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OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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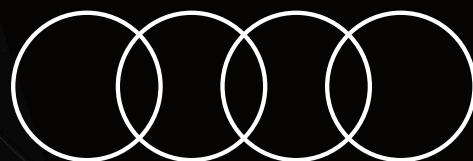


2022 NOAKES SYDNEY
GOLD COAST
YACHT RACE PREVIEW

OLIVIA & EVIE'S
PATH TO PARIS

EORA CAMPAIGN
GOES GLOBAL





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FLAG OFFICERS & DIRECTORS

COMMODORE
Noel Cornish AM

VICE COMMODORE
Arthur Lane

REAR COMMODORES
David Jacobs
Bradshaw Kellett

TREASURER
Dr Sam Haynes

DIRECTORS
Tom Barker
Peter Gothard
David Griffith AM
Jackie Sapir

CYCA MANAGEMENT

Justine Kirkjian – CEO
John Brennan – CFO

Fiona Cole – Administration Manager

Marina Gibson – House Events Manager

David Hislop – Marketing and Communications Manager

Tara Blanc-Ramos – Sailing Manager

Matt van Kretschmar – Operations Manager

CLUB INFORMATION

Cruising Yacht Club of Australia
1 New Beach Rd
Darling Point
NSW 2027

CLUBHOUSE

The CYCA is open seven days a week. For the latest on opening hours, please visit our website.

Phone: (02) 8292 7800
Email: cyca@cyca.com.au
Website: www.cyca.com.au

COVER PHOTOGRAPHY

The fleet leaves Sydney Heads at the start of the 2019 Noakes Sydney Gold Coast. Photo: Andrea Francolini

ADVERTISING ENQUIRIES

marketing.manager@cyca.com.au

CONTRIBUTING PHOTOGRAPHERS

ROLEX/Andrea Francolini,
David Brogan, Salty Dingo,
Mitch Grima

CONTRIBUTING WRITERS

Noel Cornish, Mitch Grima,
David Hislop, Phil Ross

COMMODORE NOEL CORNISH AM

At the helm



Despite several bouts of unseasonably inclement weather over the past three months, CYCA Members have been very busy with a broad range of activities, both on- and off-water. It has been especially heartening to see so many people back on the water and in the Clubhouse, enjoying the offerings available as Sydney continues to emerge from last year's restrictions.

The racing calendar has been a full one. The final weeks of the two 2021/22 Twilight Series were run and won, as well as the last of the Summer Offshore Series races – the resurrected Montague Island Race – with David Griffith's *Whisper* taking Overall honours and setting a new record for the race.

Winners and participants of these as well as the other Harbour and coastal pointscores came together to celebrate the season at the annual CYCA Summer Season Prizegiving. It was a fabulous evening.

The 2021/22 Sydney Harbour Women's Keelboat Series, which had been run in conjunction with four other Sydney yacht clubs also concluded at the end of March. Congratulations to all who competed and to the CYCA crews of *It Happens* and *Wilde Rush* (2nd and 3rd Overall in Division 1) and *Pacattack* (2nd Division 2).

The Great Veterans Race returned in May with a strong fleet of classic yachts and, for the first time, included IOR-era boats (launched between 1976 and 1990). Divisional honours went to *Fidelis*, *Solveig* and *Wild Oats*.

The CYCA hosted the J/70 National Championship, won for a second time by Member Tim Ryan's *Vamos*, as well as two TP52 Association regattas in May, which followed on from three class events in Middle Harbour, Port Stephens and Newcastle. *Matador* was crowned the overall TPR winner, with *Gweilo* victorious on IRC.

We also partnered with the Property Industry Foundation in March for their annual PIF Charity Regatta, with proceeds going to Sail For Homeless Youth. All agreed it was a great day and we thank the many Members who made their yachts and crews available for such a good cause.

The CYCA Winter Series is now well underway, with large fleets having competed in the first five races as well as in the first of three Winter Women's Series races. There has been some very close pursuit racing across the 11 divisions to date, albeit in light and challenging conditions on several Sundays.

CYCA Members featured in other sailing events over Autumn. After winning the Adelaide to Port Lincoln Yacht Race for a fourth time, Matt Allen's *Ichi Ban* won IRC Overall at the GPC Brisbane to Gladstone Yacht Race, with Sam Haynes' *Celestial* placing 3rd.

The Club was also well represented in the Sail Port Stephens Regatta across the TP52, Racing and Cruising divisions and in the Club Marine Pittwater to Coffs Harbour Race, Ian Short's *Fifty Two Hundred* (IRC) and David Griffith's *Whisper* (Line Honours) placing 2nd respectively to *Black Jack*, with Shane Connelly's *Rum Rebellion* finishing 3rd in the Two-Handed Division.

Our Youth Sailing Academy has again excelled by winning both the NSW Match Racing title and RSYS Hardy Cup for the 20th and 3rd consecutive years respectively. More recently, they triumphed at the 2022 Harken Youth International Match Racing Cup in Auckland. Warmest congratulations to Finn Tapper and his crew as well as to the broader YSA team.

CYCA Members have also been competing abroad. Rupert Henry is currently in Europe campaigning his Class 40, *Eora*, in three of the most keenly contested short-handed events on the global circuit;

AT THE HELM

he recently placed sixth in the CIC Normandy Channel Race over 1000nm against an extremely strong fleet. Rear Commodore Bradshaw Kellett has been competing in various races and regattas in the Caribbean, including the Caribbean 600. Ray Roberts' *Hollywood Down Under* took 4th on IRC at the San Diego to Puerto Vallarta Race.

We are excited to see the level and breadth of interest in the upcoming Noakes Sydney Gold Coast Yacht Race, returning after a two-year hiatus. At the time of writing, we have 42 entries, representing some of the finest offshore racers across all divisions. It promises to be one to remember. The race is of historical significance as the first Audi Centre Sydney Blue Water Pointscore event where eligible two-handed competitors compete for Overall honours.

On this note, I'd like to take this opportunity to warmly thank the members of the Special Purpose Working Group: Chairman Past Commodore Kerry Roxburgh AM, and members, Past Commodore and Life Member David Kellett AM, and Life Member Peter Shipway, who dedicated over 500 hours interviewing 69 stakeholders in preparation for their recommendations on two-handed eligibility for the Club's major trophies.

We anticipate strong growth in interstate and global entries for our offshore races through 2022/23 as international borders restrictions continue to ease.

Regrettably, the CYCA was unable to run the PONANT Sydney Noumea Yacht Race in 2022 due to ongoing border uncertainties and logistical challenges, but the race will be back bigger and better than ever in 2024.

Socially, the Club has been busy.

Over Autumn, the Club began rolling out a comprehensive schedule of events including perennial favourites: Badge Draw, Trivia Nights and the New Members' Meet and Greet. Our Associates' Committee has hosted Games Nights, Ladies' Nights and Back to CYCA Lunches, as well as a very successful Market Day.

The 2022 International Women's Day Breakfast, hosted by Director Jackie Sapir, featured panellists

Nina Curtis, Felicity Nelson and Rachel Williams who shared stories of their pathways through sailing in line with this year's theme – 'Break the Bias'.

In June, our monthly Information Evenings, organised by the Sailing Office and Cruising Committee, will make a long-anticipated return, the first topic being 'Managing Two-Handed Campaigns' with Wendy Tuck and Campbell Geeves.

Elsewhere, the History and Archives Committee has been busy scanning and collating content in preparation for the digital archive which we hope to launch to Members later in the year. Peter Shipway and David Champtaloup added two more interviewees to their library of Video Archive Project recordings - Rolex Sydney Hobart's Two-Handed handicap winner Jules Hall and Sydney Hobart legend Tony Ellis.

I would like to acknowledge notable achievements of our CYCA Members. Matt Allen was recently elected as Vice President of the Australian Olympic Committee (AOC) and Olympians Matt Wearn, Mat Belcher and YSA alumnus Will Ryan were made Honorary Members of the CYCA in recognition of their gold medal performances at the Tokyo Olympics.

Sadly, we acknowledge the passing of several long-term Members and stalwarts of the Club over the past three months. Our thoughts are with all their families and friends. Most recently, we rang the bell for Dean Harrigan – an active racer and strong supporter of the Youth Sailing Academy, sponsoring the Captain John Piper Regatta for 13 years.

On a personal note, I would sincerely like to thank everyone at the CYCA for their encouragement and generous support through my tenure as Commodore. Although it was a challenging period for our Club, and for the world more broadly, I am extremely grateful to have the privilege of being your Commodore for the past two years.

I hope to see many of you at the return of the Commodore's Ball later this month – an event that I am very much looking forward to hosting.

Best wishes. ⚓

It just takes two

Eligible two-handed entrants are able to compete for the Cruising Yacht Club of Australia's (CYCA) most prestigious trophies.

This will include the George Adams Tattersall Cup (awarded to the overall winner of the Rolex Sydney Hobart Yacht Race), the John H. Illingworth Challenge Cup (awarded to the Line Honours winner of the Rolex Sydney Hobart Yacht Race), the Peter Rysdyk Memorial Trophy (awarded to the overall winner of the Noakes Sydney Gold Coast Yacht Race) and the Audi Centre Sydney Blue Water Pointscore.



The John H. Illingworth Challenge Cup and the George Adams Tattersall Cup. Photo: Salty Dingo



The Peter Rysdyk Memorial Trophy is awarded to the overall winner of the Noakes Sydney Gold Coast Yacht Race.

The decision comes after the CYCA Board adopted recommendations following receipt of a preliminary final report from the Two-Handed Special Purpose Working Group.

Over the last 11 months, the Special Purpose Working Group (SPWG) has undertaken a thorough assessment of the eligibility of two-handed yachts to challenge for the CYCA's most prestigious trophies.

In June 2021, the SPWG was established and invited submissions from interested parties. Following this, the group conducted interviews with 69 individuals (including owners, skippers and crew of both fully-crewed and two-handed boats, rating office personnel, race office personnel, and technical experts), 61 meetings and more than 400 hours of work from the group.

The SPWG delivered the report to the CYCA Board on Wednesday 27 April 2022, unanimously recommending that:

1. Provided two-handed entrants meet all relevant criteria as required by the Notice of Race; and
 - They present a valid IRC and/or ORCi rating certificate; and
 - The output of their auto pilot required by the NOR is strictly limited to rotation only of the boat's stern ('aft') rudder (s)

They will be eligible to compete for the Club's most prestigious trophies such as the Tattersall Cup,

Illingworth Trophy, Peter Rysdyk Cup and the Blue Water Pointscore trophies.

2. Any two-handed entrants complying with all relevant criteria as required by the NOR, sailing with an unrestricted auto pilot, are only eligible and allowed to compete in the Line Honours and PHS divisions.

These recommendations were adopted by the CYCA Board ahead of the release of the final report in May.

CYCA Commodore Noel Cornish AM said: "I would like to thank the Two-Handed Special Purpose Working Group for the comprehensive work that has gone into producing these recommendations.

"The valued input from 69 individuals during the interview process ensured widespread representation and enabled the group to address the various issues at hand.

"The growing popularity of two-handed sailing was particularly evident in the 2021 Rolex Sydney Hobart, with almost 20 per cent of the fleet made up of two-handed crews.

"We look forward to welcoming two-handed crews from across Australia and abroad for CYCA races in 2022, including the Noakes Sydney Gold Coast, the Rolex Sydney Hobart and the Audi Centre Sydney Blue Water Pointscore races."

The final report is now available to view on the [CYCA website](#). [📄](#)

New role for Commodore Cornish

By David Salter

CYCA Commodore Noel Cornish said he was honoured to accept the position of President of the Australia Day Regatta Management Committee.

Commodore Cornish was handed the traditional burgee of office by outgoing President, CYCA Life Member Matt Allen, at a meeting of the Committee in early April.

The Regatta, which was first held in 1837, is the oldest continuously conducted annual sailing event in the world. It attracts around 600 entrants each year in commemorative races staged across NSW on 26 January.

"I love the sport, and the combination of celebrating Australia Day and celebrating it on the water in sailboat racing is just a magic formula for me," said Commodore Cornish. "I'm really looking forward to it." ⚓



Commodore Cornish receives the traditional burgee from Matt Allen.



Olympic gold medallists awarded CYCA Honorary Membership

Australia's three sailing gold medallists from the 2020 Olympic Games have been recognised by the CYCA for their achievements, awarded Honorary Membership to the Club.

Matt Wearn OAM, Mat Belcher OAM and Will Ryan OAM (YSA Alumni and a CYCA Member) will be Honorary Members of the CYCA until 31 March 2025.

