

WINTER 2023 #298

OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

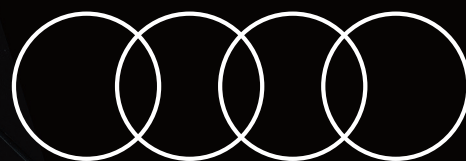
WINTER'S WARMING UP

PREVIEW OF THE
2023 NOAKES SYDNEY GOLD COAST

YSA'S 30TH ANNIVERSARY



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COMMODORE ARTHUR LANE

At the helm



It has been another busy few months at the Club, both on- and off-water, and with the Noakes Sydney Gold Coast Yacht Race only weeks away and a full calendar of Blue Water, Spring, Short Offshore and Twilight Series racing to follow, there will certainly be no slowing down here at Rushcutters Bay.

And that's not to mention the full schedule of activity planned over December with the 2023 Australian Maxi Championship and SOLAS Big Boat Challenge, 2023 World Sailing Youth Match Racing World Championship, Sydney Hobart Classic Yacht Regatta and of course, the 78th Rolex Sydney Hobart on Boxing Day. In the first two weeks of its entries being open, we had already received 34 registrations for the Rolex Sydney Hobart Yacht Race from a wide range of boats – it promises to be a good year for the trip South.

Entries are now also open for the 2024 Ponant Sydney Noumea Race and will be opening early next year for the 2025 Trans-Tasman Yacht Race.

With the easing of border restrictions and interest in travelling bouncing back after the pandemic years, sailing has definitely become a global sport again.

Back in June, Vice Commodore Sam Haynes competed at Lake Garda at the 2023 Corinthian J/70 World Cup, placing 3rd on *Celestial*. More recently, John 'Woody' Winning Snr finished 2nd on *Yandoo* in the 2023 18-Footers Mark Foy Trophy regatta at the same venue.

Ian Edwards' Dehler 46 *Wings* and Michael Firmin's Infiniti 52 *Zeus* have successfully competed Transpac and Linda Goddard's Nautor Swan 54 *Bedouin*, the

Aegean 600. David Champtaloup competed in the 2023 Finn World Masters on *Zola* last month.

Four CYCA teams will soon be participating in the upcoming Rolex Fastnet Race – Sean Langman's *Maluka*, Paddy and Keith's Broughton's *Kialoa II*, as well as our two-handed entrants, Jiang Hui Lin's *Min River* (fresh from success in the Armen Race and LA Trinite-Cowes and Jules Hall's *Disko Trooper_Contender Sailcloth*.

YSA alumni and members Olivia Price and Evie Haseldine were recently in competition against the world's best 49er FX sailors in the Olympic Test Event at Marseille, ahead of the 2024 Olympics placing 10th. We wish them all the best for the months ahead.

Locally, it has been a strong season of sailing with crews facing a wide range of conditions each Sunday in the LGT Crestone Winter and Women's Winter Series and the TP52 fleet competing in the Pallas Capital TP52 Gold Cup circuit in regattas in Sydney, Newcastle and Port Stephens. Peter Merrington and Steve Jarvin won the Etchells regatta in Coffs Harbour on *First Tracks* and Alan and Tom Quick won the Farr 40 Nations at Middle Harbour on *Outlaw*. The Great Veteran's Race held by the CYCA back in May was a great success, as were the Sail Port Stephens/NSW IRC Championships and SailFest Newcastle, where many of our CYCA teams competed.

A special congratulations to Will Sargent and the crew of Ares Racing who became 2023 SB20 World Champions in The Hague.



We are very excited to be able to announce two major changes at the Club itself.

The Boathouse Group will be coming onboard in September to manage our food and beverage operations at the Clubhouse. The Group has a number of other exceptional waterfront venues throughout Sydney and the Central Coast and extensive experience delivering the best dining and function experiences available.

Helly Hansen will be taking over from Musto in August as our official CYCA and Rolex Sydney Hobart suppliers and will be creating new ranges of merchandise for 2023/24. We look forward to collaborating with their team and delivering a broad range of clothing and accessories for our Members.

The Associates Committee has been hard at work organizing many social events over the season with Trivia Nights, lunches and Ladies Nights. They are proudly celebrating their 60th Anniversary this year. The Club has hosted several Sailing Information evenings over the past months on a range of topics including Creating Content for Media and Sponsors. The Cruising Committee continues to arrange cruises and other events designed to introduce more people to the joys of cruising.

Recently the CYCA partnered with SKYY Vodka to host a delightful afternoon of cocktails following the final LGT Crestone Women's Winter Race which included a Q&A hosted by Nic Douglass with Australian SailGP strategist Tash Bryant.

The CYCA Youth Sailing Academy has been running holiday courses as well as tasting more success at

various regattas, including the Interclub Challenge, CYCA Match Cup, and capped it off by placing first and second at the 2023 Australian Youth Match Racing Championships in Perth. Warmest congratulations to our two teams skippered by Cole Tapper and Will Sargent as well as to Jordan, Pam and the YSA staff.

The YSA's 30th Anniversary celebrations are already in full-swing and we are all very much looking forward to hosting a Fundraising Dinner on 15 September at the Club to help support their exceptional work introducing people to sailing and nurturing world-class athletes who have gone on to succeed in all facets of the sport. If you would like to make a donation or contribute to the fundraiser in any way, please contact the Sailing Office.

Congratulations to our good friend Roger 'Clouds' Badham on being awarded an OAM in the King's Birthday Honours List.

On a sadder note, we said farewell and rang the bell to a true gentleman, long-time Member and legend of our sport last month - Sir James Hardy OBE. A significant contributor and mentor to the CYCA over the years, his legacy will not be forgotten.

I wish all our Members and friends the very best and hope to see you down at the Club soon. Good luck to our Members heading north this Winter in the Noakes Sydney Gold Coast Yacht Race and to more than 30 boats entered in Hamilton Island Race and Airlie Beach Race Weeks.

Warm regards, Arthur Lane ⚓

IN THIS EDITION

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2023 LGT Crestone Women's
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An exciting new phase for our 'Boathouse'

We are excited to be able to advise Members and guests that The Boathouse Group is to become our Club's new hospitality partner and will formally commence operations at the CYCA on 1 September.

The name is one that most will be very familiar with and has become synonymous with quality waterfront dining.

The Boathouse Group is a collection of unique and iconic hospitality venues located in picturesque locations around Sydney and on the Central Coast of NSW.

- The Boathouse Rose Bay
- The Boathouse Balmoral
- Manly Pavilion
- The Boathouse Shelly Beach
- Moby Dicks Whale Beach
- Barrenjoey House
- The Boathouse Home & Bakery
- The Boathouse Hotel Patonga

Its journey began in 2008 and now comprises ten other beautiful venues with offerings including dining, accommodation, weddings, events and homewares.

The Group's mission has always been to create experiences that people love. From great coffee, high quality fresh food, friendly service and inspiring interiors.

We believe the new relationship with The Boathouse Group will be a truly exciting one, delivering a wonderful range of benefits to our Members.

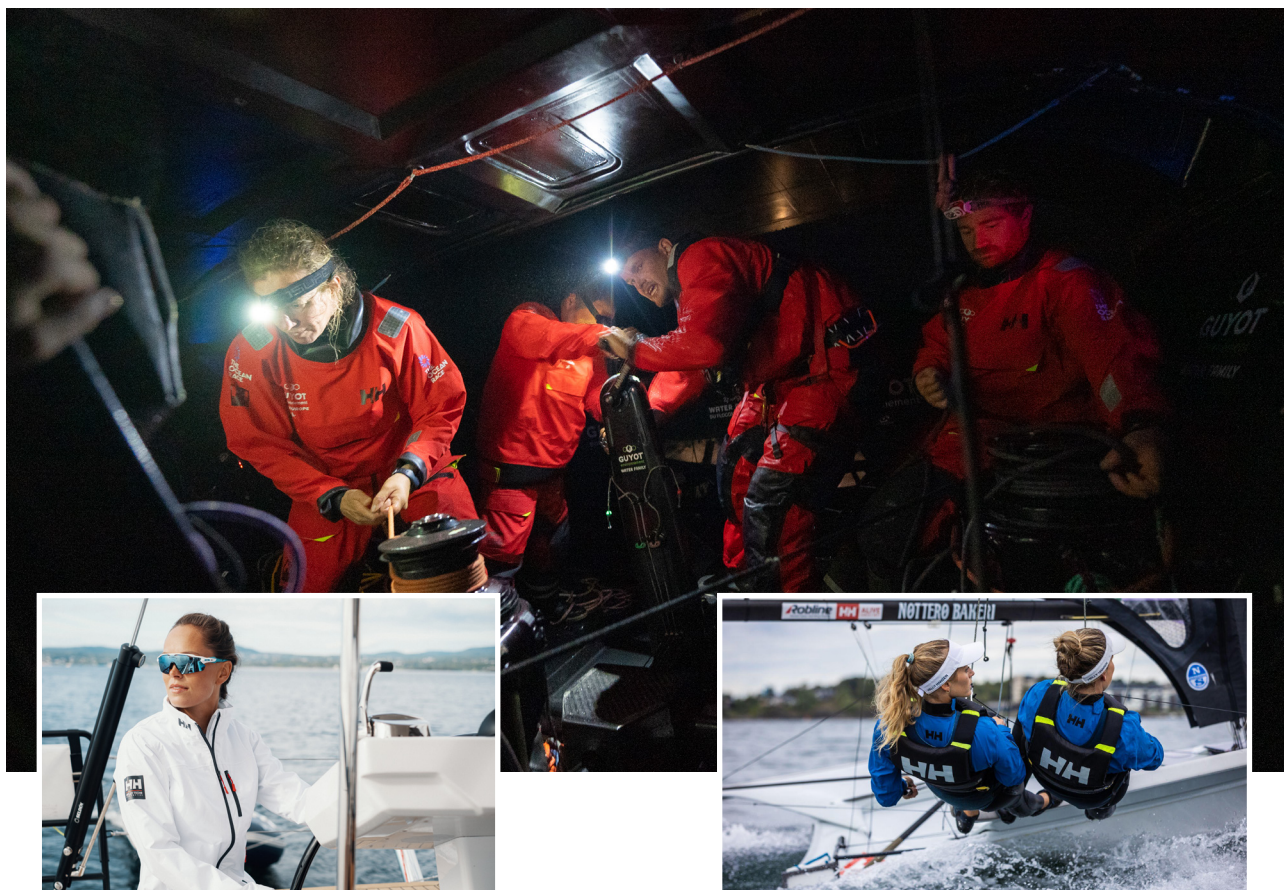
Pop down and check out the new offerings over Spring. ⚓



www.theboathousegroup.com.au



A warm welcome to Helly Hansen



The CYCA is excited to announce a new partnership with Helly Hansen, a renowned leader in technical sailing and outdoor apparel. The company has just been appointed Official Apparel Supplier to the Club and the Rolex Sydney Hobart Yacht Race and will take over from Musto ahead of the Spring/Summer season.

Founded in Norway in 1877 and with operations now in over 60 countries, Helly Hansen is a global leader in innovation and has a strong commitment to the environment and sustainability.

The brand's signature Sailing and marine lifestyle collections will be available from August 2023, showcasing an array of features such as organic cottons, Bluesign manufacturing and recycled Ocean Bound materials. ⚓

www.hellyhansen.com.au



“We are delighted to offer our Members access to Helly Hansen’s extensive range of sailing, outdoor, urban and ski gear and to work closely with their local team to develop ranges of core CYCA and Rolex Sydney Hobart merchandise for sale at the Club, Race Villages, online and through selected Helly Hansen retail outlets.

Arthur Lane, CYCA Commodore

“With our shared passion for sailing and commitment to excellence, this partnership represents the coming together of two storied institutions dedicated to excellence in sailing.

Cameron Mahoney, AU/NZ Chief Sales Officer, Helly Hansen



NOAKES SYDNEY GOLD COAST YACHT RACE 2023 RACE PREVIEW



57 entrants are now locked in for the 2023 Noakes Sydney Gold Coast Yacht Race.



Due to other racing commitments around the globe, some of the boats that featured last year are absent this time 'round. The IRC winner, Sean Langman's Reichel/Pugh 69 *Money Penny* will not be on the starting line this year to defend her handicap title – Sean is over in Cowes for the 50th Rolex Fastnet Race, campaigning his beautiful, classic Ranger *Maluka*. Neither will we see the two RP100 maxis competing – Peter Harburg's *Black Jack*, and the Oatley Family's *Hamilton Island Wild Oats* – the former having moved to Europe earlier this year to race in the Med' circuit.

Five of the prominent offshore 52s, all in the top 10 overall in 2022, will not be on the racetrack this year – Matt Donald and Chris Townsend's *Gweilo*, Gordon Ketelbey's *Zen*, Matt Allen's *Ichiban*, Tony Kirby's *Patrice* and Craig Neil's *Quest*.

The current Two-Handed IRC winner *Disko Trooper*, *Contender Sailcloth* is also absent, Jules Hall and Jan Scholten competing at Fastnet this year in a replica, factory loaned J/99. Neither is the 2nd IRC boat, Joe de Kock's Dehler 44 *KD4* or Carlos Aydos' S&S 34 *Crux*.

But there are so many other entrants that have returned afresh or stepped up to the challenge and



there are numerous teams in real contention to take overall and divisional honours. The results are even harder to call this year.

Whilst it would be difficult to bet against the all-conquering VPLP/Verdier 100, John Winning Jr's *Andoo Comanche* to take Line Honours, there are several well-credentialled mini maxis that will be keeping her honest. David Griffith's JV62 *Whisper* and David Gotze's RP63 *No Limit* are both back and are beautifully prepared boats with owners and crews that push the boats to their capacity. If the leaders split over the second half of the race, it could come down to the tactics employed and conditions on the day.

The 60-footers are joined by two 72s, the Johnston brothers *URM Group*, which got everyone's attention in the 2022/23 Audi Centre Sydney Blue Water Pointscore with some slick sailing, and Geoff Hills' Hong Kong based Santa Cruz *Antipodes* which has been a familiar sight on Sydney Harbour over the past two seasons.

Sam Haynes' *Celestial*, Seb Bohm's *Smuggler*, Damien Parkes' *Denali*, Michael Martin's *Frantic*, Mark Spring's *Highly Sprung* and Peter Wrigley and Andrew Kearnan's *KOA* are all finely-tuned TP52s, fresh from competition over four Acts in the 2023 TP52 Gold Cup. They will be joined by Bill Barry-Cotter's TP52 *Maritimo* and Richard Harris' Cookson 50 *Sticky*. These mid-sized racers are versatile, excelling in most conditions, and should be at the pointy end of the fleet once again.

There are several 40-footers that have been getting attention and putting runs on the board of late and won't be far astern - James



Irvine's Rogers 46 *Mayfair*, and Michael Smith's ES44 *Tempo* will be two to watch as is Kim Jagger's perennial Sydney 38 *Cinquante*.

David Henry has brought back his Sydney 36CR *Philosopher*, to defend or improve upon his 2nd place in Two-Handed IRC in 2022, as has Shane Connelly with his J/99 *Rum Rebellion* and Peter Franki with the Sydney 36 *Salt Shaker*. Rupert Henry's Lombard 34 *Mistral* is perhaps on paper, the TH boat to beat though - Rupert having spent much of the year in France competing against some of the world's best in short-handed sailing.

Three Jeanneau Sunfast 3300s - Rob Gough and John Saul's *Kraken*, Stacey Jackson steering Lee Condell's *Sunfish* and Graham Biehl's *Tumbleweed* - will also likely skirt the coastline and be in the mix at the end. Expect Michael Bell's Jones 42 *Minnie* to also put up a strong showing.

It will be an enthralling few days of racing as strategists & crews push hard over the 384 NM course from Sydney to Main Beach on the Gold Coast in an attempt to capture the much-coveted Peter Rysdyk Memorial Trophy. ⚓





Doubling Down

Rupert Henry & Greg O'Shea

Prize-winning sailor Rupert Henry is a brave and modest man. In the tradition of Jacques-Yves Cousteau, he gives the impression of being an ingenious and pioneering sailor. The sort of character you might meet in an Adventures of Tintin novel. Last year he set off single-handed in the Route du Rhum on an ill-fated mission. Still the story of him busting a boat in the Atlantic Ocean is a kind of anomaly in his career.

"That was an aborted mission," says Rupert Henry. "The boat started to fall apart in the Route du Rhum, so I had to sail back to France after four or five days at sea." This month, he and sailing partner Greg O'Shea will contest the Noakes Sydney Gold Coast Yacht Race, in his Lombard 34 *Mistral*. In 2022, Henry and O'Shea won the Cabbage Tree Island Race and at the same time made history as *Mistral* became the first two-handed boat to win IRC Overall in an Audi Centre Sydney Blue Water Pointscore race. He went on to win Two-Handed IRC in the 2022 Rolex Sydney Hobart.

When we met, Rupert had itchy feet to get ocean racing again. After leaving his Class40 boat up on a cradle last November, "withering in the sun", he sounds like a cross between a forlorn lover and an adrenalin junkie waiting for the next race.

He's missed the incredible sailing scene since he left France last year, on his extended stay at home in Australia.

Exposed to the incredible scene of Class40 sailing in France, Rupert is more than ready for the next challenge.

"I love double-handed ocean sailing, it combines adventure with the sport that I like. I enjoy the competitive racing aspect of it, but it is, really, at times, challenging." In the Noakes Sydney Gold Coast he's taking the Marc Lombard designed *Mistral* two-handed again and he can't wait for what the ocean throws at him and O'Shea. "We have done a lot of miles sitting on the side of the boat. The longest we have done is the Melbourne to Osaka race which is 6000 nautical miles," A double-handed race that they also, incidentally, won. Come 29 July O'Shea and Henry will be back out there and looking competitive.

"The Lombard 34 is my little IRC off-shore handicap-focused boat. The boat is pretty good for double-handed sailing because it's quite manageable and



its loads aren't too high. It performs quite well. It's a nicely balanced boat with good design."

For Rupert it's the combination of skill, luck and tactics that makes Class40 ocean sailing such an exigent mix.

"In terms of the challenges it presents it is not too different from other things like mountaineering. You've got the technical aspect, you've got the hardship aspect. You have got the danger and the weather -so it combines all those elements." In Europe, he agrees the man against nature mindset is more highly prized, and that's where the sport of two-handed sailing is booming. "The big difference is that in France, sailing is seen as a very egalitarian sport and popular pastime," Henry explains. "A lot of European countries do reward adventure sport a lot more. That's why Red Bull comes out of Europe, that's why the mountaineering in Europe is so big. And I think yacht racing really captures that spirit."

He admires the pathways that are provided for offshore racing in France and says purpose-built academies designed to train single- and double-handed sailors are equipped to an impressive standard. The growth in the sport there because of it is wild.

"Putting people through a shorthanded program turns out people that can do everything on a boat and that's what a yacht owner needs," he adds. Henry knows that having that all-rounder competency is what will provide new owners with terrific boat captains and ultimately lead to the growth of the sport in Australia.

For this pioneer, I can't help wondering if Noakes Sydney Gold Coast Race of just 384NM might be a walk in the park for him? "It's not very far distance wise," he says. "But it can be challenging weather. You can sometimes get a great run if there's a southerly blowing, or you can sometimes get pretty variable breezes which makes it tactically interesting. And it is always nice to be heading north in winter, right?" ⚓

A Fluid Game

Chatting Noakes Sydney Gold Coast aboard *Philosopher*

David Henry, with his blue eyes and self-effacing charm has all the hallmarks of a watery wise philosopher. Keeping it decidedly old school, he will take his Sydney 36 CR two-handed for the 2023 Noakes Sydney Gold Coast Yacht Race, joined by friend and fellow sailor Stephen Prince.

Possessing a vault of sailing experience that dates from being a child-sized 'beach bum' on the waterfront at Dolls Point in Sandringham, one feels David Henry's whole mob is part human/part amphibian.

"I grew up on the waterfront there, so I was exposed to VJs and 16-footers from the age of five, six, seven.

"I don't know if I had a talent for sailing, but I had a taste for it," he says.

In fact, both David (on *Philosopher*) and son, Rupert (on *Mistral*) will contest the Noakes Sydney Gold Coast in the two-handed division. The love of racing here runs deep.

"I really started ocean sailing on multihulls because a neighbour of mine at Northbridge built a trimaran, which I helped with a little bit. I started out ocean racing that. Then I started racing on ordinary boats at Middle Harbour Yacht Club."

Henry started in the 70's and competed later in what's known today as the Noakes Gold Coast Yacht Race. He also competed in the Sydney Brisbane, Sydney Mooloolaba and Moreton Island ocean races for years in an on-again-off-again fashion.

Still, when quizzed about what keeps him coming back from more and what possesses him to do it double handed, he has trouble pin-pointing the appeal.

"Lack of options?" he jests.

But seriously. For the next NSGCYR, Henry has chosen Stephen Prince, a man who also brings formidable offshore experience to the table.

"Stephen is a guy that's been sailing his whole life from Manly Juniors and Flying 11s to blue water racers. He's a very capable all-rounder. He has sailed on lots of yachts around here and has probably done eight or nine Hobarts."

This makes him perfect for two-handed races.



"He's a jack of all trades, he can do the bow, he can steer the boat, he can navigate, he can fix things that break. So, for someone like that, there is something of challenge in two handed sailing. It's kind of old school," explains Henry.

Philosopher is race-ready - this Sydney 36 CR a previously known as *The Philosopher's Club* when owned by Peter 'Sorro' Sorensen has been converted for the pair.

"The only thing we had to change to make *Philosopher* good for two-handed is that I changed the mainsail to a luff system, so the mainsail stays on the mast. I changed the reefing system so that the reefing comes back to the cockpit and one person can reef from there. We made the spinnaker pole jibing, and of course we had to install an autopilot as we can't steer when we are changing the sails," he says.

After all this life and sailing experience, I wonder if he is still prone to being very competitive on the water.

"It's a fluid game," he says, "You try to predict what is going to happen and to plan and act accordingly. I am always thinking about doing the best I can do on corrected time all the time, which is probably a bad thing. I am probably guilty of not being conservative enough.

"That is why we lost our position in the last Hobart race. I wasn't conservative enough I ended up going for a very big spinnaker and ended up losing because of that," he says

Still Henry won't just go with the flow.

"When it is freezing and cold there's always a temptation to say, 'Oh well, let's just take it easy and go slow' but you never do; you are always trying to get a good position in the race."

This race is one he looks forward to - heading North to warmer waters. He knows despite best-laid plans, he is likely to get hyped up toward the end of the race and not sleep at all. But when it is all over, he will find a second wind.

"Oh, we will definitely go straight to the bar. And hopefully be there waiting for everyone else to finish. That's one of the nice parts..." ⚓





SUNFISH TO SOUTHPORT

This July, Stacey Jackson and James Whelan will seize the opportunity to take *Sunfish*, Lee Condell's new Sunfast 3300, up to Main Beach in the Noakes Sydney Gold Coast Yacht Race.

James says they're excited to step out of their comfort zone.

"We love the concept of the two of us being responsible for everything," says James.

"We are really looking forward to a new format of offshore racing. It's a new boat and it's very well kitted-out for two-handed sailing. Things like furling sails and a mainsail car system have been optimised to make things more manageable for two people," he says.

Both competitors bring vast offshore experience, but agree the two-handed aspect makes it more testing.

"We joked a lot about sailing double-handed offshore, and when the opportunity to sail the 3300 came up, it was a no-brainer," says James.

A big part of staying competitive in the race will be fatigue management.

"You can't win races if you are not performing well. And you can't perform well if you are not making the right calls at critical times. We will take turns sleeping when we can. Stacey doesn't sleep too much offshore and neither do I, so hopefully we can work out a watch system that works for us and our sailing style," says James.

In terms of splitting the work, it will be fifty-fifty.

