1.765	03:03:20:13
23	Antipodes	Geoff Hill	0	1.377	03:03:40:35
24	Chutzpah	Bruce Taylor	2	1.200	03:04:43:11
25	Sunrise	Tom Kneen	3	1.100	03:08:13:55
26	Khaleesi	Rob Aldis & Sandy Farquharson	2	1.187	03:09:07:38
27	Midnight Rambler	Ed Psaltis	4	1.030	03:09:26:28
28	Pretty Woman	Richard Hudson	2	1.203	03:10:17:34
29	Mistral (TH)	Rupert Henry (O) & Greg O'Shea	4	1.063	03:10:18:55
30	Ariel	Ron Forster & Phil Damp	4	1.075	03:11:27:22
31	Sun Fast Racing (TH)	Lee Condell (O) & Lincoln Dews	4	1.024	03:13:25:02
32	Pacman (TH)	Peter Elkington (O) & Scott Cavanough	3	1.105	03:13:59:38
33	Maluka	Peter Langman	5	0.875	03:14:19:22
34	South Brittany	Tanguy Fournier Le Ray	3	1.094	03:14:40:47
35	Kraken 42S	Mark Bayles & Andrew Sinclair	3	1.124	03:14:42:31
36	Mayfair	James Irvine	2	1.264	03:14:49:47
37	White Bay 6 Azzurro	Shane Kearns	5	0.930	03:15:21:04
38	Crux (TH)	Carlos Aydos (O) & Peter Grayson	5	0.925	03:16:01:00
39	Denali	Damien Parkes	1	1.356	03:16:29:09
40	KD4 (TH)	Joe de Kock (O) & Richard Hooper	3	1.121	03:16:51:03
41	Z7	Laurie McAllister	3	1.120	03:16:52:35
42	Cinquante	Kim Jaggar	3	1.089	03:16:54:20
43	Hip-Nautic (TH)	Jean-Pierre Ravanat (O) & Drew Meincke	4	1.032	03:17:05:15
44	Kialoa II	Patrick Broughton (S) & Keith Broughton	2	1.184	03:17:05:56
45	Toybox 2	Ian Box	2	1.150	03:17:13:15
46	Quantock	David Hobbs	2	1.198	03:17:16:50
47	King Billy	Phil Bennett	5	0.986	03:17:55:27
48	Hasta la Vista	The Grimes family (O)/Jessica Grimes & Tom Grimes (S)	3	1.091	03:17:59:01
49	Supernova	Alex Seja & Felicity Nelson	4	1.037	03:19:12:49
50	Transcendence Crento (TH)	Martin Cross (O) & John Cross	4	1.024	03:19:20:38



51	Uprising Brightside Marine (TH)	Andrew Miller (O) & Harrison Miller	5	0.960	03:19:23:41
52	Insomnia	Marcus Grimes	2	1.232	03:19:35:29
53	Minnie (TH)	Michael Bell (O) & Oliver Bell	2	1.195	03:19:58:07
54	Kraken 111 (TH)	Rob Gough (O) & John Saul	4	1.020	03:20:02:24
55	Trouble & Strife	Matthew Williams	3	1.111	03:20:17:28
56	Speedwell (TH)	Colin Geeves (O)/Campbell Geeves & Wendy Tuck	5	0.992	03:20:26:03
57	Papillon	Dale Price	4	1.071	03:20:30:26
58	Inukshuk (TH)	Robert Large (O) & Cameron Boogaerdt	5	0.987	03:20:49:10
59	Bacardi	Martin Power (O)/Brett Averay (S)	4	1.041	03:20:52:55
60	Gun Runner	Army Sailing Club (O)/Chris Connelly (S)	5	0.897	03:20:57:42
61	Jucasta	Stuart McIntyre	3	1.088	03:20:58:32
62	Mister Lucky (TH)	Rohan Wood (O) & Todd Giraudo	4	1.034	03:21:30:55
63	Rush	John Paterson	2	1.211	03:21:31:00
64	Philosopher (TH)	David Henry (O) & Stephen Prince	4	1.041	03:22:03:25
65	Sintara	Derek Morrison	3	1.111	03:22:31:59
66	Patrice Six	Alexander Flecknoe-Brown	3	1.103	03:22:54:45
67	Hutchies Yeah Baby	Andy Lamont	2	1.279	03:23:00:56
68	Rum Rebellion (TH)	Shane Connelly (O) & Tony Sutton	5	1.011	03:23:01:00
69	Poulpito	David Treguier	3	1.097	03:23:02:32
70	Joss	Roberto Camacho	4	1.070	03:23:06:38
71	XS Moment BNMH	Ray Hudson	2	1.146	03:23:07:56
72	Crystal Cutter III	Charles Parry-Okeden	4	1.055	03:23:38:25
73	Coopers	Craig Watson	3	1.111	03:23:49:14
74	Blink	Mark Gorbato (S) & Mark Siebert	4	1.075	04:00:23:12
75	Rumchaser (TH)	Andrew Butler (O) & Lee Antill	4	1.074	04:00:59:23
76	Fruit Solid 3	Mark Drobitko	4	1.067	04:01:02:52
77	Blue Planet (TH)	Chris O'Neill (O) & Larry Jamieson	5	1.010	04:01:19:32
78	Flying Cloud	David Myers/George Martin	4	1.079	04:02:43:35
79	Bowline	Ian Roberts	3	1.098	04:03:11:12
80	Secret Mens Business	David De Coster (S) & Sally Armati	2	1.154	04:04:04:03
81	Anjo	Clayton Craigie	4	1.042	04:04:20:09
82	Ocean Crusaders J-Bird (TH)	Ian Thomson & Annika Thomson	1	1.316	04:05:00:41
83	Currawong (TH)	Kathy Veel (O) & Bridget Canham	5	0.864	04:16:55:34



Celestial owner/skipper Sam Haynes (white shirt) and his crew celebrate their victory. Photo: ROLEX/Carlo Borlenghi



2022 RACE RESULTS

IRC DIVISION 0

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Money Penny	Sean Langman	1.563	02:19:33:59
2	Alive	Philip Turner (O)/ Duncan Hine (S)	1.586	02:20:00:34
3	URM Group	Anthony Johnston & David Johnston (O)/ Marcus Ashley-Jones (S)	1.602	02:21:04:03
4	No Limit	David Gotze	1.518	02:21:04:48
5	Willow	Jim Cooney	1.628	02:21:27:28
6	Whisper	David Griffith	1.521	02:22:47:48
7	Black Jack	Peter Harburg (O)/ Mark Bradford (S)	1.959	02:23:50:55
8	LawConnect	Christian Beck	1.978	02:23:58:36
9	Andoo Comanche	John Winning Jr	2.047	03:01:34:58
10	Hamilton Island Wild Oats	The Oatley family (O)/ Mark Richards (S)	1.958	03:01:41:35
11	Stefan Racing	Grant Wharington	1.765	03:03:20:13
12	Antipodes	Geoff Hill	1.377	03:03:40:35

IRC DIVISION 1

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Celestial	Sam Haynes	1.390	02:16:35:26
2	Gweilo	Matt Donald (S) & Chris Townsend	1.398	02:16:50:27
3	Caro	Max Klink	1.416	02:16:52:35
4	Warrior Won	Chris Sheehan	1.406	02:17:01:24
5	Quest	Craig Neil	1.373	02:18:11:08
6	Patrice	Tony Kirby	1.408	02:18:54:22
7	Smuggler	Sebastian Bohm	1.377	02:19:42:34
8	Zen	Gordon Ketelbey	1.394	02:21:23:47
9	Crush	David Davenport	1.404	02:23:44:23
10	Denali	Damien Parkes	1.356	03:16:29:09
11	Ocean Crusaders J-Bird (TH)	Ian Thomson & Annika Thomson	1.316	04:05:00:41

IRC DIVISION 2

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Enterprise Next Generation	Anthony Kirke & Andrew Nuttman	1.260	02:19:14:27
2	Alegria Republic	Rodney Jones	1.187	03:02:55:35
3	Chutzpah	Bruce Taylor	1.200	03:04:43:11
4	Khaleesi	Rob Aldis & Sandy Farquharson	1.187	03:09:07:38
5	Pretty Woman	Richard Hudson	1.203	03:10:17:34
6	Mayfair	James Irvine	1.264	03:14:49:47
7	Kialoa II	Patrick Broughton (S) & Keith Broughton	1.184	03:17:05:56
8	Toybox 2	Ian Box	1.150	03:17:13:15
9	Quantock	David Hobbs	1.198	03:17:16:50
10	Insomnia	Marcus Grimes	1.232	03:19:35:29
11	Minnie (TH)	Michael Bell (O) & Oliver Bell	1.195	03:19:58:07
12	Rush	John Paterson	1.211	03:21:31:00
13	Hutchies Yeah Baby	Andy Lamont	1.279	03:23:00:56
14	XS Moment BNMH	Ray Hudson	1.146	03:23:07:56
15	Secret Mens Business	David De Coster (S) & Sally Armati	1.154	04:04:04:03



IRC DIVISION 3

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Sunrise	Tom Kneen	1.100	03:08:13:55
2	Pacman (TH)	Peter Elkington (O) & Scott Cavanough	1.105	03:13:59:38
3	South Brittany	Tanguy Fournier Le Ray	1.094	03:14:40:47
4	Kraken 42S	Mark Bayles & Andrew Sinclair	1.124	03:14:42:31
5	KD4 (TH)	Joe de Kock (O) & Richard Hooper	1.121	03:16:51:03
6	Z7	Laurie McAllister	1.120	03:16:52:35
7	Cinquante	Kim Jaggar	1.089	03:16:54:20
8	Hasta la Vista	The Grimes family (O)/Jessica Grimes & Tom Grimes (S)	1.091	03:17:59:01
9	Trouble & Strife	Matthew Williams	1.111	03:20:17:28
10	Jucasta	Stuart McIntyre	1.088	03:20:58:32
11	Sintara	Derek Morrison	1.111	03:22:31:59
12	Patrice Six	Alexander Flecknoe-Brown	1.103	03:22:54:45
13	Poulpito	David Treguier	1.097	03:23:02:32
14	Coopers	Craig Watson	1.111	03:23:49:14
15	Bowline	Ian Roberts	1.098	04:03:11:12

IRC DIVISION 4

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Midnight Rambler	Ed Psaltis	1.030	03:09:26:28
2	Mistral (TH)	Rupert Henry (O) & Greg O'Shea	1.063	03:10:18:55
3	Ariel	Ron Forster & Phil Damp	1.075	03:11:27:22
4	Sun Fast Racing (TH)	Lee Condell (O) & Lincoln Dews	1.024	03:13:25:02
5	Hip-Nautic (TH)	Jean-Pierre Ravanat (O) & Drew Meincke	1.032	03:17:05:15
6	Supernova	Alex Seja & Felicity Nelson	1.037	03:19:12:49
7	Transcendence Crento (TH)	Martin Cross (O) & John Cross	1.024	03:19:20:38
8	Kraken 111 (TH)	Rob Gough (O) & John Saul	1.020	03:20:02:24
9	Papillon	Dale Price	1.071	03:20:30:26
10	Bacardi	Martin Power (O)/Brett Averay (S)	1.041	03:20:52:55
11	Mister Lucky (TH)	Rohan Wood (O) & Todd Giraudo	1.034	03:21:30:55
12	Philosopher (TH)	David Henry (O) & Stephen Prince	1.041	03:22:03:25
13	Joss	Roberto Camacho	1.070	03:23:06:38
14	Crystal Cutter III	Charles Parry-Okeden	1.055	03:23:38:25
15	Blink	Mark Gorbato (S) & Mark Siebert	1.075	04:00:23:12
16	Rumchaser (TH)	Andrew Butler (O) & Lee Antill	1.074	04:00:59:23
17	Fruit Solid 3	Mark Drobitko	1.067	04:01:02:52
18	Flying Cloud	David Myers/George Martin	1.079	04:02:43:35
19	Anjo	Clayton Craigie	1.042	04:04:20:09