Wearn won Laser gold at Tokyo 2020, while Belcher and Ryan combined to be crowned Olympic champions in the Men's 470 class.

The CYCA looks forward to welcoming our three new Honorary Members to the Club and continuing to support their endeavours around the world. ⚓

Top: Matt Wearn OAM. Bottom: Mat Belcher OAM and Will Ryan OAM.

Ichi Ban wins Brisbane to Gladstone as *Black Jack* and *Celestial* break records

Matt Allen's Botin 52 *Ichi Ban* won Overall honours in the 74th Gladstone Ports Corporation Brisbane to Gladstone Yacht Race.

This was a third Brisbane to Gladstone win in five attempts for Matt and his crew, having won in 2017 on his former TP52 and in 2018 on his current boat.

"It was pretty close in the early stages of the race, then we blew up a couple of spinnakers and that put us back a fair way, so we had to fight our way back against *Celestial*," said Matt.

"We were a little closer in shore, with less adverse current. In the reaching legs, we had good lengths through that reach across and kept extending through the early hours of the morning and to the finish line."



Ichi Ban in action during the Brisbane to Gladstone. Photo: Andra Bite

Peter Harburg's Reichel/Pugh 100 *Black Jack* (skippered by Mark Bradford) claimed Line Honours in a blistering time of 16 hours, 13 minutes and 56 seconds to break their own race record from 2018.

Meanwhile, Sam Haynes' TP52 *Celestial* set a new record for a conventionally ballasted yacht in 19 hours, 24 minutes and 52 seconds, beating the previous best time set by *Ichi Ban* in 2018. ⚓

CYCA Members shine in Pittwater to Coffs Harbour Race



Ian Short's TP52 *Fifty Two Hundred*.

Congratulations to CYCA Member Ian Short (*Fifty Two Hundred*) and CYCA Director David Griffith (*Whisper*) on their respective second-place finishes on IRC Overall and Line Honours in the Club Marine Pittwater to Coffs Harbour Race 2022.

Ten CYCA boats were among the fleet of 30 for the 226 nautical mile race, with Shane Connelly's *Rum Rebellion* also notably placing third in the Two-Handed Division.

Black Jack claimed Line Honours in a new race record and was crowned the overall winner. ⚓



SUMMER SIGN OFF



Amazingrace and Oronot Drumfire in action during the final race of the Wednesday Twilight Series.



Brix Distillers delivered the goods for placegetters in the Wednesday Twilight Series.



There's no better place to be at twilight in Summer.

Sydney's emergence from lockdown paved the way for an action-packed Summer Season of racing.

The CYCA was able to conduct more than 70 races across eight series and pointscores.

The season kicked off on 20 October with the non-pointscore Wednesday Twilight Series, which regularly attracted fleets of 50+ boats.

The Club was pleased to welcome Brix Distillers on board as a prizegiving partner throughout the Wednesday Twilight Series, with divisional placegetters in each race taking home a range of brilliant prizes, including bottles of rum, pre-mixed drinks, caps and t-shirts.

All winners across the 15 races also went into the draw to win the grand prize – a five-litre barrel of Brix Barrel Aged Rum with custom labels, as well as a crew party and rum tasting at Brix's Surry Hills Distillery & Bar.

Congratulations to the crew of *Sea Change*, who were drawn as the winners of this fantastic prize.

The Sharp EIT Monday Twilight Series returned with 14 races across the Spring and Summer Pointscores.

Phil Herscovics' Sydney 38 *Shine On – Team Callendina* was crowned overall winner in Division 1, after finishing third in the Spring Pointscore and winning the Summer Pointscore.

Matt and Lisa Wilkinson's Farr 30 *Victoire* was second, while Darryl Hodgkinson's Carkeek 40 *Victoire* was third.

Overall pointscore honours in Division 2 went to George Waldthausen's Cavalier 350SL *Superfine*, thanks to second-place finishes in both seasonal pointscores.

Tony Booth's J/920 *Selkie* finished second, while a win in the final race helped Kerry Lehman's Seaway 25 *Black Diamond Bay* to third.

There was plenty of ocean racing for competitors to enjoy, with full calendars for the Short Ocean Pointscore, Short Haul Pointscore, Combined Pointscore, Two-Handed Pointscore and Ocean Pointscore. View the full honour roll on the opposite page.

Thank you to all volunteers who made the Summer Season possible, including: Steve Kidson, Denis Thompson, Brian Carrick, Tracey Johnstone, Jackie Sapir, Trevor Baillie, John Allan, George Astudillo, Daniel Richardson, Eric Blake, Jenni Birdsall, Michael Fletcher and Andrew Martin. ⚓

2021/22 CYCA Summer Season honour roll

SHARP EIT MONDAY TWILIGHT SERIES

GREAT WHITE

- **3rd** PHS Div 2 Spring Pointscore

VAMP

- **3rd** IRC Summer Pointscore

BLACK DIAMOND BAY

- **3rd** PHS Div 2 Overall & PHS Div 2 Summer Pointscore

SELKIE

- **2nd** PHS Div 2 Overall
- **1st** PHS Div 2 Spring Pointscore

SCARLETT O'HARA

- **1st** PHS Div 2 Summer Pointscore

SINE WAVE

- **3rd** IRC Overall & IRC Div 1 Spring Pointscore
- **2nd** PHS Div 1 Spring Pointscore & IRC Overall Two-Handed Pointscore

SUPERFINE

- **1st** PHS Div 2 Overall (Summer Twilight Cup)
- **2nd** PHS Div 2 Spring & Summer Pointscore

SHINE ON - TEAM

CALENDINA

- **3rd** PHS Div 1 Spring Pointscore
- **1st** PHS Div 1 Overall (Summer Twilight Cup) & PHS Div 1 Summer Pointscore
- **1st** PHS Div 2 Short Ocean Spring Pointscore

SHORT HAUL POINTSORE

INDEFENSIBLE

- **3rd** PHS Autumn Pointscore
- **2nd** PHS Passage Pointscore
- **1st** PHS Sydney to Pittwater Race 1 (Paul Royle Trophy)

CADENZA

- **2nd** PHS Overall
- **1st** PHS Autumn Pointscore

CYRENE 3

- **3rd** PHS Overall
- **2nd** IRC Overall, PHS Spring Pointscore, IRC Spring Pointscore & IRC Passage Pointscore
- **1st** IRC Autumn Pointscore

ONE MORE NO MORE

- **3rd** PHS Spring Pointscore & PHS Passage Pointscore
- **2nd** IRC Autumn Pointscore

- **1st** IRC Spring Pointscore, Passage Pointscore & IRC Overall

YPUTAKITEUP

- **2nd** PHS Autumn Pointscore
- **1st** PHS Spring Pointscore, PHS Passage Pointscore & PHS Overall

COMBINED POINTSORE

UTOPIA

- **2nd** PHS Div 2
- **1st** IRC Div 2

VICTOIRE

- **1st** IRC Div 1, PHS Div 1 & 1st IRC Overall Sharp EIT Monday Twilight Series

TWO-HANDED POINTSORE

SALT SHAKER

- **3rd** ORCi Overall

SPEEDWELL

- **3rd** IRC Overall & PHS Overall

RUM CHASER

- **2nd** ORCi Overall, PHS Overall & Div 1 Summer Pointscore in Sharp EIT Monday Twilight Series

LOCAL HERO

- **3rd** IRC Div 2 & 2nd ORCi Div 2 Summer Offshore Series
- **2nd** PHS Div 2 Summer Offshore Series
- **1st** IRC Overall (Two-Handed Pointscore Trophy), ORCi Overall & PHS Overall

SHORT OCEAN POINTSORE

SHIBUMI

- **3rd** PHS Div 2 Autumn Pointscore & PHS Div 2 Overall

UBS WILD THING

- **1st** PHS Div 1 Autumn Pointscore

WAX LYRICAL

- **3rd** ORCi Div 2 Overall & ORCi Div 2 Autumn Pointscore

- **2nd** ORCi Div 2 Spring Pointscore & IRC Div 2 Combined Pointscore

- **1st** ORCi Div 2 Combined Pointscore & PHS Div 2 Combined Pointscore

FOREIGN AFFAIR

- **3rd** IRC Div 2 Overall
- **2nd** IRC Div 2 Spring Pointscore, IRC Overall Sharp EIT Monday Twilight Series & PHS Div 1 Sharp EIT Monday Twilight Series

NINE DRAGONS

- **3rd** IRC Div 1 Overall & PHS Div 1 Spring Pointscore
- **2nd** IRC Div 1 Spring Pointscore

AMANTE

- **3rd** IRC Div 2 Spring Pointscore
- **2nd** IRC Div 2, IRC Div 2 Autumn Pointscore & PHS Div 2 Spring Pointscore
- **1st** ORCi Div 2, Div 2 Spring Pointscore, Div 2 Autumn Pointscore, PHS Div 2, PHS Div 2 Autumn Pointscore

MINERVA

- **3rd** PHS Div 1 Overall & IRC Div 1 Spring Pointscore
- **2nd** IRC Div 1 Overall, Div 1 Autumn Pointscore & PHS Div 1 Autumn Pointscore

STORMAWAY

- **1st** IRC Div 2, IRC Div 2 Spring Pointscore & IRC Div 2 Autumn Pointscore
- **2nd** ORCi Div 2, ORCi Div 2 Autumn Pointscore, PHS Div 2, PHS Div 2 Spring Pointscore & PHS Div 2 Autumn Pointscore

SAMARKAND

- **1st** IRC Div 1 Overall, IRC Div 1 Spring Pointscore, IRC Div 1 Autumn Pointscore, PHS Div 1 Overall & PHS Spring Pointscore

OCEAN POINTSCORE

ZARA

- **2nd** PHS Autumn Pointscore

RAGTIME

- **3rd** ORCi Spring

Pointscore & ORCi Div 2 Overall

CELESTIAL

- **3rd** ORCi Div 1

BORDERLINE

- **3rd** PHS Div 2 & IRC Autumn Pointscore
- **1st** PHS Autumn Pointscore

ABOUT TIME

- **3rd** IRC Div 1, IRC Spring Pointscore & IRC Div 1 Autumn Pointscore (Short Ocean Pointscore)

SHAYA MOYA

- **3rd** IRC Div 2, IRC Div 2 Combined Pointscore & PHS Div 2 Combined Pointscore
- **2nd** ORCi Div 2 & ORCi Div 2 Combined Pointscore

REVE

- **3rd** PHS Overall
- **2nd** PHS Spring Pointscore
- **1st** PHS Div 2

WINGS

- **3rd** PHS Spring Pointscore
- **2nd** IRC Div 2 & PHS Div 2

VIRAGO

- **2nd** PHS Overall, PHS Div 1 & PHS Div 1 Short Ocean Pointscore

SAIL EXCHANGE

- **3rd** IRC Overall, ORCi Overall and ORCi Autumn Pointscore
- **1st** IRC Division 2 & ORCi Division 2

GWEILO

- **3rd** PHS Div 1
- **2nd** IRC Overall, IRC Div 1, ORCi Div 1, IRC Autumn Pointscore, IRC Spring Pointscore & ORCi Spring Pointscore
- **1st** ORCi Overall & ORCi Autumn Pointscore

SMUGGLER

- **1st** Overall, IRC Div 1, PHS Overall and PHS Div 1

Whisper claimed a clean sweep of the Summer Offshore Series.

MONTAGUE MILESTONE

The Montague Island Race made a truly historic return to the CYCA racing calendar, as the 2022 Summer Offshore Series finale.

The 320 nautical mile journey was long recognised as one of the great east coast offshore races, originally introduced by the Royal Prince Alfred Yacht Club in 1947.

10 boats headed south on the evening of Friday 18 March in the third and final race of the Summer Offshore Series.



Corum and Mistral set off for Montague Island.



The calm before the storm. Philosopher prepares for the start of the Montague Island Race.



Top: Victory in the Bass Island Race and second place in the Virtual Mark Race was enough for *Smuggler* to finish the series in second overall.

Left: *Disko Trooper* Contender Sailcloth on the Montague Island Race track.

After a few hours of clean sailing, the fleet faced a 20-25 knot southerly and a thunderstorm with a short, choppy sea state, evoking memories of the first night in the 2021 Rolex Sydney Hobart Yacht Race.

CYCA Director David Griffith's JV62 *Whisper* averaged 14-22 knots before the breeze dropped as they passed Wollongong and faced a slow grind home.