"The reality is we still have to do the same things to get from 'A' to 'B' as the bigger boats. It's just about how quickly and efficiently you can do them, without burning yourself out. Whereas on a fully-crewed boat you might have a response time of a couple of minutes, on a smaller boat, the same thing might take an hour. It's like this whole matrix of compromise.

"Short tacking up wind, is a totally different scenario to long, downwind sled rides. Stacey will probably spend more time offshore in this race, than she would on the big boats in a Rolex Sydney Hobart," James jokes.

"The two-handed side of sailing changes things, and it's quite challenging. But again, that's part of the allure."

James is reflecting on the conditions and what he's experienced in previous races.

"Historically it's a cold race for Australia. We definitely expect a few park-ups and transitions. Keeping out of the current will be a big thing for us. In the past I've had some good luck with a mid-race restart.

"Being new to the double-handed class, we will both be working to get away from Sydney and on finding our rhythm offshore as quick as possible," he says. Their team will also be alert for strong competition in the field.

“

The short-handed fleet in Australia is getting bigger and bigger each year, we expect the racing to be really competitive, something that we are both excited to get into

”

Still, there's a quiet confidence brewing with this crew. "Stacey has done some of the toughest offshore sailing," says James. "To be on a boat with someone of her experience is really exciting, hopefully I can bring some slow displacement tricks into the mix."

Stacey's career has included 15 Rolex Sydney Hobart Yacht Races, including line honours onboard the Maxi *Wild Oats* and in 2018, second place, when she skippered an-all female professional crew aboard *Wild Oats X - Ocean Respect Racing* and was beaten for the Tattersall Cup by little more than an hour.

Stacey has also competed in TP52 regattas, the G.H. Mumm 30 World Championships and one Rolex Fastnet. She's sailed around the world competing in the Volvo Ocean Race with Team SCA 2014-2018, and this year, she's got solid plans to advance women's sailing.

"I've sailed professionally for 15 years, and I've watched, as different approaches to get more women sailing have been implemented," says Stacey who believes women's ocean racing still has further to go.

"The Ocean Race has increased numbers, thanks to quotas, which works well in my opinion because it forces teams to have women. So, it allows more women to get that ocean racing experience, and do more of it from there.

"For example, when you to sail in the Noakes Sydney Gold Coast Race there is no quota or requirement to have a mixed fleet, which means the majority of boats have all male teams. The majority of boats still don't have women sailing on them, which indicates to me that mandates work better than incentives, to get more women racing," Stacey says.

While keeping a lower profile than his teammate, James Whelan is also life-long professional sailor with a stack of experience on bigger boats. He's another strong supporter of women's sailing. He has plenty of experience sailing short-handed across the Pacific, having circumnavigated the globe in *Réve* with his family. James says happy to be 'the second smartest person on the boat' during the Noakes Sydney Gold Coast.

"Stacey and I have been friends for a long time. We get along well; we have good humour *and* we know when to dial it back. Stacey knows when to tell me to concentrate, and I know when to feed her," James laughs.

Crewing a boat with a woman is second nature to James, who has grown up sailing with his father, but also his mother Jayne and sister, Alexis and more recently, his fiancé Mel.

"I find myself sailing on boats with female crew, and for me it's about getting the best performing crew. The abilities and performance that women bring to the boats, is becoming more and more visible and valued."

James says the culture on boats is changing, albeit slowly.

"Stacey has done some of the wildest sailing offshore," says James. "That is definitely an amazing shake up in itself. She has a very big profile in offshore sailing, and she just so happens to be a woman."

"It will be amazing when the sport gets to the stage where you can pick a campaign and you can have a mixed gender crew and not need to have the incentive of having a female gets you 'X' benefits," he says.

While Stacey stands out for her pro-active work in sustainability and women's sport, she views it as natural extension of being a professional sailor.

"I'm not sure I see my involvement or leadership in women's sailing or my passion for sustainability as activism," says Stacey.

"I co-lead a women's team called Women Racing AUS, and we have several events planned for the year, the first being Brisbane to Keppel on an HH42 called *Not a Diamond*, and completing the MC38 Australian Series," she says.

"This for me is just about doing the right thing, leading by example, and paving the way for more women who choose to pursue a career in professional sailing." ⚓



2020 RSHYR Women's Press Conference. Photo: Salty Dingo



REMEMBERING '86: THE BIRTH OF THE NOAKES SYDNEY GOLD COAST RACE

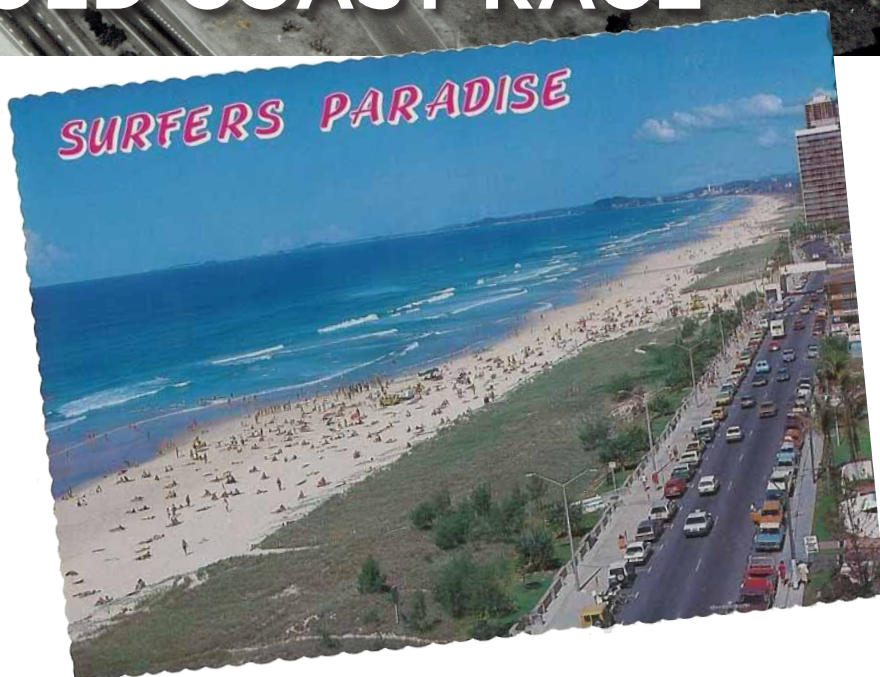
In 1986, Australia was a nation coming of age. In March, the Australia Act came into effect, granting Australia legal independence from the United Kingdom and we were still basking in the glory of having won *The America's Cup*, just three years earlier.

In January, Australia aired the TV soap *Neighbours* for the first time, and in April we premiered the outback adventure and global phenomenon *Crocodile Dundee* to the world.

That same year, the lively CYCA Race Director Peter Rysdyk signed up Bayview Harbour Development to sponsor a brand new race from Sydney to the Gold Coast. This inspiring 386 nautical mile race was only made possible by the Queensland Government's initiative to stabilise the Southport Bar with extensive stone walls and an ongoing dredging program.

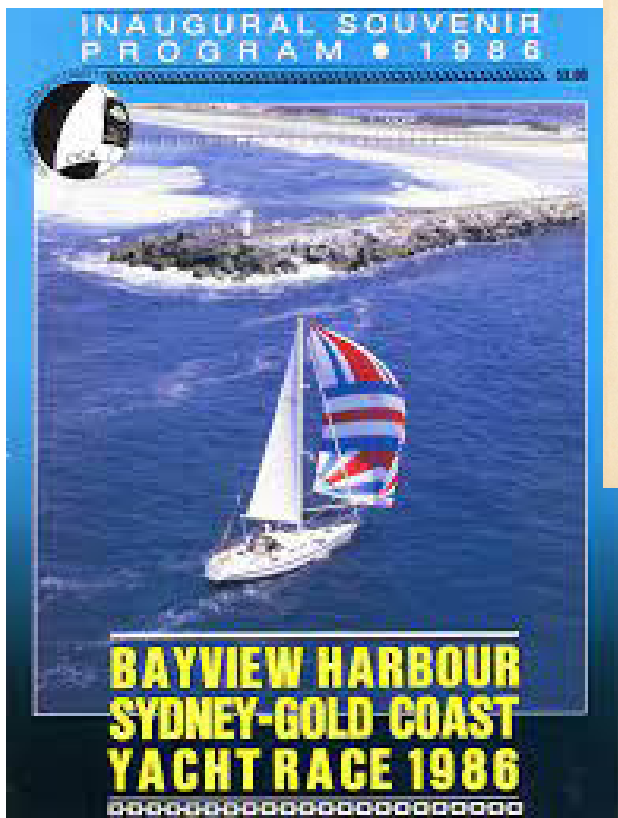
At the time this was one of Australia's greatest engineering feats, opening Southport up to deeper-keeled boats and pleasure craft of all shapes and sizes.

As Joh Bjelke Peterson shot the starting gun that year, little did he know he'd been voted Premier of Queensland for the last time.



That first year, the colourful Jack Rooklyn came out of retirement to skipper *Apollo* to win both line and handicap honours, in a light-air race contested by 89 yachts. Second on IOR handicap was *Another Concubine* (John Parker), with *Witchcraft II* (Bruce Staples) third, both in Farr 40s.

Bernard Lewis' new Pedrick maxi *Sovereign* took line honours the following year in the second Sydney-Gold Coast Race, which was then sponsored by Jupiter's Casino. After a slow start to the '87 race, a squally southerly change brought all the smaller yachts into the mix, charging home over its final stages.



John Eyles' Davidson 37 *Indian Pacific* won on IOR corrected time, from *Too Impetuous* (Graham Lambert, Holland 43), with *Witchcraft II* coming third.

In those early days of this now beloved race, there was an unabated obsession with money, glamour and glitz on dry land.

Colourful characters like Hawke and Keating, Skase and Bond dominated headlines and there was a generally bald-faced brashness to this boom-or-bust era.

On the water, there was a colourful mix of crews, and a vibe around the sport like never before.

The heady days of this winter escape to the Gold Coast were well captured by photographer Graham Burstow and his images can be found in his series *Journeys North 1986*.

These images depict everyday Australians enjoying the Southport Broadwater, beer gut contests on the Goldy and sun-drenched swimsuit models found close to stretches of endless white sand surrounded by Pandanus trees.

Since the heady days of late 80's, the Sydney Gold Coast Yacht Race has somewhat mellowed but at the same time grown in prestige. It has become an important test bed for the Sydney Hobart Yacht Race and an important part of the annual sailing calendar.

Fast forward to 1994 when this event became a qualifying race for the 50th Sydney Hobart, and among the winners (IMS Division C) there was the

BAYVIEW SYDNEY TO SOUTHPORT CYCA'S SECOND HOBART RACE?

Record entries for an inaugural event

by Alan Brown

The Bayview Sydney to Southport Yacht Race is well known as the first Sydney Harbour Gold Coast Race with what is a record fleet for an inaugural event - over 80 entries - there is debate as to whether it will be a racing meeting or a bank holiday. There are many theories and forecasts, but one thing is certain: sailing north has got to be a whole lot better than sailing south, and the faster you can do it the better.

For many years sailmakers have been passing Southport because of the danger of the Broadwater. With an exception of the Queensland Government has built a new entrance that is designed to provide a safe weather safe passage that is designed to eight metres. However, the Queensland Department of Fisheries and Marine has issued a warning to boatmen that they should always exercise caution when approaching and leaving the new way, particularly on tide flats. Approaching the entrance from the south is considered quite safe, but due to sandbars on the northern side of the survey, extra care should be taken when making an approach from the north-east.

The Southport Seaway (the official name of the new entrance) has given the 40-year-old Southport Yacht Club the potential to become one of the leading offshore IRC clubs in Australia. With a modern 24 berth marina facility filled with some good quality yachts, and Gold Coast as full time sailing venue, the club is poised to make its mark as Australia's premier. The SYC has already produced an international calendar as Gold Coast Race, which was every year at the end of the 1980s. For an Aussie Cup series, as it was then, called the 'Hobart' from the Keweenaw Cape.

The Vice of Race Director Peter Rysdyk with SYC officials in organising the race has created a strong bond of friendship between the two clubs. It is predictable that the Sydney - Southport Race will become only second to the Hobart in importance on the eastern coast.

The 1600 mile voyage will compete in 1994. The race will be held in the Southern Ocean, New South Wales, Victoria, and Tasmania. The race for two boats will be fought out between Jack Rooklyn of the helm of Apollo, his son Warwick Rooklyn at the helm of the Oatley and Alan Taylor's Rumpus II. ROR could be taken out by any number of boats, but to mention just a few: Another Commodore, Doctor Bill, Rysdyk, J. Sweeney, Brindabella, and others.

After dinner, the party is being sponsored in the race by State Still, Alcock, and others.

A large spectator fleet is expected to view the start of the race on Saturday August 18th at 1400 hrs when it is sent on its way by Queensland Premier, Joh Berth-Petersen.

Immediately following the race will be the Quality Inn Gold Cup Series, three races over three days with trophy presentation on Saturday 22nd August at the Southport Yacht Club.

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veteran *Southerly*, skippered by Don Mickleborough and his equally veteran crew. *Southerly* also went on to win the 30-Year Veteran Division of the 50th Hobart.

George Snow then emulated Jack Rooklyn's inaugural race feat in 1995, when he sailed *Brindabella* to a line honours win and

first place in IMS Class A. (At that stage, there was no Overall winner of the race).

Brindabella repeated her line honours win the following year and again in the 1999 race when the Jutson-designed maxi set the former race record of 27 hours 35 minutes 03 seconds.

The 1999 race also saw the introduction of the Peter Rysdyk Memorial Trophy for first place Overall under the IMS handicap category. The first winner was the Victorian maxi *Wild Thing*, skippered by Grant Wharington, while IMS Division B went to another Victorian boat, *Chutzpah*, skippered by Bruce Taylor, then Commodore of the Royal Yacht Club of Victoria.

Today the Noakes Sydney Gold Coast is still a great way to head North in winter, and crews always find a warm reception at the Southport Yacht Club. It's especially sweet as a jump off spot for those heading further North for race weeks at Airlie or Hamilton Island or the many feeder races created to move fleets around Queensland.

The current Race record belongs to the Oatley Family's *Wild Oats XI*, set in 2012 which they finished in 22 hours, 33 minutes, 46 seconds.

Today, this beautiful race demands a wide range of skills, particularly in the hard running conditions often experienced at this time of the year. To succeed, you'll need first-class sail handling and good tactical navigation decision makers on board.

Apart from variable winds, in both direction and strength, the East Australian Current generally plays a significant role as yachts sail up the NSW North Coast and reach the Gold Coast of South-East Queensland.

Whilst at times, it is very much a "rock-hopping" race, as yachts hug the coast to try and avoid the current, the ever-present temptation to head out looking for stronger breeze is often hard to ignore.

This year, the 2023 Noakes Sydney Gold Coast Yacht Race will start at 1pm (AEDT) on Saturday 29 July. ⚓

FOLLOW THE NOAKES SYDNEY GOLD COAST YACHT RACE



PRE-RACE

Visit goldcoast.cycaracing.com to meet the fleet and view the latest news ahead of the race.

THE START

Live stream: The race start will be streamed live from 12.45pm (AEST) on the Noakes Sydney Gold Coast Yacht Race Facebook page and CYCA TV YouTube channel.

Spectator vessel: Enjoy the action on Sydney Harbour from the Rosman Cruises spectator vessel. Take in premier views, live commentary and drinks. Tickets will be available on the race website.



DURING THE RACE

Live tracker: Keep an eye on the fleet via the live tracker on the race website. Select your favourite boats and view their speed, distance remaining and position.

Live standings: The standings page on the race website begins three hours after the race start. Select a handicap category or division to view the standings in real time.

Social media: Stay tuned to the race channels for the latest updates, photos and videos. Follow on Facebook, Instagram, Twitter and YouTube.



AFTER THE RACE

Race website: The Noakes Sydney Gold Coast website is the place to go for results, news, photos and videos.



JOIN THE CONVERSATION

Follow the Noakes Sydney Gold Coast Yacht Race website and social media channels to keep up to date with the race and join the conversation.



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2022/23 Audi Centre Sydney Blue Water Pointscore Prizegiving

In March, the placegetters from the 2022/23 Audi Centre Sydney Blue Water Pointscore were celebrated at the CYCA.

The prizegiving was run in conjunction with the CYCA's Ocean Racer of the Year Awards (meet the winners on the next page).



Sean lifts the Jack Halliday Perpetual Trophy, awarded to the overall winner on IRC.



Josh Alexander was presented with the Roger Hickman OAM Memorial Trophy as Bow Person of the champion yacht.



Ed Powys was awarded the Tony McLean Memorial Trophy as Mainsheet Hand of the champion yacht.



Sean Langman and his Moneypenny crew.



Sandy Farquharson's Khaleesi won the Wild Rose Pointscore, awarded to the highest-ranked IRC boat with a crew featuring at least 10% females.



Carlos Aydos (right) and Peter Grayson (middle) steered Crux to multiple wins: IRC Division 2, Two-Handed IRC, ORCi Division 2, Two-Handed ORCi, PHS Division 2 and Two-Handed PHS.



Jon Linton's Llama II won PHS in the Cabbage Tree Island Race (49th Woollahra Cup).



Ron Forster and Phil Damp's Ariel/ scooped second-place in IRC Division 2 and ORCi Division 2.



Shane Connelly's Rum Rebellion, co-skipped by Tony Sutton, won IRC Corinthian.



Roberto Camacho's Joss was second in the Wild Rose Pointscore.



Felicity Nelson and Alex Seja's Supernova was third in the Wild Rose Pointscore.



The growing group of two-handed competitors.



Sean Langman celebrates with the Moneypenny crew.



Sean Langman is the CYCA Ocean Racer of the Year for the first time.

CYCA OCEAN RACERS OF THE YEAR

The Cruising Yacht Club of Australia crowned its Ocean Racers of the Year in March, acknowledging the standout performers from the 2022 offshore season.

Sean Langman is the CYCA's Ocean Racer of the Year. Langman's Reichel/Pugh 69, *Moneypenny*, won the 2022/23 Audi Centre Sydney Blue Water Pointscore, after finishing on the overall podium in four of the six races, including victory in the 2022 Noakes Sydney Gold Coast Yacht Race.

Moneypenny won Division 0 and finished eighth overall in the 2022 Rolex Sydney Hobart.

Despite *Moneypenny's* consistent success last year, Langman was stunned to receive the CYCA's most prestigious individual accolade.

"Never in my wildest dreams did I expect to be standing here," he said after collecting the Ocean Racing Yachtsperson of the Year trophy. "These campaigns are spurred on by the excellence of the other boats.

"The TP52s have certainly showed the way over the years. Their ability to keep leapfrogging each other and their dedication to beating each other has resonated well in the mini maxi fleet.

"*Whisper* has touched us up for a few years and *URM Group* certainly gave us a few lessons in sailing this past season."

Rupert Henry was named the Two-Handed Ocean Racer of the Year after a standout season in Australia and abroad.

Henry and Greg O'Shea finished second on his Lombard 34, *Mistral*, in the CYCA's Montague Island Race, before Henry went over to Europe and finished sixth alongside Jack Bouttell on his Lombard Class 40, *Eora*, in the 1,000nm CIC Normandy Channel Race.

Henry and O'Shea won the 2022 Cabbage Tree Island Race, making history as *Mistral* became the first two-handed boat to win an Audi Centre Sydney Blue Water Pointscore race.

They backed up that result with victory in the Two-Handed Division of the 2022 Rolex Sydney Hobart.

"This is a really prestigious trophy, it means a lot to me," Henry said.

"In two-handed racing, it's fundamental to have a good partnership and I wouldn't even get across the start line properly without Greg.

"It's really exciting to be part of this two-handed offshore scene we're building and growing every year at the CYCA. It's a big part of yachting overseas and it's great to see it flourishing here in Sydney.

"From what I hear, there are more boats being purchased and launched over the next six months, which I look forward to seeing."

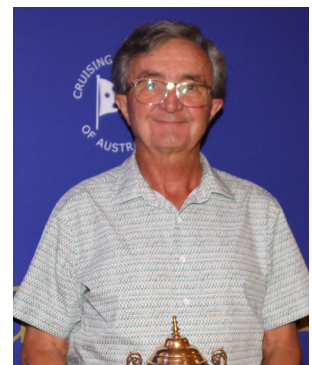
Andrea Green was crowned Ocean Racing Navigator of the Year for the second time in three years.

Green was navigator on Matt Donald and Chris Townsend's TP52, *Gweilo*, during the 2022/23 Audi Centre Sydney Blue Water Pointscore and played a key role in another impressive campaign for the boat.

Gweilo was third overall in the Pointscore, thanks to



Rupert Henry - Two-Handed Ocean Racer of the Year.



Richard Hudson - Ocean Racing Veteran of the Year.



(L-R) Gweilo duo George Richardson – Youth Ocean Racer of the Year – and Andrea Green – Ocean Racing Navigator of the Year.



Neil Newton – Crew Person of the Year – celebrates with the Quest crew.

three podium finishes, including second in the Noakes Sydney Gold Coast, third in the Flinders Islet Race and second in the Rolex Sydney Hobart.

Green was lauded for his “amazing level of detailed information” and “well-timed, well-considered delivery of information”.

The continued success of *Gweilo*, winner of the 2020/21 Audi Centre Sydney Blue Water Pointscore, was further evidenced as **George Richardson** was crowned Youth Ocean Racer of the Year.

23-year-old Richardson, a member of the CYCA's Youth Sailing Academy, was the primary trimmer on *Gweilo* in 2022.

Richardson was labelled a “tireless worker offshore, who pushed hard right to the finish of the 2022 Rolex Sydney Hobart”.

Richard Hudson was named Ocean Racing Veteran of the Year.

Hudson has been racing offshore throughout Australia and overseas for more than 40 years, and has campaigned his current boat, the Farr 45 *Pretty Woman*, for 20 years.

Pretty Woman featured in five of the six races in the 2022/23 Audi Centre Sydney Blue Water Pointscore, notably winning Corinthian PHS and finishing second on Corinthian IRC in the Rolex Sydney Hobart.

Hudson has been an outstanding supporter of youth sailors in offshore racing over the years. *Pretty Woman*'s 2022 Rolex Sydney Hobart crew consisted of eight crew members under the age of 30, including four female sailors who were all aged under 25.

“I’m really enjoying sailing with the young crew; they sail the boat like they stole it and I love it,” Hudson said.

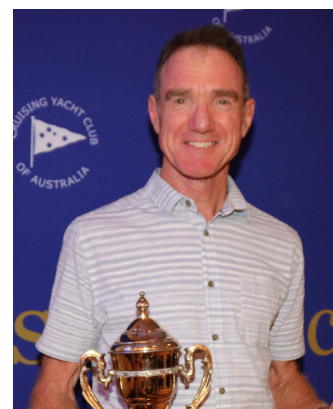
“Getting young people on is important. As you get older, you need young people to take you sailing anyway!

“We need more balance in the sport and it makes a difference to the culture on board when you’ve got a mixed crew. It’s a fun boat to sail.”

Lee Condell was crowned the Ocean Racing Rookie of the Year after campaigning his own boat for the first time in the Audi Centre Sydney Blue Water Pointscore.

Condell raced his Jeanneau Sun Fast 3300, *Sun Fast Racing*, two-handed, alongside Lincoln Dews.

Sun Fast Racing had two top 10 overall finishes during the pointscore and was second in the Two-Handed Division of the 2022 Rolex Sydney Hobart.



Lee Condell – Ocean Racing Rookie of the Year.

“It was fantastic just being part of the two-handed scene,” Condell said.

“Because we’ve got so many boats that are relatively close in performance, it makes the racing fantastic.

“I’m really enjoying the two-handed scene, it’s revitalised my interest in yacht racing.”

Neil Newton scooped the Crew Person of the Year Award, winning the Sally Gordon Memorial Trophy.