IRC DIVISION 5

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Maluka	Peter Langman	0.875	03:14:19:22
2	White Bay 6 Azzurro	Shane Kearns	0.930	03:15:21:04
3	Crux (TH)	Carlos Aydos (O) & Peter Grayson	0.925	03:16:01:00
4	King Billy	Phil Bennett	0.986	03:17:55:27
5	Uprising Brightside Marine (TH)	Andrew Miller (O) & Harrison Miller	0.960	03:19:23:41
6	Speedwell (TH)	Colin Geeves (O)/Campbell Geeves & Wendy Tuck	0.992	03:20:26:03
7	Inukshuk (TH)	Robert Large (O) & Cameron Boogaardt	0.987	03:20:49:10
8	Gun Runner	Army Sailing Club (O)/Chris Connolly (S)	0.897	03:20:57:42
9	Rum Rebellion (TH)	Shane Connolly (O) & Tony Sutton	1.011	03:23:01:00
10	Blue Planet (TH)	Chris O'Neill (O) & Larry Jamieson	1.010	04:01:19:32
11	Currawong (TH)	Kathy Veel (O) & Bridget Canham	0.864	04:16:55:34



2022 RACE RESULTS

LINE HONOURS

PLACE	YACHT	OWNER/SKIPPER	ELAPSED TIME
1	Andoo Comanche	John Winning Jr	01:11:56:48
2	LawConnect	Christian Beck	01:12:23:19
3	Black Jack	Peter Harburg (O)/Mark Bradford (S)	01:12:40:34
4	Hamilton Island Wild Oats	The Oatley family (O)/Mark Richards (S)	01:13:38:13
5	Willow	Jim Cooney	01:18:39:52
6	Stefan Racing	Grant Wharington	01:18:41:02
7	Alive	Philip Turner (O)/Duncan Hine (S)	01:18:52:52
8	URM Group	Anthony Johnston & David Johnston (O)/Marcus Ashley-Jones (S)	01:19:06:48
9	Moneypenny	Sean Langman	01:19:13:43
10	No Limit	David Gotze	01:21:30:26
11	Caro	Max Klink	01:21:49:00
12	Warrior Won	Chris Sheehan	01:22:14:49
13	Gweilo	Matt Donald (S) & Chris Townsend	01:22:22:52
14	Celestial	Sam Haynes	01:22:28:05
15	Whisper	David Griffith	01:22:32:46
16	Patrice	Tony Kirby	01:23:31:07
17	Quest	Craig Neil	02:00:12:18
18	Smuggler	Sebastian Bohm	02:01:10:18
19	Zen	Gordon Ketelbey	02:01:46:56
20	Crush	David Davenport	02:03:05:48
21	Enterprise Next Generation	Anthony Kirke & Andrew Nuttman	02:05:21:57
22	Antipodes	Geoff Hill	02:06:57:27
23	Alegria Republic	Rodney Jones	02:15:07:21
24	Chutzpah	Bruce Taylor	02:15:55:59
25	Denali	Damien Parkes	02:17:15:18
26	Khaleesi	Rob Aldis & Sandy Farquharson	02:20:20:47
27	Pretty Woman	Richard Hudson	02:20:24:23
28	Mayfair	James Irvine	02:20:41:40
29	Cassiopeia 68	Cassiopeia 68 Ltd. (O)/Demeter Nobilis (S)	03:00:51:16
30	Sunrise	Tom Kneen	03:00:56:17
31	Hutchies Yeah Baby	Andy Lamont	03:02:17:20
32	Insomnia	Marcus Grimes	03:02:20:37
33	Quantock	David Hobbs	03:02:31:29
34	Kialoa II	Patrick Broughton (S) & Keith Broughton	03:03:15:09
35	Ocean Crusaders J-Bird (TH)	Ian & Annika Thomson	03:04:45:23
36	Minnie (TH)	Michael Bell (O) & Oliver Bell	03:04:57:40
37	Kraken 42S	Mark Bayles & Andrew Sinclair	03:05:08:34
38	Rush	John Paterson	03:05:13:22
39	Helsal 3	Helsal 3 Syndicate (O)/Rob Fisher	03:05:13:53
40	Allegro	Adrian Lewis	03:05:15:50
41	Mistral (TH)	Rupert Henry (O) & Greg O'Shea	03:05:26:12
42	Toybox 2	Ian Box	03:05:35:00
43	Ariel	Ron Forster & Phil Damp	03:05:38:01
44	Pacman (TH)	Peter Elkington (O) & Scott Cavanough	03:05:49:21
45	Midnight Rambler	Ed Psaltis	03:07:04:09
46	South Brittany	Tanguy Fournier Le Ray	03:07:13:55
47	KD4 (TH)	Joe de Kock (O) & Richard Hooper	03:07:15:37
48	Z7	Laurie McAllister	03:07:21:14
49	Mako	Paul O'Rourke (O)/Greg Busch (S)	03:08:27:49
50	Cinquante	Kim Jaggar	03:09:38:23
51	Hasta la Vista	The Grimes family (O)/Jessica Grimes & Tom Grimes (S)	03:10:28:41
52	XS Moment BNMH	Ray Hudson	03:11:00:45
53	Trouble & Strife	Matthew Williams	03:11:04:13
54	Gunshot	David Walsh	03:11:17:57
55	Sun Fast Racing (TH)	Lee Condell (O) & Lincoln Dews	03:11:24:55



56	Sintara	Derek Morrison	03:13:05:18
57	Jucasta	Stuart McIntyre	03:13:27:20
58	Patrice Six	Alexander Flecknoe-Brown	03:14:02:58
59	Coopers	Craig Watson	03:14:14:50
60	Hip-Nautic (TH)	Jean-Pierre Ravanat (O) & Drew Meincke	03:14:19:30
61	Papillon	Dale Price	03:14:22:29
62	Poulpito	David Treguier	03:14:38:18
63	Secret Mens Business	David De Coster (S) & Sally Armati	03:14:42:49
64	Supernova	Alex Seja & Felicity Nelson	03:15:57:33
65	Pekljus	David Suttie	03:16:43:38
66	Joss	Roberto Camacho	03:16:53:18
67	Llama II	Jon Linton	03:17:03:39
68	Transcendence Crento (TH)	Martin Cross (O) & John Cross	03:17:12:11
69	Bacardi	Martin Power (O)/Brett Averay (S)	03:17:13:26
70	Blink	Mark Gorbato (S) & Mark Siebert	03:17:39:43
71	Ciao Bella	Karl Onslow	03:18:11:42
72	Kraken 111 (TH)	Rob Gough (O) & John Saul	03:18:14:07
73	Rumchaser (TH)	Andrew Butler (O) & Lee Antill	03:18:18:25
74	Esprit	Roderick West	03:18:19:04
75	Bowline	Ian Roberts	03:18:20:02
76	Philosopher (TH)	David Henry (O) & Stephen Prince	03:18:21:09
77	Mister Lucky (TH)	Rohan Wood (O) & Todd Giraudo	03:18:26:25
78	Crystal Cutter III	Charles Parry-Okeden	03:18:39:15
79	Fruit Salid 3	Mark Drobitko	03:18:57:14
80	Wild Oats	Brett Eagle	03:19:04:09
81	King Billy	Phil Bennett	03:19:12:04
82	Flying Cloud	David Myers/George Martin	03:19:29:53
83	Flying Fish Arctos	Flying Fish Online (O)/Drew Hulton-Smith (S)	03:20:48:31
84	Speedwell (TH)	Colin Geeves (O)/Campbell Geeves & Wendy Tuck	03:21:10:47
85	Orione	Axel Baumgartner & Peter Baumgartner	03:21:53:05
86	White Bay 6 Azzurro	Shane Kearns	03:21:55:33
87	Rum Rebellion (TH)	Shane Connelly (O) & Tony Sutton	03:21:58:58
88	Inukshuk (TH)	Robert Large (O) & Cameron Boogaerdt	03:22:02:31
89	Cyan Moon	Wayne Seaward	03:22:23:10
90	Crux (TH)	Carlos Aydos (O) & Peter Grayson	03:23:09:11
91	Silver Fern	David Hows	03:23:10:38
92	Uprising Brightside Marine (TH)	Andrew Miller (O) & Harrison Miller	03:23:12:10
93	Reve	Kevin Whelan	03:23:15:19
94	Anjo	Clayton Craigie	04:00:17:30
95	Blue Planet (TH)	Chris O'Neill (O) & Larry Jamieson	04:00:21:43
96	She	Philip Bell	04:00:38:59
97	Maluka	Peter Langman	04:02:39:16
98	Salt Lines	Matthew Harvey	04:03:39:42
99	Gun Runner	Army Sailing Club (O)/Chris Connelly (S)	04:07:38:10
100	Currawong (TH)	Kathy Veel (O) & Bridget Canham	05:10:42:06

(O) = Owner; (S) = Skipper



An overnight finish for Andoo Comanche.
Photo: ROLEX/Carlo Borlenghi



2022 RACE RESULTS

TWO HANDED IRC

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Mistral (TH)	Rupert Henry (O) & Greg O'Shea	1.0630	03:10:18:55
2	Sun Fast Racing (TH)	Lee Condell (O) & Lincoln Dews	1.0240	03:13:25:02
3	Pacman (TH)	Peter Elkington (O) & Scott Cavanough	1.1050	03:13:59:38
4	Crux (TH)	Carlos Aydos (O) & Peter Grayson	0.9250	03:16:01:00
5	KD4 (TH)	Joe de Kock (O) & Richard Hooper	1.1210	03:16:51:03
6	Hip-Nautic (TH)	Jean-Pierre Ravanat (O) & Drew Meincke	1.0320	03:17:05:15
7	Transcendence Crento (TH)	Martin Cross (O) & John Cross	1.0240	03:19:20:38
8	Uprising Brightside Marine (TH)	Andrew Miller (O) & Harrison Miller	0.9600	03:19:23:41
9	Minnie (TH)	Michael Bell (O) & Oliver Bell	1.1950	03:19:58:07
10	Kraken 111 (TH)	Rob Gough (O) & John Saul	1.0200	03:20:02:24
11	Speedwell (TH)	Colin Geeves (O)/Campbell Geeves & Wendy Tuck	0.9920	03:20:26:03
12	Inukshuk (TH)	Robert Large (O) & Cameron Boogaerdt	0.9870	03:20:49:10
13	Mister Lucky (TH)	Rohan Wood (O) & Todd Giraudo	1.0340	03:21:30:55
14	Philosopher (TH)	David Henry (O) & Stephen Prince	1.0410	03:22:03:25
15	Rum Rebellion (TH)	Shane Connelly (O) & Tony Sutton	1.0110	03:23:01:00
16	Rumchaser (TH)	Andrew Butler (O) & Lee Antill	1.0740	04:00:59:23
17	Blue Planet (TH)	Chris O'Neill (O) & Larry Jamieson	1.0100	04:01:19:32
18	Ocean Crusaders J-Bird (TH)	Ian Thomson & Annika Thomson	1.3160	04:05:00:41
19	Currawong (TH)	Kathy Veel (O) & Bridget Canham	0.8640	04:16:55:34

TWO-HANDED ORCI

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Mistral (TH)	Rupert Henry (O) & Greg O'Shea	1.1796	03:19:20:39
2	Crux (TH)	Carlos Aydos (O) & Peter Grayson	0.9606	03:19:24:14
3	Sun Fast Racing (TH)	Lee Condell (O) & Lincoln Dews	1.1154	03:21:02:29
4	KD4 (TH)	Joe de Kock (O) & Richard Hooper	1.1887	03:22:13:00
5	Transcendence Crento (TH)	Martin Cross (O) & John Cross	1.0925	04:01:27:16
6	Uprising Brightside Marine (TH)	Andrew Miller (O) & Harrison Miller	1.0388	04:02:53:48
7	Inukshuk (TH)	Robert Large (O) & Cameron Boogaerdt	1.0640	04:04:03:38
8	Minnie (TH)	Michael Bell (O) & Oliver Bell	1.3103	04:04:50:32
9	Philosopher (TH)	David Henry (O) & Stephen Prince	1.1224	04:05:24:42
10	Mister Lucky (TH)	Rohan Wood (O) & Todd Giraudo	1.1214	04:05:25:11
11	Rum Rebellion (TH)	Shane Connelly (O) & Tony Sutton	1.0807	04:05:34:02
12	Blue Planet (TH)	Chris O'Neill (O) & Larry Jamieson	1.0689	04:07:00:05
13	Rumchaser (TH)	Andrew Butler (O) & Lee Antill	1.1488	04:07:44:41
14	Currawong (TH)	Kathy Veel (O) & Bridget Canham	0.8835	04:19:28:30



Mistral co-skippers Rupert Henry (right) and Greg O'Shea. Photo: Salty Dingo



PHS

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Cyan Moon	Wayne Seaward	0.9163	03:14:29:10
2	Mako	Paul O'Rourke (O)/Greg Busch (S)	1.0926	03:15:54:52
3	Allegro	Adrian Lewis	1.1481	03:16:42:24
4	Wild Oats	Brett Eagle	0.9857	03:17:46:01
5	Esprit	Roderick West	1.0078	03:19:01:20
6	Orione	Axel Baumgartner & Peter Baumgartner	0.9750	03:19:32:15
7	Reve	Kevin Whelan	0.9610	03:19:32:25
8	She	Philip Bell	0.9493	03:19:44:58
9	Helsal 3	Helsal 3 Syndicate (O)/Rob Fisher	1.2009	03:20:44:50
10	Gunshot	David Walsh	1.1365	03:22:40:10
11	Salt Lines	Matthew Harvey	0.9500	03:22:40:43
12	Ciao Bella	Karl Onslow	1.0500	03:22:42:17
13	Llama II	Jon Linton	1.0643	03:22:47:15
14	Flying Fish Arctos	Flying Fish Online (O)/Drew Hulton-Smith (S)	1.0220	03:22:51:01
15	Pekljus	David Suttie	1.0952	04:01:10:27
16	Silver Fern	David Hows	1.0250	04:01:33:24
17	Cassiopeia 68	Cassiopeia 68 Ltd. (O)/Demeter Nobilis (S)	1.5500	04:16:55:28



The Midnight Rambler crew.