But they navigated the lighter conditions just as well as they had tackled the heavy weather, crossing the line in a new record time of 1 day, 5 hours, 7 minutes and 34 seconds.

That broke the CYCA's third longest-standing record - shaving 98 minutes and 41 seconds off the previous best time set by Tony Fisher and Fred Williams' *Helsa II of Our Town Newcastle* in the 1981 Montague Island Race.

It was a long weekend for the rest of the fleet. The two-handed Lombard 34 *Mistral* (Rupert Henry and Greg O'Shea) was next over the line at 4:36pm on Sunday afternoon, the only other boat to finish inside two days.

Whisper took all race honours ahead of *Mistral*, while David Henry and Stephen Prince ensured the third podium spot was also filled by a two-handed boat, impressing on David's Sydney 36 *Philosopher*.

With two wins from the three races, *Whisper* was crowned *Summer Offshore Series* champion on all handicaps, ahead of Seb Bohm's *Smuggler* (winner of the Bass Island Race) and *Mistral*. ⚓

2022 SUMMER OFFSHORE SERIES RESULTS

IRC overall

1	<i>Whisper</i> (David Griffith)
2	<i>Smuggler</i> (Seb Bohm)
3	<i>Mistral</i> (Rupert Henry and Greg O'Shea)

IRC Division 1

1	<i>Whisper</i> (David Griffith)
2	<i>Smuggler</i> (Seb Bohm)
3	<i>Blink</i> (Mark Gorbatov)

IRC Division 2

1	<i>Mistral</i> (Rupert Henry and Greg O'Shea)
2	<i>Disko Trooper_Contender Sailcloth</i> (Jules Hall and Jan Scholten)
3	<i>Local Hero</i> (Mark Ayto and Anto Sweetapple)

PHS overall

1	<i>Whisper</i> (David Griffith)
2	<i>Smuggler</i> (Seb Bohm)
3	<i>Mistral</i> (Rupert Henry and Greg O'Shea)

PHS Division 1

1	<i>Whisper</i> (David Griffith)
2	<i>Smuggler</i> (Seb Bohm)
3	<i>Blink</i> (Mark Gorbatov)

PHS Division 2

1	<i>Mistral</i> (Rupert Henry and Greg O'Shea)
2	<i>Local Hero</i> (Mark Ayto and Anto Sweetapple)
3	<i>Disko Trooper_Contender Sailcloth</i> (Jules Hall and Jan Scholten)

ORCi Overall

1	<i>Whisper</i> (David Griffith)
2	<i>Smuggler</i> (Seb Bohm)
3	<i>Mistral</i> (Rupert Henry and Greg O'Shea)

ORCi Division 1

1	<i>Whisper</i> (David Griffith)
2	<i>Smuggler</i> (Seb Bohm)
3	<i>Blink</i> (Mark Gorbatov)

ORCi Division 2

1	<i>Mistral</i> (Rupert Henry and Greg O'Shea)
2	<i>Disko Trooper_Contender Sailcloth</i> (Jules Hall and Jan Scholten)
3	<i>Local Hero</i> (Mark Ayto and Anto Sweetapple)



B R I X

S Y D X R U M

PARTNERS OF THE CYCA WEDNESDAY TWILIGHT SERIES



CYCA Winter Series

Sydney Harbour is the best place to spend a wintry Sunday!

The 2022 CYCA Winter Series includes 10 pointscore races, bookended by two of the three Winter Women's Series races.

The pursuit race regularly attracts fleets of 100+ boats across the 11 divisions.

Entries close at 1200hrs on the Thursday prior to each race. Visit cyca.com.au to enter.

All photos: David Brogan

Indi



Scarlett Sun



Speedwell



Wax Lyrical



Borderline



Never a Dull Moment



SHE STEERS

The CYCA's Winter Women's Series continues to grow in popularity, giving many women sailors the opportunity to get valuable experience at the helm.

Following the opening race of the series, we caught up with two Members who took on the role of skipper during a race for the first time.

KAREN GARNETT *FARRST COMPANY*

This was my first time at the helm in a real race and even though the pressure wasn't on and we all just wanted to enjoy the day, helming with competition was super exciting. I learnt so much from my trusty crew.

Being our first race out of the CYCA, we were getting our bearings on the marks and made some rookie mistakes.

We missed the start by one-and-a-half minutes and my navigator thought the Bradley Head mark was at Bradley's Head, so we left the fleet and went our own way.

We also thought it was only one lap and after crossing the line, we started heading home. If the start boat crew didn't ask us where we were going, we would have had a DNF against our name!

It was such a wonderful experience and introduction to this wonderful Club. We have only owned *Farrst Company* for six months. My Mum used to sail on her at Greenwich Flying Squadron with the *Grundy* crew, and found a late love of being on the water.

When *Farrst Company* came up for sale, it was the perfect opportunity to finally become boat owners. "*Faarsty*" has become part of the family.



Karen beaming with pride at the helm of Farrst Company, a Farr 1020 owned by Andrew van Heyst and Russell Dixon

CLARE FRASER MAESTRO

I wonder how many of the CYCA sailors, young and old, can remember how they felt before their first full race on the helm of a keelboat? I thought I was nervous, but a crew mate assured me it must be excitement I was feeling.

Despite sailing as crew with my father, John, on our various 24-32ft family boats over the past 20 years, I had never quite got around to helming a full race. Before we moved on to this current boat, renamed Maestro, a Beneteau First 30, we sailed a J/24, which had given me the impetus to start taking over on the tiller during some RANSA twilight races, particularly as we often competed against Wendy Tuck in her J/24. Wendy is a true role model for all aspiring female skippers like me.

The combination of this latest boat, a lot of crew encouragement, and the fact that the CYCA Winter Series started with the Jill McLay Trophy women's race, meant that 2022 was clearly the year to take the tiller.

What a great feeling to be racing at the CYCA, and on such a perfect sailing day. Warm, sunny, 10 knots of breeze, supportive helpful crew (and a working fridge). The staggered race start on my lucky number 6 went well, and the boat was sailing really nicely, aided by lots of incoming advice on wind, position, tactics and rule reminders.

The buoy roundings in close company with larger boats were a little hairier than expected, but we managed not to hit anyone. I didn't realise how much concentration and quick reactions were required on the helm, particularly at those roundings.

It all seems easy and effortless when someone else is negotiating the massive sailing chess board which forms the course! However, all competitors were clearly out to enjoy the day.

The race plan was ... Cross the start line, go around all the marks, cross the finish line, do not crash and have a good time on the water. In the past, we have not always managed to follow all components of this plan, but this time we succeeded, eventually finishing in seventh place.

Crossing the finish line is such a great feeling which everyone should experience. Advice to self for future races? Drink more water and don't forget to look at who is coming up behind you (particularly just before a buoy rounding).

The opportunity to be part of a women's regatta was also a big part of the push that got me over the line to put my name down as "skipper". So, thanks to CYCA and the team for running such a great event.

It was brilliant to be in the mix with 40 other boats out on Sydney Harbour, and I hope all the other women also had fun. A final big thanks to all the Maestro crew for helping me get through. 🍷

Clare steers Maestro, her father John's Beneteau First 30



Three Sydney icons.
Photos: Mitch Grima/Property Industry
Foundation

SAILING FOR HOMELESS YOUTH

Thank you to all CYCA Members who supported the charity regatta, which contributed to the \$275,000+ raised this year by the Property Industry Foundation towards the Haven House Projects. ⚓





1. Good vibes on OZDesign Patrice Six. 2. Soaking in the day on Wild West. 3. John Brennan's Beneteau Oceanis 38 Dancing with the Wind. 4. The CYCA hardstand was transformed for the PIF party. 5. Matt Allen's Carkeek 60 Ichi Ban. 6. All smiles on Holy Cow. 7. Cheers, Nautical Circle. 8. Lounging on Oroton Drumfire. 9. Quick Plumbing on Outlaw. 10. Doing the Eagle Rock.





TP52 TUSSLE

The Australian TP52 Class Association launched earlier this year, giving owners of the grand prix racing boats more racing opportunities and structure in this entertaining and competitive class.

The Association's first official pointscore featured five regattas between March and May.

Over the three months, Association members competed in 21 races, resulting in some of the most exhilarating and closest racing seen in Australia at this level.

Craig Neil, owner/skipper of *Quest*, is on the Association's management committee, alongside Terry Wetton and Sam Haynes (owner/skipper of *Celestial*).

"Every boat improved over the series and the lead changes were an indication of how close the racing was," he said.

"To get on the podium, crews had to do everything right.

"The Association also adapted support for youth sailors and under the TPR rating system, boats were given bonus points for sailors under the age of 24.

"This saw a lot of our future champions getting experience on board Australia's elite grand prix boats."

The series opened with the Sydney Harbour Regatta, hosted by Middle Harbour Yacht Club.

Five boats battled for the Association's first points: *Matador* (David Doherty), *Zen* (Gordon Ketelbey), *Gweilo* (Matt Donald and Chris Townsend), *Quest* and *KOA* (Andrew Kearnan).



Gweilo. Photo: Bow Caddy Media.



Celestial. Photo: Bow Caddy Media



Zen. Photo: Bow Caddy Media

Matador won the last four races to secure victory in the regatta on both TPR and IRC handicaps, ahead of *Zen. Quest* (TPR) and *Gweilo* (IRC) also secured podium finishes.

Next up was the Sailfest Newcastle Regatta, where the fleet increased to nine.

Matador again came out on top on TPR, with two wins from the four races, closely followed by *Smuggler* (Seb Bohm), and *KOA*, who could only be separated on countback.

Back-to-back wins to close out the regatta put *Gweilo* on top of the IRC standings, one point clear of *Smuggler*, with *Matador* in third.

The TP52s headed to Sail Port Stephens for Regatta 3 and there were two new names atop the standings.

Quest took out TPR honours from *Smuggler* and *Matador*, while Sam Haynes' *Celestial* was on the podium in each race to lead the way on IRC.

The pointscore moved to the CYCA for the final two regattas.

Zen won three of the four races on both handicaps in Regatta 4 to win on TPR (beating *Quest* on countback) and finish second behind *Gweilo* on IRC.

Gweilo won Race 3 and finished second in the other races to comfortably take IRC victory.

Regatta 5 rounded out the inaugural pointscore, with *Gweilo* and *Matador* the standouts on the first day of racing.

Gweilo edged *Matador* to victory in all three windward-leeward races on IRC, while *Matador* claimed a first, second and third on TPR to trail *Gweilo* by just one point heading into the final race.

Victory in the inshore passage race on both TPR and IRC handicaps ensured the regatta win for *Matador*.

Doherty's TP52 was crowned the Australian TP52 Class Association's inaugural pointscore champion on TPR, ahead of *Quest* and *Smuggler*.

Gweilo took out IRC overall honours, ahead of *Matador* and *Zen*.

Visit cyca.com.au for the latest information and results from the Australian TP52 Class Association.

The Association is planning future regattas and short offshore racing. ⚓



Smuggler. Photo: Bow Caddy Media

SERIES RESULTS - TPR

Place	Boat	Skipper
1.	<i>Matador</i>	David Doherty
2.	<i>Quest</i>	Craig Neil
3.	<i>Smuggler</i>	Seb Bohm
4.	<i>KOA</i>	Andrew Kearnan
5.	<i>Gweilo</i>	Matt Donald and Chris Townsend
6.	<i>Zen</i>	Gordon Ketelbey
7.	<i>Celestial</i>	Sam Haynes
8.	<i>Frantic</i>	Michael Martin
9.	<i>Ichi Ban</i>	Matt Allen
10.	<i>Patrice</i>	Tony Kirby

SERIES RESULTS - IRC

Place	Boat	Skipper
1.	<i>Gweilo</i>	Matt Donald and Chris Townsend
2.	<i>Matador</i>	David Doherty
3.	<i>Zen</i>	Gordon Ketelbey
4.	<i>Celestial</i>	Sam Haynes
5.	<i>Quest</i>	Craig Neil
6.	<i>Smuggler</i>	Seb Bohm
7.	<i>KOA</i>	Andrew Kearnan
8.	<i>Ichi Ban</i>	Matt Allen
9.	<i>Frantic</i>	Michael Martin
10.	<i>Patrice</i>	Tony Kirby



Craig Neil at the helm of Quest. Photo: Bow Caddy Media

Ocean Racers of the Year



Matt Allen and the crew of *Ichi Ban*.



Jules Hall and Jan Scholten were totally in sync in *Disko Trooper_Contender Sailcloth*.

The CYCA Ocean Racer of the Year Awards recognise the outstanding achievements of competitors in the Club's blue water sailing program.