Neil joined *Quest* with Bob Steel in 1983 and has been part of the team ever since.

At the age of 70, he was again a key member on Craig Neil’s TP52 during the 2022 season.

“I love the boat, I love the guys. A lot of the crew have moved with the boat and I’m so lucky to sail with guys who know a lot more about sailing than I do.

“I’ll keep doing it until they tell me not to, which might not be too far away,” Newton quipped.

“The young guys bring so much to the boat, a different perspective. You have to keep changing; if you don’t, you stay where you are.”

Congratulations to all nominees in the 2022 CYCA Ocean Racer of the Year Awards: Carlos Aydos, Lee Condell, Shane Connelly, Lincoln Dews, Joe Ferguson, Jenny Geytenbeek, Peter Grayson, Andrea Green, Harry Hall, Rupert Henry, David Henry, David Hobbs, Alison Hobbs, Richard Hudson, Matt Humphries, Rod Jones, Sean Langman, Stacey McMasters, Harry Miller, Neil Newton, George Richardson, Wayne Seaward, Alice Tarnawski and Georgia Tuckey. ⚓

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TASMANIA

COME DOWN FOR AIR



Official Launch of the CYCA Youth Sailing Academy 1993.

The YSA's Beginnings



Over the past three decades, the CYCA Youth Sailing Academy (YSA) has established itself as one of the most prestigious youth sailing programs in the world – a breeding ground for the next generation of yachties.

Since 1993, more than 700 sailors have graduated from the program, many of whom have progressed into the professional sailing stage, achieving incredible results including successful America's Cup campaigns, Olympic medals, offshore sailing campaigns and more.

For a program of this calibre, success didn't come overnight – there have been many steps through which the current-day YSA has evolved.

At the time, connecting the next generation of sailors with opportunities available at the Club was problematic, but the creation of the YSA has alleviated that issue and many others.

Now, the YSA not only delivers new sailors into the CYCA community but has evolved into a high performing sailing program, representing the Club at local, national and international competitions across all disciplines of our sport.

Its inception began in 1992, when Ian Treleaven wrote a proposal to the CYCA Board, with a concept to fund a fleet of 10 boats, a coach boat and full-time coach using sponsorship as financial assistance. After numerous discussions the proposal was passed, by the smallest of margins. This proved to be one of the greatest decisions for youth sailing at the Club.

A passionate group of volunteers created the first YSA Committee led by Maurie Cameron and included Ian Treleaven, Peter Shipway, Sir James Hardy, Robin Copeland, Brian Emery and Mike



1993 YSA Launch.



30th Sydney Hobart.

Fletcher. Their task was to evaluate and select a suitable fleet of boat for the Academy and appoint its first coach.



After evaluating multiple classes, the Elliott 5.9m keelboat was a resounding winner. Designed by Greg Elliott, the New Zealand yacht designer has become instrumental in growth of youth keelboat development in Australasia.

Once the yachts were decided, the goal was set to get 10 identical boats on to the water and ready for the sailors. To fund the program, marine suppliers were approached and for a fee would be able to have naming rights and branding of an Elliott.

On 25 March 1993, the CYCA Youth Sailing Academy was officially launched, with eight sponsored boats and the final two boats being supported by Club Members. Dayne Sharp was appointed as the first coach/manager.

The first group of young sailors who came into the YSA were predominantly Club Members' sons and daughters who were looking to extend their skills and engage in some more competitive racing. Since then, the operation of the YSA has very much become an integral part of the Club and youth development in our sport.

Now celebrating its 30th year, the YSA shows no signs of slowing down. Its continued success rides off the dedication of countless Members, officials, volunteers, supporters and suppliers. Our sailors continues to showcase on the very best sailing teams across the world, and across every discipline. ⚓



30th Class.

A Timeline of Success

The past three decades



The YSA's fleet of Elliott 7 keelboats, introduced in 2013.

1993 - 2003

In its inaugural year the YSA saw an intake of 18 participants under the leadership of Dayne Sharp. The sailors were introduced to the fundamental skills needed for keelboat sailing, across match and fleet racing disciplines. Later in the season the YSA would embark on its first international regatta, representing the CYCA at a youth match racing event at the Royal New Zealand Yacht Squadron.

The following year saw another initiative being born, with the YSA conducting a community sailing course for students from Eden High Marine School. The initiative was created as a thank you to the Eden community for their involvement with the Sydney Hobart Yacht Race each year. The inaugural course saw 15 students attend a four-day sailing course at the CYCA and has continued to be

held each year, growing to 25 students attending annually.

This program has led to the development of two other hallmark community programs – The Freedman Foundation, which introduces the sport of sailing to a group of school students who would not always get the opportunity to experience the sport of sailing, and the Sun Foundation Scholarship Program, which offers scholarships to dinghy Clubs across NSW for sailors to attend YSA sailing courses.

The Academy went from strength to strength and most importantly saw a high percentage of youth sailors being introduced into offshore sailing over the first few years, in 1996, *One Time Sidewinder* competed in the Rolex Sydney Hobart crewed only by YSA graduates and Dayne Sharp.



In 1999, the YSA pioneered its first women's sailing regatta – later to be known as the John Messenger Women's Regatta. This has led to the growth of female participation in the YSA, and eventually the establishment of a women's training squad in 2005.

As other Sydney yacht clubs followed suit to establish their own youth training programs, the YSA established the NSW Youth Match Racing Championship in 2001 to further bolster the ever-growing youth sailing circuit. The Championship is just one of several youth sailing events the YSA hosts annually, with the Club achieving an incredible record at this particular event, having now won 21 of the 22 editions.

2003 - 2013

As the first decade came to a close, the Training & Development Committee, along with the CYCA Board approved the purchase of a new fleet for the Academy, allowing the Club to continue

to provide the best and most suitable resources to youth sailors. Once again, Greg Elliott was approached, with his high-performance Elliott 6m class being commissioned on 6 December 2003. The class would later be selected for the Olympic Games.



With the list of achievements for YSA sailors continuing to grow, our sailors reached one of our sports pinnacle events – the Olympic Games. YSA graduates Olivia Price and Lucinda Whitty became the first YSA sailors to represent Australia at the London 2012 Olympic Games, winning a silver medal in the women's match racing event, as part of the most successful Australian Olympic Sailing Team ever.

This began a succession of Olympic representation for YSA sailors, with Will Ryan also achieving incredible results in the Men's 470 class, claiming a silver medal at the 2016 Rio Olympic Games, followed by a gold medal at the 2020 Tokyo Olympic Games.

The following year, YSA graduates also were represented at the 37th America's Cup, with Kyle Langford, Sam Newtown and Ted Hackney, winning the America's Cup as part of ORACLE Team USA.

2013 - 2023

Once again, as part of the 20th anniversary, a new fleet of boats was commissioned. After an extensive selection process, the Elliott 7 was selected as the new sail training boat for its durability and versatility – offering the Academy both symmetric and asymmetric spinnaker configuration for the first time. The ability of the boats to accommodate up to five sailors was also



YSA alumni have succeeded in many arenas, including SailGP.



paramount in the decision-making process for the ever-growing program.

The YSA's new fleet of 10 Elliott 7m keelboats were officially launched on 25 July by Commodore Howard Piggott and Training & Development Committee Chair Anthony Dunn. The launch was one of many major milestones in celebrating the 20th anniversary of the YSA which also saw the Club Host the Australian Open, Women's & Youth Match Racing Championships.

The continued growth and skill in winter training programs led to the YSA being selected as the Australian representative team to compete at the World Sailing Youth Match Racing World Championship in 2016. Since then, the YSA has competed at five Youth World Championships, claiming a silver medal (2016) and three gold medals (2017, 2019, 2020) in the process.

The future

As we celebrate 30 years, the current fleet of Elliott 7m keelboats will undergo an extensive refurbishment, allowing for a further five years of lifecycle after an extensive review was carried out. The refurbished fleet will then be put straight into competition, as the YSA hosts the World Sailing Youth Match Racing World Championship in December. ⚓



Supporting the CYCA Youth Sailing Academy in its 30th Year



The generous contributions of our CYCA Members through voluntary donations allows the YSA to continue to support the development of our youth sailors and to provide them with the perfect platform for future success at any level.

As importantly, the Youth Sailing Academy has provided scores of young girls and boys the opportunity to learn the basics of sailing or to help make the successful transition from dinghies to keelboats. Through its holiday camps, school and community programs, the YSA has nurtured



young sailors, brought families together and ignited the passion for our sport in so many individuals - many who still participate today and are proud Members of our Club.

We would encourage anyone that might like to support the Academy to consider making either a one-off or regular tax-deductible donation via the Australian Sports Foundation



YSA 30th Anniversary Fundraising Dinner – Friday 15 September 2023

A focal point for this year's fundraising activities will be a very special dinner to be held at the Cruising Yacht Club of Australia in September.

Guest speakers will include John Bertrand and John Winning Jr and many of the Academy's alumni from the last three decades will be attending.

The dinner will be one of the first events catered by our new hospitality partner, The Boathouse Group.

There will be a number of live and silent auctions held on the night for a range of items and 'money can't buy' experiences. If you are interested in donating an item to the auction to help raise money for the YSA, please contact the Sailing Office.

Tickets are \$195 and are available through Humanitix (scan the QR code)





2023 Kellett Shield Alumni Regatta

Donated to the Youth Sailing Academy in 1994 by former Vice President of the International Sailing Federation and CYCA and Australian Sailing Life Member David Kellett AM, the Kellett Shield is a fleet racing event for the CYCA Advanced Squad, and requires all crew to skipper at least one race during the regatta.

This year's event saw YSA alumni sailors return to compete against the 2023 advanced squad teams as part of the 30th anniversary celebrations of the Youth Sailing Academy.

Sailed onboard the YSA fleet of Elliott 7m boats, the event was conducted on Saturday 20 May in near perfect conditions in Rushcutters Bay. Six races were completed in a building westerly breeze ranging between 10 - 18 knots with the top four teams only separated by 2 points heading into the final race.

Cole Tapper, Max Brennan, Chelsea Williams & Hamish Vass won this year's event as they continue to train towards the World Sailing Youth Match Racing World Championship in December.

YSA Alumni and Rolex Sydney Hobart champions Will Mackenzie (*Alive - Overall 2018*), Matt Stenta & Andre Vorster (*Andoo Comanche - Line Honours 2022*), along with former Moth World Champion Josh McKnight finished in second position.

2019 Youth Match Racing World Champion, Tom Grimes, along with Finn Rodowicz, Charlotte Alexander & Riley Evans completed the podium in third position. ⚓



2023 CentrePort Wellington International Youth Match Racing Regatta



Cole Tapper, along with crew members Max Brennan and Hamish Vass finished in an agonising second position at the 2023 CentrePort Wellington International Youth Match Racing Regatta, after the Finals Series was shortened due to light winds.

Having finished in third place in 2022, Cole and his team were looking to go two better in 2023. The event, which was also celebrating its 20th anniversary, and with CentrePort Wellington as naming rights sponsor, was plagued with light winds across the four-day competition.

Usually dubbed 'windy Wellington', this year's event featured light southerly winds, never ranging above 10 knots. Seven teams from Australia and New Zealand contested this year's event from 24 – 28 April, hosted by Royal Port Nicholson Yacht Club.

The team made an exceptional start to the event, going undefeated throughout Round Robin 1, however faulted in Round Robin Two, losing three matches to slot into third place after the qualifying rounds.

Heading into the semi-finals, Tapper was matched up against Jack Frewin (RNZYS), and in a shortened series, winning 2 – 1 over the New Zealanders.

In the Finals Series, racing got underway in variable winds of no more than 6 knots with Tapper up against Josh Hyde (RNZYS). After dominating Race 1 of the series, Race 2 got underway with 4 minutes remaining to the time limit, meaning it would be the last race of the series.

The one lap course saw Tapper lead at the top mark, but in the still conditions, Hyde managed to drift past the CYCA and cross the finish line ahead, to win the race, and the regatta, on count back. ⚓



Australian Youth Match Racing Championship 2023 - 6 in a row for CYCA

Cole Tapper, Max Brennan, Hamish Vass & Chelsea Williams won the 2023 Australian Youth Match Racing Championship in Perth, scoring an impressive sixth consecutive National Title for the CYCA Youth Sailing Academy.

The win backs up the CYCA's impressive run at the Championship, with Tapper joining Harry Price (2015 & 2016), Tom Grimes (2017 & 2018) and James Hodgson (2019) as Champions. Since the 2019 competition, all Australian Youth Match Racing Nationals had been cancelled due to the pandemic.

Throughout the four-day competition, Tapper's team outsailed the competition, only losing one race from 17 starts. Their only loss came to Daniel Kemp (RPAYC) in Round Robin Two.

The Club's second team skippered by Will Sargent, with Paige Caldecoat, Ryan Ewings, Hugo Leeming & Craig Wright finished in second position. Despite going down 3 - 0 in the Finals, the racing between the two CYCA teams was intense, with lead changes and penalties flying throughout the Finals series.

Hosted by Royal Perth Yacht Club, conditions varied throughout the week, with strong westerly winds ranging between 16 to 26 knots experienced on Matilda Bay over the first two days of competition. Both teams made competitive starts to the competition, topping the first round robin then again in round robin 2.

Day Three saw moderate conditions from the south-west for the semi-finals. Tapper chose to race Brooke Wilson (RSYS/NSW), leaving Sargent to race local favourite Marcello Torre (RFBYC/WA).

Again, both teams showed a dominate display, cruising through to an all CYCA Final 2 - 0 over their opponents.

A shifty and patchy westerly breeze was on the cards for the Finals series on Friday 7 July. Both teams scrapped it out in Race 1, with four lead changes on the opening lap of the race. Sargent led by a length at the top mark, however on the first spinnaker run, Tapper was able to hold Sargent out past the layline to lead at the gate. Sargent then clawed control back and overtook half way up the

beat, but misjudged a crucial tack to windward of Tapper and received an immediate red flag penalty for the infringement.

Tapper seized the race from here to draw the first point in the series. Race 2 saw a much more conventional match race, with Tapper able to hold a marginal two length lead for the first lap of the course before finding two favourable shifts on leg three to pull away and cross ahead at the finish to go 2 - 0.

In what turned out to be the final race of the series, Sargent copped an early penalty in the pre-start. However, the friendly rivalry between the two teams saw the boats always within striking distance of each other. Tapper again led at each turning mark, but was rolled on the final downwind leg to the finish. With a penalty still in hand, Tapper positioned his boat perfectly between Sargent and the finish line, not allowing any control to shift to the other team.

Tapper held his position and crossed ahead to become the 2023 Australian National Champion.

"We've had a great week over here in WA to claim the national title for 2023. It's been a long time since the Championship has been held so we really appreciate Royal Perth Yacht Club putting their hand up to host this year, and a special thank you to all the Officials, Umpires, Volunteers and Sponsors which made this week possible." commented Tapper at the prize giving.

For Tapper, his focus now shifts to regattas in America, where he will represent the Club at five match racing events over the next three months.

The campaign will begin in California at Balboa Yacht Club, for the Governor's Cup (25 - 29 July).

From LA, the team will travel to Chicago for the first stop of the 2023 US Grand Slam Series - the Chicago Match Cup (18 - 20 August). Three more events make up the series, with Bayview Yacht Club hosting the Detroit Cup (24 - 27 August), then two events in New York for the Thompson Cup (30 Aug - 3 Sept) & Oakcliff International (6 - 10 September). ⚓



Winners.



2nd place.



CYCA AYMRC Squad.

Fair Winds - Sir James Hardy OBE



It is with great sadness that we mourn the loss of a true gentleman and one of Australia's finest sailors.

Sir James Hardy OBE crossed the bar on 14 June in Royal Adelaide Hospital, dying peacefully surrounded by his family.

Sir James had been a Member of the Cruising Yacht Club of Australia (CYCA) since 1971, celebrating his 50th anniversary in 2021. Last year, he was honoured as an inductee into the CYCA Hall of Fame.

His contributions to the Club over five decades have been enormous – through financial support, guidance as well as mentoring sailors at all levels.

As one of the first committee members of the CYCA Youth Sailing Academy, he played a key role in establishing the YSA, which has become an institution of our Club and is now heralded around the world. The YSA has produced scores of elite sailors who have excelled at Olympics, World Championships, Volvo Ocean Races, America's Cups and other major events. As importantly, the YSA has introduced thousands of Australians and their families to the sport.

A successful sailor himself from an early age, Sir James was Australian champion in the 12

square-metre Sharpie class in 1959, Flying Dutchman class in 1964 and was World 505 champion in 1966.

He represented Australia in two Olympic Games, skippered three America's Cup challenges and competed in four Admiral's Cups.

His name is deeply etched in the history of the America's Cup, having competed as crew, then skipper aboard *Gretel* in 1967, skipper of *Gretel II* in 1970, *Southern Cross* in 1974, *Australia* in 1980 and as relief skipper and advisor to John Bertrand for *Australia II*'s win in 1983.

As helmsman aboard *Impetuous* in the 1979 Admiral's Cup, Sir James assisted the Australian team in winning the prestigious trophy for the CYCA.

In recognition of his contribution to sailing and the community, Sir James was appointed an Officer of the Order of the British Empire in 1975 and knighted for his services to yachting in 1981.

He was then inducted into the America's Cup Hall of Fame in '94 and was awarded the Australian Sport Medal in 2000.

The CYCA will forever be indebted to Sir James for what he has contributed to our Club and to sailing in general – leaving a legacy that continues today. He had been a regular visitor to the clubhouse as well as attending our various events and regattas to spend time amongst the sailing community that was clearly so dear to him.

Rest in peace. Our thoughts and condolences are with Lady Hardy (Joan), David and Richard and with his many friends in yachting. ⚓



CYCA welcomes new Members



We were pleased to welcome some of our newest Members to the Club at the latest New Members Meet and Greet evening held on Wednesday 19 April.

Members who had joined over the previous six months were invited to get together, where they met the Board and management team, met other new Members, and found out more about how they can make the most out of their Membership and some of the sailing and social opportunities available at the Club.

Another New Members Meet and Greet will be held in October for any Members who join in the coming months. ⚓

Iain Murray AM to be inducted into America's Cup Hall of Fame

CYCA Hall of Fame Member Iain Murray AM will be inducted into the America's Cup Hall of Fame in 2023.

Iain has a rich history with the America's Cup and his association with the coveted competition continues in his role as Regatta Director.

His America's Cup journey began aboard Syd Fischer's *Advance* in the 1983 challenger trials, when he became the second youngest skipper in Cup history at that point.

Iain became only the second person in the history of the Cup to race as both skipper and designer of a competing yacht, when he skippered *Kookaburra III* in Australia's defence in 1987.

He was the lead designer of *Spirit of Australia* in 1992, before his final sailing campaign with John Bertrand's *OneAustralia* at the 1995 challenger trials.

Iain was Regatta Director of the America's Cup in 2013, 2017 and 2021, and will hold the role at the 2024 America's Cup in Barcelona.

Congratulations, Iain. ⚓



2023 Associates Ladies' Night

It was great to see around 80 enthusiastic ladies gather at the Clubhouse on 26 May for the annual Associates' Ladies Night.

It was a chance for new and old members to meet and mingle with other women – all with the common interest in sailing.

Female membership numbers continue to grow at the Club, so it's nice for the ladies to become better acquainted at onshore social gatherings like this and gives the non-sailors among the network a chance to chat, away from the boats.

Thanks to Associates President Justine Anson and her Committee for organizing the night, and to Deborah Wallace for sharing how women can become more involved in sailing opportunities.

Of course, we can't forget the highlight of the night – the Youth Sailing Academy members strutting their stuff on the catwalk to showcase the latest Club sailing range. ⚓



Vale Cec Quilkey



In April, CYCA mourned the passing of legendary boat builder Cec Quilkey.

Among the yachts built by Cec were *Mercedes III*, *Mercedes IV*, *Koomooloo*, *Ragamuffin*, *Salacia II*, *Love & War*, *Vittoria* and *Centrefold*.

Many CYCA Members would have known or sailed with Cec on one of these famous yachts.

Cec was born in 1936 and lived in Camperdown Sydney. He left school after World War II and

became an apprentice shipwright at Lars Halvorsen Sons. He spent a year at the Neutral Bay yard then finished his last four years as an apprentice at their Ryde shed.

Once he was a qualified tradesman, he went to work for himself in the mid-1950s, operating out of his backyard in Sans Souci and building small craft. He organised a set of templates from Europe for the new Olympic Flying Dutchman class dinghy, and quickly built a reputation for first class construction.

Quilkey then leased a property at another site in Sans Souci building speedboats and Moth class dinghies. His reputation and ability with timber cold-moulded construction attracted Ted Kaufmann who wanted a lightweight ocean racing yacht. Designed largely by Bob Miller (later Ben Lexcen) this yacht *Mercedes III* became the champion Australian ocean racer and top individual yacht at the 1967 Admirals Cup series, won by the Australian team. ⚓

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MONDAYS ARE MAGIC

Victoire and *Papou Geli* secured the overall pointscore wins in the 2022/23 Sharp EIT Monday Twilight Series.

The overall pointscore featured 13 races over the Summer, five of which contributed to the spring pointscore while the remaining counted towards the summer pointscore.

Division 1

Darryl Hodgkinson's Carkeek 40 *Victoire* won the Division 1 season pointscore, having finished on the podium in seven of the 13 pointscore races. *Victoire* was top with 23 points.

In second place was Past Commodore Noel Cornish's Farr 40 *Indi*, which closed out the pointscore with a race win. *Indi* was one point clear of third-placed *Sine Wave* (Greg Mason).

Those three boats also made the podium in the Summer Pointscore, with *Victoire* first on 14 points, *Indi* second on 26 points and *Sine Wave* edging out Phil Herscovics' Sydney 38 *Shine On - Team Callendina* on countback.

Victoire won both the season and Summer Pointscore on IRC, from *The Goat* (Mitch Gordon) and *Indi*.



Division 2

Ross Karp's Beneteau First 25.7 *Papou Geli* won the Division 2 season pointscore, performing consistently throughout the series.

Papou Geli won six of the 13 pointscore races and was on the podium a further two times to claim a commanding victory by eight points.

In second place overall was Chris Warren's Mount Gay 30 *Likalizard*.

Likalizard won Race 16 to take out Summer Pointscore honours in Division 2, just two points clear of *Papou Geli*.

Shane Diethelm's Etchells *Sumatra* was third in the overall pointscore, while George Waldthausen's Cavalier 350SL *Superfine* rounded out the Summer Pointscore podium. ⚓





DIVISION 1

PLACE	BOAT	SKIPPER	POINTS
1	<i>Victoire</i>	Darryl Hodgkinson	23
2	<i>Indi</i>	Noel Cornish	31
3	<i>Sine Wave</i>	Greg Mason and Barbara Maunsell	32
4	<i>Bandit</i>	Alex Dawson	37
5	<i>The Goat</i>	Mitchell Gordon	38
6	<i>Shine On - Team Callendina</i>	Phil Herscovics	38
7	<i>Cyrene 3</i>	Michael Selby	39
8	<i>Carla M</i>	Mark Michalowsky	51
9	<i>Ciao Bella</i>	Karl Onslow	62
10	<i>Vamp</i>	Leander Klohs and Donald Graham	75
11	<i>Bliss</i>	Neale Peppernell	77
12	<i>Ginger</i>	Leslie Green	83
13	<i>Wild Rose</i>	Marc Skjellerup	91

DIVISION 2

PLACE	BOAT	SKIPPER	POINTS
1	<i>Papou Geli</i>	Ross Karp	15
2	<i>Likalizard</i>	Chris Warren	23
3	<i>Sumatra</i>	Shane Diethelm	41
4	<i>Unreal</i>	Philip Sewell	43
5	<i>Great White</i>	Bob Penty	50
6	<i>Superfine</i>	George Waldthausen	50.5
7	<i>Aphrodite</i>	Jono Wassell	54
8	<i>Faradenza</i>	Daniel Vinkl	55
9	<i>Farrst Company</i>	Russell Dixon	55.5
10	<i>Reve</i>	Kevin Whelan	58
11	<i>Roger That</i>	David Ingram	59
12	<i>Tula</i>	Ivan Resnekov	72
13	<i>Monkey Magic</i>	John Penfold	87
14	<i>Checkmate</i>	Fernando Tiglio	102



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Happy Hump Days

Income Asset Management Wednesday Twilight Series

Wednesday Twilights have always been popular at the CYCA. What's not to like about breaking up the working week with a few laps of Sydney Harbour with friends and crew mates as the sun slowly sets over the city skyline. And with most of the season taking place over Daylight Savings, it really doesn't get much better than this.