CORINTHIAN IRC

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Midnight Rambler	Ed Psaltis	1.0300	03:09:26:28
2	Pretty Woman	Richard Hudson	1.2030	03:10:17:34
3	Mistral (TH)	Rupert Henry (O) & Greg O'Shea	1.0630	03:10:18:55
4	Sun Fast Racing (TH)	Lee Condell (O) & Lincoln Dews	1.0240	03:13:25:02
5	Kraken 42S	Mark Bayles & Andrew Sinclair	1.1240	03:14:42:31
6	Mayfair	James Irvine	1.2640	03:14:49:47
7	White Bay 6 Azzurro	Shane Kearns	0.9300	03:15:21:04
8	Crux (TH)	Carlos Aydos (O) & Peter Grayson	0.9250	03:16:01:00
9	Denali	Damien Parkes	1.3560	03:16:29:09
10	KD4 (TH)	Joe de Kock (O) & Richard Hooper	1.1210	03:16:51:03
11	Cinquante	Kim Jaggar	1.0890	03:16:54:20
12	Kialoa II	Patrick Broughton (S) & Keith Broughton	1.1840	03:17:05:56
13	Toybox 2	Ian Box	1.1500	03:17:13:15
14	King Billy	Phil Bennett	0.9860	03:17:55:27
15	Supernova	Alex Seja & Felicity Nelson	1.0370	03:19:12:49
16	Transcendence Crento (TH)	Martin Cross (O) & John Cross	1.0240	03:19:20:38
17	Insomnia	Marcus Grimes	1.2320	03:19:35:29
18	Papillon	Dale Price	1.0710	03:20:30:26
19	Gun Runner	Army Sailing Club (O)/Chris Connelly (S)	0.8970	03:20:57:42
20	Philosopher (TH)	David Henry (O) & Stephen Prince	1.0410	03:22:03:25
21	Sintara	Derek Morrison	1.1110	03:22:31:59
22	Hutchies Yeah Baby	Andy Lamont	1.2790	03:23:00:56
23	Rum Rebellion (TH)	Shane Connelly (O) & Tony Sutton	1.0110	03:23:01:00
24	Poulpito	David Treguier	1.0970	03:23:02:32
25	XS Moment BNMH	Ray Hudson	1.1460	03:23:07:56
26	Coopers	Craig Watson	1.1110	03:23:49:14
27	Fruit Salid 3	Mark Drobitko	1.0670	04:01:02:52
28	Bowline	Ian Roberts	1.0980	04:03:11:12
29	Secret Mens Business	David De Coster (S) & Sally Armati	1.1540	04:04:04:03
30	Currawong (TH)	Kathy Veel (O) & Bridget Canham	0.8640	04:16:55:34



2022 RACE RESULTS

CORINTHIAN PHS

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Pretty Woman	Richard Hudson	1.2028	03:10:16:45
2	Midnight Rambler	Ed Psaltis	1.0474	03:10:49:01
3	Cinquante	Kim Jaggar	1.0679	03:15:10:59
4	White Bay 6 Azzurro	Shane Kearns	0.9284	03:15:12:03
5	Crux (TH)	Carlos Aydos (O) & Peter Grayson	0.9208	03:15:37:01
6	Kraken 42S	Mark Bayles & Andrew Sinclair	1.1358	03:15:37:08
7	Mako	Paul O'Rourke (O)/Greg Busch (S)	1.0926	03:15:54:52
8	Supernova	Alex Seja & Felicity Nelson	1.0252	03:18:10:33
9	Esprit	Roderick West	1.0078	03:19:01:20
10	Fruit Salid 3	Mark Drobitko	1.0175	03:20:32:44
11	Philosopher (TH)	David Henry (O) & Stephen Prince	1.0304	03:21:05:57
12	XS Moment BNMH	Ray Hudson	1.1220	03:21:08:24
13	Coopers	Craig Watson	1.0954	03:22:28:31
14	Secret Mens Business	David De Coster (S) & Sally Armati	1.0919	03:22:40:57
15	Ciao Bella	Karl Onslow	1.0500	03:22:42:17

ORCI DIVISION 1

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Gweilo	Matt Donald (S) & Chris Townsend	1.5771	03:01:08:52
2	Quest	Craig Neil	1.5252	03:01:31:20
3	Alive	Philip Turner (O)/Duncan Hine (S)	1.7434	03:02:45:32
4	Patrice	Tony Kirby	1.5802	03:03:05:20
5	Moneypenny	Sean Langman	1.7584	03:04:00:47
6	Smuggler	Sebastian Bohm	1.5544	03:04:25:57
7	URM Group	Anthony Johnston & David Johnston (O)/Marcus Ashley-Jones (S)	1.7736	03:04:27:57
8	No Limit	David Gotze	1.6873	03:04:47:04
9	Black Jack	Peter Harburg (O)/Mark Bradford (S)	2.1103	03:05:23:51
10	Zen	Gordon Ketelbey	1.5673	03:06:01:25
11	Hamilton Island Wild Oats	The Oatley family (O)/Mark Richards (S)	2.0962	03:06:53:40
12	Whisper	David Griffith	1.7145	03:07:48:12
13	Crush	David Davenport	1.5775	03:08:36:18
14	Willow	Jim Cooney	1.9259	03:10:10:03
15	Denali	Damien Parkes	1.5170	04:02:59:31

ORCI DIVISION 2

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Alegria Republic	Rodney Jones	1.3218	03:11:26:07
2	Chutzpah	Bruce Taylor	1.3287	03:12:56:52
3	Khaleesi	Rob Aldis & Sandy Farquharson	1.2977	03:16:41:35
4	Pretty Woman	Richard Hudson	1.3083	03:17:29:46
5	Quantock	David Hobbs	1.2921	04:00:17:36
6	Toybox 2	Ian Box	1.2431	04:00:26:38
7	Z7	Laurie McAllister	1.2201	04:00:49:11
8	Mayfair	James Irvine	1.4129	04:01:03:30
9	Kialoa II	Patrick Broughton (S) & Keith Broughton	1.3030	04:02:03:14
10	Insomnia	Marcus Grimes	1.3407	04:03:40:21
11	Minnie (TH)	Michael Bell (O) & Oliver Bell	1.3103	04:04:50:32
12	Rush	John Paterson	1.3117	04:05:17:35
13	XS Moment BNMH	Ray Hudson	1.2457	04:07:24:31
14	Coopers	Craig Watson	1.2174	04:08:59:51
15	Secret Mens Business	David De Coster (S) & Sally Armati	1.2579	04:13:04:37



ORCI DIVISION 3

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Sunrise	Tom Kneen	1.1878	03:14:38:09
2	Ariel	Ron Forster & Phil Damp	1.1585	03:17:56:19
3	Mistral (TH)	Rupert Henry (O) & Greg O'Shea	1.1796	03:19:20:39
4	KD4 (TH)	Joe de Kock (O) & Richard Hooper	1.1887	03:22:13:00
5	Kraken 42S	Mark Bayles & Andrew Sinclair	1.2231	03:22:21:12
6	South Brittany	Tanguy Fournier Le Ray	1.1991	03:23:00:25
7	Cinquante	Kim Jaggar	1.1847	04:00:43:07
8	Trouble & Strife	Matthew Williams	1.2112	04:04:36:53
9	Joss	Roberto Camacho	1.1582	04:06:57:02
10	Poulpito	David Treguier	1.1921	04:07:16:54
11	Crystal Cutter III	Charles Parry-Okeden	1.1411	04:07:26:44
12	Rumchaser (TH)	Andrew Butler (O) & Lee Antill	1.1488	04:07:44:41
13	Blink	Mark Gorbato (S) & Mark Siebert	1.1624	04:08:13:23
14	Flying Cloud	David Myers/George Martin	1.1745	04:11:27:52
15	Bowline	Ian Roberts	1.1996	04:12:21:52
16	Anjo	Clayton Craigie	1.1346	04:13:15:09

ORCI DIVISION 4

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Crux (TH)	Carlos Aydos (O) & Peter Grayson	0.9606	03:19:24:14
2	White Bay 6 Azzurro	Shane Kearns	0.9737	03:19:27:20
3	Sun Fast Racing (TH)	Lee Condell (O) & Lincoln Dews	1.1154	03:21:02:29
4	King Billy	Phil Bennett	1.0629	04:00:56:16
5	Transcendence Crento (TH)	Martin Cross (O) & John Cross	1.0925	04:01:27:16
6	Uprising Brightside Marine (TH)	Andrew Miller (O) & Harrison Miller	1.0388	04:02:53:48
7	Supernova	Alex Seja & Felicity Nelson	1.1245	04:02:54:36
8	Bacardi	Martin Power (O)/Brett Averay (S)	1.1168	04:03:38:43
9	Inukshuk (TH)	Robert Large (O) & Cameron Boogaerdt	1.0640	04:04:03:38
10	Philosopher (TH)	David Henry (O) & Stephen Prince	1.1224	04:05:24:42
11	Mister Lucky (TH)	Rohan Wood (O) & Todd Giraudo	1.1214	04:05:25:11
12	Rum Rebellion (TH)	Shane Connelly (O) & Tony Sutton	1.0807	04:05:34:02
13	Blue Planet (TH)	Chris O'Neill (O) & Larry Jamieson	1.0689	04:07:00:05
14	Currawong (TH)	Kathy Veel (O) & Bridget Canham	0.8835	04:19:28:30

SYDNEY 38 DIVISION

PLACE	YACHT	OWNER/SKIPPER	ELAPSED TIME
1	Cinquante	Kim Jaggar	03:09:38:23
2	Hasta la Vista	The Grimes family (O)/Jessica Grimes & Tom Grimes (S)	03:10:28:41
3	Poulpito	David Treguier	03:14:38:18

RETIREMENTS AND PROTESTS

Avalanche (TH)	Retired - broken bowsprit
Celestial	Withdrew from ORCi after starting
Enterprise Next Generation	Redress of 2 hours granted by the International Jury to Enterprise Next Generation for standing by Koa when that boat lost her rudder
Eye Candy	Retired - forestay damage
Gunshot	Penalty of 40 minutes applied by the International Jury under SI 21.1 for a failure to comply with SI 31.4
Huntress	Retired - loss of rudder
Koa	Retired - loss of rudder
Mondo	Retired - broken gooseneck
Navy One	Retired - broken boom
Sail Exchange	Retired - loss of rudder
Warrior Won	Withdrew from ORCi after starting
White Noise	Retired - gear failure
XS Moment BNMH	Penalty of 2 hours applied by the International Jury under SI 21.2 for an incident at the start with Chutzpah
Yeah Baby	Retired - rudder damage



MONEYPENNY AT THE FRONT OF THE Q

Sean Langman's Money Penny closed out the Pointscore strongly in the 2022 Rolex Sydney Hobart Yacht Race. Photo: ROLEX/Carlo Borlenghi

2022/23 Audi Centre Sydney Blue Water Pointscore



URM Group pushed Money Penny all the way. Photo: ROLEX/Carlo Borlenghi

Sean Langman's Reichel/Pugh 69, *Money Penny*, is the 2022/23 Audi Centre Sydney Blue Water Pointscore champion after an impressively consistent campaign.

Money Penny claimed four podium finishes from the six races within the pointscore, closing out with a divisional win in the 2022 Rolex Sydney Hobart Yacht Race.