Navigating the challenges of COVID-19 restrictions and lockdowns, the Club was able to provide plenty of offshore racing opportunities throughout 2021.

The Audi Centre Sydney Blue Water Pointscore – which included the Flinders Islet Race, the Bird Island Race, the Cabbage Tree Island Race and the Rolex Sydney Hobart Yacht Race – provided excellent challenges with varied conditions across all four races.

With a historic third Tattersall Cup win in the Rolex Sydney Hobart, fully-crewed overall honours in the Bird Island Race and second-place finishes in the other two races, **Matt Allen's** Botin 52 *Ichi Ban* was crowned Audi Centre Sydney Blue Water Pointscore champion.

Matt was crowned Ocean Racing Yachtsperson of the Year for the fourth time, a record he now shares with Syd Fischer.

"It's always a great honour to win that award [Ocean Racer of the Year], but it is a reflection of the team's performance," Matt said.

"This is a team that just wants to work really hard together. We've got plenty of experience and talent."

For his role in *Ichi Ban's* successful campaign, **Will Oxley** was named Ocean Racing Navigator of the Year for a record-equalling third time.

Jules Hall and **Jan Scholten** were named the inaugural Two-Handed Ocean Racers of the Year after a dominant campaign on Jules' J/99 *Disko Trooper_Contender Sailcloth*.

The pair won the first two races of the Audi Centre Sydney Blue Water Pointscore in the Two-Handed Division, before finishing third in the Cabbage Tree Island Race and sweeping all divisional handicaps in the 2021 Rolex Sydney Hobart.

Antony Hawke scooped the Youth Ocean Racer of the Year award after completing his second Rolex Sydney Hobart on Richard Hudson and David Beak's *Pretty Woman*.

The 21-year-old bowman competed in all Audi Centre Sydney Blue Water Pointscore races aboard *Pretty Woman*, which finished an impressive 14th overall on IRC.

CYCA Director and owner/skipper of *Whisper*, **David Griffith**, was the Ocean Racing Veteran of the Year.



David Griffith.



Antony Hawke.



Glenn Stewart.

Griffith and *Whisper* competed in almost all of the CYCA's offshore races in 2021, starting with the Summer Offshore Series and finishing second overall in the Audi Centre Sydney Blue Water Pointscore.

Whisper also finished first overall in the Flinders Islet Race and first on Line Honours in the Audi Centre Sydney Blue Water Pointscore.

Alex Seja and **Felicity Nelson** were crowned Ocean Racing Rookies of the Year following their maiden campaign as owners and co-skippers of the Sydney 36 *Supernova*.

Alex and Felicity bought the yacht in February 2021 and assembled a crew for the Audi Centre Sydney Blue Water Pointscore.

Supernova finished 13th overall on IRC in the 2021 Rolex Sydney Hobart, which was Nelson's milestone 25th appearance in the race.



Alex Seja and Felicity Nelson.

Glenn Stewart was honoured with the Sally Gordon Memorial Trophy as Crew Person of the Year.

Glenn was an integral member of the *Midnight Rambler* crew throughout 2021 as they enjoyed plenty of success throughout the Tasmanian offshore season and finished seventh overall in the Rolex Sydney Hobart.

He was joined on board *Midnight Rambler* for the Rolex Sydney Hobart by daughter Anne, who sailed in the race for the first time. ⚓

CYCA 2021/22 OCEAN RACER OF THE YEAR AWARDS

Ocean Racing Yachtsperson of the Year:
Matt Allen (*Ichi Ban*)

Two-Handed Ocean Racers of the Year:
Jules Hall and **Jan Scholten** (*Disko Trooper*, *Contender Sailcloth*)

Ocean Racing Navigator of the Year:
Will Oxley (*Ichi Ban*)

Youth Ocean Racer of the Year:
Antony Hawke (*Pretty Woman*)

Ocean Racing Veteran of the Year:
David Griffith (*Whisper*)

Ocean Racing Rookies of the Year:
Alex Seja and **Felicity Nelson** (*Supernova*)

Crew Person of the Year (Sally Gordon Memorial Trophy):
Glenn Stewart (*Midnight Rambler*)

2022/23 AUDI CENTRE SYDNEY BLUE WATER POINTSCORE



**30
JULY**

**NOAKES SYDNEY
GOLD COAST YACHT RACE**

**12
NOV**

BIRD ISLAND RACE

**24
SEP**

FLINDERS ISLET RACE

**2
DEC**

**CABBAGE TREE
ISLAND RACE**

**14
OCT**

TOLLGATE ISLANDS RACE

**26
DEC**

**ROLEX SYDNEY HOBART
YACHT RACE**



2022 NOAKES SYDNEY GOLD COAST YACHT RACE

PREVIEW



NAVIGATING NORTH

For the first time in three years, the Noakes Sydney Gold Coast Yacht Race will set off from Sydney Harbour on Saturday 30 July 2022.

Following consecutive race cancellations due to the COVID-19 pandemic, this will be one of the most highly-anticipated offshore races of the year.

Ichiban was overall winner in 2016. Photo: Andrea Francolini





Barry Cuneo's TP52, Envy Scooters, won overall honours in 2019. Photo: Andrea Francolini



ABOUT THE NOAKES SYDNEY GOLD COAST YACHT RACE

START

1300hrs, Saturday 30 July 2022

DISTANCE

384 nautical miles

RACE RECORD (OPEN)

Wild Oats XI, Bob Oatley – 22 hours, 3 minutes and 46 seconds (2012)

RACE RECORD (CONVENTIONALLY BALLASTED)

Loki, Stephen Ainsworth – 1 day, 2 hours, 52 minutes and 39 seconds (2012)

RACE SPONSOR

Noakes Group

RACE FINISHING PARTNER

Southport Yacht Club

FIRST RACE

1986

OVERALL TROPHY

Peter Rysdyk Memorial Trophy



Who will lift the Peter Rysdyk Memorial Trophy in 2022?

An all-star fleet is building for the return of the Noakes Sydney Gold Coast – the first of six races in the 2022/23 Audi Centre Sydney Blue Water Pointscore.

The 384 nautical mile race has been run by the CYCA since 1986, when the Gold Coast Seaway opened.

Then-Queensland Premier, Sir Joh Bjelke-Petersen fired the starting cannon for that inaugural race as a fleet of 83 yachts headed north with the promise of much warmer weather.

The late Peter Rysdyk was the driving force behind the introduction of the race and his legacy is honoured through the Peter Rysdyk Memorial Trophy, awarded to the overall winner on IRC handicap.



A busy start to the 2019 Noakes Sydney Gold Coast. Photo: Andrea Francolini



Black Jack holds off Wild Oats XI to win Line Honours in 2018. Photo: Michael Jennings Creative

There will be stiff competition to join the illustrious list of boats to win that trophy.

Matt Allen's Botin 52, *Ichiban*, fresh from winning a historic third Tattersall Cup in the 2021 Rolex Sydney Hobart, headlines the list of overall contenders entered at the time of writing.

Ichiban (2016) is among a number of former winners with an eye on overall honours, including *Chutzpah* (2018), *White Bay 6 Azzurro* (as *Quikpoint Azzurro* in 2015 and *Komatsu Azzurro* in 2017), *Quest* (2004) and *Wild Oats* (1991 and 1994), to name a few.

2021 Rolex Sydney Hobart Line Honours winner *Black Jack* (Peter Harburg's Reichel/Pugh 100,

skipped by Mark Bradford) will look to continue her successful streak, having begun the year with Line Honours wins in the Brisbane to Gladstone Yacht Race and Pittwater to Coffs Harbour Yacht Race.

She'll have company in John Winning Jr's VPLP 100 *Andoo Comanche*, the 2019 Rolex Sydney Hobart Line Honours winner which has enjoyed overseas success in recent years, including in the Rolex Middle Sea Race and RORC Transatlantic Race.

The race records – held by *Wild Oats XI* (open) and *Loki* (conventionally ballasted) – have now stood for 10 years. Will conditions allow these to be challenged?



Disko Trooper_Contender Sailcloth shone in the 2021/22 Audi Centre Sydney Blue Water Pointscore. Photo: Salty Dingo



Taking in the east coast scenery. Photos: Alex McNaught



*A strong group of TP52s will battle it out.
Photo: Andrea Francolini*



The 2022 edition will be the first time two-handed boats will compete in the Noakes Sydney Gold Coast.

Eligible two-handed boats will also compete for overall honours for the first time in the Audi Centre Sydney Blue Water Pointscore.

Jules Hall's J/99 *Disko Trooper_Contender Sailcloth* will be one of the favourites amongst the two-handed boats, with Jules having enjoyed a sterling debut campaign alongside Jan Scholten, culminating in being crowned the Two-Handed Division's overall winner in the 2021 Rolex Sydney Hobart.

Many other two-handed entrants from the Rolex Sydney Hobart will make the journey north, including *Crux* (read more about Carlos Aydos and Tomas Kliman on page 30) and *Joker on Tourer*, while the likes of *RumChaser*, *Nexba* and *Transcendence Crento* make their maiden appearances in the Audi Centre Sydney Blue Water Pointscore.

Sean Langman, Managing Director of Race Sponsor Noakes Group and a multiple times winner of this race, is back with his Reichel/Pugh 69 *Moneypenny*, which should enjoy a good tussle with the likes of David Griffith's JV62 *Whisper*.



Gweilo in full flight. Photos: Andrea Francolini

This will be Sean Langman's first Noakes Sydney Gold Coast with Moneypenny. Photo: Andrea Francolini

Craig Neil's Quest.



The battle of the TP52s will provide another entertaining plot line and there are many boats in the smaller range capable of challenging for overall honours should conditions favour them – *Supernova*, *Chutzpah* and *Azzurro* among the early entrants to look out for.

“The addition of two-handed crews adds an exciting element to the 2022 race and we expect to see some of the biggest names in Australian offshore sailing on the start line,” Commodore Noel Cornish AM said.

“The Noakes Sydney Gold Coast is one of the CYCA’s great blue water challenges and provides an excellent pathway for young sailors who are making the step up to longer offshore racing.

“I would like to extend a particular thank you to our Race Sponsor, Noakes Group, for their support over the last two years as we dealt with the challenges of COVID-19.”

Visit goldcoast.cycaracing.com to view the full list of entrants and keep an eye on the latest news in the build-up to the 2022 Noakes Sydney Gold Coast. ⚓

2019 NOAKES SYDNEY GOLD COAST WINNERS

Line Honours

Wild Oats X (Mark Richards)

IRC

Overall *Envy Scooters* (Barry Cuneo)

Division 0 *Chinese Whisper* (Rupert Henry and David Griffith)

Division 1 *Envy Scooters* (Barry Cuneo)

Division 2 *Patrice* (Tony Kirby)

Division 3 *Grace O'Malley* (Zoe Taylor)

Division 4 *Mistral* (Pierre Gal)

ORCi

Division 1 *Envy Scooters* (Barry Cuneo)

Division 2 *Patrice* (Tony Kirby)

Division 3 *Sail Exchange* (Tim Horkings and Carl Crafoord)

Division 4 *Mistral* (Pierre Gal)

PHS

Pekljus (David Suttie)

Corinthian – IRC

Showtime (Mark Griffith)

Corinthian – PHS

Stampede (Michael McDonald)

Sydney 38

The Goat (Mitch Gordon)



Ray Hudson's XS Moment.



CRUX ON COURSE

Crux was one of the standout boats in the 2021 Rolex Sydney Hobart's inaugural Two-Handed Division. Photo: ROLEX/ Andrea Francolini



Carlos (left) and Tomas on board Enigma.

Carlos Aydos recalls his determination to get to the Rolex Sydney Hobart finish line on New Year's Eve last year, on his S&S 34, *Crux*.

He and co-skipper Peter Grayson weren't particularly chasing a result; they simply wanted to be at Constitution Dock in time to celebrate the turn of the year with friends and family.

In fact, they had stopped looking at the standings after sailing into a hole around Maria Island.

So the pair got a pleasant surprise when they got to the dock just before 9pm and discovered they'd finished second in all handicaps in the inaugural Two-Handed Division.

That capped off a serious change in fortune for *Crux* in the 2021/22 Audi Centre Sydney Blue Water Pointscore.

After finishing off the podium in the Flinders Islet Race and then bottom of the standings in the Bird Island Race, *Crux* made the most of more favourable conditions to win the Cabbage Tree Island Race on ORCi and PHS in the Two-Handed

Carlos admits *Crux* “suffered a beating” but shone in the 2021 Cabbage Tree Island Race.
Photo: Andrea Francolini



Division, while finishing second behind *Speedwell* on IRC.