Not surprisingly, the mood at Wednesday Twilights is generally lighter and more convivial than at some other series. The racing offers a more relaxed setting where owners can bring along guests – often newcomers – to enjoy sailing only minutes from the CBD and Eastern Suburbs. Corporate entertaining and staff gatherings are commonplace and after-race celebrations generally kick on well into the evening.

The 2023 non-pointscore series, generously supported in 2022/23 by Naming Rights Partner Income Asset Management, consisted of nineteen individual races running from 4 October through to 20 March, with a six week break in the middle for the Rolex Sydney Hobart period. The first three and last two races kicked off at 1730hrs while the remaining fourteen started half an hour later to make the most of Daylight Savings.

Wednesday Twilight's non-spinnaker format offers a safe and relatively easy way for owners and crews to get into racing and casual entries are always welcome. The CYCA also offers a Concierge Program, proudly supported by Sydney Brewery, which helps Members to find spots on boats each week based on their level of experience and interest in getting their hands dirty.

Our thanks also to Brix Distillers who, once again, generously supplied rum and merchandise each week for all divisional placegetters. Congratulations to the crew of Uwe Roehm's Beneteau Oceanis 38.1 Currawong, who were the very lucky winners of the grand prize from Brix, drawn at the Summer Prizegiving – a 5-litre cask of Brix Spiced Rum to be decanted into custom bottles along with a crew party at their distillery in Surry Hills.

The 2023/24 Series will return on 4 October. ⚓



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SERIES RESULTS**

Summer Season Prizegiving

Members and guests came together on Friday 12 May to celebrate the many owners & crews who had excelled over the CYCA's Summer pointscores. The 2022/23 season had seen the return of larger & more competitive fleets after two challenging years and offered some high-quality racing.

Short Haul Pointscore

Yputakiteup – Robyn Drew

2nd PHS Autumn; 1st PHS Passage – 'Cherana Trophy'

Next – Miles Bastick, Haydn Dare & Jon Short

2nd PHS Passage, 3rd PHS Autumn; 2nd PHS Spring; 3rd PHS Overall

Wild West – Paul Billingham & Pete McGee

2nd IRC Passage; 2nd IRC Autumn; 3rd IRC Spring; 3rd IRC Overall

First Light – David Jacobs & Roy Melick

1st PHS Spring; 3rd PHS Passage; 1st PHS Overall

Cyrene 3 – Michael Selby

3rd PHS Division 1 Spring; 3rd IRC Spring; 1st IRC Passage; 1st PHS & 1st IRC Autumn; 3rd PHS & 1st IRC Spring; 2nd PHS & 1st IRC Overall – Short Haul

Combined Short Ocean & Ocean Pointscore

Reve – Kevin Whelan

3rd PHS Division 2 Overall – Ocean; 1st PHS Division 2 Overall – Combined



Salt Shaker

Smuggler – Sebastian Bohm

1st ORCi Division 1 Overall – Combined; 3rd ORCi Division 1 Spring; 3rd ORCi Division 1 Autumn – Short Ocean

Utopia – John Amos

2nd PHS & 1st IRC Division 2 Overall – Combined

Short Ocean Pointscore

Whistling Kite – Kym Evans

3rd PHS Division 2 Spring; 3rd PHS Division 2 Autumn; 3rd PHS Division 2 Overall

Khaleesi – Neal Farquharson & Rob Aldis

2nd ORCi Division 1 Autumn; 3rd PHS, 1st ORCi & 3rd IRC Division 1 Spring; 3rd PHS, 1st ORCi & 3rd IRC Division 1 Overall

Minerva – Timothy Cox

2nd PHS & 3rd IRC Division 1 Autumn; 2nd PHS & 2nd IRC Division 1 Spring; 2nd PHS & 2nd IRC Division 1 Overall

Amante – Dennis Cooper

1st ORCi & 1st IRC Division 2 Autumn; 2nd PHS, 2nd ORCi & 2nd IRC Division 2 Spring; 2nd IRC Division 2 Overall



Papou Geli

Georgia Express – Andrew Forbes & Katie O’Mara

1st PHS, 3rd ORCi & 3rd IRC Division 2 Autumn;
1st ORCi & 3rd IRC Division 2 Spring; 2nd PHS, 1st
ORCi & 3rd IRC Division 2 Overall

Amazingrace – Malcolm Roe

3rd PHS Division 1 & 2nd IRC Division 1 Autumn

Stella Polaris – Alessandro Schioppetto

1st PHS Division 2 Overall – Mainsheet Hand – ‘Julius
Charody Perpetual Trophy’

Stella Polaris – Sebastian Hultin

2nd PHS Division 2 Autumn; 1st PHS Division 2
Overall

First Light – Peter White

1st ORCi Division 1 Autumn; 2nd ORCi Division 1
Overall

UBS Wild Thing – Adam Lavis

2nd ORCi Division 1 Spring; 3rd ORCi Division 1
Overall

Virago – Robert Kelly

1st PHS & 1st IRC Division 1 Overall – Combined;
1st PHS & 1st IRC Division 1 Autumn and Spring; 1st
PHS & 1st IRC Division 1 Overall – Short Ocean

Stormaway – Jack Stening, Colin Gunn & Ian Thomas

2nd ORCi & 2nd IRC Division 2 Autumn; 1st PHS
& 1st IRC Division 2 Spring; 2nd ORCi & 1st IRC
Division 2 Overall – ‘CYCA Trophy’

Two-Handed Pointscore

Philosopher – David Henry & Stephen Prince

2nd PHS & 3rd ORCi Overall

Rumchaser – Andrew Butler & Andrew Ebbott

1st PHS Overall

Disko Trooper – Jules Hall & Matt Wenke

1st ORCi Overall; 1st IRC Overall – ‘Two-Handed
Pointscore Trophy’



Stormaway



Never a Dull Moment

Ocean Pointscore

Jupiter – Ian Smith & Royce Brennan

3rd ORCi Division 2 Overall

Never A Dull Moment – Colin Wilson

3rd PHS & 3rd IRC Division 1 Overall

Ragtime – Steve Watson

1st PHS Autumn Pointscore – Ocean

Foreign Affair – Matt & Lisa Wilkinson

3rd PHS Spring; 3rd IRC Division 2 Overall

About Time – Julian Farren Price

3rd PHS, 1st ORCi & 1st IRC Autumn; 2nd ORCi
& 2nd IRC Spring; 1st PHS, 2nd ORCi & 2nd IRC
Division 1 Overall; 3rd PHS, 2nd ORCi & 2nd IRC
Overall – Ocean

Borderline – Andy Offord

2nd PHS, 3rd ORCi & 2nd IRC Autumn; 1st PHS &
3rd IRC Spring; 1st PHS, 2nd ORCi & 1st IRC Division
2 Overall; 1st PHS & 3rd IRC Overall – Ocean

Salt Shaker – Pete Franki & Drew Jones

3rd PHS, 2nd ORCi & 2nd IRC Overall – Two-
Handed; 1st PHS, 1st ORCi & 1st IRC Two-Handed
Division; 2nd ORCi & 3rd IRC Autumn; 3rd ORCi
Spring; 2nd PHS, 1st ORCi & 2nd IRC Division 2
Overall; 3rd ORCi Overall – Ocean

Matador – David Doherty

2nd PHS, 1st ORCi & 1st IRC Spring; 2nd PHS, 1st
ORCi & 1st IRC Division 1 Overall; 2nd PHS, 1st
ORCi & 1st IRC Overall – ‘John Borrow Memorial
Trophy’ – Ocean ⚓



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2022/23 Sydney Harbour Women's Keelboat Series



On board Georgia Express. Photos: Marg Fraser-Martin.

Katie O'Mara steered CYCA Member Andrew Forbes' Farr Mumm 36 *Georgia Express* to the Division 1 overall pointscore win in the 2022/23 Sydney Harbour Women's Keelboat Series.

Six CYCA boats competed in Division 1 throughout the series, with four races completed across the Summer.

Georgia Express was on the podium in three of those races, including a win in Race 2 and second-placed finishes in Races 1 and 5.

The other divisional wins went to *Agrovation* (Marika Koppenol), *Blink* (Ashleigh Larkin) and *Mondo* (Lisa Callaghan).

Georgia Express' consistency was rewarded with the overall pointscore win, finishing five points clear of second-placed *Agrovation*.

It Happens, David Chesters and Craig Young's Payne 38 which was skippered by Bridget Canham, was third overall.

Catherine Thornton-Rofe steered *Kaotic* to victory over *Lively* (Sophie Nelson) on countback in Division 2, thanks to a win in the final race. ⚓

Ashleigh Larkin steers *Blink*.



Wendy Tuck at the helm of *Speedwell*.





It Happens.

DIVISION 1			
PLACE	BOAT	SKIPPER	POINTS
1	<i>Georgia Express</i>	Katie O'Mara	10
2	<i>Agrovation</i>	Marika Koppenol	15
3	<i>It Happens</i>	Bridget Canham	19.5
4	<i>Blink</i>	Ashleigh Larkin	29
5	<i>Thirlmere</i>	Stephanie Lyons	29
6	<i>Wilde Rush</i>	Dinah Eagle	30
7	<i>Mondo</i>	Lisa Callaghan	30.5
8	<i>Khaleesi</i>	Liz Charles	31
9	<i>Andiamo!</i>	Kirstin Reblin	33
10	<i>Rumba</i>	Stephanie Cook	35
11	<i>Speedwell</i>	Melissa Geeves	38

DIVISION 2			
PLACE	BOAT	SKIPPER	POINTS
1	<i>Kaotic</i>	Catherine Thornton-Rofe	9
2	<i>Lively</i>	Sophie Nelson	9
3	<i>Okavango Delta</i>	Rhoslyn Humphreys	13
4	<i>Genovefa</i>	Genevieve Slattery	16
5	<i>Jabiru</i>	Sara Ladd	19



Steph Lyons at the helm of Thirlmere.

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The Naming Rights Sponsor of the CYCA's Winter and Women's Winter Series, LGT Crestone, is a partner for the long term.

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The company provides private wealth advice services to high net worth families, family offices and for-purpose organisations, focused on long term results to last generations.





WOOING MORE WOMEN TO THE WHEEL

"The question isn't who's going to let me; it's who's going to stop me." – Ayn Rand, Philosopher

With this outlook at heart, a bevy of determined women took prime position at the helm of their chosen vessels, chasing Regatta glory, for Race One of the LGT Crestone Winter Women's Series on 16 April.

With a new sponsor, came new naming rights. The new logo-ed flags flapped in the breeze, as hundreds of crew members strode up past the Clubhouse to board some 40 boats. Mixed crews were young and old, male and female, and with varying degrees of experience, including former Olympians, amateurs, newbies, youngsters and veterans alike.

Christine Horner first sailed on *Love & War* in the early 80's, completed a Rolex Sydney Hobart in 1996, but these days only spins the 40-plus year old classic wooden boat around the Harbour mostly on Ladies Day.

"Yes I guess I would have had quite a bit of experience on the boat before. But I'm a bit older now. That's the beauty of sailing. You can do it forever, as long as your body keeps going!," she said.

Dinah Eagle, at the helm of Arthur Lane's *Wilde*

Rush, remarked how great it was to see an increase in men supporting roles for more women on their boats, not just at the helm, but in elevated roles all around.

"There seems to be an average of about 40 to 50 per cent women across the board," she observed.

Dinah also added the race was attracting some serious competitors, with many of the crews competing, the same as those doing the 2023 Sydney Harbour Women's Keelboat Series.

The rules of the game are simple: each boat has to be steered by a woman, but the crew can be mixed with both men and women.

In a sport traditionally dominated by men, welcoming more women to sailing has become a priority for the CYCA. Not just in women's series races like this one, but generally.

Commodore Arthur Lane maintains it's not about tokenism. It's about genuinely drawing the best people to the sport, to take on vital roles on the boats, and at the club ... be it Twilights, Rolex Sydney Hobart, elite races, or anything in between.



"It's good for diversity, and it's good for the longevity and success of the sport," he said.

The important wind factor, or lack of, always play a vital role, and this pursuit race was no exception.

Race Officer Jackie Sapir observed from the finish line that it was a mixed bag, with some unexpected surprises, including some entrants not exactly ending up where they wanted to be!

"We had a lovely 15 knot breeze to start the race, but this faded out slowly until we were seeing 5 or 6 knots. As boats had already completed the first lap, it was too late to shorten the race."

"The boats taking line honours were clear winners in their divisions. Where it got exciting was at roughly 2pm when the wind went from fairly light to a 25-knot westerly. It blew many of the boats off course and several missed the finish line and had to come back," she said.

Last year's Spinnaker Division 1 winners Amber French at the helm of *Ciao Bella*, was quietly confident, and finished a credible third this time around.

"We thought we were in with a chance because we did well last year in the Women's Series. But this year we had a different crew on board, and therefore a different way of thinking and contribution," she said.

.. and things don't always go according to plan!

For any race, age and experience is without doubt an asset. Having years of wisdom on the ways of the water can often get you home ahead of the pack.

This proved so for seasoned veterans like TP52 Melbourne to Hobart record holder Christine Short – a force to be reckoned with at the helm of *Calibre*, who took out Spinnaker Division 1.

For Christine, it was very much a family affair. Her extended family were all reunited on a boat as a family, for the first time, in a long time... and this



time including her daughter Kate, who just started sailing a few months ago.

"We wanted to do a family thing, and my boyfriend owns the boat (Richard Williams), so we thought we've got to get my family back into sailing again. That's why we did it," said Kate excitedly.

"We are a sailing family, but we haven't done it for ages. But thanks to Richard, we are once again sailing together as a family unit, which is fabulous," she said.

Then there was the experienced Lauren Walsh, who started sailing in Australia 20 years ago. She was chasing back-to-back wins with *Trim* in the Non-Spinnaker Division 2, after taking out the overall win across all divisions in the series last year.

"So we came in with a very high bar, and very high expectations. Luckily, we managed to reach them, winning our division again, despite a major setback at the start, that turned out to be a blessing in disguise," said Lauren.

"We actually went over the start line too early, so we had to go back and start all over again. We thought we had knocked ourselves out of the competition. Instead, what actually happened is that we probably relaxed a little bit and thought well, we are here for the sail. We had to restart, and enjoy it, and it served us well," she said.

Other Divisional winners on the day included Hannah Rutherford skippering *Wild West* in the Non-Spinnaker Division 1, and Kirstin Reblin, at the wheel of *Andiamo* taking out Spinnaker Division 2.

Yet the beauty of the Winter Women's Series, is that it's not just the winning that counts. It's that it gives women a chance to step up, and take on positions outside their comfort zones. It helps them to build on current skills, while gaining invaluable new or little-used skills alongside seasoned crews. Priceless, for any sailor wanting to grow.

Emma Byrne was one of the youngest sailors at the wheel of the biggest boat - the LC60, *Triton* ... which meant one of the biggest handicaps!



“Yes, a very big handicap. It’s a bit hard starting 30 minutes after everyone else. It’s a bit of luck at times,” she said.

Emma is no slouch when it comes to sailing and has racing in her blood. She was part of a CYCA YSA crew that won the Australian Women’s Match Racing Championship a few years ago, and has previously completed a Rolex Sydney Hobart Yacht Race.

It was her first time steering *Triton*, after some crewing onboard at some recent Twilights, and finished 6th in her division, two minutes behind the 3rd placegetter. An impressive sail regardless.

“The only real challenge is trying to battle with the loads on the boat. Especially on a reach. There is

not really much you can do to unload the helm. So, it was a bit of a work out on a couple of the reaches out there today. Other than that, it’s all just putting into practice what you have done on smaller boats, on a bigger boat I guess,” said Emma.

CYCA’s Sailing Manager Tara Blanc-Ramos noted it was nice to see some new boats make an appearance. Among them - *Hot Bubbles*, owned by Chris Radowicz, with YSA and former Pornichet World Championship competitor, Jess Tavener at the helm.

It was the first time Jess had sailed with her small crew comprised of Hugo Stoner, Darcy McCracken, Finn Radowitz on the little boat with the hot pink spinnaker, and the first time on the boat for most, so they were delighted with their fourth place in Spinnaker Division 2. Everyone on the crew is part of the YSA Advanced Squad and have sailed a few seasons on 18-foot skiffs.

Commodore Lane said if the Winter Women’s Series can help further boost the capability and confidence of our already extremely competent women sailors, it’s a job well done.

“Women have proven they are every bit as capable as men, and we need to support and embrace their efforts at every turn,” he said. 🏴‍☠️ *Karen Tan*



CYCA MERCHANDISE



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SUNDAY FUN DAYS

LGT Crestone Winter and Women's Winter Series

The 2023 LGT Crestone Winter Series and Winter Women's Series were the first in many years where the Club was able to hold both pointscores free of any race cancellations. The many Sundays passed by with only the slightest drizzle of rain on one occasion and on most racedays, offered brilliant, almost Summer-like sunshine. Clubhouse post-race celebrations became *de rigueur* for crews – the ideal place to enjoy an afternoon beer or cocktail and to wind up the weekend.

That being said, the conditions offered a bit of everything over the three months – from almost windless zephyrs to 35+kts of gusting westerlies; glassy Harbour days to incessant chop and biting spray. It became a true test of skill and versatility for the 100-odd crews across the many divisions. Competition was tight every race with several podiums only being decided in the final week.

Congratulations to all who triumphed and to everyone who competed. The CYCA Winter Series have the largest and most varied fleets of any series on Sydney Harbour and cater to newcomers and weekend warriors as well as to the most ardent racers. We were particularly encouraged by the support for the LGT Crestone Winter Women's Series this year and look forward to seeing this continue to build over the years.

Our warmest thanks to the many volunteers on our start boat and onshore, to the inimitable Breakfast Club led by Niel Burling (still one of the best way to kick off a Sunday), and to our Concierge team – all who made the Series possible and such a great success.

Thanks also to Michael Chisholm and his team at LGT Crestone who have been hugely supportive of our program all season. They have thrown themselves into the partnership in Year One & were down at the Club for every prizegiving and on water wherever possible.

Our appreciation to Bush's Meats, Sydney Brewery for their support of the Concierge Program and to SKYY Vodka who provided prizes for the three Women's Series races and through their association with SailGP, arranged a Virtual Q&A with Australian SailGP strategist Tash Bryant hosted by Nic Douglass after the final Women's race.

On to Spring. We hope to see everyone back for Twilights soon. ⚓



SCAN FOR THE FULL 2023
LGT CRESTONE WINTER
SERIES OVERALL RESULTS



2023 LGT CRESTONE WINTER WOMEN'S SERIES RESULTS

NON-SPINNAKER DIVISION 1

PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>SOLyMAR (9327)</i>	Mary King	CYCA	8
2	<i>Love & War (294)</i>	Christine Horner	CYCA	9
3	<i>Last Tango (8975)</i>	Beth Morely	RANSA	11

NON-SPINNAKER DIVISION 2

PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Trim (6223)</i>	Lauren Walsh	CYCA	7
2	<i>Wild Rose (4343)</i>	Kate Lynch	CYCA	9
3	<i>Chancellor (6834)</i>	Joanna Lee	CYCA	16

SPINNAKER DIVISION 1

PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Bliss (7702)</i>	Judy Bergman	CYCA	13
2	<i>Amazingrace (SYD8)</i>	Marike Koppenol	CYCA	15
3	<i>Triton (6377)</i>	Emma Byrne	CYCA	17

SPINNAKER DIVISION 2

PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Farrst Company (4959)</i>	Karen Garnett	CYCA	5
2	<i>Clewless (AUS6151)</i>	Susan Hardy	SASC	11
3	<i>Maestro (6945)</i>	Clare Fraser	RANSA	21





2023 LGT CRESTONE WINTER SERIES OVERALL RESULTS

A1				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Triton (6377)</i>	David Gotze and Michael Cranitch	CYCA	14
2	<i>Antipodes (GBR2888L)</i>	Geoff Hill	CYCA	15
3	<i>Another Duchess (6001)</i>	David Fuller	CYCA	19

A2				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Tempo (MH22)</i>	Michael Smith	CYCA	11
2	<i>Never a Dull Moment (6111)</i>	Colin & Denise Wilson	CYCA	17
3	<i>Calibre 12 (7777)</i>	Richard Williams	CYCA	20

B				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Oscar³ (SM11)</i>	Hugh M-Walker & Michael Connolly	CYCA	12
2	<i>Last Tango (8975)</i>	Phil King	RANSA	15
3	<i>Whistling Kite (116)</i>	Kym Evans	CYCA	22

D				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Borderline (33001)</i>	Andy Offord	CYCA	19
2	<i>Foreign Affair (AUS6133)</i>	Matt and Lisa Wilkinson	CYCA	20
3	<i>Clewless? (AUS6151)</i>	The Clueless Syndicate	SASC	21

E				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>JP Sailmakers Monkey Magic (4272)</i>	John Penfold	CYCA	8
2	<i>Hot Bubbles 3 (4377)</i>	Finn and Chris Rodowicz	VYC	16
3	<i>Krakatoa (8383)</i>	Don Young	CYCA	20



F				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Crystal Cutter III (6661)</i>	Charles Parry-Okeden	CYCA	16
2	<i>Reve (5930)</i>	Kevin Whelan	CYCA	22
3	<i>Silver Lining (3501)</i>	Stuart Muirhead	CYCA	23

J1				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>SOLyMAR (9327)</i>	Jason and Mary King	CYCA	16
2	<i>Vamp (43218)</i>	Donald Graham and Leander Klohs	CYCA	18
3	<i>Outlaw (AUS040)</i>	Alan & Tom Quick	CYCA	19

J2				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Iluka (6348)</i>	martin small	CYCA	20
2	<i>Holy Cow (6797)</i>	John & Kim Clinton	CYCA	22
3	<i>Trim (6223)</i>	Bryan Moore	CYCA	25

K				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Shorething (5950)</i>	Jimmy Butler	CYCA	7
2	<i>Gunrunner (3867)</i>	Rory Reynolds	ADF	14
3	<i>Zin Zin (5651)</i>	Tom Isbell	SASC	29

SYDNEY 38				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Thirlmere (3060)</i>	Daniel Belcher, John Hodgkinson, Nick Ward and Sally Warneford	CYCA	13
2	<i>Mondo (5656)</i>	Lisa Callaghan, Stephen Teudt and Nadine McBain	MYC	16.5
3	<i>Shine On - Team Callendina (YC380)</i>	Phil Herscovics	CYCA	20



TURNING BACK TIME - THE BIGGEST VETERANS FLEET YET



What better way to pay homage to some of our most notable old-timers, than by honouring our best and brightest historical yachts in a race-off in Sydney Harbour, to share the spirit of sailing nostalgia.

Who can forget names like this year's divisional winners *Fidelis* (Division 1), *Valhalla* (Division 2), and the original *Wild Oats*, affectionately now known as *Wild Rose* (IOR Era Division).

A light breeze graced the race, building from 5 to 8 knots, to around 10 or 12 knots from the south east, to put crews to the test.