First up was an overall victory in the 2022 Noakes Sydney Gold Coast Yacht Race, a third win on IRC for Langman in the race which he sponsors, as Managing Director of Noakes Group.

Money Penny was then second behind *URM Group* in the Flinders Islet Race, third in the Tollgate Islands Race and second in the Bird Island Race.

The Cabbage Tree Island Race was the boat's drop for the pointscore, finishing 31st as the smaller boats, including two-handers, dominated the top 10.

Money Penny took a commanding lead into the series finale - the 2022 Rolex Sydney Hobart Yacht



*The Audi Centre Sydney Blue Water Pointscore is a test of endurance across six races.
Photos: Andrea Francolini*



*Gweilo, the 2020/21 Audi Centre Sydney Blue Water Pointscore champion, had another impressive season.
Photo: ROLEX/Andrea Francolini*

Race - but still needed a solid finish in the non-discardable race.

She won IRC Division 0 to finish seventh overall and be crowned Audi Centre Sydney Blue Water Pointscore champion.

That was despite a collision with a sunfish on the first afternoon of the Rolex Sydney Hobart.

“Going into the great race having quite a handy points lead, there was some trepidation about letting it all go and on the first afternoon we thought it was all over,” Langman said.

“We heard a very loud bang. We broke one of the wheels, the boat rounded up and fell over. We thought the rudder was broken, because the sunfish was lodged on the rudder.

“We backed up the boat, the fish came loose and we thought if we could just finish, we’d salvage something.

“I’m very proud of the team and quite chuffed with how we got this old girl going.”

Moneypenny finished top of the IRC standings on 14 points, eight points ahead of Anthony and David

Johnston’s Reichel/Pugh 72 *URM Group*.

URM Group had five top 10 finishes within the pointscore, including an overall victory in the Flinders Islet Race. She also won the Bass & Flinders Series, awarded to the Line Honours victor.

Matt Donald and Chris Townsend’s TP52 *Gweilo* was third overall after finishing second in the 2022 Rolex Sydney Hobart. *Gweilo* was also second in the Noakes Sydney Gold Coast and third in the Flinders Islet Race.

Moneypenny won the Cape Byron Series as ORCi winner, ahead of *URM Group* and *Gweilo*.

She also took out the Tasman Performance Series after winning on PHS, with *Enterprise Next Generation* (Anthony Kirke/Andrew Nuttman - winner of PHS Division 1) second and *URM Group* third.

The two-handed *Crux*, Carlos Aydos’ S&S 34 co-skippered by Peter Grayson, won IRC Division 2 in a nail-biting finish to the pointscore.

Crux finished just one point ahead of second-placed *Ariel* (Ron Forster and Phil Damp) and the two-handed *Rum Rebellion* (co-skippered by owner Shane Connelly and Tony Sutton).

Crux won the Two-Handed IRC and ORCi divisions, with *Rum Rebellion* second and *Transcendence Crento* (Martin Cross and John Cross) third. She was also top of the Two-Handed PHS division, from *Transcendence Crento* and *Rumchaser* (Andrew Butler and Lee Antill), as well as PHS Division 2,

from *Wild Oats* (Brett Eagle) and *Crystal Cutter III* (Charles Parry-Okeden), and ORCi Division 2, from *Ariel* and *Rum Rebellion*.

Rum Rebellion took out IRC Corinthian honours as the best-placed amateur crew on IRC, with *Crux* and *Pretty Woman* (Richard Hudson) on the podium.

2022/23 AUDI CENTRE SYDNEY BLUE WATER POINTSCORE - FINAL STANDINGS

IRC OVERALL - AUDI CENTRE SYDNEY BLUE WATER POINTSCORE

1	<i>Money Penny</i> (Sean Langman)
2	<i>URM Group</i> (Anthony Johnston)
3	<i>Gweilo</i> (Matt Donald and Chris Townsend)

IRC DIVISION 1

1	<i>Money Penny</i> (Sean Langman)
2	<i>URM Group</i> (Anthony Johnston)
3	<i>Gweilo</i> (Matt Donald and Chris Townsend)

IRC DIVISION 2

1	<i>Crux</i> (Carlos Aydos and Peter Grayson)
2	<i>Ariel</i> (Ron Forster and Phil Damp)
3	<i>Rum Rebellion</i> (Shane Connelly and Tony Sutton)

TWO-HANDED IRC

1.	<i>Crux</i> (Carlos Aydos and Peter Grayson)
2.	<i>Rum Rebellion</i> (Shane Connelly and Tony Sutton)
3.	<i>Transcendence Crento</i> (Martin Cross and John Cross)

WILD ROSE POINTSCORE

1.	<i>Khaleesi</i> (Rob Aldis and Sandy Farquharson)
2.	<i>Joss</i> (Roberto Camacho)
3.	<i>Supernova</i> (Felicity Nelson and Alex Seja)

IRC CORINTHIAN

1.	<i>Rum Rebellion</i> (Shane Connelly and Tony Sutton)
2.	<i>Crux</i> (Carlos Aydos and Peter Grayson)
3.	<i>Pretty Woman</i> (Richard Hudson)

ORCi - CAPE BYRON SERIES

1.	<i>Money Penny</i> (Sean Langman)
2.	<i>URM Group</i> (Anthony Johnston)
3.	<i>Gweilo</i> (Matt Donald and Chris Townsend)

ORCi DIVISION 1

1.	<i>Money Penny</i> (Sean Langman)
2.	<i>URM Group</i> (Anthony Johnston)
3.	<i>Gweilo</i> (Matt Donald and Chris Townsend)

ORCi DIVISION 2

1.	<i>Crux</i> (Carlos Aydos and Peter Grayson)
2.	<i>Ariel</i> (Ron Forster and Phil Damp)
3.	<i>Rum Rebellion</i> (Shane Connelly and Tony Sutton)

TWO-HANDED ORCi

1.	<i>Crux</i> (Carlos Aydos and Peter Grayson)
2.	<i>Rum Rebellion</i> (Shane Connelly and Tony Sutton)
3.	<i>Transcendence Crento</i> (Martin Cross and John Cross)

PHS - TASMAN PERFORMANCE SERIES

1.	<i>Money Penny</i> (Sean Langman)
2.	<i>Enterprise Next Generation</i> (Anthony Kirke and Andrew Nuttman)
3.	<i>URM Group</i> (Anthony Johnston)

PHS DIVISION 1

1.	<i>Enterprise Next Generation</i> (Anthony Kirke and Andrew Nuttman)
2.	<i>Money Penny</i> (Sean Langman)
3.	<i>URM Group</i> (Anthony Johnston)

PHS DIVISION 2

1.	<i>Crux</i> (Carlos Aydos and Peter Grayson)
2.	<i>Wild Oats</i> (Brett Eagle)
3.	<i>Crystal Cutter III</i> (Charles Parry-Okeden)

TWO-HANDED PHS

1.	<i>Crux</i> (Carlos Aydos and Peter Grayson)
2.	<i>Transcendence Crento</i> (Martin Cross and John Cross)
3.	<i>Rumchaser</i> (Andrew Butler and Lee Antill)

LINE HONOURS - BASS & FLINDERS SERIES

1.	<i>URM Group</i> (Anthony Johnston)
2.	<i>Money Penny</i> (Sean Langman)
3.	<i>Gweilo</i> (Matt Donald and Chris Townsend)



SCAN THE QR CODE TO
VIEW THE FULL RESULTS.

The Wild Rose Pointscore, featuring boats with at least 10% female crew members, was won by Rob Aldis and Sandy Farquharson's *Khaleesi*.

Joss (Roberto Camacho) was second, while *Supernova* (Felicity Nelson/Alex Seja) was third.

The placegetters will be celebrated at the CYCA Ocean Racer of the Year Awards and Audi Centre Sydney Blue Water Pointscore Prizegiving on Friday 3 March 2023. ⚓



Andoo Comanche won Line Honours in four of the six races, as well as overall honours in the Tollgate Islands Race. Photo: ROLEX/Andrea Francolini



Mistral, skippered by Rupert Henry and Greg O'Shea, was the first two-handed boat to win an Audi Centre Sydney Blue Water Pointscore race overall, taking out the Cabbage Tree Island Race.



Rum Rebellion claimed Corinthian honours.



Carlos Aydos and Peter Grayson were the two-handed standouts on *Crux*. Photo: Andrea Francolini



Ariel (Sail no. A140) performed consistently throughout the pointscore.

MASTERS OF OUR CRAFT.



MAJOR PARTNER OF 2022 AUSTRALIAN MAXI CHAMPIONSHIP.

ALL KINDS *of* DIFFERENT



AUSTRALIA'S BEST MAXIS

The 2022 Australian Maxi Championship, supported by Major Partner Sydney Brewery, delivered high octane action on Sydney Harbour and offshore.

The Cruising Yacht Club of Australia hosted the second edition of the Australian Maxi Championship from 2-6 December 2022.

Four 100-foot maxis battled it out in the Maxi Division: *Andoo Comanche* (the John Winning Jr-skipped Verrier/VPLP 100), *Black Jack* (Peter Harburg's Reichel/Pugh 100, skippered by Mark Bradford), *Hamilton Island Wild Oats* (the Oatley family's Reichel/Pugh 100, skippered by Mark

Richards) and *LawConnect* (Christian Beck's Juan-K 100).

A competitive Mini Maxi Division featured six boats in the 60-80 foot range: *Alive* (Philip Turner's Reichel/Pugh 66, with Duncan Hine at the helm), *Moneypenny* (Sean Langman's Reichel/Pugh 69), *No Limit* (David Gotze's Reichel/Pugh 63), *URM Group* (Anthony and David Johnston's Reichel/Pugh 72), *Whisper* (David Griffith's JV62) and *Willow* (Jim Cooney and Samantha Grant's Volvo 70).

The fleet of 10 was tested across four races, enhancing their preparations for the 2022 Rolex Sydney Hobart Yacht Race.

Race 1 – Cabbage Tree Island Race (Friday 2 December)

The 172 nautical mile Cabbage Tree Island Race doubled as the penultimate race of the Audi Centre Sydney Blue Water Pointscore and opening race of the 2022 Australian Maxi Championship.

Andoo Comanche laid down another marker ahead of the Rolex Sydney Hobart, consistently reaching speeds above 20 knots to set a new race record, eclipsing the 2021 mark set by *LawConnect*, which finished second over the line this time around.



Andoo Comanche's Line Honours win in the Cabbage Tree Island Race was one of four wins for the maxi in the 2022/23 Audi Centre Sydney Blue Water Pointscore.



The Cabbage Tree Island Race was a good shake up ahead of the 2022 Rolex Sydney Hobart.

Black Jack pipped *Hamilton Island Wild Oats* to the line by just 59 seconds, with the four Maxi Division boats finishing in the same order on handicap.

The Cabbage Tree Island Race favoured the smaller boats on corrected time, with 12th-placed *URM Group* the highest ranked of the Australian Maxi Championship competitors.

URM Group took the early lead in the Mini Maxi Division, from *Alive*, *Willow*, *Moneypenny*, *No Limit* and *Whisper*.

Race 2 – Passage Race (Monday 5 December)

After a day off for the fleet to recover and train, the Australian Maxi Championship resumed on Monday 5 December.

Race 2 took the fleet on a 23nm combination course, with the race starting in a 15 knot nor'easter on Sydney Harbour and light to moderate breeze off Long Reef Beach.

Andoo Comanche made it back-to-back Line Honours wins to extend her lead atop the Maxi Division, with *Hamilton Island Wild Oats* second



URM Group continued her strong form from the Audi Centre Sydney Blue Water Pointscore.



Hamilton Island Wild Oats.

STANDINGS AFTER RACE 1		
Maxi Division (Line Honours)		
1	<i>Andoo Comanche</i>	0 points
2	<i>LawConnect</i>	2 points
3	<i>Black Jack</i>	3 points
4	<i>Hamilton Island Wild Oats</i>	4 points
Mini Maxi Division (Handicap)		
1	<i>URM Group</i>	0 points
2	<i>Alive</i>	2 points
3	<i>Willow</i>	3 points
4	<i>Moneypenny</i>	4 points
5	<i>No Limit</i>	5 points
6	<i>Whisper</i>	6 points

STANDINGS AFTER RACE 2		
Maxi Division (Line Honours)		
1	<i>Andoo Comanche</i>	1 point
2	<i>LawConnect</i>	5 points
3	<i>Hamilton Island Wild Oats</i>	6 points
4	<i>Black Jack</i>	7 points
Mini Maxi Division (Handicap)		
1	<i>URM Group</i>	1 point
2	<i>Alive</i>	5 points
3	<i>Whisper</i>	8 points
=3	<i>Willow</i>	8 points
=3	<i>Moneypenny</i>	8 points
6	<i>No Limit</i> 11 points	6 points



Andoo Comanche takes Line Honours in the 2022 SOLAS Big Boat Challenge.