Buoyed by that progression, Carlos is now preparing for his second Audi Centre Sydney Blue Water Pointscore campaign with *Crux*, this time accompanied by Tomas Kliman for the Noakes Sydney Gold Coast Yacht Race.

The pair crewed together on *Enigma* in the 2017 Rolex Sydney Hobart and did a qualifying passage two-up on *Crux* last year.

Their friendship and ocean racing experience on *Enigma* is a boost given their condensed build-up to the Noakes Sydney Gold Coast.

“We just want to get out, use the time between now and the race start to spend as much time on the boat as possible,” Carlos said.

“We’re not professional sailors, we have day jobs, so we’ll get ready as much as possible on weekends.”

This will be a first Noakes Sydney Gold Coast for both Carlos and Tomas.

They may be new to the race track, but there are many lessons Carlos learned in 2021 which he takes into the new blue water season.

“We’re not a fast boat and we knew [in the 2021 Rolex Sydney Hobart] we would have a few days on the water,” he reflected.

“We knew if we wanted to get there, we needed to look after ourselves, try to get as much rest as possible under those conditions.

“But the key lesson was taking it slowly, focusing on not getting hurt, preserving energy and that takes you halfway to getting a good result on a two-handed boat, in my opinion.

“The main difference being a smaller boat is the currents will have a huge influence in the Noakes Sydney Gold Coast. We’re potentially sailing against the EAC [East Australian Current], so we’ll just do the best we can in the stronger streams from the south.”

Carlos has placed particular focus on upskilling as a navigator, taking valuable advice from navigators on similar size boats and also Will Oxley, navigator for Matt Allen’s *Ichiban*.

“In the 2021 Cabbage Tree Island Race, we learnt a really hard lesson,” he said.

“As soon as we went around Cabbage Tree Island, most boats went out and we tacked early with a couple of other boats. We paid a big price for that, because everyone got into the current out there, we didn’t.

“The Boxing Day conditions were similar to that and we thought we wouldn’t make the same mistake, so we went out as far as we could and that worked out well.

“It’s very much about learning lessons and having friends give us good tips!”

Crux shook up the two-handed fleet in December. Can they carry that form to the Gold Coast? ⚓



Wintry weather sets the fleet on their way

Nautical Circle

Take a look back at some of our favourite images from the start of the 2019 Noakes Sydney Gold Coast Yacht Race.

Credit: Andrea Francolini



The fleet gets busy approaching the Heads



Sail Exchange



Pretty Woman



Final preparations at CYCA



Eyes on the prize



Fast start for Wild Oats X



Komatsu Azzurro



Envy Scooters en route to victory



A stunning backdrop for the race start



Race ready for UBS Wild Thing



Shifting sails on Stampede



Gun Runner



Into the blue



Bowman at work

Captain Kirke prepares Enterprise Next Generation for maiden east coast voyage



The Noakes Sydney Gold Coast marks a welcome return to our blue water fleet for West Australian boats, following the challenges of border restrictions in recent years.

A new adventure for Kirke on Enterprise Next Generation. Photo: Shooting the Breeze Photography



Enterprise Next Generation has enjoyed a successful couple of seasons in WA. Photos: Lindsay Preece



Anthony Kirke will make the trek across the country with his crew from the west coast, returning to the Audi Centre Sydney Blue Water Pointscore for the first time since 2019, when he competed on his Farr 40, *Enterprise*.

This time he'll be racing on his Botin Carkeek GP42, *Enterprise Next Generation* (the headlines write themselves!).

Having only had the boat for half a season, Kirke and co. wouldn't have been quite ready for the 2021 Rolex Sydney Hobart, even if they had been able to make it across.

But now with a full season of offshore racing in the books and success in its home state, *Enterprise Next Generation* is raring to take on the east coast races.

"We wanted to make the step up into a faster boat," Kirke said. "There are a couple of GP42s in WA and they're very suited to offshore conditions here, because there is quite a bit of reaching.

"Particularly when you go south, you generally get a pretty strong breeze for a return leg and the planing boats are very competitive in the weather conditions.

"The GP is a very exciting boat to sail compared to the Farr, it really gets up in the sea breeze."

Kirke last raced to the Gold Coast on *Enterprise* in 2018, finishing 9th on IRC. That year, Kirke was named the CYCA's Ocean Racing Rookie of the Year.

To the 2022 race, he brings some of the crew from his Farr 40 and recent additions, including those picked up from the crew of *Indian*, which was sold late last year.

Paul Eldrid, the former Boat Captain on *Indian*, offers plenty of offshore racing experience as the Navigator of *Enterprise Next Generation*, while Kirke skips alongside Andrew Nuttman (also a co-owner in the GP42).

"We've done the Ocean Racing WA Siska Series with 13 crew and 11 on the boat, so we've had very good consistency," Kirke said.

"We'll have 10 of that crew with us for most of the Blue Water Pointscore and that makes a huge difference.

"We've had two full seasons over the last couple of years. There have been a couple of times where it looked like we might get locked down, but the offshore program has been pretty uninterrupted."

Enterprise Next Generation, which sails out of Fremantle Sailing Club has been on the hardstand with rudder and keel out, in preparation for the trip to Sydney in late June.

"We're doing a bit of work on the boat and there are a few upgrades we're doing, including upgrading the winches," Kirke said. "The boat is extremely sensitive to backstay.



Kirke was named the CYCA's Ocean Racing Rookie of the Year in 2019.

"We're pretty happy with the performance of the boat, but weight is critical. One thing we've seen with carbon 40-footers is you've got to be careful not to put too much weight on them when you go offshore.

"We're putting a watermaker on so we're not carrying too much water. We've got to pay attention to detail to try and keep weight down on the boat; it does affect the planing performance.

"We've played a bit with the rating and I think we're looking pretty good. We're very happy with how we're going."

Kirke says *Enterprise Next Generation* will "certainly be stepping into a pretty competitive" arena during the east coast campaign in 2022. "But that's the idea!" ⚓



Kirke's old Farr 40 Enterprise during the 2019 Bird Island Race.



THE COURSE



FINISH

off Main Beach

GOLD COAST

SYDNEY

START

1300hrs
Saturday 30 July
in Sydney Harbour



RACE RECORD

00:22:33:46

Wild Oats X (2012)



**RACE RECORD
(Conventionally
Balasted)**

01:02:52:39

Loki (2012)

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MERCHANDISE**



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**2021 ROLEX SYDNEY HOBART
COLLECTION**

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Follow the 2022 Noakes Sydney Gold Coast



RACE START

Watch a LIVE stream of the race start on YouTube, Facebook or the official race website.

DURING THE RACE

Follow the LIVE tracker on the official race website and stay tuned to our social media channels for regular updates.



RACE REVIEW

The race website is your go-to for results, reaction, photos, videos and more! The Spring issue of Offshore (released in early September) will also have a special feature reviewing the race.



CYCA TV



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goldcoast.cycaracing.com

AN ENDURING LEGACY

The rich history of the Sydney Hobart Yacht Race was again on full display for the 2022 edition of the Great Veterans Race.

David Champtaloup, owner/skipper of *Caprice of Huon* and Chair of the Club's classic and veteran yachts committee, recalls another memorable day on Sydney Harbour.



A perfect Autumn sailing day greeted 22 classic yachts in the 2022 Great Veterans Race.

Around 8 knots at 030° saw the three division fleet away in an integrated pursuit start.

After a quiet stretch around the top mark at Lady Bay, the breeze built and by the time the yachts rounded Clarke Island for the second windward leg, had backed 15° and increased to 14 knots.

Fidelis and *Love & War*, the scratch boats in Division 1, have a competitive history in classic events. *Love & War* tends to be faster upwind and *Fidelis* down, and that's the way this race played out, with *Love & War* leading on the second windward leg at EC2 by around two minutes.

From there, the course was to Shark Island and then the finish in Rushcutters Bay and *Fidelis*, advantaged on the reach to the finish by the wind backing, was able to catch *Love & War* at Clarke Island and go on to win.

(Top to bottom) Nigel Stoke at the helm of *Fidelis*. Annie Lawrence's historic Halvorsen 36 Solveig claimed Division 2 honours.



The margin between the boats, just 54 seconds after 2.2 hours of racing, is another small monument to the skill of the handicapper and his Performance Handicapping System.



Nigel Stoke's *Fidelis* took the Windward Trophy for first place in Division 1, followed by *Love & War* (Simon Kurts) and *Defiance* (Nicole Shrimpton). Nigel observed that while the pursuit format has the obvious advantage of reducing tensions on the start line, it also allows the best possible view of the classics on the course.

It does occur to your correspondent that the best view of the classics might be while passing every one of them on the way to winning the race.



Division 2 and the Vic Meyer trophy went to Annie Lawrence and *Solveig*, 35 seconds ahead of *Suraya* (Carl Sriber), and *Nike* (Samuel Hunt) in third, 31 seconds ahead of *Jasnar* (Gordon Ingate).

After the race Carl said this was his fourth Great Veterans Race second place and, in what may be an unrelated matter, he will be sailing *Suraya* to Greece later this year.

For the first time, the Great Veterans Race included an IOR Era Division with the requirement of a launch date prior to 1991. First place in the new division went to Gordon Barry Smith and *Wild Oats*,

(Top to bottom) *Wild Oats* was one of four boats in the inaugural IOR Era division.

David Champtaloup's *Caprice of Huon*.

Zara and *Love & War* cross.

The *Suraya* crew get to work.



followed by *Sagacious V* (David Hundt) and *EZ Street* (Bruce Dover).

The Great Veterans Race and the Sydney Hobart Classic Yacht Regatta are supported by an interclub committee that I have the good fortune to chair.

My thanks to all of the Committee members for their dedicated work... theirs is a commitment of passion: Nigel Stoke (*Fidelis*), David Salter (*Mister Christian*), Bruce Gould (*Margaret Rintoul*), Ben Gray (*Impeccable*), Peter Shipway (on Simon Kurts' *Love & War*), John Maclurcan with his 43 years of handicapping experience and CYCA Commodore Noel Cornish AM.

The next CYCA event for veteran yachts is the Sydney Hobart Classic Yacht Regatta, 9 through 11 December. ⚓



(Top to bottom) Nicole Shrimpton's *Defiance*. Commodore Noel Cornish steers Simon Kurts' *Love & War*. *Defiance* and *Mister Christian*.

2022 GREAT VETERANS RACE

CLASSICS - DIVISION 1

1	<i>Fidelis</i>	Nigel Stoke	RSYS
2	<i>Love & War</i>	Simon Kurts	CYCA
3	<i>Defiance</i>	Nicole Shrimpton	RSYS
4	<i>Zara</i>	John Griffin	CYCA
5	<i>Caprice of Huon</i>	David Champtaloup	CYCA
6	<i>Mister Christian</i>	David Salter	SASC
7	<i>Electra</i>	David Kellett	CYCA
8	<i>Margaret Rintoul</i>	Bruce Gould	RSYS

CLASSICS - DIVISION 2

1	<i>Solveig</i>	Annie Lawrence	RANSA
2	<i>Suraya</i>	Carl Sriber	CYCA
3	<i>Nike</i>	Samuel Hunt	SASC
4	<i>Jasnar</i>	Gordon Ingate	RSYS
5	<i>Maris</i>	Tiare Tomaszewski	SASC
6	<i>Delinquent</i>	Warwick Ellis	SASC
7	<i>Lolita</i>	Nick Cassim	SASC
8	<i>Kintail</i>	Peter Stern	RYCT
9	<i>Malohi</i>	Maurie Evans	SASC
10	<i>Valhalla</i>	Tony Burgess	NHSC

IOR ERA YACHTS

1	<i>Wild Oats</i>	Gordon Barry Smith	CYCA
2	<i>Sagacious V</i>	David Hundt	CYCA
3	<i>EZ Street</i>	Bruce Dover	SASC
4	<i>Gunrunner</i>	Murray Stewart	ADF



Photo:
Salty Dingo



Path to Paris

CYCA Members and Youth Sailing Academy Alumni, Olivia Price and Evie Haseldine, have their eyes on Olympic gold at Paris 2024.

In October 2021, Evie Haseldine approached Olivia Price looking for mentorship.

Olivia had no hesitation, but insisted on a hands-on approach.

"I said to Evie that in order to help her as best as I could, I needed to see her sailing," Olivia recalls. I knew her as a person, but I didn't really know her as a sailor."