Fidelis skipper Nigel Stoke said any swing in the breeze would be to their advantage, but nothing was taken for granted. His crew of six were aged from 35 to 75 years old.



“We were somewhat challenged looking at the handicap start times and realised that we were the last to start. We have done all this before, but in the past have had Kialoa II starting later, and chasing us around the course,” he said.

Fidelis was designed in the 1930’s, built in Auckland and launched in early 1964. She sailed to Australia and achieved line honours in the 1966 Sydney to Hobart by a record margin of more than 17 hours.

“She has competed in a total of seven Sydney Hobarts, including the 50th with line honours in the Veteran and Vintage divisions in 1994, and the 75th Sydney to Hobart in 2019,” added Nigel.

Wild Oats has also notched up an incredible performance history and connected to some of Australia’s best yachtsmen. Skipper Gordon Smith recounts some of her interesting past:

“Wild Oats, as she is registered, and fondly known as Wild Rose, has a great legacy – including twice winning the Sydney Hobart, in 1993 and 2014. She was commissioned in 1983 by the legendary Robert Oatley, purpose built for offshore racing, and was one of the first Kevlar hulled boats,” said Gordon.

The Custom-designed Farr 43 was built by McConaghy Boats. This was the start of the ‘Bob Oatley’ journey, that eventually led to the commissioning and building of the Wild Oats XI maxi yacht; a former race record holder, and nine-times line honours winner of the Rolex Sydney Hobart Yacht Race.

“In 1991, *Wild Oats* (aka *Wild Rose*) was sold to a group that included Roger Hickman OAM, one of Australia’s most experienced offshore yachtsmen, and later owned outright by Hickman, where *Wild Oats* achieved her biggest racing victories,” Gordon said.

After Roger’s passing, she was held by his partner, Sandy Eastman for many years and eventually sold to Gordon Smith (and other syndicate co-owners) in 2019. The new owners restored her back to racing standards, and have completed two recent Rolex Sydney Hobart races.

More impressive track records would be hard to find, yet so many other classic yachts like these also have amazing stories to tell.

“We need regular events like this to keep the traditions of classic sailing alive,” said *Fidelis* skipper Nigel Stokes.

“For the CYCA it’s vital to retain the important history of the Rolex Sydney Hobart Yacht Race, as part of the club’s collective history and purpose,” he said.

The annual Great Veterans non-spinnaker pursuit race was born out of a love of these historical treasures.

A special committee was formed 18 months ago, with the sole purpose of keeping classic yachts on show and competitive.

The CYCA’s Peter Shipway, is considered the Veteran of Veterans, and says it takes dedication and commitment. Creating the new IOR Era Division has had a lot to do with that, by opening up more scope for a specific class of classic boats to be able to compete, that previously fell through the net.

“I don’t think it has been ignored it’s just that it emerged that a couple of boat owners approached us to say, look there is a gap in between the really modern boats and the much older boats,” Peter said.

“That group of boats come under the IOR era which is the International Offshore Rule. They were built to a certain rule. So we thought well a lot of these boats are otherwise laying dormant. We should try and attract them in to our regatta.”

"We made a decision a few years ago that something had to be done, as we were only getting about half a dozen entries in the classic yacht races. We then formed a small committee to drive the numbers up," he said.

Peter Shipway explained that under the IOR era parameters, the boats still have to have done a Sydney to Hobart race, though they have been built after 1976 and before 1992, whereas Divisions 1 and 2 entrants are all pre-1976.

"It's been a bit of a challenge ... finding the boats to start with, then finding the owners, and then trying to encourage them to race. Once we get them across the line, the hard work is done. I think having a good day's racing makes people want to keep coming back, and then spread the word how good it is," Peter said.

The strategy is paying off. This year saw the biggest fleet competing yet, with 27 boats at the start line, in an honour roll of a who's who of historical sailing glory.

The Great Veterans Race has become a showcase of some of the best performed, loved and restored boats of their era. No wonder their names all sound so familiar.

Peter Shipway is a regular sailor on Simon Kurt's three times Hobart winner *Love & War*. The 42-year old classic wooden boat will again battle it out in

the Rolex Sydney Hobart this year. Then there is *Solveig*, with some 15 Hobart races under her belt ... and *Defiance* who made a mark in 1946 for being the first eight metre design to take on the massive Hobart journey at the time. The list goes on.

"We get a lot of buy in from the owners of older boats. They weren't necessarily the owners when they went to Hobart. But it is a big scene now, the classic scene, world-wide, and a lot of these boats ... well most of these boats, are in beautiful condition, said Peter Shipway.

"It is still a work in progress, but we are slowly finding more veterans to join the ranks. We had five boats this year in the IOR division, but we will continue to build on those. We hope that come December for the Sydney Hobart Classic Yacht Regatta, we could have up to 8 or 10 boats in that," said Peter Shipway.

While the Veterans Race does seem to attract more of the gentleman sailors, the crews come from all walks of life, bound by the common love of the sport.

"It's a mix. A lot of these boats sail regularly on the Harbour on Saturday, not so much offshore, and they attract guys that might have sailed 20 years ago. So older type crew. It's not high performance, wham bam America's cup stuff. It's leisurely sailing for gentleman really," said Peter Shipway.





“Though some boats need some younger kids onboard to do some of the hard work!” he laughed.

Tony Burgess, the skipper of Division 2 winner, *Valhalla*, said his crew of four, were all in their seventies, with plenty of sailing and life experience, and therefore a huge capacity to enjoy the day!

“

Passion, when you are the custodian, is of the utmost importance. To be part of the Classic Yacht fraternity is so rewarding when you have the chance to sail with like-minded people in classic yacht regattas like these

”

“*Valhalla* is a 4-time Sydney Hobart competitor. She was built in 1964 to an Alan Buchanan (UK) Vashti design. The wooden classic was saved by the previous custodian in 2002, and over a four year period and massive commitment got *Valhalla* up to sailing and show condition, which is very rare these days!”

“The present custodian of seven years is now fitting her out using Huon pine and some authentic/period fittings, and enjoying every moment of it!, said Tony Burgess.

Wild Oats’ skipper Gordon Smith remarked how sailing can bring the most unlikely people together to form life-long friendships.

“Our crew included four blokes, and two top girls; ages span mid 20s through to 60. On dry land, it is unlikely that our paths would cross, but our bond and strong camaraderie has formed over many hours of off-shore racing,” he said.

Aside from the joyful catch ups and celebrations, this year’s Great Veterans Race also brought some poignant moments and memories. A time



of reflection for some of the CYCA's long standing members, who are no longer with us.

Nick Cassim was a 60-year member, who died in January this year, aged 93. He was part of the team that helped establish the Great Veterans Race many years ago.

So it was nice to see his son Gary Cassim now out skippering Nick's much-loved *Lolita*, and re-united with many of the old crew, who used to race onboard with Nick for over 40 years.

"It was quite an emotional day for me and the crew. It was the first time I have sailed the boat as skipper since I took it over in March. We all shared a toast to my Dad prior to the race and I was thinking about him a lot around the course," said Gary.

"It did feel a bit strange helming the boat. However, I felt that Dad's presence was with us the whole day," he said.

Gary said he felt privileged to sail on such a special boat with the old crew, and honoured they would trust him as skipper.

He has now started a restoration project on *Lolita*, as he said unfortunately, in his father's later years he wasn't able to look after the old girl as well as he would have liked, and she now needs plenty of tender loving care.

"I was brought up on *Lolita*, which not only was the racing boat for Dad, but a family boat for all of us. I am proud to be the next custodian of her and hope to bring her back to her former glory and continue Dad's legacy of classic sailing on Sydney Harbour," Gary added.

"My father was a very competitive sailor and would race every Saturday. His last race was the 175th anniversary Regatta at the SASC in September 2022 and we did some cruising with his last days sailing in December 2022, not long before he passed away on Australia Day 2023," Gary lamented.



Later in the day, at the club house presentation, the Windward Trophy and Vic Meyer Trophy were presented to the winners of Divisions 1 (*Fidelis*) and 2 respectively (*Valhalla*).

"The Windward Trophy is special for us. It has an interesting history from Frank Packer and Gordon Ingate and became the Great Veteran Race trophy in the mid-1990's. This is the 6th or 7th win for *Fidelis* in close to 30 years," said *Fidelis* skipper Nigel Stoke.

This year though, a new trophy was added to the prize giving, to honour former CYCA Commodore Bill Psaltis, who passed away in March.

The perpetual 'Bill Psaltis Memorial Trophy' was awarded to the winner of the Great Veterans Race IOR Era Division for the first time, after his family bequeathed some of Bill's trophies back to the club, including this one.

In a touching gesture, Bill's son Arthur was on hand to present the trophy to the winning *Wild Oats* crew.

While the Great Veterans Race is a precursor to the three-day Sydney Hobart Classic Yacht Regatta held annually in December, it's still regarded as the club's original gathering of classic boats, and therefore holds a special place in the hearts and minds of those involved.

As Gordon Smith from *Wild Oats* so eloquently put it; classic yacht sailors have immense gratitude to the CYCA for ensuring the longevity of the Great Veteran boats, so that the current custodians can one day hand the baton over to our future generations to enjoy.

"Honouring those who went before us gives us a sense of perspective and humbleness. The opportunity to learn more about others who have grown the sport of ocean sailing adds to the richness of participating in the event," he said.

"For owners and sailors of classic boats - entering races like this, and including the prestigious events like the Rolex Sydney Hobart and Rolex Fastnet, signifies the timeless performance and enduring value of these veteran vessels." 🏴‍☠️ Karen Tan



DISKO TROOPER'S TWO-HANDED CAMPAIGN FOR FASTNET 50TH ANNIVERSARY

With the 50th celebration of the prestigious Rolex Fastnet Race taking place in late July, competitors had been ramping up their campaigns to be race-ready for the start.

From the UK seaside town of Cowes, to Cherbourg-en-Cotentin in France, it is a battle royale among the world's best sailors to navigate a challenging ocean course to snare one of the biggest titles in yacht racing.

Among the fleet are four of our own. Boats owned and sailed by CYCA Members competing for the honour, tradition, challenge and adrenaline. They include: Sean Langman's 1932 huon pine, re-built *Maluka*, Paddy and Keith Broughton's much loved classic *Kialoa II*, and two two-handed entries, Jiang Hui Lin's JPK 10.30, *Min River*, and the J/99 *Disko Trooper_Contender Sailcloth*, sailed by two-handed champions, Jules Hall and Jan 'Clogs' Scholten.

Of course, there is a technicality here ...

The trusty and successful *Disko Trooper*, behind Jules and Clog's brilliant two-handed triumphs (including winning the first Rolex Sydney Hobart two handed division in 2021), is not actually THE same *Disko Trooper* that will be competing ... but a newly built J/99 replica of the boat!

Why ... you may ask?

As Jules Hall explains, the opportunity and the situation came about through a chance of luck, and a great commercial deal, that was too good to pass up.

"After we won the Rolex Sydney Hobart race, I was contacted by the UK JBoats dealer, Wayne Palmer, to do an online interview to share our story with J/99 owners in the UK," said Jules.

"Fast forward 18 months and that connection has led to us borrowing an identical J/99 sister ship for this year's Race."

Specially made in the UK, about a year ago, the boat is now awaiting the arrival of the experienced former Laser sailors, Jules and Clogs, to take on the world's best two-handed sailors at Fastnet, on the other side of the world.

In many ways, it makes for a simpler campaign for Aussie sailors than most, who otherwise generally have to either sail over, or transport their boats across the high seas. Either way it is logistically challenging, time consuming and expensive.

"As we are not shipping a boat, that makes the logistics significantly easier. All we have to do is get ourselves over there and organise transport for our sails, which we are flying over with us."

The new boat is mostly identical to the original

Disko Trooper, with the same hull, rig, keel and rudder. One of the main variables is the sails. The fellas are not taking any risks, and brought their own sails across from Australia.

“This is really important as we have been developing the sail wardrobe over the last two years. We will then match the rig settings on the UK boat to our original *Disko Trooper*. In theory that should see us with a pretty identical set up,” explains Jules.

“The reality will probably be rather different! But we still have time at the other end to iron out the inevitable wrinkles!”

Clogs revealed further attention has recently been given to the sails, to maximise peak sailability in the race.

“We were also looking to introduce some new sails for this race. So in many ways the plan is to build on what we already know, plus a few new tricks for Fastnet,” he added.

Aside from the sails, the other main difference is in the electronics.

“We have Garmin on our *Disko Trooper*. The UK boat has B&G instruments. So I’ll be hitting up Shane Connelly for some training sessions on his B&G system on his J/99, *Rum Rebellion*, before we go!” said Jules.

Of course, the Fastnet Ocean race is not just about the boat. The skill, knowledge, fitness and sensibilities of the sailors is tantamount. Jules and Clogs owe much of their past victories to their intelligent and thorough approach, and preparation ahead of the races ... plus great teamwork.

“Jules is very much a team mate in the true sense of the word. We share most of the jobs equally. Not with-standing we have our own specific strengths, which complements each other. Our high expectations are very similar, and that becomes our automatic motivator,” said Clogs.

“We also have our mutual love of being an all-round team of two, with both of us being allergic to going slow!” laughed Clogs.

Clogs has two Fastnet races already under his belt, but from quite some time ago. This time he is looking forward to bringing some extra years of experience to the test.

The two men left Sydney early July, to be based on the UK’s Hamble River in Southampton in the lead up to the race, and sailing out of Hamble Point Marina.

For these two, ahead of any race, no stone is left unturned. For an elite race like Fastnet, you can expect their preparation to be amplified.

“The Fastnet race is a very technical course, a mix of coastal racing and open seas. The coastal sections have extremely strong tides, up to 7 knots



Photo: Bow Caddy Media.

in places! So the navigation aspect is absolutely critical,” said Jules.

“We had been doing a huge amount of preparatory work. We will be taking all of this with us, along with the usual course notes and scenario plans,” he said.

“Off course none of this would happen without Jules’ energy and organising skills to enter the Fastnet race. There is a lot of preparation behind the scenes like the all important navigation. We will share the decision-making on the water, but Jules does all the hard work off the water,” Clogs acknowledged.

While the boys have taken out almost all before them in two-handed races in Australia, they are being realistic about their chances competing in the biggest sailing calendar event in the Northern Hemisphere.

Jules says two-handed sailing across the globe is vastly more advanced than it is down under, and hence the competition is significantly greater.

“A big attraction of the Fastnet is the size of the fleet. There are nearly 450 boats racing, and 100 of them will be two-handed entries. The Fastnet first allowed two-handed entries in 2005. The Rolex Sydney Hobart didn’t introduce them until 2021



race. That means their fleet is 16 years ahead of us in its development,” said Jules.

“The standard is extraordinarily high as a result. It’s pretty daunting to be lining up against them!” he added.

Rest assured, all measures are in place for a quick, but more importantly ... a safe campaign.

“Prior to the Hobart we spent a lot of time learning about nutrition and sustenance. We now have a very efficient and effective offshore diet (it includes a lot of freeze-dried food!!).”

“Safety is crucial in ocean racing, especially for two-handed sailing. Clogs and I are always looking for ways to fine tune the safety aspects of our campaign and will be taking all of our learnings with us.”

“The main goal is to sail to our maximum ability. The trick will be to spread the energy for the complete duration of the race. As they say, it ain’t over till it’s over!” added Clogs

As far as the course goes, Jules and Clogs have extensively analysed how Fastnet is likely to play out, and what the main similarities and differences might be, compared to the Rolex Sydney Hobart.

“They are both 600 milers, but they are very different races. Generally, the Hobart has slightly stronger winds and because of the open ocean, bigger waves for more of the course. But the Irish Sea can be absolutely hideous.”

“Any ocean race needs to be treated with the uttermost respect. That applies in equal measure to both the Fastnet and the Hobart,” said Jules.

Jules went on to explain how the Rolex Sydney Hobart is open ocean racing, where you can get enormous wind and waves between Sydney and

Tasmania. He says navigation is of course critical, and getting the mix of wind and current right, but for the majority of the race you don’t have to worry about land or tides.

That is where Fastnet is different.

“The Rolex Fastnet race is very complex in this regard. The first leg is almost coastal racing, down the English Channel from Cowes on the Isle of Wight to Lands’ End. From there it’s open water across the Irish Sea to the Fastnet Rock,” said Jules.

“The new course (first sailed in 2021) finishes in Cherbourg rather than Plymouth. That means the return leg from the Fastnet Rock to the Channel Islands is more akin to the ocean racing we are used to here in Australia.”

“The final leg from the Channel Islands to Cherbourg is very technical. Huge tides around the Alderney Race (Raz Blanchard) make the approach to the finish extremely challenging. Doing the prep work in advance to understand how to manage the different tidal gates based on different conditions is absolutely vital,” he added.

All sailors dream of a podium finish, but Jules and Clogs remain circumspect about their chances.

“Ultimately you’re dependent on the weather you get on the day!”

“J/99s are excellent upwind/downwind boats. In theory that is what the Fastnet course is. But if we get a lot of reaching there are boats that could perform better in those conditions,” they said.

“There are faster yachts in certain conditions, so we don’t always have it our way,” the fellas agreed.

What about the main goal?

“To race as fast as we can and to do Australia proud!” ⚓ Karen Tan



CYCA CREWS LAND IN THE UK, IRELAND AND FRANCE AHEAD OF FASTNET

While *Disko Trooper* awaits her two-man crew to hook up with in the UK ... the CYCA's other three Fastnet contenders were advancing their boat preparations abroad, having either sailed, or shipped their vessels, across from Australia.

Min River, *Kialoa II* and *Maluka of Kermandie* had all arrived, safe and well into the Northern Hemisphere, with each taking a different approach to their journeys.

The CYCA's Jiang Hui Lin was currently in France with her French sailing partner, Aymeric Belloir, getting race-ready to compete in the two-handed division at Fastnet.

They too have a new version of an old boat - the former cruiser, *Min River*. The new *Min River* is a JPK10.30, launched in France, in April this year.

It would be the first Fastnet for Jiang and *Min River*, while Aymeric has competed in the elite race several times before.

Jiang said in preparation for Fastnet, the new *Min River* has successfully completed a 310 nautical mile Armen race from Trinite sur-Mer, in the Brittany region of north-west of France.

There were over 200 boats in the race and 72 boats in the IRC two-handed division where *Min River* achieved a credible 9th placing out of 72 boats.

Min River was the only Australian entrant, among a handful of foreign competitors, taking on the local french sailors.

"The result was above my expectations, so I was very pleased," said Jiang.

Min River then headed over to Cowes in the UK to be on schedule for the start of Fastnet.

Then from a brand-new boat, to two much older ones ...



Lindsay May, navigator *Kialoa II*, was at Royal Cork Yacht Club when *Maluka* was delivered.



Sean Langman exchanging burgees at the Royal Cork Yacht Club.

Owner/skipper Sean Langman had shipped his Tasmanian huon pine classic, *Maluka of Kermandie* to Ireland, where she sat pretty next to the Royal Cork Yacht Club pontoon in County Cork.

The little *Maluka* was dwarfed by the massive cargo ship as she was delicately hoisted down off her transportation onto the dock. She might be small, and 91 years old, but she can't be underestimated for Fastnet. Sean Langman knows and appreciates fast boats, having formerly sailed on *AAPT* and *Loyal*.

In her first Rolex Sydney Hobart in 2006, *Maluka* finished 8th and was the smallest and one of the oldest to compete. She is very much Sean's pride and joy, after he rebuilt the 28ft gaff rigged yacht.

Sean will re-unite with his crew for final preparations before the big race.

Meanwhile, skipper Patrick 'Paddy' Broughton and his crew campaigning the well-travelled and popular 1963 classic aluminium 73ft maxi yawl *Kialoa II*, have undertaken quite the world voyage to get to the UK!

From Australia to the UK, via Tahiti, Panama, Antigua, the Azores and beyond, the crew have only recently arrived at their destination, after four months at sea.

English born Paddy, and his brother Keith, bought the U.S. boat in 2016 to sail the world, and that is exactly what they have been doing.

Kialoa's crew have definitely taken the scenic route to Fastnet. They include a mix of Aussies and Brits who have been part of her extensive campaign.

"Key members who have been all the way include Genevieve White and Ian Goldsworthy. Lindsay May was aboard from Australia to Panama, as was Paul

Runyan, Andrew Cutler all the way to Antigua,' said Paddy.

Paddy recounts how the journey has been adventure packed, fun-fuelled and beyond expectations ...

"Some things went according to plan. Some .. not so much!" he said.

He admits the plan changed along the way, and while some of the trip has been great, others have been somewhat challenging and unpredictable.

"Our original intention was to sail from Sydney to the Hamble via Cape Horn. First stop was Opua NZ. We left there in front of cyclone Gabrielle and were well in front of her going nicely heading to Ushuaia when the forestay tack fitting broke," said Paddy.

"Fairly major. We tidied ourselves up and decided to head north to Tahiti to effect repairs," he continued.

Paddy explained how they were calling out to all their notable seafaring connections, asking for all sorts of learned sailing tips and tricks to remedy the situation. Expert and proven advice, or otherwise!

He says it was at times like these, when a good sailing community is vital, no matter where they might be in the world at the time!

"To make up for lost time from our Tahiti stopover, we decided we had to get to the UK via the Panama Canal, and Antigua before that, as we had insufficient time to go via Cape Horn."

As is often is the case, what seemed like a disaster, proved a blessing in disguise.

Paddy said the re-routed trip made for an unforgettable voyage of a lifetime, and the boat



The crew of *Kialoa II*

maintenance required on the way, has made for an even better and stronger boat.

"The yacht has travelled really well. We had a great 12 day run from Antigua to Horta. The forestay fitting break south and east of NZ was disappointing, but after we made a very good repair including a bit of a re-design, we now believe it to be in better shape than it was to start with," said Paddy.

He said the highlights of long leg ocean passages tend to be landfalls, like an oasis in a desert at times.

"Tahiti was spectacular, and a big relief given we'd got there through the tail end of Gabrielle (when we turned north to head to Tahiti we had to sail through the residual part of the cyclone) and with jury rigged forestay."

"A few landed tuna after Tahiti, and whale sightings in the mid-Atlantic close to the Azores was, also really memorable," he reminisced.

Kialoa II is no stranger to tough ocean racing, and has proven ability, grit and determination, to navigate the toughest conditions and race courses. She has already twice competed in Fastnet, including in 1969, when she was second home in the mighty race, with the boat's original owner, Jim Kilroy.

Other highlights from her decades long racing career include taking line honours in the tough upwind 1971 Sydney Hobart race, and winning the 1965 Transpac Race (Los Angeles to Honolulu).

The current owners participated in the 2017 Rolex Fastnet Race, where she was the oldest boat to finish.

Paddy is thrilled that *Kialoa II* with her rich history, can be part of the special 50th edition of Fastnet, and is hoping more yachts of her era will be competing than ever before.



"Offshore races are always competitive, the rating rules aren't that kind to older yachts, so we tend to gauge our performance against similar yachts where we can."

"There are a quite a number of classic ocean racers entered this year for the special commemorative event, which is wonderful."

"It's the 50th running of the great race. Assuming we get to the start line we will have competed in the 50th Transpac, the 75th RSHYR and the 50th Rolex Fastnet," Paddy said.

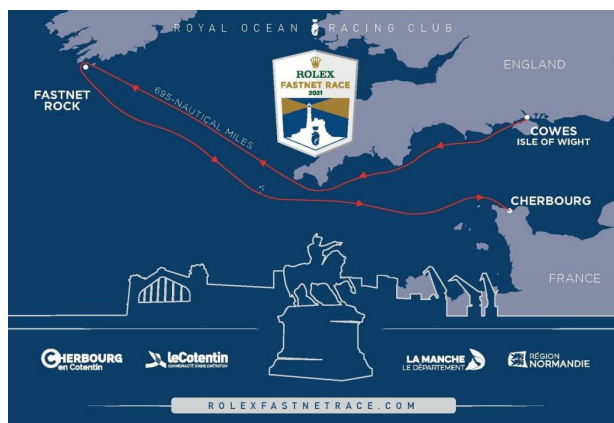
There has been much to do to ensure every chance of success.