Close racing in the Mini Maxi Division.

over the line, ahead of *LawConnect* and *Black Jack*. *URM Group*'s rich run of form continued with a second consecutive win on corrected time in the Mini Maxi Division to take a commanding lead. *Whisper* and *Alive* were on the podium.

Race 3 - Passage Race (Monday 5 December)

Race 3 was a dramatic one in the Maxi Division.

The fleet took on an 18nm course, starting near Shark Island and going north to Long Reef, before finishing in Watsons Bay.

A building breeze from the nor'east set up some exciting finishes on Sydney Harbour.

Andoo Comanche was first over the line, but was later disqualified after failing to keep clear (on port tack) of *LawConnect* (on starboard tack).

Andoo Comanche also protested *Hamilton Island Wild Oats* over the same incident, but no rule was broken by the latter, meaning *Hamilton Island Wild Oats* was awarded the Line Honours win for Race 3.

The result of the protest left *Hamilton Island Wild Oats*, *Andoo Comanche* and *LawConnect* all level on seven points atop the Maxi Division heading into the decisive SOLAS Big Boat Challenge.

Willow claimed Race 3 honours on corrected time in the Mini Maxi Division, with second-placed *URM Group* and *Alive* both continuing their perfect run of podium finishes.

The divisional title was all but secured for *URM Group*.

STANDINGS AFTER RACE 3

Maxi Division (Line Honours)

1	<i>Andoo Comanche</i>	7 points
=1	<i>LawConnect</i>	7 points
=1	<i>Hamilton Island Wild Oats</i>	7 points
4	<i>Black Jack</i>	10 points

Mini Maxi Division (Handicap)

1	<i>URM Group</i>	3 points
2	<i>Alive</i>	8 points
3	<i>Willow</i>	9 points
4	<i>Whisper</i>	12 points
5	<i>Moneypenny</i>	13 points
6	<i>No Limit</i>	17 points

Race 4 - SOLAS Big Boat Challenge (Tuesday 6 December)

The SOLAS Big Boat Challenge is prestigious in its own right, but the Australian Maxi Championship has added a new dimension to the show-stopping race.

Under glorious sun and in southerly 15 knot winds that suited perfectly, *Andoo Comanche* was first to finish the two-lap Harbour course.

After reaching a maximum speed of 27 knots, she crossed the finish line off Rushcutters Bay in just 53 minutes, 58 seconds to clinch Line Honours in the SOLAS Big Boat Challenge and Maxi Division of the Australian Maxi Championship.

LawConnect was second over the line to take second spot in the Maxi Division on Line Honours, and win the division on handicap.

Willow was declared the overall winner of the SOLAS Big Boat Challenge to secure second spot in the Championship.

URM Group was third, behind *Alive*, to take out the Australian Maxi Championship's Mini Maxi Division. 🏆

FINAL STANDINGS

Maxi Division (Line Honours)

1	<i>Andoo Comanche</i>	8 points
2	<i>LawConnect</i>	9 points
3	<i>Hamilton Island Wild Oats</i>	11 points
4	<i>Black Jack</i>	13 points

Maxi Division (Handicap)

1	<i>LawConnect</i>	8 points
2	<i>Hamilton Island Wild Oats</i>	10 points
3	<i>Black Jack</i>	10.5 points
4	<i>Andoo Comanche</i>	12.5 points

Mini Maxi Division (Handicap)

1	<i>URM Group</i>	6 points
2	<i>Willow</i>	10 points
3	<i>Alive</i>	10 points
4	<i>Whisper</i>	16 points
5	<i>Moneypenny</i>	19 points
6	<i>No Limit</i>	22 points



ENDURING LEGACIES

The 2022 Sydney Hobart Classic Yacht Regatta was a brilliant showcase of the Rolex Sydney Hobart Yacht Race's celebrated history.

A fleet of 26 yachts enjoyed three days of racing on Sydney Harbour for one of the most anticipated events in the build-up to the Rolex Sydney Hobart.

A feature of the 2022 Sydney Hobart Classic Yacht Regatta was the introduction of an IOR-era Division, which included boats that were launched after 1975 and prior to 1991, and have competed in a Sydney Hobart Yacht Race.

There were four entrants in the inaugural division – *Electra* (Bradshaw Kellett's Cole 43), *Impeccable* (Ben Gray's recently restored Peterson 34), *Marloo* (George Girdis' Jarkan 12.5) and *Wild Oats* (the

Farr 43, now owned by Brett Eagle, which won the Tattersall Cup for Roger Hickman as *Wild Rose* in 2014).

Divisions 1, 2 and 3 (non-spinnaker) featured yachts with a launch date prior to 1976 that had competed in a Sydney Hobart Yacht Race.

The regatta began with an Invitation Race on Friday 9 December, with 15+ knots from the SE going E providing an action-packed start to the weekend.

Bill Ferris' 1933 ketch, *Archina*, which competed in the first Sydney Hobart in 1945, won the race on



Fidelis



Defiance



Archina



Boongown



corrected time, ahead of Andrew Parkes' Camper and Nicholson-designed *Patrice II* and Philip Brown's Halvorsen-designed *Anitra V*, the winner of the 1957 Sydney Hobart.

Race 1 on Saturday 10 December saw a pursuit start in around 10 knots from the E, gradually going NE.

Simon Kurts' S&S 34 *Love & War* (three-time winner of the Tattersall Cup), David Salter's Swanson 36 *Mister Christian*, *Nirvana 1* (John Newcomb's Alden Cutter Rig Sloop) and *Marloo* were the divisional winners.

Race 2 on Sunday 11 December began off Cannae Point, the start line for the inaugural Sydney Hobart in 1945.

The fleet raced in a classic 15+ knot NE, with Alan Reece's S&S 42 *Vittoria*, *Mister Christian*, Eddy Vinks' *Boongown* and *Impeccable* taking out the divisional wins.

Congratulations to the overall winners – *Love & War* (Division 1), *Mister Christian* (Division 2), *Nirvana 1* (Division 3) and *Impeccable* (IOR Era).

A special mention goes to CYCA Hall of Fame member Gordon Ingate OAM, who finished third in Division 2 on *Jasnar* – at the age of 96.

Next up on the classics calendar is the Great Veterans Race, which will be held in May. ⚓



Caprice of Huon



Vittoria



Wild Oats



Mister Christian



Patrice II



Malveena



Nirvana 1



Maluka of Kermandie



Malohi



Love & War



Kialoa II



Jasnar



Impeccable

2022 SYDNEY HOBART CLASSIC YACHT REGATTA RESULTS

Division 1

Place	Yacht	Skipper	Pts
1	<i>Love & War</i>	Simon Kurts	4
2	<i>Vittoria</i>	Alan Reece	5
3	<i>Kialoa II</i>	Patrick Broughton	5
4	<i>Patrice II</i>	Robert Kelly	6
5	<i>Defiance</i>	Nicole Shrimpton	10

Division 2

Place	Yacht	Skipper	Pts
1	<i>Mister Christian</i>	David Salter	2
2	<i>Anitra V</i>	Philip Brown	5
3	<i>Jasnar</i>	Gordon Ingate	5
4	<i>Malohi</i>	Maurie Evans	8
5	<i>Zara</i>	John Griffin	10
6	<i>Maluka of Kermandie</i>	Peter Langman	14
7	<i>Lolita</i>	Nick Cassim	16

Division 3

Place	Yacht	Skipper	Pts
1	<i>Nirvana 1</i>	John Newcomb	4
2	<i>Archina</i>	Bill Ferris	6
3	<i>Boongown</i>	Eddy Vinks	8
4	<i>Caprice of Huon</i>	David Champtaloup	8.5
5	<i>Malveena</i>	Julia Patterson	11
6	<i>Fidelis</i>	Nigel Stoke	12
7	<i>Solveig</i>	Annie Lawrence	12
8	<i>Valhalla</i>	Tony Burgess	13.5
9	<i>Margaret Rintoul</i>	Bruce Gould	15
10	<i>Nike</i>	Samuel Hunt	22

IOR-era Division

Place	Yacht	Skipper	Pts
1.	<i>Impeccable</i>	Ben Gray	3
2.	<i>Marloo</i>	George Girdis	6
3.	<i>Wild Oats</i>	Brett Eagle	6
4.	<i>Electra</i>	Bradshaw Kellett	7

*Caprice of Huon was
launched in October 1951.
Photos: Andrea Francolini*



Caprice of Huon

Caprice of Huon won Division 1 in the 2021 Great Veterans Race.



Caprice of Huon is the latest boat to feature in our series on classic yachts from the Rolex Sydney Hobart.

Owner David Champtaloup delves into the boat's history.

Caprice of Huon is a Robert Clark design, built by Viv Innes at Port Cygnet on the Huon River for orchardist Charles Calvert. The yacht was built over three years, without the use of power tools, and launched in October 1951.

Caprice of Huon is Huon Pine planked over Blue Gum and Swamp Gum framing with an overall length of 13.8m, and just 9.9m on the water line.

Hedley Calvert explains in his book *Always a Competitor* that “the idea in those days was for the hull to be short on the waterline so that in light winds, in theory, you had the drag of a small yacht, yet carried a large sail area. Alternatively, when the wind was fresh, and the yacht heeled over, the waterline for such a design became longer, thus increasing the potential hull speed and improving stability at the same time.”

Caprice was originally rigged as a 7/8 cutter and has a beam of 3.1m and draft of 2m.



After racing with great success from the River Derwent, *Caprice of Huon* was sold to Bill Northam in Sydney, who then raced to Hobart in 1958.

The yacht's most famous sailing history came later however, through her third owner Gordon Ingate, who on acquiring *Caprice* in 1961 thoroughly optimised the yacht to the rating rule of the time, including installing an aluminium masthead rig of his own construction.

Based on his offshore experience, Ingate reduced the sail area on *Caprice* to suit the "usual conditions" on the Australian east coast of 12 knots of wind. He has described his optimisation process as "making *Caprice* appear as slow as possible to the rating rule".

In 1965 and 1967, *Caprice of Huon* was a member of Australia's first two teams to compete for the Admirals Cup, raced from Cowes in the UK and effectively the world championship of ocean racing.

In 1965 *Caprice* won three of the four races to finish as the highest placed individual yacht and the team, including *Camille* and *Freya*, came second overall. In 1967 *Caprice of Huon* was chartered to Gordon Reynolds while Ingate was skippering *Gretel* in the Americas Cup trials.

For the return to Cowes, *Caprice* was joined by *Mercedes III* and *Balandra* and the Australian team won convincingly. The three yachts placed as the top three individual yachts for the series, an accomplishment that was never repeated.

In 1972 *Caprice of Huon* was a close second to Ted Turner's *American Eagle* in the Sydney Hobart Yacht Race. Ingate sold the yacht soon after and *Caprice* passed through several hands before being purchased by current owner David Champtaloup in 1999 and then extensively restored.

The restoration project included replacing the engine, tanks, electronics, a new rig and sails, and significant work to strengthen the hull.

In 2000 the UK's widely respected Classic Boat magazine included *Caprice of Huon* on its list of the world's top 150 classic yachts.

Under Champtaloup's ownership *Caprice of Huon* is based in Sydney and has been extensively cruised including to Tasmania, Lord Howe Island and the Whitsundays. The yacht regularly competes in CYCA races and is a mainstay of the club's classic yacht events.* ⚓

**This article is based on material provided by David Payne and the ANMM's Australian Register of Historic Vessels.*



The beautiful interior of Caprice of Huon.

Vamos defends J/70 national title

Tim Ryan's *Vamos* claimed a third consecutive national title at the 2023 J/70 Australian National Championships.

Vamos, crewed by Rob Greenhalgh, Jess Grimes and Charlie Gundy, took a seven point lead over Sam Haynes' *Celestial* into the final day, while Sandringham Yacht Club local Rod Warren's *Joust70* was in the mix, 10 points behind *Vamos*.

But heading into the final race, the national title was still on the line after *Joust70* won three consecutive races to close the gap to *Vamos*, which finished third, seventh and fourth in races 13-15.