Olivia was already providing some guidance to the Australian Sailing Futures athletes, keeping her skills sharp with coaching and commentary roles since stepping away from competitive sailing a few years earlier.

There was no plan for the 2012 Olympic silver medallist to get back on the water in earnest, but that first sail with Evie just felt right.

As 19-year-old Evie remembers: "We both came off the boat without needing to say to each other that we clicked really well."

Now, they're going for gold.

Over a chat and a coffee, Olivia and Evie made the call to campaign in the 49erFX class at the 2024 Olympic Games in Paris, conscious of the shortened Olympic cycle.

Despite the time pressures, it wasn't a decision Olivia made lightly.

"I wouldn't be the person I am today without taking that time away from the sport; I wouldn't love it as much as I do," she said.

"I'm really excited for the next two years. I don't know if I remembered exactly what I was in for, but I'm ready for it regardless of what gets thrown at us. We have the skills and capability to work together as a team and we're pretty clear about where we need to be."

Though chance seems to have created this burgeoning partnership, the pair have long been intertwined.

They are family friends, who both grew up sailing with the CYCA's Youth Sailing Academy and Drummoyne Sailing Club.

Indeed, Evie's is a path well trodden by Olivia, who was just a year younger than Evie is now when she campaigned for London 2012.

"When I look at Evie, I'm immediately reminded of myself when I was 18," Olivia said. "Her determination is something that I'm in awe of."

"She's bursting with energy and does not stop, so it's a good dynamic. There is a lot we both bring to the team and the reason it works for us is that we're open to each other and not afraid to call each other out."

Olivia and Evie during their first international block together. Photo: Beau Outteridge/Australian Sailing Team



"It's a credit to the support team and everyone around us that's allowing us to make mistakes and learn.

"I think our relationship is going to be a benefit for us. The more you know your sailing partner, the more there is potential for success, because you can reset a little bit quicker, you can understand where the other person is coming from."

The respect is certainly mutual. Evie has a distinct memory of seeing Olivia down at Drummoyne shortly after the London Games.

"She had come down to show us her Olympic medal and I remember thinking 'wow, one day I want to do that'," Evie said.

"Throughout school, when you're asked who your biggest inspiration is, most kids in Years 3 and 4 would say their parents, but mine was always Olivia Price.

"It's exciting to have the expertise and experience of someone like Liv. Her mentality is so determined and so dedicated, which is similar to myself. To be able to share this experience and keep pushing each other is quite cool."

After deciding to hit the start button on their Olympic campaign late last year, Olivia and Evie have had the throttle down all the way.

They completed their first two European regattas together in Spain and France, competing against some of the world's best 49erFX teams while still settling into their new class.

In a sign of their dedication to get to Paris, the pair scratched their planned holiday in sunny Spain between regattas in favour of on-water training and race analysis.



Proud CYCA Members and YSA Alumni.

"That period gave us a little more focus to try and execute some goals in Hyeres," Olivia said. "It's a great way to approach Olympic racing; there is so much you can do, but if you keep a narrow focus, especially while we're trying to learn as a team and progress as quickly as possible, that's the best way to approach it.

"You want to make every day count."

Evie added: "That first trip to Palma was a big eye opener for me. It was something I'd dreamt of for years.

"But it doesn't stop there. We know everyone is beatable and we have such a relationship that we both have that mentality that nothing is impossible.

"It was an eye opener, but it also added a bit of fuel to the fire."

After a brief pit stop back home, Olivia and Evie returned to Europe for an extended competition block, which will see them tackle events in Denmark, Germany and France before the 2022 49erFX World Championship in Halifax, Canada.

We'll be keeping a close eye on their path to Paris. Stay tuned! ⚓

Vamos goes back-to-back



Vamos shone on Sydney Harbour. Photos: Adventures of a Sailor Girl.



Juno.



Celestial.

CYCA Members Tim Ryan, Rob Greenhalgh, Jess Grimes and Charlie Gundy celebrated back-to-back national titles for *Vamos* in the 2022 J/70 Australian Championship.

The regatta was hosted by the CYCA in April, with 14 races across four days of competition.

Tim's *Vamos* triumphed in Blairgowrie in 2021 and was again the most consistent performer throughout the Championship, winning six times and finishing on the podium in all but three races.

She secured the title with a race to spare, finishing seven points clear of *Swish* (skippered by Steven Proud, representing the Royal Sydney Yacht Squadron).

"This crew sailed fantastically throughout the week and I'm very grateful for their efforts," Tim said.

"The crew work was good and Rob put us in places that I don't think a lot of other boats went, so it worked really well for us.

"The regatta has become a lot more competitive than 12 months ago, which shows how much the class is building. I think there are a few skippers just getting into the class, so hopefully it will continue to build."

Reg Lord's *Juno* was again on the podium, finishing third for the second consecutive year, while Sam Haynes' *Celestial* finished strongly with five podiums (including two wins) from the final six races.

Also representing the CYCA, Marco Poli's *Nuvola* finished 10th overall and fourth in the Corinthian division. ⚓

RESULTS - 2022 J/70 AUSTRALIAN CHAMPIONSHIP

CLASSICS - DIVISION 1			
1	<i>Vamos</i>	Tim Ryan	CYCA
2	<i>Swish</i>	Steven Proud	RSYS
3	<i>Juno</i>	Reg Lord	CYCA
4	<i>Celestial</i>	Sam Haynes	CYCA
5	<i>Joust70</i>	Rod Warren	SYC
6	<i>Jabberwocky</i>	Andrew Thompson	MHYC
7	<i>The Jackal</i>	Kevin Nixon	RSYS
8	<i>Jabiru</i>	Karyn Gojnich	RSYS
9	<i>Madness</i>	Brendan Lee	SYC
10	<i>Nuvola</i>	Marco Poli	CYCA
11	<i>Skyhook</i>	Anthony Landgren	SYC
12	<i>Jumpin' Jack Flash</i>	Martin Kudnig	BYS
13	<i>Maybe-J</i>	Michael Nash	RSYS

Introducing... Dehler 46 SQ



Take a look inside the new Dehler 46 SQ, the traditional German brand's new flagship.

SQ has long stood for Speed and Quality at Dehler, and thus for perfect sailing characteristics and state-of-the-art design.

The new Dehler 46 SQ stands out with a new decoration and lighting concept, an intelligent interior layout, as well as high-performance upgrades to the rig and cockpit. That is why the 46 SQ combines pure sailing and comfort in a class of its own.



KEY FEATURES:

- The cockpit is more streamlined, giving the deck a more modern look.
- The 46 SQ can be equipped with sporty Y-spoke wheels, electric racing winches and exclusive coachroof sunpads.
- The bowsprit with bobstay and integrated anchor arm offers a forward tack point for a gennaker or Code 0. With the Facnor Flatdeck furling system, the drum is significantly lower, allowing for longer luff and larger sail areas. The innovative system is safer and easier to handle, avoiding riding turns and uneven furling on the drum.
- Another new feature is the flying staysail, which allows the headsail to be reduced safely and without shifting the centre of effort. In combination with the second reef in the mainsail, even storms can be mastered.
- With the Competition keel and rudder, taller carbon mast and Quantum high-performance sails, one can coax even more potential from the Dehler 46 SQ.
- To bring more natural light below deck, the hull windows have been enlarged and two additional windows let into the coachroof.
- New work surface colours and the updated lounge area complete a much brighter saloon, which can be configured in four different layouts in the saloon and cabins.

The world premiere of the Dehler 46 SQ will be marked at the Cannes Yachting Festival from 6-11 September 2022.

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LIVING THE DELIVERY LIFE

Cruising SHK Scallywag to Hong Kong

Whether as a regular crew member or just someone with a few sea miles under the belt looking to gain more experience, bringing a boat back home or across to the start of an interstate or international race is enticing. Spending countless hours at the helm, trimming sails or adapting to positions normally not undertaken during a race, the opportunities to learn and enhance skills on different types of boats, are immeasurable. Owners are always on the lookout for competent crew that can help out. It's a win-win.

And then there are those that do it for a living.

Offshore spoke to Simone Hill and Larry Jamieson about the operational aspects of deliveries after their recent return delivery of the 100' *SHK Scallywag* to Hong Kong following the 2021 Rolex Sydney Hobart.

Definitely not a bad way to spend a few weeks in the office ...



SIMONE HILL

Why do it?

As the owner of a small business specialising in arranging crew travelling to international and Australian yacht regattas and rallies, the past two years certainly presented me a challenge as



Heading ashore in Palau

sailing events were cancelled worldwide. When the opportunity arose to join some recent yacht deliveries I jumped at the chance for a new adventure.

Since June 2021, I have had the privilege of visiting ten countries, many of them more than once, taken over 40 PCR tests, spent plenty of time in quarantine and airline lounges, rolled out my yoga mat in some pretty exotic places and swum laps in swimming pools of all shapes and sizes. I have covered 20,000 nautical miles and it has been absolutely amazing. There have been many highlights and a lot of learning along the way.

During my travels, I also used the time to complete my Certificate II in Maritime Operations (Coxswain) studies and keep my First Aid and Safety at Sea qualifications up to date.

So, what is involved? What is delivery life really like?

You need to be very open minded and flexible in your outlook to enjoy deliveries. Things don't run to a schedule and there is a lot of 'creative problem solving' required. You are building relationships with yacht owners, crew and trusted suppliers around the world. Managing expectations for these people is important and takes time as they are entrusting you with one of their most valuable assets.

My role as the Logistics Manager for each trip begins with research on the destinations we will be collecting the yacht from and those we plan to stop at along the way, with regards to entry requirements, visas (Crew or Seafarer), COVID testing and vaccination rules. These are constantly being amended by various authorities so it's a moving feast of regulations to keep up to date.

When we have new crew joining us, I collate all the paperwork required and manage the passports for Border Force, Customs, Immigration, and port

control. We need authority letters from owners, copies of registration, entry and exit papers and yacht insurance.

I look after the flight, accommodation, vehicle and marina bookings as we move through various countries. Meticulous record-keeping tracking all expenses is an ongoing task.

Once we arrive on the yacht, we conduct a full inspection and ensure it is ready to undertake the passage ahead. This includes safety gear, engine servicing and spare parts, test sail, calculating fuel and water consumption and requirements, first aid needs and navigation charts. It is important not to have a fixed date in mind for departure – we can only leave when every aspect of the yacht is ready. I have several checklists to work through that are refined each time we leave. Labelling the location of all the important items on the yacht and learning the various systems like water-maker and generator are key.

Provisioning is important and I use a spreadsheet so estimate amounts for each item based on time to next port. We eat a mix of fresh and canned food depending on the esky/fridge/freezer on the boat and what methods of cooking we have – on the racing yachts this is often super basic – a butane cooker on the floor. It's important not to rely on only one source of power – if there is an issue with an inverter, microwaves and induction cooktops quickly become useless. Modern yachts need a good understanding of electrics/power to keep everything running.

Once we have cleared out and are on the water, we move into watches and settle into life at sea. Watches run 24 hours a day - either three hours on/ three hours off if we are two-handed or two hours on/four hours off if fully crewed. Decisions are discussed and made as a team. Keeping a vigilant lookout is important – many vessels don't use



Approaching Papua New Guinea

AIS and fishing nets are a constant through Asia. Fishing platforms, oil rigs, squid boats, and reefs are other distractions.

I enjoy the navigation, radio contact and take responsibility for our courtesy and quarantine flags along the way.

It's important to self-manage your sleep, water, meals to keep yourself in great condition. Using the time off for reading, podcasts and learning is great – we generally don't have internet when offshore. Mental fitness is just as key as physical.

Taking in nature and wildlife is beautiful – until you have seen stars 360 degrees around you down to the waterline you haven't lived! Jumping overboard as we crossed the equator, watching dolphins swimming in phosphorescence, seeing huge whale sharks, meeting new people, understanding maritime history and learning about different cultures have all been unrivalled experiences for me.

I take a lot of photos and make notes in my phone when travelling and enjoy sharing my trips with family and friends when I'm back in range. I plan to stick with the delivery life for as long as I enjoy it.

Simone Hill is the owner of My Crew Travel, specialising in co-ordinating the logistics for race yachts travelling to regattas and rallies. More recently she has added yacht deliveries to this list. Her experience as an event and project manager have proven invaluable.

LARRY JAMIESON

Why do it?