"Crew and food are still the main logistical challenges in a race. When racing we have 16-18 crew. Feeding a crew of 18 requires a lot of preparation - all main meals are prepared, frozen, then thawed and heated up - so the freezer and fridges are all full."

As for the future of *Kialoa II* ... could it be her final grand voyage from Australia?

"At this stage we're not intending to return. The project my brother and I took on in 2016 is coming to a logical concluding point with our participation in the 50th Rolex Fastnet Race," said Paddy.

"We have been overwhelmed with the support and interest we have received in our daily updates on our voyage to Fastnet, that seems to have struck a chord with so many different people. Many I don't even know. We are very grateful, and have loved the feedback we've received." 🚢 Karen Tan





PASSAGE TO PANAMÁ – MY KIALOA II ADVENTURE

By Duncan Sim



“Kialoa” is a native Hawaiian word that describes a type of long and swift canoe - this description seems totally appropriate as Kialoa II comes into view. It’s 2.30am, Constitution Dock, Hobart and I’m aboard PatriceSix, being shepherded into the berth next to Kialoa after just finishing the 2022 Rolex Sydney Hobart. We are greeted by an exuberant K2 mastman, Sandy McWilliam, encouraging us to throw him our lines and over the next few days, I get the opportunity to observe the institution that is Kialoa. I also hear about her owners Paddy and Keith Broughton’s impending adventure, sailing Kialoa north to the UK for the 2023 Fastnet via Cape Horn and Antigua, a trip that would symbolically complete a circumnavigation they started in 2017.

Back home in Sydney some weeks later, I am chatting with a mate and CYCA member, David Spencer about Kialoa’s amazing trip and we decide to send an email, offering our services as crew. By the time the email’s sent, K2 is on her

way - first stop Opuia, New Zealand - her progress documented on her website (kialoa2.com.au). Re-provisioned, she set off again, heading south for Cape Horn but about nine days in and 1,500 miles east of NZ, whilst rolling along at good pace using the winds generated in front of Cyclone Gabrielle, a breakage forced Kialoa to head north to Tahiti for repairs. Then on 26th of February, David and I received an email from Mel Broughton, Paddy’s wife and shore team CEO, wondering if either of us was available to join Kialoa II in Tahiti the following week, for the passage to Antigua via the Panama Canal.

Unfortunately, Dave had commitments - but I didn’t. Touchdown Papeete International Airport, Tahiti, the following Monday. It’s 2am and I’m greeted by Mel who is smiling despite the hour. The next two days are spent restocking food and finalising a forestay and jib repair. I also get the opportunity to meet the crew, who I quickly find out are more like a family, most having sailed together on the boat since 2017. Their depth of knowledge and ability is impressive and if I had any concerns about this venture, they are quickly dispelled. The crew for this leg includes Paddy, Genevieve White, Andrew Cutler, Paul Runyan, Lindsay May and Ian Goldsworthy. We meet properly at the dining table, which is covered with all our personal safety equipment for review, supervised by Gen who runs a Sea Safety company. It’s a great “get to know you” activity with lots of chatting.

Next morning, after getting passports stamped and fuelling up, we cast off and head out the western channel through the reef, hoist our sails and with a



Duncan Sim en route



following breeze, slip past Pte Vénus, Tahiti's most north-eastern point and head east into the Pacific. Ian throws a line in and almost immediately hooks a 5kg tuna that takes an age to reel in and provides a lovely meal of fresh sushi with seared steaks the following evening. I'm surprised how quickly this all happened and naively imagine the bountiful sea providing for us. The following couple of days has us rolling along on a broad reach in 5-8kts, under main, mizzen and a lovely blue and white kite. We wander through the tropical islands of the Tuamotu Archipelago. Many of them appear inhabited, the largest we see having an airfield with a thatched roofed admin' building, sitting next to a tree-lined lagoon and beautiful white beach with a number of cruising yachts at anchor. The north-eastern headland has a huge stone monument looking out to sea. It's postcard stuff and the attraction of this area as a cruising destination is obvious. The rest of the week has the wind freshening slightly, up to 15kts from the south-east. We dodge squalls, occasionally getting a refreshing shower when they catch us.

At about 13kts of breeze, Kialoa comes alive, racing along at about 8kts. At this speed, she seems to lighten up, despite being a big girl at 46 tonne – not to mention the fact we are lugging a full wardrobe of sails, plenty of spares, fuel and lots of food. I soon learn that with all that weight, the loads on the sails, sheets, halyards and winches are huge and I'm given careful instructions on how to handle her rigging, as much for her safety as for mine. Further to this, Paddy and the crew are constantly adjusting and trimming. There is no "set and forget" attitude on Kialoa II, which I guess stems from the combined racing heritage of both the ship and her crew. Even in delivery/cruising mode, we are constantly responding to wind shifts to maximise our performance and I start hearing calls of "high

and fast" as the wind swings around to the east and we harden up.

The morning of our third week at sea dawns and we celebrate by tacking over to port. Three weeks on starboard and I reckon I should get some type of credit when I get back to racing at home. Later that week, we see a boat! Granted, it is a huge glistening white motor-yacht but it is a sign of outside life. We call up for a chat and the skipper seems similarly excited about seeing another vessel. A huge pod of dolphins visits, galloping over the waves towards us. The sight is quite spectacular as it is beautiful. They hang out with us for about half an hour, jumping vertically out of the water, surfing the bow wave and diving under the hull. We start heading north following promising forecasts. Paddy is constantly monitoring the weather via GRIB meteorology files downloaded each day, various software programs, regular consultation with Rodger "Clouds" Badham and interpreting the clouds and sea state. As the wind drops, we are either dodging squalls with their heavy winds or sailing close to get the benefit of increased pressure. This combination of skills and interpretation seems like a dark art to me. I'm tiring of life on a 20° to 30° heel. Moving around the boat, getting in and out of bunks and certainly working in the galley is all a bit of a challenge. Despite the heel, we struggle to stay high and the wind is constantly flicking around. The plan of a Galapagos Island visit is not looking great.

Tuesday 28th April - cause for celebration today at about 1.20pm with a traditional "hazing" of those mariners celebrating their first crossing of the equator. Three of the crew, (including myself), are anointed with Neptune's trident, had a black patch affixed to the side of our heads, called "scurvy dogs" and commanded to drink a vile concoction to protect us against any ills that may beset us on our voyage. It's a bloody big sky out there and night



watches are a great opportunity to explore the celestial realm - including the occasional satellite. A number of the crew have star apps on their phones to help with identification & information. What a truly clever combination of technologies. Not having the app myself, I find myself singing "A New England" by Billy Bragg - "I saw two shooting stars last night. I wished on them but they were only satellites. It's wrong to wish on space hardware ...".

Around this time, we come across a fleet of fishing boats, the mothership a whopping 153m long with six smaller boats servicing it, their lights illuminating the night sky. This vision corresponds to an increase in pollution, with plastic bottles and containers bobbing around us. Crew conversation turns to stories of labour abuse, overfishing and the associated pollution we have observed. Hugely difficult and complex issues that are confronting and distressing. My expectations of us being provisioned by the sea started well with the catch of the tuna on Day 1, but it's been slim pickings since. I don't need to worry about starving though. Meals on board are tasty and generous, prepared on a huge stove and oven, set amongst a deco style timber galley. Food is then served on an elaborate



gimballed preparation bench that also holds the Nespresso machine which works 24/7. Engine on, engine off, engine on,.....we are now over four weeks at sea and we've been struggling to avoid the doldrums, however late on the evening of Day 32 we see the flashes from the lighthouse on Isla Jicaron, at the north west point of the Gulf of Panama. This corresponds to the smell of land on the wind. It's dirty/musty/smoky. Andrew reckons it smells agricultural, but it definitely smells like civilization. We are also descended on by bugs; little mites biting us way before we see the land clearly.

It takes another two days, skirting the northern shore of the Gulf, before we drop anchor opposite Flamenco Island, Panama City. So, after 5,500 nautical miles and 34 days at sea, I'm feeling pretty fortunate to have had this opportunity, on such an amazing yacht, with a great bunch of people. A couple of other "take homes" for me - sure, there's isolation in the middle of the sea but with today's technology, you're never out of contact and that surprised me. Finally, there was never a day I didn't experience something truly beautiful - though it's impossible to ignore the effects pollution is having. ⚓





B R I X

S Y D X R U M

PARTNERS OF THE CYCA WEDNESDAY TWILIGHT SERIES

WINGS TRAVEL ODYSSEY TO TRANSPAC FOR THE EXPERIENCE OF A LIFETIME



Wings at Cape Raoul.

It's among the toughest ocean races in the world ... certainly the longest.

The 2,225 nautical mile transpacific yacht race Transpac from San Pedro, California to Diamond Head in Hawaii, is around four times the distance of the Rolex Sydney Hobart.

Many of the world's best sailors and yachts rally to compete in the grueling biennial event, and on 27 June 2023, one of those starting entrants will be *Wings* – owned by the CYCA's Ian Edwards.

Ian and his wife Lindy launched their Dehler 46 in 2017. She now joins the ranks of *Comanche*, *Wild Oats*, *Alive* and *Kiaola* to have recently competed in the elite race – renowned for its full throttle downwind sailing under spinnaker.

It's certainly one for the bucket list.

"Transpac is one of the World's iconic long offshore races, up there with Hobart, Fastnet, Newport-Bermuda," said Ian.

"*Wings* has already notched up over 33,000nm in 5 years. The team thought it time for something out-of-the-box, and Transpac definitely fits the bill," he said.

"Since we launched *Wings*, we've done all the major East Coast races, including Rolex Sydney Hobart (3), Ponant Sydney Noumea, Groupama around New Caledonia (2), Noakes Sydney Gold Coast (3), Brisbane Hamilton Island (2), Coffs

Harbour, CYCA Audi Centre Sydney BWPS races, and all the Queensland race weeks."

Ian Edwards loves adventure. He left Sydney when he was 24, and only returned when he retired. He has lived and worked in the USA four times, but also twice in London, Aberdeen, Malaysia and Nigeria.

In Nigeria he found a passion for sailing Lightning boats – a 19" One Design dinghy with sail plan and tuning similar to an Etchells. At the time, he was also a Vice Commodore at the Lagos Yacht Club. He later brought his love of Lightnings back with him to the U.S. where since 2007, he has done all the Lightning Worlds and International Masters championships.

Impressive!

Ian clearly also knows a thing or two about ocean racing, and can't wait to conquer the Transpac. He's currently in Los Angeles, and reunited with *Wings*, after her almost six months of travel time from Sydney.

"We are about to get *Wings* in final shape, as the rest of the crew start arriving. Although they are all *Wings* long offshore veterans, we will be spending 10 days sailing and team training here in the U.S. to be 100% race ready," he said.



Start of 2018 CYCA Sydney Noumea race. Photo: Andrea Francolini/CYCA.

As if taking on one of the world's toughest ocean challenges is not enough, it's the story behind this story that makes it even more interesting!

The incredible way *Wings* has been transported across to the continent. The lengths taken to get her there. Then, after the race finishes, the mission to bring her back home again.

It's a wonderful personal journey that captures the time, dedication, skill, knowledge and commitment, that Ian and his close knit "corinthian" crew are undertaking, for the privilege of the race experience.

Wings 21C, Jim Whittle said it's the first Transpac for the entire crew.

"Ian had been talking about it for a while, and we had discussed a number of options including hiring or possibly buying a yacht in the U.S. to do the race."

"We finally organised the freight option for *Wings* because we thought it would be a lot better to be sailing on a yacht we knew well, including the history and maintenance of it," Jim said.

"Once we thought we could do it, we put the word out to some of the core crew to get their interest ... and here we are."

"We all figured this is a once in a life time opportunity for us to do this yacht race. It has already been an adventure, and we haven't even got to the race yet," said Jim.

Ian Edwards added that just getting *Wings* to the Transpac start line is a major campaign in itself, with so many big steps and moving parts.

"It started with us getting ready in Sydney before Christmas, equipping the boat and the crew to be ready for a race to the scale of a Rolex Sydney Hobart. Not only that, but we had to get *Wings* also set up for her return passage from Hawaii to Sydney at the same time," said Ian.

"We missed the recent Rolex Sydney Hobart for the first time, as we needed to deliver *Wings* to Brisbane at around the same time, to load her onto her special transport, that only comes to Australia once or twice a year," he continued.

The transport vessel is essentially a floating dry dock, in ship form. It allows boats to be loaded and transported in full trim, with keel on, and all rigging in place.



MV Yacht Express arrives in Ensenada.



Ian with Wings at San Pedro, California.

"You just drive the boat on and off!" Ian said, in amazement.

Jim Whittle, responsible for Wing's transport to Mexico and delivery to California, further added that the 'Yacht Express' which carried her, was a heavy lift ship that is semi-submersible, offering a unique 'float on, float off' loading method, that is incredible to watch.

Now ... Ian Edwards is a well-travelled man. He's lived, worked and sailed abroad for much of his lifetime, but even he was amazed at how this Dutch shipping transport operated!

"The transport ship ballast itself down, floods the enclosed back deck with water and then opens the gates at the back. The boats being loaded then motor into the assigned places in the load plan. Divers install props under the boats similar to a boat yard," he explained.

"The gates are closed. The water is then pumped out. Once the back deck is dry with the boats sitting on the boat yard props, the props themselves are welded to the deck to make everything secure for the Ocean passage. The ship is ready to go," Ian continued, in awe.

Quite captivated by the ship loading operation, Ian said many other sailors have been similarly impressed.

"The unload is the reverse. Once the back deck is flooded the props are removed and you motor off."

"Wings was certainly one of smallest passengers, alongside a few superyachts, and some 10 big Maritimo and Riviera cruisers."

Wings was simply able to motor off the back of the ship on arrival in Mexico, and sail straight for Los Angeles once cleared and fueled.

"That's really just the beginning. We now get stuck into the final training and boat preparation in the lead up to the start. Then there is the actual race!" said Ian.

"All the same intense preparation as needed for a Rolex Sydney Hobart involving rigging, winches,



Wings in Hobart.

sails, mechanicals, electrical, instruments, boat systems, hull condition It takes a village of top boating professionals in Sydney to help get us race ready," said Ian.

"This of course involves lots of checks, replacements and repairs across all elements of the boat. For example, we replaced just about all our lines, replaced some of our instruments, completely stripped the hull for a new antifoul, repaired the keel, and did major work on the mechanicals and winches."

"After the race, we have to convert Wings from race mode to passage mode in Hawaii, for her epic voyage back to Sydney, with some cruising type stops along the way," he said.

Not that the crew will be roughing it too much. Before, during or after the race.

Ian ensures comfort and quality always takes priority over speed ... and for that the crew are grateful.

"Wings is decked out with a carbon mast and deeper keel option. A comfortable fast cruiser that we take offshore racing rather than a pure race boat. Even if a little slower we have good comfort. Wings even has a Nespresso machine!"

If you are going to be physically and mentally working hard, and sleep deprived, you at least want coffee!

"On Wings we always pride ourselves on having fantastic boat food and feeding the team well. Our normal staple of pre-cooked meals and some fresh food can't get us to Hawaii. We are having to supplement our normal catering with freeze dried food. We are working hard to make sure we do this at a high standard and continue to eat well," said Ian.

"Despite the somewhat predictable weather patterns at a macro level, there is a lot of gybing and some key strategic decision points with the actual weather at race time. We are sailing with a smaller than normal crew so one key practice for



Wings tied up after being loaded in Brisbane.



Waiting for Yacht Express to submerge before unloading in Ensenada.



Divers ready to go.

us in race lead up is to nail gybing with only a few crew up on deck, to avoid too many callouts that will lead to sleep deprivation over 10-12 days."

Ian Edwards prides himself on selecting a mixed crew to sail with, for the many benefits that diversity brings. For the Transpac team, they have three great female sailors amongst them.

"In a long race like Transpac we need to rotate roles and versatility is a key factor along with proven robustness at sea and the ability to be part of the solution to whatever challenges come our way."

The full team of 7 includes Ian as Skipper and Owner, Helm and Navigation, Jim Whittle as 2IC, and crew members Janease Graham, David Hirsch, Elyse Guevara, Meike Wright and Mark Holzberger – all filling a variety of roles.

Crew member Janease Graham praised Ian for being not only a great sailor, but a wonderful mentor to those who sail with him.

"Ian Edwards and his wife Lindy are both incredibly, adventurous energetic and kind. They have been on more unique adventures than any other couple I know (driving from Thailand to England in an MG, skiing, diving, Kayaking, sailing)."

"They've welcomed me and other crew to their boat, and home, and Ian has been a wonderfully encouraging and supportive sailing mentor for me, and many others," said Janease.

"Wings is a very safe, well-maintained boat sailed by a competitive but friendly group of people. I feel safe and confident sailing anywhere offshore on *Wings* with Ian and crew," she said.

The 5000nm passage to bring *Wings* back from Hawaii to Sydney, will be a huge part of the thrilling Transpac Adventure.

"Some of the crew will dip in and out on the journey home to visit a few islands along the way.

My wife Lindy will join us in Fiji. We will be arriving back in Sydney at the end of September, in time to get *Wings* ready for the Rolex Sydney Hobart 2023," said Ian.

For now ... the focus is on the task at hand.

Perhaps a Transpacific Yacht Race podium finish in 2023?

"This is the longest race we have raced on *Wings* The biggest challenges will probably be avoiding sleep deprivation and having good food," said Ian.

"In saying that we will be pushing *Wings* as hard as we can," added Jim Whittle.

"We are hoping to take around 10 days but are planning for 12."

Rest assured, *Wings* is fully equipped and powered up to soar across the ocean, as if she indeed had wings to fly. 🌨 Karen Tan





AMERICA'S CUP ASSAULT

“

This is really a major moment in time for women in our sport around the world

”

Olivia Price

What an honour ...

Not only has history been made, with the addition of inaugural Women's and Youth events at the America's Cup in Barcelona 2024, but our own CYCA member, Olivia Price is playing a defining role for Australia ... and for our Club.

Olivia has been intimately involved, encouraging the many talented female and youth CYCA sailors to throw their hat in the ring - to apply for the events' training squads, and potentially be among the athletes chosen to sail the newly designed AC40s at the iconic event - two helm and two trimmers each.



“As my own club, I am certainly keen to see plenty of applications from CYCA sailors. We have applicants from around the country. This is just the start of what we hope will be the development of future America’s Cup teams from Australia, so we want to include all that potential, and build skills and passion for this competition beyond 2024,” said Olivia.

A panel of Australia’s best elite sailors are currently sifting through submissions for each applicant, all hoping to be selected for the squad of about 10-12 sailors, across the two programs.

“Of course, we want to build winning teams so we will remain open to enquiries beyond the June close off, so interested people should still get in touch through our website www.teamaustraliachallenge.org, where there are also other details on how you can support us,” said Olivia.

Teaming up with Nina Curtis, her London Silver Medal team mate, the two sailing dynamos have been selected as skippers to lead the charge, onboard and off.

“I contacted Nina as a natural choice as my former Olympic crewmate, and now one of the pre-eminent foiling sailors in Sail GP. We both recall the thrill of holding the America’s Cup in the New York Yacht Club as young sailors many years ago, when we were visiting there. We knew we needed to ignite this Australian campaign for our current and future female sailors, so it was all onboard,” said Olivia.

The magnitude of the event is not lost on either woman.

Each is aware of the tremendous capacity it has to bring gender parity opportunities, for both men and women, across the global stage ... and to raise the profile of sailing in Australia overall, which will only benefit the sport.



"Only a handful of women have sailed in the America's cup since it began in 1851," said Nina Curtis.

"This women's specific event will be different, as it should serve as a pathway for inclusion for women by assisting to bridge the gender skill and experience gap, and help the next generation of female sailing athletes access opportunities in cup campaigns in the future."

"Personally, it's a huge honour to be chosen to lead this campaign alongside Olivia Price. I am super proud of our result winning a Silver Medal for Australia at the 2012 London Olympics. However, I feel like I had some unfinished business in Match Racing after the discipline was dropped from the Olympic calendar as quickly as it was added. So, it's very exciting to have this opportunity nearly 12 years later," added Nina.

There's a popular saying ... if you want something done well, ask the busiest people.

Olivia has just returned from a European Regatta campaign, vying for Olympic pre-selection with her sailing partner Evie Haseldine, and now back in Australia to prepare for the upcoming World Championships in Canada in early September.

While Nina has just had a baby!

Not that it's going to slow her down ...

"As the event is over a year away it will not impact my involvement as a sailing athlete in the program. Throughout my sailing career I have been inspired by other women who have sailed at the highest levels of our sport, as mothers, and I hope to do the same," she said.

The two women are power-houses ... and among Australia's top women sailors, who know what it takes to win.

They bring with them their proven experience, drive, success and commitment, and therefore Australia's best chances of bringing the America's Cup home.

Exciting times ahead, but the hard work is just beginning.

"Creating this pathway is something I'm extremely passionate about and we will both be looking to be on the boat as competitors as well as mentors, and yes helping secure and support sponsors and backers for the campaign, said Olivia.

Still, despite all their prior sailing expertise, it's likely to put both Olivia and Nina to the test, like never before.

Olivia Price (right) & Evie Haseldine, competing in the 49erFX Class. Photo: Salty Dingo ©



Right now, the AC40 is foreign to most Australian sailors.

According to Olivia, it is "by far the most extreme boat on the planet."

Intensive training from Australia's top coaches will be vital – first on the simulator (soon to arrive in Sydney), and then on the real deal ... and the ladies admit, they don't have that much time.

"The AC40 is like a spaceship compared to traditional sailing yachts. The boats will likely have a top speed of over 85km per hour and racing will be on a knives edge of control," said Nina.

Olivia added that the AC40 is so new, very few sailors in the world have sailed on it.

"There are certainly none in Australia so the simulator we have ordered will be crucial to getting familiar with the craft," said Olivia.

"It's different to pretty much any craft most of our teams will have sailed on – with fixed positions on each side of the hull driving like an F1 car at three times the speed of the wind. But at the end of the day, it is sailing. We will need to bring our very best on water skills and team work to the competition," said Olivia.

The boats will be provided by the America's Cup Event itself, to enable the competitors to focus on other performance-based areas.

"We have an AC40 simulator on order and there are various other foiling programs we can get teamwork and racing experience on. It's the AC40 One-Design simulator from Emirates Team New Zealand to be based here in Sydney," said Olivia.

It's expected the women's and youth teams will train together as a Sydney based squad.

Training will be a combination of on-water and off-water skills, sessions on the simulator, on-water sailing, team-based drills and other psychological testing.

"After the selectors do their job and we announce the squads, we will be getting on the water in international competitions and events to build our team skills, and we will be training in our own ACV40 simulators here in Australia," said Olivia.

"Due to the nature of the AC40, and the design of the Women's Americas Cup format, it will be about finding the right people who can learn new skills quickly and know how to win," added Nina.

"I think it will be important to find people who have a strong feel and understanding of foiling, experience racing at high speeds, as well as good communication skills and a strong work ethic," she said.

"Women sailors have been chomping at the bit to have a proper playing field in this event - the pinnacle competition in our sport, and now there will be 12 national women's teams competing

“

Since Australia was confirmed as one of the 12 nations in the women's and youth (under 25) competitions for the 37th America's Cup in Spain, the excitement just keeps building

”

against each other, so it's an exciting project to be leading," said Olivia.

"It's been a huge step forwards for female sailing athletes and an exciting opportunity to build a solid foundation and pathway for women to be able to access this style of racing and campaigning. I am excited for the next generation of aspiring female sailors to watch the next edition of the Americas Cup, and feel represented and inspired to chase a professional sailing career," added Nina.