That meant *Vamos* led *Joust70* by two points with two drops factored in, while *Celestial* remained in third. *Celestial*, crewed by David Chapman, Jack Macartney and Locky Pryor, closed out the regatta with victory in the final race, edging out *Joust70* as *Vamos* finished fourth.

With *Vamos* and *Joust70* level on 30 points at the end of the weekend, *Vamos* was declared champion on countback, with seven wins amongst 11 podium finishes from the 16 races.

Celestial was third overall, just five points off top spot. CYCA Member Reg Lord finished fourth overall with *Juno*, crewed by Finn Alexander, Richard Allanson and James Hodgson.

Vamos also won the J/70 Victorian State Championships. ⚓



Another national title for Tim Ryan and *Vamos*.

CYCA Members recognised in Australia Day 2023 Honours List

Congratulations to CYCA Members David Pescud OAM and Nicola Wakefield Evans AM, who were recognised in the Australia Day 2023 Honours List.

David was awarded the Medal of the Order of Australia for service to people with disability.

In 1994, David founded Sailors with disABILITIES, now known as Making Waves Foundation.

That year, he put together the first ever fully disabled crew to compete in a Sydney Hobart Yacht Race. The Making Waves Foundation has since competed in 20 Sydney Hobarts.

For almost three decades, the foundation has promoted sailing and provided opportunities for people with disabilities to participate in the sport, forge friendships and to develop skills.

David, a CYCA Member since 1996, and the Making Waves Foundation have sailed out of the CYCA for many years with a range of boats.

Nicola was named a Member (AM) in the General Division of the Order of Australia, for significant service to business, to the law, and to diversity.

Nicola is a co-owner of the Seaquest 36, Whistling Kite, which won Division D in the 2022 CYCA Winter Series.

Since 2018, she has been Country Lead of the 30% Club Australia, which aims to support the achievement of a minimum of 30% gender balance at all senior decision-making tables across Australia.

Nicola has also been a Non-Executive Director of Chief Executive Women and Board Member of Women in Finance Asia (WiFA). ⚓



David Pescud.

Olivia and Evie off the mark

CYCA Members Olivia Price and Evie Haseldine claimed their first regatta win as a team, taking out the 49erFX class at Sail Melbourne 2023.

Olivia and Evie, both Youth Sailing Academy Alumni, made great strides as they target a place at the 2024 Olympic Games in Paris.

The pair have only been sailing together for a little over a year and enjoyed their most consistent regatta to date on Port Phillip Bay.

They were on the podium in eight of the 10 races at Sail Melbourne, including an impressive five wins, claiming a dominant victory by 14 points.

We'll keep you posted on their progress throughout 2023. Well done team! 🇦🇺



Evie Haseldine (left) and Olivia Price celebrate their victory. Photo: Beau Outteridge

Sailpac wins J/24 Australian National Championships 2023

CYCA Member Sean Kirkjian steered *Sailpac* to victory in the J/24 Australian National Championships 2023.

The regatta was hosted by Cronulla Sailing Club from 4-8 January, though strong winds delayed the start of racing until Saturday 7 January.

Six races were held across the weekend and Kirkjian – sailing on Pacific Sailing School's *Sailpac* – was on the podium for five of them, including three wins. This was Kirkjian's sixth national J/24 title.

Kirkjian's crew included CYCA Members Shane Guanaria, Carol Writer and Annemarie Parkes, as well as Tony Reynolds.

It was a dominant regatta for *Sailpac*, which took scratch honours, five points ahead of *Convicts Revenge* (Stephen Quigley – CSC) and 12 ahead of

third-placed *Tinto* (Stephen Wright – CSC).

Sailpac was also second on PHS handicap, behind *Bruschetta VI* (Hugo Ottaway).

The other CYCA boat in the fleet of 18 was Pacific Sailing School's *Checkmate*, skippered by Jack Felsenthal and crewed by Will Felsenthal and Liz Nourse.

Checkmate was 10th on scratch and fourth on handicap.

Both *Sailpac* and *Checkmate* now qualify for the 2023 J/24 World Championship, which will be hosted by the Nautical Club of Thessaloniki in Greece from 9-16 September.

Congratulations to both teams and good luck in Greece! 🇦🇺

Etchells national champions

Congratulations to Youth Sailing Academy Member George Richardson on winning the 2023 Australian Etchells Championship as crew for John Bertrand AO on *Triad2020*.

Bertrand, Richardson and Lewis Brake were crowned national champions at the Cruising Yacht Club of South Australia with a race to spare, having won three and finished on the podium in seven of their eight races.

With some quick maths confirming the title was secured, Bertrand and his crew sat out the final

race and celebrated ashore.

Richardson went on to compete in his final youth regattas in Perth later in January, part of the winning team in the Colin Mullins Youth Regatta and taking bronze at the Warren Jones International Youth Regatta.

Second place at the Australian Etchells Championship went to CYCA Member Peter Merrington's *First Tracks*, crewed by Steve Jarvin and Ian McKillop. 🇦🇺



Grandstand finish to World Match Racing Tour

The Cruising Yacht Club of Australia was proud to host the World Match Racing Tour Final in December 2022.

This was the first time the World Championship was hosted in Australia.

The flags of seven countries – Australia, Denmark, Estonia, France, Italy, New Zealand and the United States of America – were draped from the roof of the Rolex Sydney Hobart Yacht Race Village at the CYCA, celebrating the international flavour of the World Match Racing Tour Final.

Ten teams battled on Sydney Harbour for the right to be crowned world champion, including two teams representing Australia.

Down Under Racing was skippered by CYCA Member and YSA Alumni, Harry Price, and crewed by Taylor Balogh, Niall Morrow and Josh Wijohn.

20-year-old Cole Tapper led the *CYCA Youth Sailing Academy* team, with crew Jess Grimes, George Richardson, Finn Tapper and Jess Tavener.

Spectacular conditions on Sydney Harbour welcomed the teams for the opening day of racing, as a brisk and fickle breeze built from 10 to 25 knots from the west in glorious sunshine.

Conditions were again fantastic on the second day, with the course changed to shelter from a building southerly breeze which saw gusts over 30 knots.

At the conclusion of the Round Robin, American Chris Poole and his *Riptide Racing* team of Joachim Aschenbrenner, Mal Parker and Graeme Spence led the way with nine wins from as many races.

That ensured Poole and Denmark's Jeppe Borch (*Borch Racing*) advanced directly to the quarter-finals and left the remaining eight teams to battle it out in the repechage.

Price was third after the Round Robin with seven wins, while Tapper and his young crew impressed with five wins.

A fresh 18-25kt southerly, with gusts of 30kts, tested the skills of the fleet on day three, with quarter-final spots on the line.



The CYCA was represented by Cole Tapper (left) and Harry Price (right).



Price's *DownUnder Racing* cruised into the quarters, only dropping one race in the repechage, to Kiwi, Nick Egnot-Johnson.

The CYCA Youth Sailing Academy team's campaign ended there, with no wins from seven races.

The skipper gave an honest assessment of a challenging repechage: "We had a shocker today," Tapper said. "We had opportunities in every race, but poor decisions cost us."

"There have been no easy races this week, but we have really enjoyed the event and it has been a great experience being part of the world championship".

Persistent southerly breeze delivered early showers on the fourth day of the regatta, with gusts up to 30 knots.

Poole, Egnot-Johnson and Price claimed dominant 3-0 wins in their respective quarter-finals, while Borch beat Kiwi Megan Thomson 3-1.

The semi-finals were completed on the final day of the World Match Racing Tour Final, with fresh breeze and morning rain providing entertaining viewing for spectators.

In the first semi-final, Poole recovered from defeat in the opening race to secure his place in the final with a 3-1 win. Egnot-Johnson overcome local Price 3-1 in the other semi to set up a showdown with his American rival.

As rain cleared and a southerly breeze peaking at 23 knots took over the Harbour, a thrilling tussle played out between Egnot-Johnson and Poole.

The Kiwi twice took the lead, but Poole, who had led the overall World Match Racing Tour leaderboard heading into the finale, fought back both times to force a decider.

Egnot-Johnson's *KNOTS Racing* got off to a strong start in the final race, but Poole's *Riptide Racing* set up a grandstand finish, storming back to within two boat lengths, metres from the finish line.

KNOTS Racing held on to ensure Egnot-Johnson and his crew were crowned 2022 Open Match Racing World Champions.

"We are just stoked to win, it's a dream come true for us," said Egnot-Johnson. "Chris and the *Riptide* team have been a rival for such a long time so it was awesome to come up against them in the finals."

"You can't get any closer than that to finish – Sydney really turned it on for us today, it's an amazing feeling."

Price's *DownUnder Racing* secured third spot with a 2-1 win over Borch's *Borch Racing* in the petit final.

The World Match Racing Tour Final was a fantastic showcase of international match racing and the CYCA was privileged to host another successful regatta on the world stage. ⚓



New Zealand, the USA and Australia were represented on the podium.



There was plenty of drama with strong breeze on Sydney Harbour.





B R I X

S Y D X R U M

PARTNERS OF THE CYCA WEDNESDAY TWILIGHT SERIES

CYCA Hall of Fame

Lou Abrahams, Richard Hammond, Peter Kurts and Iain Murray AM are the latest inductees into the CYCA Hall of Fame.

The four legendary sailors were inducted at the 2023 CYCA Hall of Fame and Member Anniversary Dinner on Friday 3 February 2023.

The CYCA Hall of Fame includes 19 Members past and present, recognising their notable contribution to the Club and sailing achievements.

Learn more about the incredible legacy of our newest inductees on page 94-95.



VIEW THE CYCA
HALL OF FAME



Iain Murray AM.



The family of the late Richard 'Sighty' Hammond.



Peter Kurts' children Simon, Louise and Jo.



The Love & War crew from 1978 reunited.



Kylie Tzirulnik (centre), granddaughter of Lou Abrahams, collects the Hall of Fame trophy from CYCA Commodore Arthur Lane (left) on behalf of her late grandfather, with CYCA Life Member Matt Allen AM, who was Boat Captain on Challenge II for the 1983 Sydney Hobart win.



Sir James Hardy OBE, who was inducted into the CYCA Hall of Fame in 2022, unveils the new honour board which will be displayed in the Clubhouse.

LOU ABRAHAMS



Lou Abrahams was a Member of the CYCA from 1970 until 2014. He was also a Member of Sandringham Yacht Club (SYC) from 1964, where he was Commodore in 1972/73.

The Junior Sailing Centre at SYC is named after Lou due to his influence on young sailors and his generosity.

He competed in 44 Sydney Hobart Yacht Races between 1963 and 2007. The first with Sir Arthur Warner on *Winston Churchill* before becoming an owner and racing 43 consecutive races in eight yachts.

He won the race twice, first with *Challenge II* in 1983 and the second with *Ultimate Challenge* in 1989. He was also second overall in 1991. With the 1983 victory, *Challenge II* became the first Victorian yacht to win the race.

Lou's ocean racing success was not restricted to the Hobart.

- He was Australia's Team Manager for the 1979 Admiral's Cup, which Australia won.
- He won the 1980 Great Circle Around Tasmania with *Vittoria*.
- He raced in the Kenwood/Clipper Cup in 1982, 1984, 1988, 1990 and 1996.
- He was part of the Admiral's Cup team in 1985 & 1987 – on *Challenge III* and *Ultimate Challenge*.
- He was third overall on *Challenge* in the 2002 and 2006 Rolex Sydney Hobarts.
- He was first in the Sydney 38 Division on *Challenge* in the 2005 and 2006 Rolex Sydney Hobarts.
- He was Sydney 38 National Champion on four occasions.

In recognition of his achievements, Lou was awarded:

- Victorian Yachtsman of the Year – 1983
- CYCA Ocean Racing Yachtsman of the year – 1990
- CYCA Veteran Yachtsperson of the year – 1996, 2002 and 2006.

RICHARD HAMMOND



Better known in the sailing fraternity as 'Sighty', Richard Hammond went from a young skiffy out

of Manly to become one of the most renowned ocean racing navigators.

Sighty was a Member of the CYCA from 1967 until he passed in 2013. He competed in his first Sydney Hobart in 1952 aboard *Wanderer* (the stories of his early voyages were legendary) before joining Russell Slade aboard *Janzone* and *Janzone II*, where he met his lifelong sailing mates Colin Betts and Richard Norman.

He went on to become the first yachtsman to compete in 40 Hobarts, winning overall in 1968 aboard *Koomooloo*, taking Line Honours the following year on *Crusade* and being instrumental in navigating *Sovereign* to the line and handicap double in 1987. In addition, he navigated yachts to second and third places in several races.