The owner of Scallywag 100, Seng Huan Lee (SH to his mates), has long time family, business and friendships both in Australia and Hong Kong. He loves Australia, went to University here and in fact lived in an apartment overlooking Rushcutters Bay while studying. That naturally led to an interest in sailing which in turn leads to an interest in the Sydney Hobart race. Like the rest of us Hobart tragics, he's been hooked! Who wouldn't want their boat on Sydney Harbour during summer?

After Hobart, both cruising and racing yacht owners traditionally start to head north for the winter. Most are heading north to Coffs Harbour, the Gold Coast and on to Hamilton Island. In our case we have a yacht owner who is looking at the bigger picture – we simply head further north. The China Sea Race from Hong Kong to the Philippines beckons over the Easter weekend – a true ocean race starting in one of the world's great cities taking the fleet across the South China Sea.

There is a fantastic racing circuit in Asia now which takes us from Hong Kong to the Philippines or Vietnam (in alternate years), then onto Singapore, Malaysia and Thailand. It's a great way to escape the Southern Hemisphere winter and meet like-minded people in new places, who speak new languages and eat new foods, have similar interests and businesses. For me personally, after twenty-five years of local ocean racing which was beginning to become a tad 'same again', it's offered something new and interesting.

There is a version of Hamilton Island Race Week in Hong Kong (China Coast Regatta), in Thailand (Kings Cup and Ko Samui regattas), in the Philippines (Boracay regatta – my favourite) and in Malaysia (Raja Muda regatta). So, the yacht owner says "let's go" and they hire someone like me to get the boat there.

How do you go about it?

First do the mathematics. To sail from Sydney to Hong Kong is more than 4,600 nautical miles. If you have a boat that can motor or sail at an average of 8 knots all day every day, you will spend 24 days straight at sea. Many modern boats can easily do that now; you don't have to be a super maxi. We've done it in 20. But why would you want to? It should not be a race. I don't get paid to go cruising but the brief from most owners is usually to be safe, don't break stuff and get the job done. That's no problem if you are smart. I usually budget a month to get from Sydney up to Asia. That gives us time to stop over for a couple of days in various places and rest, refuel and reprovision.

This last trip was a slow one because of mechanical problems and a cyclone in the Coral Sea. We stopped three times. Sydney to Hamilton Island.



Scallywag 100 in Hobart

Stop two days. Hamilton Island to Rabaul in PNG. Stop a few days and make repairs. Rabaul to Malakal Harbour in Palau in the north Pacific. Stop two days to refuel and then on to Subic Bay in the Philippines. Each of those legs was over 1,000nm and meant five or six days at sea. Not too bad. Breaking the trip up into digestible legs makes it a lot more do-able. This is especially so when I am sailing a race boat which consists of a carbon shell with minimal refrigeration (read none), fuel and water tanks.

Choosing the stopovers is important, especially in a boat with a draught of nearly seven metres. Do your research! Download the hi-res charts for the whole route. Make sure you have good satellite communications and weather info. Don't be arrogant – listen and learn. There is always something to learn from more experienced people. For example, a night spent at the Dinah Beach Club in Darwin talking to old cruisers will give you an insight into that area's eight metre tides. There are few marinas along the way and even fewer that we can get into with a 7m draught. Choose wisely!

When you are doing your research, you are looking for a safe and convenient mooring. Facilities that will allow you access to clean water and clean fuel (neither are normal), as well as provisions for a western diet. Repair and maintenance facilities will also be required. It all sounds very basic, but these are not things to be taken for granted once we depart Australia. Be prepared. Industry professionals always exude an air of all-knowing but few have any experience outside the norm. Especially of trips this long. Service the engine before your leave. I always sit the engine service guy down, look him in the eye and explain: this engine needs to go 24/7 for the next 30 days. Few get it. In a boat where all winches etc are powered hydraulically we need the engine. It powers winches, keel ram, instruments, lights, computers, communications, makes water and powers the inverter to cook things. On a month's trip it needs to run over 700 hours straight. After I give this sermon, a few mechanics get it. Not many. The smartest guy I met was a little Thai guy in Phuket. He came back



Delivery crew at the Scallywags Bar in Subic Bay

with three bags labelled Service 1, Service 2, Service 3. I re-labelled them Batam, Lombok, Darwin. Each bag was filled with a spare oil filter, oil, primary and secondary fuel filters, impellor, fan belt, and so on. He even gave me the special little tool he'd made to extract the impellor. Champion! This is an example of the conversation you need to have with your mechanic. Similar conversations need to be had with sail makers, riggers and others.

After having done the trip a few times I have found which places work and which don't. There is still room for improvement. Travelling along either of the two major sea routes between Australia and Asia or across the Pacific, I'm proud to say that I have developed a network of friends and professionals along the way that offer safe havens for me. They will always make room in their marina, run interference with the authorities, source reliable tradesmen and provide a welcome smile. Without these contacts the job would be much harder and the journey far less enjoyable. Experience counts.

Sail outside your comfort zone and experience more of what our part of the world, the Asia Pacific, has to offer.

In a previous life, Larry Jamieson worked as an advertising agency media manager, Newspaper advertising manager and self-employed magazine publisher (including Offshore Yachting magazine in a previous incarnation). He traded in his pen for sunscreen and currently delivers yachts across oceans in between yachting regattas. ⚓

EORA IS EN ROUTE

Eora in action at the start of the 2021 Rolex Sydney Hobart. Photo: ROLEX/Andrea Francolini



Jack and Rupert celebrate at the end of the Normandy Channel Race. Photo: Jean-Marie Liot/Normandy Channel Race

Global spectators got a first glimpse of Rupert Henry's Lombard Class 40, *Eora*, in the 2021 Rolex Sydney Hobart Yacht Race.

She caught the eye with more than just her intriguing design, racing out of the Harbour in a blistering start.

Unfortunately, a broken backstay prematurely ended *Eora*'s campaign – and the highly-anticipated battle with subsequent two-handed Line Honours winner, *Sidewinder*.

But the new year heralded a change in focus for Rupert, as he turned his attention to a global campaign which will see him take on some of the world's best shorthanded sailors.

He had commissioned *Eora* with the intention of doing the GLOBE 40, a round the world race for Class 40s.

The pandemic put those plans on hold and Rupert has instead travelled to Europe for a three-race campaign, which started with the 1000nm, two-handed CIC Normandy Channel Race in May.

Racing against many professional sailors, including Vendee Globe and Route du Rhum winners, Rupert had low expectations before setting off from Normandy.

But he and co-skipper Jack Bouttell (a Volvo Ocean Race winner) were one of the race's great success stories, finishing sixth out of 30 starters, just over five hours behind the winners.



Next up, Rupert goes solo for the 1,000nm Drheam Cup, which will prepare him well for the 3,600nm single-handed Route du Rhum, starting on 6 November.

This 2022 campaign will be an incredible mental, physical and logistical challenge for Rupert.

He wouldn't have it any other way.

"If I feel like I have the tiger by the tail in a project then I know I'm in a place that I enjoy," he said.

"With this project, the main goal is to become some sort of reasonably competent solo offshore racer.

"At times it does seem daunting, given the level of professionalism of the teams in France.

"But I'm a pretty easy sell when I see a chance to improve my skills in an area that interests me.

"I'm also enjoying immersing myself in sailing as much as I would have liked to at a much younger age.

"Although I've loved sailing since I was a young kid, I always tempered my involvement in the sport with

other responsibilities - studies, career, business, a young family etc."

Campaigning from one side of the world to the other can be tricky at any time, but particularly so in the midst of an ongoing pandemic, which has wreaked havoc with transportation.

Rupert's journey to Europe certainly could've gone more smoothly.

After loading the boat at Port Kembla for a scheduled arrival into the English port city of Southampton on 6 April, he discovered shipping delays would cause him to miss out on the Normandy Channel Race if he stuck to the original schedule.

So after the ship stopped in New Caledonia, made six stops through Japan, passed through the Suez Canal, then Cyprus, Malta, Italy and Germany, Rupert took the decision to get *Eora* off early at Newcastle upon Tyne, in the far North East of Britain.

The change of plans meant Rupert had to transport the 4.5m wide yacht, and its 18m mast, by truck for



Logistics can be more difficult than the race itself!

the 300-mile journey south to Hamble.

“English freeway traffic congestion is endless and the local roads into Hamble were built on top of laneways created 500 years ago!” he recalls.

Then it was a race against the clock to get the boat ready and squeeze in some training before the Normandy Channel Race.

“The Class 40 is a strictly controlled box rule, so we had to go through the class measurement process while at Hamble,” Rupert said.

“This included measurement of draft, weight, spars, beam, length, you name it!

“The class rules specify a minimum and maximum masthead righting force with the yacht pulled down to 90 degrees. It’s a very good way to verify the intended design stability.

“I feel like I’m still in the early days with getting to know the boat. Everyone at the CYCA saw what a radical shape it is, and the more I sail the boat the more I realise it’s very sensitive (compared to a conventional shape) to exactness of the combination of sail plan, water ballast configuration, and position of the stacking (which is allowed in Class 40).

“So we are still experimenting with things that affect the heel and trim angles and in particular how they effect the full length chine through the water. But when it’s right, the numbers are amazing and it is hard to believe it’s only a 40 footer.”

Rupert will undoubtedly be filled with confidence after his success with *Eora* in the Normandy Channel Race.

Though he still feels there is a chasm to breach between him and the rest of the Class 40 fleet.

“I think I’m about to get a lesson from the pros in Europe,” he admits. “I’ll just have to carefully lift

my game. The shorthanded sailors over here are incredibly focused.

“For almost everyone in this fleet, sailing is their job, their career, and there is the lure of significant commercial sponsorship that includes a good salary for the sailors who prove themselves as winners.

“So they are very serious about it all. The Class 40 is the most prolific and competitive offshore class in the world (there have been about 20 launches in the past 20 months, which is quite a story) and it is also a proving ground for the IMOCA Class.

“Most of the sailors are trying to make a name for themselves in order to attract a sponsor that will allow them to campaign for the Vendee Globe.”

With two solo races to now prepare for, Rupert is soaking up all the knowledge and experience he can muster.

Being in Europe is “a great part of the world to absorb yourself into sailing”, he says, reflecting on a skipper’s dinner at which he met the designer of the latest Ultime Trimaran, and another competitor having an IMOCA built for the next Vendee Globe.

A shift in mentality will be important ahead of the Drream Cup and Route du Rhum.

“I think being mentally ready will be part and parcel of having done the right preparation and hard yards ahead of race day,” he said.

“A big part of that will be some upcoming long solo passages I’ll do to become even more familiar with the boat and just get used to living on it at sea.

“I’m hoping that will help when it comes to racing, to have some level of harmony with the boat.”

Follow Rupert’s progress at cyca.com.au, as well as in the Spring and Summer issues of Offshore.

Good luck, Rupert! ⚓



Eora gets measured up.



RUPERT'S GLOBAL CAMPAIGN

RACE 1

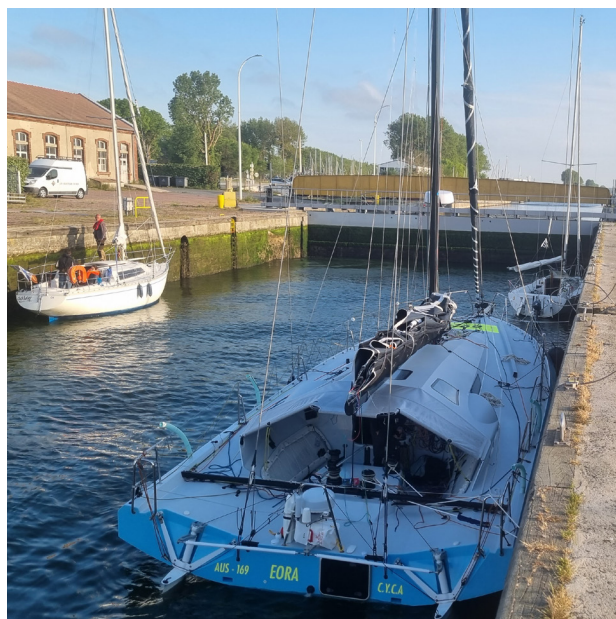
CIC Normandy Channel Race (1,000nm; two-handed) – finished 6th place

RACE 2

Drheam Cup (1,000nm; single-handed) – starts 15 July

RACE 3

Route du Rhum (3,600nm; single-handed) – starts 6 November



After a lengthy journey, Eora arrives in Normandy.





**BENEFITS OF
MEMBERSHIP**

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Join our volunteer crew



The CYCA is proud of its amazing crew of volunteers, who give their time selflessly to make our many events (on and off water) throughout the year possible.