The America's Cup has become part of Australian folklore. Who can forget when the nation stopped to watch Australia II and her winged keel victory in 1983, skippered by John Bertrand. It put an end to 132 years of America's dominance.

Since then, Australia hasn't yet been able to claim the cup.

Could our Women's team, start a new legacy?

"I think it's a chance to yet again show Australian sport on the world stage and take the Australian public with us back on the America's Cup journey. This is a threshold moment for women in sport again - finally sailing is joining the ranks of the many sports now championing so many amazing Australian women's teams. It's certainly time," said Olivia.

John Bertrand and the CYCA's John Winning Jr are both active patrons in the Women's campaign, to help boost the team's chances of another aussie win ever further.

"We do have a lot of work to do. Initially we are really looking to secure sponsorship, this will be really critical in terms of the scale of our campaign. From there we will be looking to select the athletes for the squad so we can get stuck into training. Preparing for an event like this will look like a combination of simulator work, on water sailing on relevant boats and of course time on the AC40," said Nina.

Of course, funding a venture like this is epic, so "it's all hands on deck."

Our campaign entity is a not-for-profit organization which is out now seeking corporate and philanthropic sponsorship. There are a lot of amazing benefits to offer in an America's Cup campaign. The cost of the Women's and Youth squad is considerably more affordable than the big boats, because the all new AC40 foiling yachts are supplied in the competition, so we just need to get the best teams to the start and finish lines. Our budgets and the value we offer is in the order of a few million dollars," said Olivia.

It's hoped the spin off benefits that will flow into the sport will more than compensate for the cost, and will indeed, be money well spent.

"We hope this campaign will bring sailing to the forefront of peoples' minds when it comes to sport in Australia. Everyone knows where they were when John Bertrand led the Australian team to victory in 1982, and I hope next year, everyone will remember where they were when Australia wins the Women's and Youth America's Cups too!"

Australia has such a deep talent pool of sailors, and the experience spans across such a vast spread of the sport, including dinghys, foiling, professional, offshore and high-performance areas.

"Australia is not just going to Barcelona to make up the numbers but we're going there to win!," proclaimed Olivia. *🚢 Karen Tan*

For further details on how to support the Women's America's Cup campaign visit website:
www.teamaustraliachallenge.org



Matador won TPR and IRC - Pallas Capital TP52 Gold Cup © Bow Caddy Media

Life in the Fast Lane

2023 TP52 Gold Cup

Following its successful inaugural year in 2022, which was won by David Doherty's *Matador*, the follow up 2023 Pallas Capital TP52 Gold Cup was designed by the Australian TP52 Association as a pointscore series of four Acts to be top-and-tailed with racing on Sydney Harbour and Pittwater as well as included in key regattas in between on the Central Coast and lower North Coast of NSW:

- Act 1 - Cruising Yacht Club of Australia (CYCA), 25-26 March
- Act 2 - SailFest Newcastle (NCYC), 15-16 April
- Act 3 - Sail Port Stephens, 5-7 May
- Act 4 - Royal Prince Alfred Yacht Club (RPAYC), 10-11 June

These four Acts would decide the overall winner under a class-specific handicapping system - TPR. Secondary scoring under IRC would also be used and prizes for first to third places awarded for both.

With 13 of the 14 teams based out of the CYCA and in Sydney, (the 'outsider' being Geoff Boettcher's *Secret Mens Business* from SA), there is always a lot of local interest in the TP52 fleet of highly-tuned performance boats. The TP52 association makes up its own division in the Rolex Sydney Hobart Yacht Race and has more competitors than the TP52 Super Series.

Act 1 at the CYCA was a relatively tight affair with David Doherty's *Matador*, claiming victory on countback after the final two windward/leeward races on the Manly Circle decided the winner. Sebastian Bohm's *Smuggler* looked the likely candidate to win the opening Act coming into the second day in the lead after three races and winning Race 4 but a 4th in Race 5 cost Bohm the overall win.

Craig Neil's *Quest* was third overall, four points behind the top two.



Smuggler finished the event in second place - Pallas Capital TP52 Gold Cup - photo © Bow Caddy Media



Doherty said after racing: “We had a good day out. We couldn’t beat *Gweilo* over the line in either race, they are very competitive, but we got there overall.

“Smuggler had a good weekend too. They were competitive. It was all very close racing at the top end. You couldn’t afford mistakes and luckily, we didn’t make any.”

Act 2 was hosted by the Newcastle Cruising Yacht Club as part of SailFest Newcastle and despite *Gweilo* being at the top of the scoresheet after the initial Passage Race, *Matador* once again proved too strong in the windward/leewards, and took victory under both TPR and IRC.

ACT 1 CYCA - 25 & 26 MARCH - TPR RESULTS

PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Matador</i> (25)	David Doherty	CYCA	11
2	<i>Smuggler</i> (6952)	Sebastian Bohm	CYCA	11
3	<i>Quest</i> (52002)	Craig Neil	CYCA	15
4	<i>Gweilo</i> (052)	Matt Donald & Chris Townsend	CYCA	16
5	<i>Zen</i> (52001)	Gordon Ketelbey	MHYC	29
6	<i>Highly Sprung</i> (8108)	Mark Spring	CYCA	29
7	<i>Denali</i> (52569)	Damien Parkes	CYCA	35
8	<i>First Light</i> (5200)	Peter White	CYCA	35



David Doherty at the helm of *Matador*. *Salty Dingo/SailFest*.

Gweilo (Chris Townsend/ Matt Donald) and *Smuggler* (Sebastian Bohm) were 2nd and 3rd respectively.

"We're going alright at the moment," a typically understated Doherty said. "We're an inshore boat. We've been improving our boat. We never stop working on it, me included. We modify, change things, keep it updated and it's paying off," he said, stating, "I don't like losing!"

Act 3 at Sail Port Stephens commenced with three windward/ leeward races, continued on the Saturday with a passage race and ended with a shortened race on Sunday. Racing was abandoned due to high winds.

"It was very windy, so today's race was shortened at the bottom mark. We were seeing 28 knots off the top of our mast and having some pretty fast, exciting rides," explained Craig Neil, who doubles as Class President.

Matador won again under both TPR & IRC, *Gweilo* finishing three points adrift of her CYCA stablemate, only once straying outside the top three places throughout. *Secret Men's Business* won Races 1 and 4 to take third overall.



Sail Port Stephens. *Salty Dingo*

ACT 2 NCYC SAILFEST NEWCASTLE - 15 & 16 APRIL - TPR RESULTS				
PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Matador</i> (25)	David Doherty	CYCA	12
2	<i>Smuggler</i> (6952)	Sebastian Bohm	CYCA	13.5
3	<i>Koa</i> (52152)	Andy Kearnan / Peter Wrigley	CYCA	13.5
4	<i>Gweilo</i> (052)	Matthew Donald	CYCA	18
5	<i>Quest</i> (52002)	Craig Neil	CYCA	18
6	<i>Zen</i> (52001)	Gordon Ketelbey	MHYC	21
7	<i>Frantic</i> (GBR5211L)	Michael Martin	NCYC	23
8	<i>Ichi Ban</i> (AUS001)	Matt Allen	CYCA	31
9	<i>Celestial</i> (9535)	Sam Haynes	CYCA	31



Secret Mens Business, Highly Sprung and Gweilo off at the start. Salty Dingo/SailFest.

Act 4 on Pittwater was to decide the Gold Cup podium. While Craig Neil's *Quest* won first place in both Races 1 and 2, Sebastian Bohm's *Smuggler* crew did enough across the four races held on Day 1 to win Act 4 overall.

"We've led on the first day a couple of times and managed to let it slip away, but this time we have managed to hold on, and we have got the win, so we are very pleased." said Seb.

Standings for the five CYCA boats competing were the same across Scratch, TPR and IRC: *Smuggler*, *Quest* (Craig Neil) and *Matador* (David Doherty).

Congratulations, once again, to the Overall 2023 Pallas Capital TP52 Gold Cup champion, *Matador*. ⚓



ACT 3 SAIL PORT STEPHENS | NSW IRC CHAMPIONSHIPS - 5-7 MAY - TPR RESULTS

PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Matador</i> (25)	David Doherty	CYCA	9
2	<i>Gweilo</i> (052)	Matt Donald	CYCA	16
3	<i>Quest</i> (52002)	Craig Neil	CYCA	17
4	<i>Smuggler</i> (6952)	Sebastian Bohm	CYCA	23
5	<i>Secret Mens Business</i> (3545)	Geoff Boettcher	CYCSA	23
6	<i>Zen</i> (52001)	Gordon Ketelbey	MHYC	30
7	<i>First Light</i> (5200)	Peter White	CYCA	31
8	<i>Highly Sprung</i> (8108)	Mark Spring	CYCA	34
9	<i>Frantic</i> (GBR5211L)	Michael Martin	CYCA	43

ACT 4 RPAYC - 10 & 11 JUNE - TPR RESULTS

PLACE	BOAT	SKIPPER	CLUB	PTS
1	<i>Smuggler</i> (6952)	Sebastian Bohm	CYCA	12.5
2	<i>Quest</i> (52002)	Craig Neil	CYCA	13
3	<i>Matador</i> (25)	David Doherty	CYCA	17
4	<i>Highly Sprung</i> (8108)	Mark Spring	CYCA	18.5
5	<i>Denali</i> (52569)	Damien Parkes	CYCA	29



IT'S ALL BLUE SKYY

SKYY Vodka came aboard this Winter to support the 2023 LGT Crestone Winter Women's Series as a Race Prize Partner and certainly added a splash of colour to the celebrations for the three days. Placegetters (and lucky door winners) were treated to bottles of vodka, merchandise and cocktail kits.

Competitors thoroughly enjoyed a range of vodka cocktails pre- and post-race - from early morning Bloody Marys to afternoon Espresso Martinis and a mix of options in between.

As a global partner to SailGP, SKYY Vodka kindly organized a special Virtual Q&A with the Australian team's strategist Tash Bryant after the final Women's prizegiving, hosted on the day by 'Adventure of a Sailor Girl's Nic Douglass.

Earlier in the month, they had also organized drinks at the Club's screenings of the Season 3 Final from San Francisco, along with signed merchandise by Tom Slingsby from the Australian SailGP team as giveaways.

Many thanks to the team! ⚓





PIF Regatta builds on success



The Property Industry Foundation Charity Regatta was again a hit in 2023 as the CYCA came to life for an eventful day on and off the water.

A building nor'easter (10-19kts) made for enjoyable racing conditions for the fleet of 42 boats, which featured a mix of experienced sailors and first-timers.

Owners generously donated their yachts and welcomed on board companies from the property and construction industries.

The event raised funds to support homeless young Australians, with proceeds from the day going to Haven House South Dowling Street.

There was plenty of close racing across the divisions.

CYCA Director David Griffith's JV62 *Whisper* (with Charter Hall on board) beat Life Member Matt Allen's Carkeek 60 *Ichiban* (with Texco on board) by 23 seconds on corrected time to win Division 0, while Buildcorp was on David Gotze's *Triton*, which finished third.

St Hilliers Contracting was on Jason and Mary King's *Emily*, winner of Division 1. The Making Waves Foundation had Built on board as *Kayle* finished second, while Charles Curran's Sydney 60 *Sydney* was third with AVID Property Group on board.

Roberto Camacho's *Joss* (joined by Calida Projects) took Division 2 honours, 25 seconds ahead of Tony Levett's Sydney 38 *TSA Management*. Steve Watson's J/130 *Ragtime* finished third.

John and Kim Clinton's Beneteau Oceanis 50 *Holy Cow* (Buildcorp on board) won Division 3. Just eight seconds separated second-placed *Firecracker* (Strata Plus), third-placed *Iago* (Prime Constructions) and fourth-placed *Razors Edge* (oOh!media).

A lively After Party was held on the CYCA hardstand, with food & drink, Brazilian dancers and a flash mob all part of this year's theme - Rio Carnival. ⚓

Thanks to our Members who took a company on board for a great cause. Photos courtesy of Property Industry Foundation.



A great day out for all.

The CYCA Hardstand came to life for the After Party.

CONCIERGE SERVICE



With the goal to provide Members with more opportunities to get out on the water, the CYCA's Sailing Concierge program has been running for two years now over both the Winter and Twilight Series. It has proven to be a great success so far and its popularity continues to grow as more Members avail themselves of the fantastic opportunity to participate in the Club's races. At the same time, many owners are discovering the value of supplementing their regular crew when needed and in nurturing new and more experienced sailors to help grow our sport.

The service acts as a liaison between Members interested in sailing and boats looking for crew. It has a strong focus on

providing personal introductions between crew and boat-owners. The Sailing Concierge will assess which applicants are best suited for which boats and places crew accordingly.

This Winter, the Club was also provided with the use of three Noakes 26 training keelboats – Noakes Red, Noakes White & Noakes Blue. Generously supplied by our partner Noakes Group, whose staff also assist Members during the races, these boats have been a great resource for the program.

If you'd like to register your interest in joining as crew looking for a boat, an owner or if you're interested in becoming a Sailing Concierge, please contact the Sailing Office at any time. ⚓



CYCA Associates - Past President Reflections



*Pam Messenger –
President for 8 years.*



Pam (centre).

Key Events during your time as President?

In 2008, we commenced recognising women for their achievements in Hobart races at the annual Quiet Little Drink (Q.L.D.). Previously the Associates Committee held an annual Dinner Dance, but we thought everyone should be recognised at the Q.L.D., not just the men and youth, but to include the women too. The Associates Committee now present the 10 year Sheila Patrick trophy and the 20 year Adrienne Cahalan trophy to those successful women achieving those milestones.

The 2008 Winter Ball was also a highlight, attended by over 130 guests. It was a sell out event, and great to see everyone dressed in their finest. I initiated the Annual Ladies Night in 2015, as having been a member of the club for many years, I saw that the members bar was very male dominated. This event is a great way to introduce new women to the club, in a friendly fun atmosphere.

Another favourite event is the Childrens Christmas party. This has been going since forever, Tim Messenger (now 60+) remembers going to the party when he was a kid. Santa arrives by dinghy, making it very special and much to the excitement of the children.

What does the Associates Committee do best?

Fundraising. The Annual Xmas Hamper raffle raises funds for a different charity each year and has run for at least the 17 years I've been on the committee. We have organised the production of items such as tea towels and calico bags. We also do ad hoc fundraising. For example I organised a Buy A Bale

raffle during the drought, when we were in the temporary clubhouse, generously supported by Bush's Meats.

Why be on the Committee?

I feel it's a great privilege and honour to be on the Committee, to contribute to the success of the Club and enjoy the friendship of other long standing members.

What do/did you enjoy the most on the Committee?

The Committee is a proactive group of passionate women who want to continue serving the Club, by arranging social functions and fundraising activities.

Why does the CYCA need the Associate's Committee?

The committee has been supporting the Club for 60 years now, and has organised many events from Dinner Dances, to Black Tie Balls, Fund Raising Dinners and Melbourne Cup Lunches. During COVID lockdown, I organised an online Virtual Badge Draw for those members who regularly attended Badge Draw. As a regular at the weekly Badge Draw, I missed the company and general chit chat, so I set up a Zoom and even had a Spinners Wheel with badge numbers to draw. It was great fun! We then organised a Virtual Trivia Night which was great fun and really made a difference. We bring members together to attend these events, and encourage others to get involved in the Club. ⚓

Beatlemania, a Royal Tour and the foundation of the CYCA Associates Committee



CYCA Associates Committee in 1975 (Margaret Psaltis fourth from left). Photo: From Ratbags to Respectability.

It was the year Beatlemania began, Queen Elizabeth visited Australia on a Royal tour and Martin Luther King delivered his 'I have a dream' speech.

It was also the year JFK was assassinated, the computer mouse was invented, Australia and England drew the Ashes, Diet Coke was released for the first time, knee-high skirts were popular and Freya won the first of her overall trophies in the Sydney Hobart Yacht Race.

1963 was also the year the CYCA Associates Committee was founded.

This well known committee, originally named the Ladies Auxillary, was established in September 1963, after then Commodore Bill Psaltis suggested it would be a good idea to have a committee which could organise and run social events for the Club Members, family and friends.

His wife Margaret became the first President.

Sadly both Margaret and Bill recently passed away within days of one another.

The Associates are a formal committee of the Club as outlined in the constitution and, 60 years on, continue to organise and run social events.

They are also very active in fundraising for charity and items to benefit the club and its members.

Over the years hundreds of our members have been part of this important and popular committee, volunteering many hours to help run social and charity events.

The 60 years and the many contributions of the Associates Committee to members and the club will be recognised in numerous ways this year, with a cookbook in the works and an afternoon tea planned in September. ⚓

To Market to Market!

Save the date! The Associate's CYCA Market Day is back on and will be held on October 8th this year.

The Market Day was moved to March in 2022 after the Covid pause but will be back in its regular - and popular - time slot in October.

This is a great opportunity to repurpose unwanted items, clear the decks in the overcrowded cupboards and maybe turn them into treasure.

You can have your own table and area or, as in previous years, the CYCA Associates will man a table and can sell off items.

It is great day out and a fabulous way to catch-up with other members, browsing the new and used items available for purchase, grabbing a bargain and snacking on a delicious Breakfast Club sausage sizzle.

Details to book a spot will be available in September on the CYCA website and in Onshore.

October will come around very quickly so start sorting now. ⚓



Calling for Recipes

The CYCA Associates Committee will publish a 60th Anniversary Cookbook later this year and we are calling members to submit their favourite recipe for the chance to go into this exciting publication.

In the early 1980s the CYCA Associates published *Sea Fare - a collection of Recipes and Hints for the Offshore Racing or Cruising Sailor*.

The book was "put together by 'Yachties' for 'Yachties'".

The edition featured recipes from CYCA members including Knocker White, Peter Rysdyk, David Kellett, Jenny May, Kristine Fuller and Jill Robinson, who also edited the cookbook.

Some of the contents sound delicious, others such as 'Rigger's Mortise' and 'Emu Stew' leave one wondering.

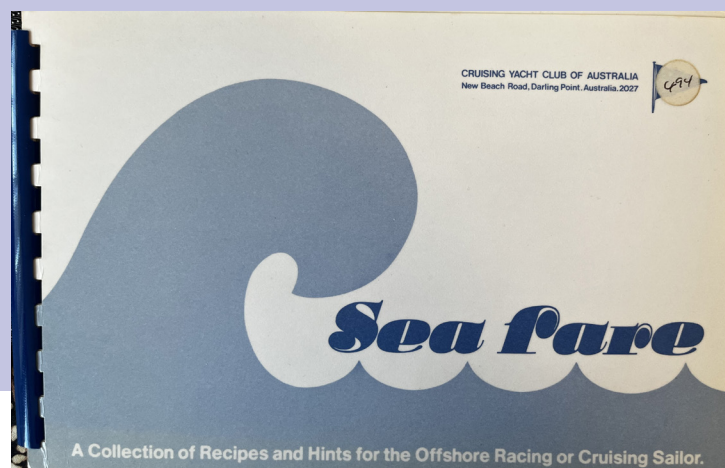
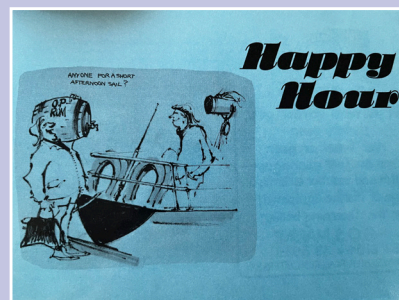
The recipe must be your own, not one from your favourite cookbook or the back of the packet.

We are looking for recipes that have been handed down from your mum, dad, aunt or grand parents or have been adapted over the years to suit cooking on a boat.

The cookbook will also include a section on *Helpful Hints for Yachties*.

We also need photos to go with the recipes or hints, the owner of the recipe or hint or the yacht it is cooked for regularly.

Send your recipe and/or helpful hint to associatescyca@gmail.com and keep a place in the Christmas stocking for this great gift. ⚓



WELCOME...

TO OUR NEW MEMBERS

- Ian Alexander
- Chris Allen
- Antony Amara
- Kevin Anderson
- Peter Argent
- Nicholas Armstrong
- James Arnold
- Melad Arop
- Hilary Arthure
- Christine Artin
- Isabelle Badger
- Andrew Baker
- Sahra Barton
- Stuart Bayliss
- Corinne Best
- Jonathan Blackwell
- Finn Boxhall
- Paris Brenac
- William Bruffey
- Jessica Bryce
- Simon Cameron
- Qin Chen
- Anthony Collick
- David Cook
- Eric Coonan
- Stephanie Costelloe
- Casey Courtenay
- Ben Crafoord
- Paul Craig Sewell
- Eoin Cullinane
- John Culshaw
- Chloe Curtis
- Kate Davison
- Ella Delaney
- Nathaniel Delaney
- Bella Divola
- Rachael Eagleton-Clarke
- Paul Eakins
- Heidi Ferguson
- Anna-Charlotta Flanagan
- Francis Fong
- Jarrett Katon Fong
- Solomon Forman
- India Ghariss
- Sean Gillespie
- Justin Gisz
- James Gold
- David Gregory
- William Grounds
- Rebecca Grut
- James Hackett
- Hans Peter Hager
- Joshua Haszard
- Chris Haylock
- Kate Healy
- Andrew Heinrich
- Lisa Henderson
- Jade Herrera Espinoza
- Susanna Holroyd
- Bruce Howe
- Jason Huljich
- Lucy Huljich
- Patricia Iacono
- Rebecca James
- Dean Joel
- Fiona Johnston
- Cheryl Jones
- Sebastian Jurd
- Asif Kawnine
- Ian Kennedy
- Jeremy Kent-Johnston
- Todd Kingston
- Anil Kirbas
- Eunice Kizmaz
- Jack Kliner
- Daria Kolokolkina
- Zahra Laurans-Wall
- Joanne Lawrence
- Mersini Lazaridis
- Fern Lindsay
- Ryan Littlechild
- Stephanie Lloyd
- James Matthews
- Nathan Mazzella
- Cameron McKenzie
- Miles McLennan
- Deepinder Miller
- Michael Morgan
- Timothy Morison
- Chris Nash
- Rajesh Nellore
- Max Nicholson
- Zara Nicole
- Lucy O'Brien
- Samuel O'Brien
- Trish O'Brien
- John O'Reilly
- Laura Ogden
- Luigi Palombi
- Jackson Parker
- Matthew Parkes
- Danielle Pass
- Philip Peterson
- Diana Polkinghorne
- Irina Popescu
- Joan Porter
- William Power
- Carol Price
- Angus Reynolds
- Benjamin Richards
- Brett Richards
- Jamie Roberts
- Mark Roberts
- Gillian Ruckriegel
- Amy Rushall
- Elizabeth Rusiti
- John Ryder
- Mahtab Samaei
- Richard Shepherd
- Rachael Slattery
- Claudia Stahl
- Michael Stahl
- Ken Street
- Angela Swinbourne
- Alaina Taylor
- Dane Taylor
- Nicholas Taylor
- Mark Temple
- Snezana Tobin
- Alex Unsworth
- Samara Vercoe
- Nicholas Vida
- Ian Wenham
- William Wilkinson
- Trent Wilson
- Koby Wingate
- Jasmine Wong
- Lucas Wood
- Peter Wright
- Conrad Yiu
- Aris Zafirellis
- Alissa Zhang

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



Dont miss the Mid-Year Sail

Become a CYCA Member today

JOIN NOW



**Spectacular Clubhouse
in the heart of stunning
Sydney Harbour**



**Australia's largest
offshore sailing program
and diverse inshore racing**



**Large network of
affiliated yacht clubs,
both domestic & global**



**Exclusive discounts on
race entry, Marina,
functions & more!**

Breakfast Club

The start of the LGT Crestone Winter Series heralded the return of the much-loved Breakfast Club.