Australia's involvement in the Admiral's Cup was a particular favourite of Richard's, where he represented Australia seven times, including seven Fastnet races, all as navigator and becoming the only Australian to be on two winning Australian team sin 1967 and 1979.

He was instrumental in Australia's success over the years, with his intimate knowledge of English conditions, and was mentor to all Australian Teams from 1967 to 1989.

Sighty was also part of several Australian teams in the Kenwood Cup in Hawaii, winning the inaugural event in 1988.

PETER KURTS



Peter Kurts was a Member of the CYCA for 38 years from 1967 until he passed in 2005. Peter competed in 31 Sydney Hobarts, winning twice overall, a second

place and two fourth places, as well as six divisional wins.

Peter competed in his first race in 1964 aboard *Kaleena* before launching the first of his five yachts, *Mister Christian*, followed by the famous *Love & War*, in which he won two of her three Hobarts, becoming only the second boat to achieve three wins in the history of the race.

He also built *Once More Dear Friends*, *Drake's Prayer* and *Madeline's Daughter*, all successful yachts which in his career carried him to:

- Win the 1966 Brisbane to Gladstone Race.
- Win the 1967 Sydney to Brisbane Race.
- Represent NSW and Australia in six Southern Cross Cups, three as Team Captain.
- Have the top scoring yacht in the 1987 Southern Cross Cup as a member of the winning team.
- Win the 1973/74 Blue Water Pointscore with *Love & War*
- Be owner/skipper of six challenges for the Admiral's Cup (only Syd Fischer has done more) with a second and third place.
- Be the Australian Team Captain twice.
- Compete in eight Fastnet races.
- 1983 Australian Team at Kenwood Cup in Hawaii.
- Win Line Honours in the 1980 Bermuda Race aboard *Bumblebee 4*.
- Helm *Nefertiti* as Trial Horse for Dame Pattie in 1967 America's Cup in Newport, Rhode Island.

IAIN MURRAY AM



A skiff sailor, yacht designer, ocean racer, Olympian, America's Cup helmsman, Regatta Director, High Performance Manager for Australian Sailing and an

innovator in yachting technology. Iain Murray AM is the complete package.

He is a World Champion in 18-footers and Etchells, as well as Australian Champion in Cherubs, 18-footers & Etchells.

A Member of the CYCA since 1985, Iain has competed in 27 Rolex Sydney Hobart Yacht Races, winning three times, including as the designer of three winning yachts and crewing aboard 10 Line Honours victors, including in 2022 aboard *Andoo Comanche*.

He won the 1973 Cherub Championship at age 14, in a boat he designed and built himself at 12. He won six World 18-footer Championships in a row from 1977

Iain was the first to use carbon fibre in boat building in Australia with John McConaghy.

His first Hobart of 26 was in 1977, when he sailed with Denis O'Neil and Peter Kurts, before skippering *Bumblebee 5* to win the 2001 Hobart on the yacht he also designed and built.

Iain competed in three Admiral's Cups, winning in 2003.

He was the Australian Yachtsman of the Year in 1984 and was awarded an Order of Australia in 1991.

In the America's Cup, Iain was skipper of the 12 Metre *Advance* in 1983 and stayed on in Newport to skipper trial horse for *Australia II*.

His America's Cup record included:

- 1987 Skippered, managed and designed *Kookaburra*.
- 1991 – Skippered, managed and designed *Spirit*.
- 1995 Head of the design team for *One Australia*.

He was also Etchell World Champion in 1984 & 2019.

Iain represented Australia at the 2008 Olympic Games in Beijing in the Star.

He has been Regatta Director for the America's Cup in 2013 (San Francisco), 2016 (Bermuda), 2021 (Auckland) and has been appointed for the 2023 edition in Barcelona.

Iain became Regatta Director for Sail GP in 2019 and was High Performance Manager for the Australian Sailing Team at the Tokyo 2020 Olympic Games.

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The 2022/23 Sharp EIT Monday Twilight Series is heating up, with the Summer Pointscore and Overall Pointscore on the line in Divisions 1 and 2.

The Summer Pointscore concludes on Monday 6 March, with two non-pointscore races to close out the series on 13 and 20 March. ⚓



Spinnakers set.



Greg Mason's Davidson 37, Sine Wave.



On board Alex Dawson's Farr 30, Bandit.



Darryl Hodgkinson's Carkeek 40, Victoire.

Sharp EIT Monday Twilight Series Schedule

Monday 13 Feb	Race 5, Summer Pointscore
Monday 20 Feb	Race 6, Summer Pointscore
Monday 27 Feb	Race 7, Summer Pointscore
Monday 6 Mar	Race 8, Summer Pointscore
Monday 13 Mar	Non-pointscore race
Monday 20 Mar	Non-pointscore race

SCAN THE QR CODE TO VIEW
THE POINTSCORE STANDINGS
FOR THE 2022/23 SHARP EIT
MONDAY TWILIGHT SERIES.



The Goat and Sine Wave.



187th Australia Day Regatta



The two-handed Mahligai.



Boats of all shapes and sizes take part. Photo: John Jeremy AM



Defiance. Photo: John Jeremy AM

The historic Australia Day Regatta returned on Thursday 26 January 2023.

NSW's waterways were a hive of activity as more than 20 sailing clubs across the state conducted regattas to mark Australia Day.

The Australia Day Regatta has been organised on Sydney Harbour for 187 consecutive years, making it the longest continuously held sailing regatta in the world.

On the Harbour in 2023, the Royal Sydney Yacht Squadron hosted a huge fleet across nine divisions for some action-packed inshore racing.

Meanwhile, the CYCA hosted the annual Botany Bay Race, as Malcolm Roe's Swan Class 45 *Amazingrace* won the perpetual City of Sydney Cup.

Many CYCA boats took part in the inshore races, with David Fuller's Davidson 59 *Another Duchess* (Division 1) and David Gotze's Lyons Cawse 60 *Triton* (Non-Spinnaker Division 1) among the winners.

CYCA Past Commodore Noel Cornish AM is the President of the Australia Day Regatta Management Committee. ⚓



The City of Sydney Cup is the offshore component of the Australia Day Regatta.

Minerva and Utopia.



The 187th Australia Day Regatta. Photo: John Jeremy AM

Tall ships are a great feature of the Australia Day Regatta. Photo: John Jeremy AM





INCOME ASSET MANAGEMENT WEDNESDAY TWILIGHT SERIES

The 2022/23 Income Asset Management Wednesday Twilight Series has again proved a hit on the summer racing calendar.

119 boats have enjoyed varied conditions and stunning sunsets in the non-spinnaker, non-pointscore series.

The CYCA's Concierge Program has been in full swing throughout the Income Asset Management Wednesday Twilight Series, giving interested sailors the opportunity to crew on new boats.



Quetzalcoatl.



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IAM
INCOME ASSET
MANAGEMENT



Superb fleets for the 2022/23 Income Asset Management Wednesday Twilight Series.



No experience is necessary to get involved with the Concierge Program. Simply contact the CYCA Sailing Office by email (sailingoffice@cyca.com.au) or head into the Clubhouse from 5pm on a Wednesday evening and spot our volunteer (wearing a red shirt) to register your interest.

The series' grand prize is still up for grabs and will be awarded at the Summer Season Prizegiving on Friday 14 April 2023.

All divisional winners throughout the 2022/23 Income Asset Management Wednesday Twilight Series go into the draw to win a tour of Brix Distillers for the whole crew, as well as custom-labelled bottles of Brix rum. ⚓

2022/23 Income Asset Management Wednesday Twilight Series

Wednesday 15 February	Race 14
Wednesday 22 February	Race 15
Wednesday 1 March	Race 16
Wednesday 8 March	Race 17
Wednesday 15 March	Race 18
Wednesday 22 March	Race 19



Disko Trooper.



All smiles on Zin Zin.



Into the Mystic.



The Goat.



SOLyMAR and AmazinGrace.

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[^] Yield as at 16 January 2023 across the IAM Wholesale Investment Grade Model Portfolio. Yield calculated on a yield to maturity date basis. Realised yield earned by you may differ from the yield estimated by IAM at the time of purchase. IAM Capital Markets Ltd ACN 111 273 048 AFSL 283119, IAM Cash Markets Pty Ltd ACN 164 806 357 as corporate authorised representative (no. 001295506) of AFSL 283119, Trustees Australia Limited ACN 010 579 058 AFSL 260038 and IAM Funds Pty Ltd ACN 643 600 088 as corporate authorised representative (No. 001296921) of AFSL 260038, together the IAM Group. IAM Group offers general financial product advice only provided without taking account of your objectives, financial situation and needs. Before acting, consider the appropriateness of the advice for your circumstances.



Freedman Foundation continues to introduce sailing to schools

The Freedman Foundation program continues each year to introduce the sport of sailing to a group of school students who may not always get the opportunity to experience sailing and Sydney Harbour.

Now in its 21st year, the program continues to grow in popularity. It has been developed to provide exposure to sailing for students from socially or economically disadvantaged areas.

In November, students were first introduced to the sport with a short information session on sailing, followed by a twilight race at the Club. CYCA Members responded overwhelmingly to take students onto their yachts during the Income Asset Management Wednesday Twilight Series race on 9 November 2022. This gave the students an

introduction to the CYCA and familiarised them with sailing on a keel boat.

Twelve schools participated in the four-day course at the beginning of December onboard the CYCA's fleet of Elliott 7s, with Youth Sailing Academy squad members acting as mentors and coaches during the four days of sailing.

The coaches have the same sailors for the two days, establishing a familiarity and confidence within the group to always try something a little outside their usual comfort zones.

Hiking, hoisting a spinnaker and bringing the Elliotts in and out of the marina used much of their newly established teamwork and communication skills to get the job done.

The Advanced Squad sailors are carefully chosen for this course as many of the students, while needing encouragement to take on something new, also need special attention to get the most from the course.

The Hopetown and North Gosford Schools, which specialise in students with anxiety, and Coreen School, whose students struggle with the day to day discipline of schooling, are firm supporters of the program and always the first to book in each year.

It is amazing to see these students take on new challenges and overcome the fear and anxiety that sometimes come with learning new skills.

The course had a mixed range of conditions across the four days, enabling the students to get a good feel for the sport in light, moderate and heavy winds, showcasing the versatility in the sport and producing some high speed runs down the Harbour on the Elliott 7s.

With all students thoroughly enjoying the experience, several have signed up again for the YSA's School Holiday Course to continue developing their skills in the sport.

The Cruising Yacht Club of Australia would once again like to thank the continued support and generosity of CYCA Members Laurence and Kathy Freedman, who are instrumental in the success of this program. ⚓



The Freedman Foundation program has been running at the CYCA for 21 years.

Four in a Row!



YOUTH SAILING ACADEMY



Winners! (L-R) Hamish Vass, Will Sargent, Max Brennan and Mark Murray.

The CYCA Youth Sailing Academy have continued a remarkable feat at the 2023 RSYS Hardy Cup, winning the event for a fourth consecutive time. Will Sargent, Max Brennan, Mark Murray and Hamish Vass were crowned Champions in early February, defeating Max Paul (RSYS) 3 - 1 in the Final.

The team joins 2020 winner, *DownUnder Racing* led by Harry Price, as well as 2021 & 2022 winner Finn Tapper, who had Will Sargent as crew in last year's event. The achievement has never been matched in a youth match racing event before.

The Hardy Cup, hosted by the Royal Sydney Yacht Squadron from 5 - 9 February 2023, saw 10 teams from Australia, New Zealand and Scotland compete. With near perfect summer conditions over the first two days, the Race Committee was able to fire away the double round robin with ease. After 18 races for each team, Will Sargent sat in second position behind Robbie McCutcheon from Scotland.

Heading into the knockout stages, Will chose to race D'Arcy Kemp (RPAYC) in the quarter-finals and easily progressed through to the semi-finals in a 3 - 0 sweep, as did the other quarter-final winners.

As second seed after qualifying, Sargent and his team were left to race Josh Hyde (RNZYS) in the semi-finals after McCutcheon chose Max Paul (RSYS). Whilst the CYCA cruised into the Finals with a 3 - 1 win over the kiwis, the other semi-final saw a huge upset as the home team from RSYS outsailed the higher ranked McCutcheon 3 - 1 to advance.

The Finals saw a re-run of the 2022 series, with RSYS pitted against the CYCA. With temperamental weather conditions throughout the Finals, which saw a large thunderstorm develop over the CBD, Sargent and his team were relieved to take out the series 3 - 1 to claim the Hardy Cup.