Every Sunday before Winter Series races, a dedicated group of volunteers fire up the barbecue and serve a delicious breakfast to fuel competitors and spectators.

You can enjoy a Jumbo Breakfast, Eggs on Toast, or a Bun on the Run if you're in a hurry!

Proceeds from Breakfast Club sales go to many worthy causes. In recent years, the Breakfast Club has made generous donations to the Making Waves Foundation, CYCA SOLAS Trust, Eugowra Country Women's Association and more.

The Breakfast Club also purchased a rescue dummy for use by Members of the Club in 2023.

Thank you to our wonderful volunteers and to CYCA Member John Bush for providing the meat from our long-time partner Bush's Fresh Meats.



Niel Burling goes from cook to skipper on an LGT Crestone Winter Series race day.



The Breakfast Club is run by a great team of volunteers.



Here he is on his Hanse 40 Baltic Lady.



The perfect way to prepare for a race.



VIDEO ARCHIVE PROJECT

The CYCA Video Archive Project documents the stories of CYCA Members, including their on-water achievements and contributions to the continued development of the Club.

Three new episodes have been released this year, profiling Rupert Henry, Peter 'Billy Merrington' and Sam Haynes.

Scan the QR code to view these episodes and more from the Video Archive Project. Interviews are conducted by Life Member Peter Shipway and produced by Life Member David Champtaloup.



EPISODE 38: RUPERT HENRY

Rupert Henry and co-skipper Greg O'Shea won the Two-Handed Division in the 2022 Rolex Sydney Hobart, on Rupert's Lombard 34 *Mistral*. In this episode, Rupert discusses his short-handed adventures around the world and the future of two-handed sailing.

EPISODE 39: PETER "BILLY" MERRINGTON

Peter Merrington, known to many as "Billy", completed his 25th Hobart in 2022. Billy reflects on his successful Rolex Sydney Hobart career so far, as well as his experiences racing in the Transpac Race, Ocean Race and America's Cup.



EPISODE 40: SAM HAYNES

Sam Haynes is Vice Commodore of the CYCA. Sam steered his TP52 *Celestial* to victory in the 2022 Rolex Sydney Hobart, lifting the Tattersall Cup for the first time. Sam reflects on that achievement, racing his J/70 *Celestial* on the world stage and more.

On deck sail protection

Your sails will always suffer from the harsh environmental factors of sun and salt, but other damage can be caused by the set-up you may have on your yacht. Phil Ross takes a walk around the CYCA Marina and asks the experts for their tips on minimising damage.



While the black carbon fibre may look sexy, we all don't have to be like Ichi Ban. You can cheaply replace this with plumber's plastic pipe.

In the early days of Kevlar's introduction to yacht sails back in the 80's, crews found a steep learning curve in the handling of such material when compared to the old Dacron.

While Kevlar was immensely strong, which was perfect for good sail shape, this meant they were also inflexible. Whenever a racing yacht tacked the headsail would cross over to the new leeward side with an ear-cracking 'thwack' against the lifelines and, over time, shorten its useful life compared to a Dacron sail. The Kevlar material would begin to delaminate.

Wonderful for sailmakers, not so good for the owner's cheque book.

This led to forcing racing crews to go back to the old days of cotton sails and look at how the old salts protected their sails and update those techniques for today.

The softening of any potential puncture spots became imperative: whether it be the shroud bases, the lifelines and stanchions, the mast base, or the spreader tips; as well as the mast and attachments. New and inventive ways were utilised to 'soften' the blow to those expensive high tech sails.

Sail material and manufacture has moved on of course and, while the lessons learned are not in

use so much by racing yachts anymore, cruising yacht owners can still benefit from those lessons to enhance the longevity of a large, and continual, expense to the sailing budget.

Sails are hardy and hard working, but it is still a cloth that is fragile to incidents outside of its working parameters. So it is a good idea to look over your yacht, from deck to masthead, to highlight any potential danger spots and see what can be done to increase their longevity.

Besides checking out your own yacht it can also be educational to check out what others in the marina have done: both racers and cruisers.

Discussing the problem with North Sails representative, club member Nick Beaudoin, he recommended quite a few methods to maintain the integrity of your sails when in use on deck.

"Protecting your sails from rigging is an important part of sailing," says Nick, "as contact between the two can cause damage to your sails and shorten their lifespan."

"Spreader boots are covers that are placed over the spreaders to prevent them from damaging the sails. They are made from a soft, durable material that cushions the sails and reduces the risk of impact and damage," says Nick.



Emily is a picture sitting at the start of Arm D. Here can be seen her bespoke leather spreader protection patches.



These spinning discs, seen here on Ellipse, not only protect the headsail from the stanchion, but also assist the sail in flipping over the lifelines.



Inexpensive to buy, simple to install and easy to replace, these stanchion guards do the trick on Next.

The perfect example of such ‘boots’ are those seen on the meticulously maintained wooden boat *Emily*, usually seen out on marina arm D. Using leather patches cut to fit the spreader ends is an historical method, many others will use plain cloth tape, which requires constant replacement due to the bashing they receive.

They look beautiful and, while time consuming and difficult to fit, making them yourself is a great project.

In addition to protecting the spreader ends, Nick also recommends the placement of sail spreader patches in areas where a sail (both headsail and mainsail) comes into contact with the spreaders. These protective patches, used to reinforce the sail, are typically made from a durable, abrasion-resistant material such as Kevlar, nylon, or polyester. They are designed to be affixed to the sail in the area where it comes into contact with the spreaders, using stitching or adhesive.

The patches provide an extra layer of protection to the sail, helping to prevent damage and extend its lifespan.

Another method of protecting spreader ends requires some forethought; some yacht owners will place hard discs of plastic on their main shroud, they sit just above the spreader. These discs spin around; the idea being that a sail will just roll off the spinning disc sitting just above the spreader and not hit the dangerous pointy bits.

These same spinning discs are also seen on lifelines alongside stanchions to provide the same protection. Stanchions are the vertical posts used to support the lifelines or guardrails on a sailboat. When the genoa is unfurled or tacked, it can sometimes come into contact with the stanchions, which can cause damage to the sail.

Check out the photo of *Ellipse*, they have used those same spinning discs to facilitate the rolling of the sail over the lifeline. The forethought required is to insert the discs through the shroud or lifeline when first rigging the yacht.

While spinning discs may not be your preferred stanchion guards, there are other ways to prevent stanchions from damaging your sails.



Using the KISS principle, Great White simply tapes up the offending cotter pins.

Out on the CYCA marina there can be seen many different solutions, luckily this is where the local hardware store can be of use, rather than an expensive marine specific solution.

Plastic plumbers pipe provides a perfect protection for sails. The photo of *Next* shows the use of a soft bendable pipe that has been slit down lengthways and placed over the lifelines and stanchion then retaped to hold in place. Simple, inexpensive and effective.

Further out on the marina *Ichi Ban* shows another simple method that is doubly useful for efficient sailing. This number one racer uses pipe along the entire length of each top lifeline; the pipe ensures the sails roll over the entire lifeline while also keeping the sail clear of the stanchion head, thus negating the call for the foredeck to ‘skirt the heady’!

Note that *Ichi Ban*’s ‘pipe’ is in fact bespoke carbon fibre tubing, but the average yacht owner can easily substitute for a small diameter plastic pipe from any large hardware store.

Nick from Norths also recommends stanchion patches on your genoas, similar to the spreader patches, as a protective patch to reinforce the sail in areas where it comes into contact with the stanchions on a sailboat.

But, traditionally, the shroud base at deck level has been the worst offender in shredding sails as well as the fingers of crew. Those dastardly split cotter pins cause the damage.

Surreptitiously hiding out in the turnbuckle, they perform admirably to stop the shroud from unravelling completely. But those sharp pin ends are a nightmare.

In the good, old (bad, old?) IOR days I used to spend hours rigging up protection around these areas before a regatta. My personal recipe was to wrap the turnbuckle in electrical tape until it covered the cotter pin; then squeeze silicone into the space to cover the offender; then wrap the whole lot in a lot of cloth tape. Weight was not such a factor in those days.



The height of the plumber's pipe on Blue Moon helps the headsail bend around the corner.



Valkyrie uses a larger diameter to facilitate the rolling.



One of the prettiest yachts on the harbour, Drumfire looks good from top to bottom.

Nowadays, surprise surprise, the remedies are a lot neater and simpler.

A good shroud cover now covers not only the shroud base but also the shroud as well so it does not get damaged from the power of the genoa, while also helping the sail roll around the corner.

On the marina there was a good collection of options displayed: from the basic bit of electrical tape as seen on *Great White*, a simple solution which probably gets replaced regularly; to the, once again, inventive use of plumbing pipe as seen onboard *Blue Moon* and *Valkyrie*.

Once again, just as with the spinning discs, the use of the tubing needs to be organised when first rigging the yacht.

Nick likes the large roller pipe over the shrouds as it takes a lot of the damage potential of the headsail away but cautions that, over time, shrouds can become worn and damaged due to exposure to the elements so it is vital that these pipes are regularly lifted and the shrouds and bases inspected.

Again, Nick also notes that some overlapping genoas can be fitted with shroud patches to aid with wear and tear to the sail.

I also liked the clever use of plumbers piping accessories onboard *Valkyrie* that stopped their turning blocks from damaging the deck.

Of course you can also go the expensive option as seen onboard *Drumfire* where the shrouds are solid rod and hydraulically adjusted allowing a beautiful clean, shiny finish on the deck.

All these suggestions can be found by taking a stroll along your club's marina and making notes and taking photos and experimenting for what works for your boat and crew.

Another yacht club member, well known to many, is Carl Crafoord; his company, Sail Exchange, is

willing to take your old sails and on-sell them to give it another lease on life plus reducing the environmental impact.

Carl does have some more suggestions on keeping that wardrobe looking good and lasting longer. "It should be self-evident that flogging, flutter and impact will damage technical textiles such as sailcloth or sail membranes, says Carl, "so keep an eye on issues that may arise as you are sailing and note them in the log or have a maintenance notebook for such issues."

Carl also notes that spinnakers are often forgotten, "while sailcloth manufacturers test spinnaker cloth for tear resistance, on the boat you should regularly inspect and cover or tape snag points that could result in a spinnaker tearing on a hoist or drop; such as the front hatch and spinnaker poles."

Thanks to both North Sails and Sail Exchange for their assistance in this article. Please remember to sail safe; one of the best ways to do this is to regularly check and maintain all your yacht's systems and equipment. Not to mention training yourself and crew, but that is another story.

Feel free to send your suggestions, images or story ideas to Offshore magazine and help us to provide a better sailing experience for all. ⚓



Sometimes inspiration can come from the simplest of ideas, here is Valkyrie's take on deck protection.

From the Archives

How the "SYDNEY - GOLD COAST CLASSIC" started.

In July 1978 while visiting the University of Delft and the Tank testing facilities of Wageningen in the Netherlands, Peter Rysdyk was advised of a rather Hush Hush project for the Queensland Government then approaching the final stages.

This project was the 'Stabilisation of the infamous Southport Bar' combined with a proposal to put a stop to the moving Northwards of sand in that area causing the silting up of the Broadwater entrance, the estimated movement of sand was 279.4 m/m per annum on the Australian Eastcoast.

When returned to Sydney, Rysdyk immediately proposed to the CYC Board to announce a future yacht race from Sydney to Surfers Paradise, as he was not allowed to divulge the 42 million Seaway project, the proposal caused great hilarity with remarks 'Do we supply the wheels' etc, during further discussions there was strong doubts expressed as to the success of a winter race of such a distance.

When the commencement of the project was officially announced eighteen months later by the Queensland Government with Bjelke Peterson, enthusiastically accepting Patronage for the proposed Yachtrac, there was still strong opposition and doubts about the success of the venture.

Rysdyk was appointed Race Organizer and with tongue in cheek was wished success by the club elders, he obtained sponsorship from 'Bayview Harbour' and commenced intensive promotion, resulting in 92 entries with 84 actual starters for the first race.

He later obtained a better sponsorship from Jupiters Casino and the Conrad International hotel, this was lost after six years due to the CYC omitting to express written thanks for the assistance received.

At the glittering Race announcement in the Sydney Regent Hotel by the Hon Bjelke Peterson, well known journalist Bob Ross remarked to the Premier 'Sir, one can hardly call a coastal hop an 'OCEAN CLASSIC'. BP replied 'Young man everything in Queensland is a classic'. It is now a well known fact that this race indeed has become an

'OCEAN CLASSIC'

The documents in the following pages are those originally presented to the CYCA Board in 1984

Handed over August 1996 to the CYCA for archival safekeeping.

Peter Rysdyk
CYCA 18.

LE VOILES D'ANTIBES 2023

By Peter Shipway

The traditional opening of the European classic yacht regattas took place in the beautiful French Mediterranean town of Antibes over the first week in June.

Over 60 magnificent yachts from all ages and all sizes competed in various divisions. It was spectacular and exciting to be part of.

Perhaps the best known boat to CYCA members would have been 'Cambria' - by far the biggest yacht on show and which also won the Big Boat Division.

Also competing were veteran 12-metres *French Kiss* and *Kiwi Magic*, along with famous IOR yachts from days gone past - names such as *Optimist* (One Ton

Cup winner) *Matrero* (one of German Frers' early designs and four-time member of the Argentinian Admiral's Cup team), and the famous yachts *Outlaw* and *Ganbare*.

Also racing was one of Sparkman and Stephens most famous designs, *Stormy Weather*, who finished 3rd in class.

The regatta, held over five days, was raced in perfect conditions with the breeze was between 8 to 10 knots each day, smooth seas and sparkling Mediterranean waters.

I was fortunate to be one of the many crew aboard *Cambria*. ⚓

Cambria in all her glory.

Viveka 3rd in Big Boat Class.





Docking Cannon.



View from deck of Cambria.



Baruna.



Halloween from Cambria.



Cambria under massive spinnaker.



Halloween downwind.



Cambria mainsheet block.



P class.



Halloween 2nd in big boat class.



Kiwi Magic.



Timber spars.



Alcyon.



Current Audi Centre Sydney Blue Water Pointscore winner for sale

Australia's current blue water champion, the Reichel/Pugh 69 *Money Penny* is an outstanding turnkey option for a resolute 2023 RSHYR campaign.

Money Penny has been maintained to the highest standards by Noakes Group and dry sailed for the past four years with a high performance, hard Durepox underwater hull race finish. *Money Penny* has an extensive sail wardrobe with key sails delivered from Doyle in December 2022 - some sails remained in their bags for the last Hobart. Significant modifications and improvements were completed in 2022. *Money Penny* is an exciting and rewarding yacht for sailing at the highest levels on the world's yacht racing circuits.

- New Nanni diesel engine N3:80 installed December 2019
- New B&G H5000 instruments with Garmin displays installed July 2020
- New Panasonic Toughbook plus deck screen installed 2020
- New extended bowsprit installed 2020 (including new sails to fit)
- Full topsides and cockpit floor non-skid painted 2020
- Complete new running rigging 2021 plus many new items November 2022
- Additional water ballast November 2021 (total tank volume 1800kg)
- New EC6 running backstays fitted December 2022

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Around the Club

There have been some touch ups to the Club in recent months, acknowledging major achievements and the history of our Members, as well as maintenance to continue the improvement of our facilities.



Sam Haynes alongside the half model of his TP52 *Celestial*. Portrait photo: Andrea Francolini.



Celestial takes her place on famous wall

The half model of Vice Commodore Sam Haynes' *Celestial* has been added to the famous wall in the Members' Bar, following the TP52's win in the 2022 Rolex Sydney Hobart Yacht Race.

The *Celestial* model takes its place alongside the other Tattersall Cup-winning yachts throughout the history of the race.



Across Five Decades display

Richard Bennett's highly acclaimed book *Across Five Decades* is now permanently displayed in Coasters Retreat for Members to enjoy.

The book, which captures the defining moments of the Rolex Sydney Hobart Yacht Race over more than 50 years, was acquired by the CYCA History and Archives Committee.



New-look deck

The lower deck in the Clubhouse has had a temporary makeover. The Premises Committee recommended a timber cover be placed over the existing deck while actions are finalised to replace the deck in Winter 2024.

The CYCA Operations team got the job done in just two days to ensure minimal disruption to Members.



Hall of Fame

The CYCA Hall of Fame board has been added to the wall in the Clubhouse's internal staircase.

This acknowledges the 19 members in the Hall of Fame, including 2023 inductees Lou Abrahams, Richard Hammond, Peter Kurts and Iain Murray AM.



Art of Maintenance - Preparation and Philosophy

With Thomas Jacobsen & Michael Bell

This issue we asked two experienced ocean sailors to share their approach to boat maintenance. We explore their processes and schedules and find out which aspects they consider most critical preparing for a race.

Along the way, we manage to eke out some of their personal philosophies.

Michael 'Zappa' Bell who lives on Pittwater, is a fourteen-time entrant in the Rolex Sydney Hobart. Trained as a fitter and machinist, Zappa has been racing since the 70s and has now successfully passed the sailing bug on to his whole family. He chatted with us about his prep-schedule for ocean races like the Hobart, Melbourne Osaka plus all the fun stuff in between.

Zappa tells us he first started sailing as a kid on the Swan River in Perth and over the decades he's seen race entry requirements change "exponentially".

"Maintenance is really a list that grows from your own observation. I do all the work I can myself and I have various tradespeople that I've known for a long time that I respect and rely on to do what I can't. I use one yard, I use one rigger - and that just comes from experience.

There are multiple aspects to a boat - there's electrical, plumbing, sails and mechanics. You have to be organised to comply with the sport.

"There are long lists and you don't ever get it all ticked off. Unfortunately, with a boat, you can't just put it in a shed. Proper maintenance is done progressively on the water.

Aside from something that fails, you are aware of the life cycle of most components on a boat. Everything has to be cleaned, everything has to be serviced on a fairly regular basis.

"My mini job list is three pages long at 8 point type. And from there I just delegate who is going to do it - if it is me, or one of my mates.

"A rolling list is what maintenance is best described as. As you go along and fix one thing, other things can fail.

"For many years I worked as a boat builder in America and in Australia, so I'm familiar with part failings and shock loads. I think I am lucky in that respect, in relation to other owners of boats.

"Everyone is acutely aware of their responsibility to crew, so I also have a four-page safety document. The safety stuff is fairly onerous, but there is an



Michael Bell and Oli Bell on Minnie.
Photo: Andrea Francolini



audit form and you have to verify it's right, and then have it checked by an auditor.

You have all of the dates listed down, for things that expire like flares and medicines. And of course, you have to have insurance for each member, for the boat and the race too.

"You have to have three types of certified radios, and now days if something is three years old on a boat it is considered old. So there's a lot of paperwork.

"Risk management is at the back of your mind at every stage of the race. But I think most people who sail, love to go and tinker on their boat. It's frustrating sometimes, especially one you are on your own, but I enjoy it. I do enjoy it. It's a passion.

"At the end of the day, you get salt water in your veins and quite often at the end of a race like Sydney to Hobart you say; 'I am not doing this again' and then another month passes, and you get the boat back to Sydney, and you say let's go - let's do it."



Thomas Jacobsen

Thomas Jacobsen is an architect and designer who did the Hobart with his father back in 1994. Having sailed to America and back three times, Thomas is a member of the CYCA who now enjoys teaching his children Hero and Emerald to sail and fix things on boats.

He's always maintained the boats he's sailed himself and takes a business-like approach to selecting suppliers and various associates. to be part of his annual team looking after the maintenance schedule.

"My career started from my love of sailing at an early age - it taught me about designing, building and fixing things. It was a good test to make use of the limited resources around you.

It's all about risk management at the end of the day. If I am two weeks out in the middle of the ocean, on the way to America, I want make sure that I am not going die. I need to know how to solve the problem because no one else is going to be able to solve it for me.

But it's like anything in life - \$#!+ Happens.

"You can be really well prepared and then something breaks. Or you get bad weather. Or you could hit something or run into something, so there is always an element of risk.

There is a lot that goes not pre-planning and there's a lot of effort that goes to ensure that you don't have a problem when you go out there to race.

"It's a bit like a business. You have your certain contractors that you use, to specialise in certain areas and if you want it - there are people who specialise in each and every area. It's really up to the discretion of the boat owner as to how much or how little you want to do.

But at the end of the day, you need to know exactly how to fix things, if things break, then you have to have the knowledge of what to do, in the case of the unknown.

You also have to be quite organised in the way you approach it, and the way you have things stowed

before you go. You have to have the right tools and the right spares on board.

That's why you plan ahead for these sort of races like the Rolex Sydney Hobart."

"Of course you will have a mechanic who will look after your motor and then you have an electronics guy who would specialise in all the electronics, and then a rigger to have a look at the rig and the mast, and then you have sail master and then it breaks down into more sub-categories, just depending on how sophisticated the boat is and the design of the boat as well too.

Of course, when racing we'd have a daily, weekly, and monthly schedule and then of course a six-monthly schedule and an annual one. We'd always slip the boat every year and check all the parts, all the bearings, all the seals and do all of that.

"Weekly maintenance for example for us, is just like making sure that if we are racing during the Winter Series, that whatever was broken, or something had worn the week before or the race before, it was replaced. We would make sure we're always doing more preventative maintenance and we would jump on it before it became a big issue!

Still there a lot of variables that are outside of your control. Some things on boats can start to fatigue and you can't see that".

Now my son Hero is sailing Optis off Woollahra and so is my daughter Emerald.

Before he left this morning, we were watching various things on YouTube about how to fix things and we will sit there and discuss it so he can learn. It's teaching them discipline at the same time. Hero loves it and it's good for them both, because sailing gets them out into nature and they get to problem solve, instead sitting indoors in front of their screens". ⚓



1994 Rolex Sydney Hobart Yacht Race start

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WHAT'S ON AT CYCA



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CYCA TRIVIA NIGHT **7PM | SECOND** **WEDNESDAY OF THE** **MONTH**

Trivia Night is back at the CYCA, hosted by Trivia Master Luke Webb, on the second Wednesday of the month until September.

Get a team together and book a table of 10.

Entry is free and open to all.



CYCA CLUB SOCIAL LUNCH

15 AUGUST/17 OCTOBER

The CYCA Club Social Lunch, hosted by the Associates Committee, is a great opportunity to enjoy a lunch with fellow Members and guests.

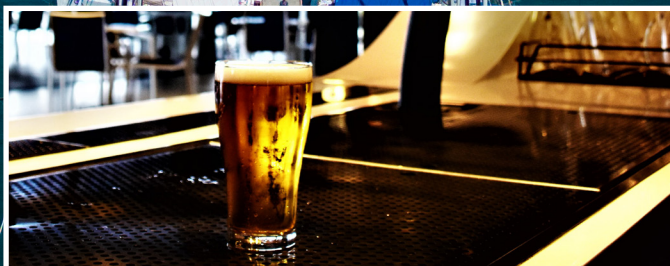
Upcoming lunches are locked in for Tuesday 15 August and Tuesday 17 October.



ANNUAL GENERAL MEETING

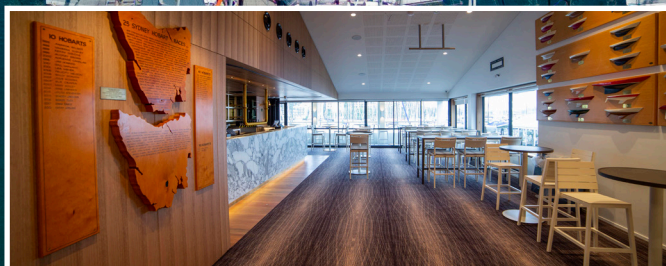
TUESDAY 25 JULY

The CYCA's 2023 Annual General Meeting will be held at the Club on Tuesday 25 July. Members will receive communications by email or post with more information.



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.

For the latest CYCA racing, events and functions visit
www.cyca.com.au/whats-on

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NEVER STRAIGHT

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

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