"Today went pretty well for us," he said. "We came in with the goal of continually improving each day and we knew the regatta win would then take care of itself. It's awesome for the Club to produce such an impressive string of results at this event over the past four years.

"It was pretty tough out there, but we are happy to come away with a win. A big thank you to RSYS for hosting the event and to the CYCA for supporting us throughout the regatta." ⚓

Sailing's best bit o' kit

All long-term sailors have their favourite bit of sailing kit that they just could not go to sea without.

Here, some CYCA Members share their favourites and why, as told to Phil Ross.

Maybe their faves will help you with your next sailing adventure.

Halfway along D-Arm at the CYCA you will come across what looks like the perfect cruising exploration yacht named *Ariki Tai*.

This aluminium, 16.4 metre is built by renowned exploration yacht builders Alubat; *Ariki's* owners, Denis Doyle and Lynne Smith, have been thrilled with what it provides them in their cruising life.

The pair have done many miles together and are well-versed in setting up for long adventures. As soon as I asked Denis what was his 'must-have' bit of cruising kit, his response was instantaneous: "our cockpit hammock".

"This hammock has been a great boon since we brought it on board. We have the added luxury that it can be rigged under the bimini."

No matter what the outside weather, the occupant can rest comfortably under cover; out of the heat or staying dry from the rain.

"I resisted this coming aboard for years," said Denis. "But it came as a gift and I could not deny it any longer. But now it is a must-have and immediately comes out every time we settle on anchor."

Hammocks range in price from over \$100 for lightweight, spinnaker material hammocks, made for hikers and climbers; or over \$200 and upwards for cloth hammocks of varying thickness, weave, material and thread count.

Bunnings have a small range under the \$100 mark; while another company is making their parachute material hammocks from recycled plastic bottles.

"Our dog loves it and it is perfect to enjoy a sundowner or two," said Denis.

Go to watch football at any big stadium and, at some stage, it will be your shout for a round of drinks.

Struggling back to your seat, while carrying several drinks in one of those flimsy cardboard drink trays,



Enjoying the hammock at sundown.

is nearly always a source of enjoyment for your mates.

But David Henry has sourced a drinks carrier that has solved that problem for yachties: Muggi.

English inventor David wanted to answer the age-old problem on a yacht: how can one carry and store more than one mug safely and securely on a listing boat in the middle of the English Channel?

As the website explains, 'Muggi has delivered on its functional requirement to safely store and carry up to four mugs, or glasses, beer bottles, cans, balls of wool, office stationery, hamsters, Easter eggs and more'!

The recycled polypropylene material comes from ocean and post-consumer waste, which is regenerated into new material comparable in quality to virgin plastic.

This has the added benefit of being re-recyclable forever. Plus, the Muggi comes with an 88-year guarantee.

But, for Henry, it is the sheer usefulness of the product that makes it indispensable when onboard.

"My Muggi catches spillages and, with its integrated thumbholes, it's easy to carry for all, whether young, old or even arthritic."



The Muggi being put to good use.

Many readers will know of David's exploits in both racing and cruising, having circumnavigated the globe with his wife Jill, as well as recently competing in two-handed races, including the Rolex Sydney Hobart.

Yet, with all that experience and sea miles, it is this humble, non-slip drinks carrier that he holds dear.

On the Muggi website it lists the various colours and versions of the tray as costing \$27 Australian dollars with a further 18 UK pounds delivery charge. A cost that David believes is worth every penny.

Yachts are immensely complicated vessels, not only in their build process but also in the fitting out.

They can include electrical, plumbing, hydraulic and gas systems, as well as interior fit outs, rigging and a myriad more systems of varying complexity.

To keep such systems maintained it helps to use tools that can be used on various systems, not just the one.

For CYCA Commodore, Arthur Lane, his favourite go-to maintenance kit is this Bahco mini tool kit.

"It's my favourite little tool for dozens of small jobs both inside and outside, from little grub screws, loose bolts, holding screws ... you name it."

This European company has a massive range of well-constructed tools for all manner of industries.

Its large range of tool kits are ready to go in their tough plastic cases and are available from an Australian supplier online.

"Wherever I look there is something that needs a little tightening or adjusting," says Arthur. "It's a beauty and weighs next to nothing."

"The only other thing that comes close is my multimeter!"

Safety should always be front of mind before going sailing. Members may remember the day-long safety days the Club used to hold over a weekend some years back.



Arthur's Bahco mini wrench kit.

They were organised by a group that included John Keelty, a long-time Member and racing and cruising sailor.

John's suggestion, therefore, relates to a useful safety product he always carries with him, the Sam Splint.

"It has multiple uses," says John. "It does not take up much room and is relatively cheap."

The Sam Splint is multi-purpose for splinting and immobilisation of injured limbs. It is widely used around the globe by anyone from military medics to volunteer first aiders.

From a simple arm splint to an improvised cervical collar, this lightweight, rugged, reusable device should be at hand on every yacht.

The splint is made with a waterproof, closed-cell, lightweight and compact foam. It is latex-free and emergency personnel love them as they do not need to remove them to take x-rays. The foam is not affected by temperature and is easily cleaned and disinfected.

There are five different sizes from 910 millimetres down to a finger-sized splint, plus they can be cut to fit. Simply wrap the Sam Splint around the part needing stabilisation and use normal bandage or strapping to hold in place.



The Sam Splint.

John uses the Australian online Paramedic Shop to buy his splints, with the largest 36 inch roll currently listed under \$40.

The CYCA Cruising Committee has many members who tend to specialise in one area of expertise.



Frank in his comfort zone at the nav station.

Frank Walker is the designated ‘navigation nerd’ and there is not much he doesn’t know about charts.

Frank could not contain himself to one product but has nominated a suite of useful navigation tools he uses.

“I use Expedition navigation and sailing software for planning routes for races as well as passages,” he states.

“The other one is AusTides, a computer application for tides at any time of day around Australia, including secondary ports.”

AusTides is published through the Australian Hydrographic Office.

Frank uses Expedition along with Official Electronic Navigation Charts (AusENC) as they are updated fortnightly due to many paper charts having been withdrawn, “especially the detail plans and major ports like Port Jackson and Newcastle,” Frank warns.

“The updates on other chart services are often much later than with AusENC and may not include the same detail as AusENC. I also have a copy of the most recent C-Map Max for Australia.”

“I have equally used Expedition for helping Denis and Lynne with their cruise to Hobart back in 2019 to avoid the nasty weather and also to aid in a route to and from Lord Howe; again, how to try to avoid the nasty weather or to have a route where the wind is likely to be on or behind the beam.

“The Offshore App from predictwind also does this but with a slightly different approach.”

Frank also adds an afterthought: it is one thing to have this software on hand but it is just as important to have the hardware to run it.

“My bit of kit to run the applications is my fully-rugged Getac B300/G5 laptop, which has a 13 inch, 4:3 screen, not the common 16:9 screens,” he advises. “A lot more east coast fits on the screen!”

As for myself, I have always looked to other sports to see what could be useful in sailing.

Possibly the best product I have found most useful comes from the sport of kayaking.

Being an average frugal sailor, I found it difficult to fork out large sums of money on good clothing to keep me dry and warm. I certainly understand that a level of comfort comes at a cost, but what alternatives are possible?

Kayaking launch socks are used by kayakers and canoers for exactly what they state; they wear them over their normal shoes when launching their craft so that they do not start out their trip with wet feet. The socks can then be removed, rolled up and tossed somewhere ready to be used when getting out of the boat.

The socks I bought are made with a Goretex-similar proprietary product called Hydrus 3.0. It is a three-layer, waterproof, breathable fabric that not only keeps water out, but also wicks water out from the inside.

The difference between my usage of these socks and how they are used by kayakers is the key. I do not wear them over my sailing shoes, I wear them inside.

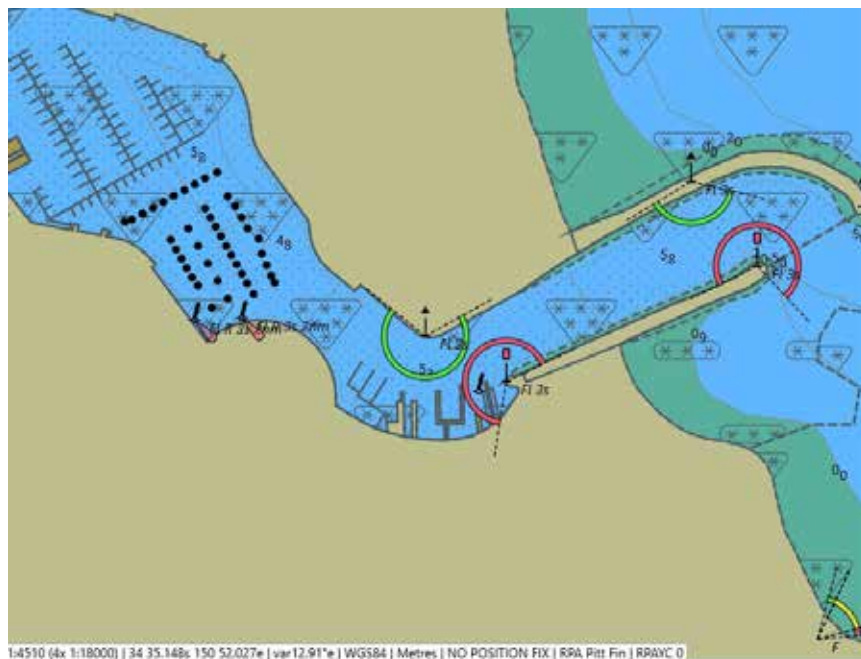
When the weather gets rough or chilly and I wish to stay dry and warm, I can take off my sailing shoes, put on my various layers of dry, warm socks, then slip on the launch socks followed by my normal sailing shoes back on over the top.

The 'socks' pull up over my knees and have an elastic draw string to close it off. Under my wet weather gear the socks actually go higher than a standard sea boot.

The added bonus is, when the weather warms up, I just release the drawstring and push the socks down my legs to let off the steam. The added, added bonus is when I take them off they roll up to the size of a normal pair of socks for easy stowage. The added, added, added bonus is the cost: currently my pair are retailing at \$130. Compare that to your standard sea boot.



The kayaking launch socks are lightweight and compact.



A view of the entrance to Shell Harbour on AusENC.

The socks are super tough and come with a lifetime warranty against defects in materials and workmanship. After use you just pop them in the machine with normal detergent.

All the people mentioned here are members of the CYCA Cruising Committee and their collective knowledge of all things sailing is invaluable.

If you have a favourite piece of sailing kit, please feel free to pass it on. Over the coming year we will continue with a series of articles that asks all manner of Club Members how they set up their yacht and their sailing life; the idea being to help those that wish to do the same and expand their horizons.

Maybe we will include your recommendations.

After all, a yacht is not meant to stay in the harbour, is it? ⚓



Phil Ross models the socks.

WHAT'S ON AT CYCA

BOOK NOW



INTERNATIONAL WOMEN'S DAY BREAKFAST

**WEDNESDAY 8 MARCH |
0730HRS**

The CYCA's annual International Women's Day Breakfast will be held at 0730hrs on Wednesday 8 March 2023. Listen to the incredible stories of guest speakers Kathy Veel, Lauren Tischendorf and Nicola Wakefield Evans AM.



HAPPY HOUR

Members and their guests can enjoy discounted drinks from 5-6pm on weekdays in the Sydney Hobart Bar. Show your Membership card to enjoy special offers.



MEMBERS' BADGE DRAW

The Members' Badge Draw takes place every Thursday evening from 1815hrs in Coasters Retreat.

All financial Members over 18 years of age are eligible to win.



BOOK NOW



BOOK A TABLE

The new online booking system makes it easier to secure a table for your next meal at the Club. Scan the QR code to book a table in a few easy steps. When completing your booking, enter your Member number in the 'Company' field. If you're not a Member, leave this field blank.

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WHAT ARE THEY?

At SailGP, the competitors are not pilots. Although they know a thing or two about taming gravity using just the power of the wind. They're not scientists, although they're quite familiar with the intricate mathematics of speed, the unforgiving physics of the elements, and the onboard chemistry that is the mark of all outstanding crews. They're not pioneers, although they keep field-testing the finest instruments craftsmanship can provide and continue pushing the limits of an art that has taken 6,000 years to perfect. They're not dreamers, either. Except, maybe, for their profound belief that those who don't fall can fly. **Welcome to the SailGP global championship.**

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