We're always looking for new volunteers to join our crew in a number of roles, including:

- Race Officer
- Auditor
- Umpire
- Race Committee
- Protest Committee
- Event Support
- Breakfast Club
- Rolex Sydney Hobart Yacht Race Event Support
- Club Standing Committees

There are plenty of pathway opportunities available for our volunteers, who are supported with additional training and accreditation opportunities.

EXPRESSIONS OF INTEREST



"Volunteering at CYCA is fun. You meet a lot of new friends and get to make a valuable contribution to the Club we all love. I encourage any Members who have some spare time to get involved in one of the many volunteer opportunities the Club offers."

Val Mallett



"It's thrilling to be a part of the team. I'm surrounded by great people, each single minded in doing their best. Volunteering is an amazing way to enjoy our magnificent Sydney Harbour. I love it!"

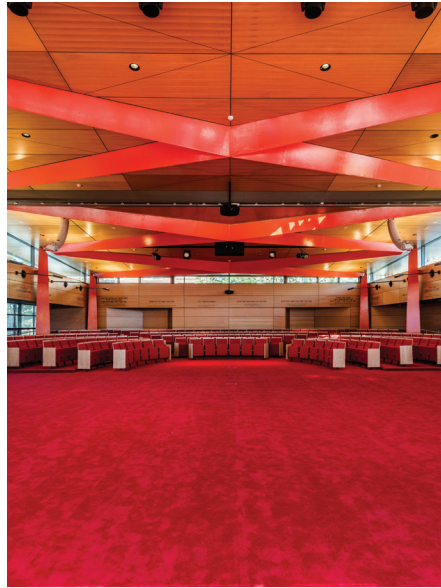
George Astudillo

Email volunteers@cyca.com.au
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Member Spotlight

Emmanuella Murray

Since joining the CYCA in October 2021, Dr Emmanuella Murray has immersed herself in the Club's activities both on and off the water.

We caught up with Emmanuella to discuss what she's most enjoying about being a Member.



Emmanuella has found her home on the water.

OFFSHORE: Why did you join the CYCA?

EMMANUELLA: My father was in the Navy, and I was very close to him. He passed away when I was very young. Being on the water was close to my father's heart. In memory of him, I've been learning how to sail. I recently completed some sailing lessons at the Pacific Sailing School, which I thoroughly enjoyed.

Thank you to Pacific Sailing School, and especially Ashleigh, who gave me my first sailing lesson – you inspired and encouraged me, and this allowed me to experience the freedom and peace of being on the water – there is nothing like it! For me, the excitement never stops – it's clear I am my father's daughter.

The Pathway Membership seemed like an obvious choice to become involved in the sailing community and meet new people.

OFFSHORE: How have you been involved with the Club so far?

EMMANUELLA: I started sailing on various boats through the Club's Concierge Program and I have participated in a few Twilight races. I'm now sailing regularly in the Winter Series. I have been very fortunate to meet some amazing people who are involved in sailing and who have kindly embraced and welcomed me into their sailing world and life.

It has been a privilege to sail on *Quest* for a few Twilight races and *Vamp* on a few Saturday races and in the Winter Series. A big thank you to all the skippers and crew for helping me on my journey. You all inspire me with your talent, kindness, and keenness to share your knowledge. I will be forever grateful.

I have attended a few events, one being the International Women's Day Breakfast. While I am new to the community, I have been wanting to embrace women in sailing and I was proud to be at this event to celebrate all the incredible women and their achievements.

More recently, I attended the Anzac Day two-up at the CYCA and the Staff and Members made it a very memorable occasion – and yes, I got the call 'come in spinner' and I just couldn't help myself.

In my experience, the community at the CYCA is very welcoming and supportive and being part of it makes me very happy.

OFFSHORE: What's the best thing about being a Member of the CYCA?

EMMANUELLA: To be able to sail, meet likeminded people who share a similar interest, and have fun!

OFFSHORE: What have you got planned on and off the water in 2022?

EMMANUELLA: I am very proud of myself as I'm continuing to learn how to sail, and at the same time it gives me great comfort (thinking of my father) and pleasure.

Those who know me very well would know I am open to learning and giving anything a go – whether it be a 'mast climb', being an avid grinder, or learning the pit, I'm open to it all.

So, who knows what might happen? I'm here for the journey, wherever it takes me. See you out on the water or at the Club!

Want to share the story of your Membership journey at the CYCA? Email media@cyca.com.au. 



Emmanuella (second from right) at the International Women's Day Breakfast.



Welcome

The CYCA Board and Management Team were delighted to welcome many of our new Members to the Club for the New Members Meet and Greet on Tuesday 26 April.

Our Members enjoyed delicious canapes, drinks and mingling with the Board and CYCA Management Team.

Thank you to all who attended; we look forward to seeing you on or off the water soon.



WELCOME...

TO OUR NEW MEMBERS

- Armineh Aghazarian
- Naveen Ahluwalia
- Mitchell Alderson
- Deborah Allworth
- Arif Alzaini
- Kimi Anderson
- Alice Armit
- Timothy Azzopardi
- Jamie Bando
- James Barkell
- Oliver Barrett
- Lucy Bedbrook
- Joy Bernasconi
- Anthony Bishop
- Nicole Biskop
- Davina Borton
- Mark Borton
- Patrick Bossert
- Christine Box
- Bianca Burt
- Harvey Carnegie
- Ian Carney
- Neil Carter
- Deanne Castronini
- Tony Chalmers
- Arthur Charles AM
- Doreen Cheong
- Hannah Clarke
- Kim Cotton
- Heidi Crossing
- Eliot Cunningham
- Lynn Currie
- Colin Daniels
- Edward Dawson-Damer
- Oscar Deutsch
- Russell Dixon
- Daniel Dos Santos
- Emily Doyle
- Adam Dragic
- Nicholas Drummond
- Louise Duff
- Robert Duncan
- Joshua Duncan-Andrews
- Lindy Edwards
- Michelle Fischl
- Gwilym Funnell
- David Gallagher
- Karen Garnett
- Michelle Gatdula
- Olivia Gates
- Melissa Geeves
- Maria Greene
- Jeanette Guanaria
- Imogen Gurney
- Craig Hamilton
- Duncan Hardie
- Munro Hardy
- George Harris
- Matthew Harvey
- Paul Haynes
- Gavin Herrmann
- Katariina Holroyd
- Phoebe Holt
- Laszlo Horvath
- Lynton Howes
- Mingue Jiang
- Jennifer Johnson
- Zena Jane Jones
- Estelle Jones-McSorley
- Kaisa Karkkainen
- Vincent Kennedy
- Alexander Kingsbury
- Anna Kostromina
- Daniil Kytikov
- Jenna Labib
- Stella Shu Neng Lau
- Daniel Leser
- Vivian Lewin
- Paul Lewis
- Craig Lindsay
- June Locke
- Peter Lumley
- Hugh Madden
- Andrew Martin
- Toni McKechnie
- Sarah McLeland
- Carl Middlehurst
- Jennifer Milne
- Hugo Minnett
- James Montano
- Sean Moore
- David Mott
- Wendy Mott
- Oscar Moy
- Maree Mullins
- Fatimeh Nasim Nasr
- Peter Neave
- John Nicoll
- Richard Norrey
- Kristy O'Neill
- Dale Osborne
- Sara Pacey
- Alex Page
- Blair Page
- Adriano Pestana Junior
- Cherrie Pycroft
- Leah Radburn
- Janice Rauter
- Enrico Rezende
- Patricia Roberts
- Stephenie Rodriguez
- Kerry Rossborough
- Nicholas Roubicek
- Jacqueline Ruello
- Steven Schott
- Aurik Scohel
- Robyn Scott
- Nicholas Scougall
- Elizabeth Seaward
- Shanel Sharma
- Grace Shipway
- Veronica Slavik
- Christopher Smith
- Ruby Smith
- Timothy Smith
- Ruth Smyth
- David Stanford
- Stephen Stanton
- Edwina Straub
- Wei Su
- Brooke Taylor
- David Taylor
- Gavin Taylor
- Lauren Tischendorf
- Tina Trappes-Lomax
- Sophia Ugarte
- Olga Marijke van Baren
- Paul Vandenberg
- Vera Vaysbakh
- Katherine Veel
- Allan Vidor
- Thomas Wallington
- Sally Warneford
- Stuart Wedderburn
- Wassana Wetcharak
- Jenny Williams
- Wendy Wilmot
- Marcus Wong
- Lorcan Young
- Stewart Young
- Bruna Zanin
- Liu Zhang
- Anthony Zucco

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



Meet our Crew

Andrea Davey

Get to know the newest member of our Sailing Office



Andrea Davey is the newest member of our Sailing Office, coming on board in May as the Sailing Administration Supervisor.

OFFSHORE: Tell us a bit about your background in sailing.

ANDREA: I started sailing two-up in Sabots when I was about 10. After being in the boat for just half a season, my crew and I found ourselves at the nationals – likely due to a lack of team numbers, but also quick learning!

I progressed through Flying 11s and spent a couple of seasons in Cherubs and 29ers. I currently skipper my Dad's 27.7ft Beneteau in Summer series and Twilights. I race Cherubs on the weekends and take every opportunity to jump on anything fun and fast.

OFFSHORE: Why did you join the CYCA?

ANDREA: I have almost completed a Masters in Event Management and needed industry training to satisfy course requirements.

Luckily, I came across this opportunity at the CYCA that satisfies my placement hours and combines my love of sailing with events!

It really is right up my alley and I'm very excited to be here.

OFFSHORE: What are your sailing goals?

ANDREA: I'd love to do some Audi Centre Sydney Blue Water Pointscore races one day and get into offshore racing. Andy Coyle is convinced I'd be a good navigator and is already trying to find me a course!

On the complete other side of the coin, I'm also just beginning to learn to kite foil and am hoping to get into the racing scene with that, so I can be ready for when things start happening in Sydney.

I'm tentatively hoping to do my first kite foil regatta in Townsville at the end of June.

OFFSHORE: How do you enjoy spending your spare time?

ANDREA: In amongst study, sailing and kiteboarding, I love to bake and have recently gotten into yoga and running. Over the summer, I also learnt to surf! I'm happiest when I'm learning, active, or in nature. ⚓



Meet our Crew

Digvijay Jagati

Get to know the newest member of our Marketing and Communications team



Digvijay recently joined the Marketing and Communications team in the role of Membership and Partnerships Coordinator.

OFFSHORE: Tell us about your background working in sport.

DIGVIJAY: Sport has become a bigger part of my life than I ever dreamt of. I started my journey in the sports industry firstly as a semi-professional football player in India, before switching to a sports management company that provided coaching and school programs.

I had a few roles in my short stint at the company, starting as Venue Manager and ending up as Partnership Coordinator for the club.

I then realised I needed a deeper insight into the sports industry and decided to move to Australia. I worked on several major sporting events while studying at La Trobe University.

OFFSHORE: Why did you join the CYCA?

DIGVIJAY: It all started with the 2021 Rolex Sydney Hobart Yacht Race. I was down in Tasmania with my friends and visited the Hobart Race Village on New Year's Eve.

I looked at the race banners and thought to myself: "I wonder what it would be like to work on such a major yacht race".

Three months later, I found myself applying for a job at the very yacht club that organises the race and when I got the offer, I moved from Melbourne to Sydney without any hesitation.

OFFSHORE: What are you mostly looking forward to about working at the CYCA?

DIGVIJAY: I would be lying if I didn't say the Rolex Sydney Hobart Yacht Race. Learning a new sport has always been a passion of mine and I believe this opens the door for many amazing opportunities ahead.

Being part of the Everest of ocean racing is the cherry on top.

OFFSHORE: How do you spend your spare time?

DIGVIJAY: Being completely new to the city, I'm still trying to adjust to Sydney. I'm exploring different areas and trying to settle into a good routine.

If you wish to chat to Digvijay about your Membership, or enquire about becoming a Member of the CYCA, contact him via email at memberships@cyca.com.au. 



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TASMANIA

COME DOWN FOR AIR

Vale



Dean (second from left) with his Playstation 4 crew after winning Division A2 in the 2019 CYCA Winter Series.



Dean at the helm.

DEAN HARRIGAN

The Youth Sailing Academy mourns the passing of CYCA Member Dean Harrigan, who passed away in May. Dean had a strong connection with the YSA as a contributor to the program and regatta schedule for many seasons.

Dean joined the CYCA in 1998 and was a generous supporter of youth sailing and the CYCA Youth Sailing Academy. His support enabled the Club to establish the Captain John Piper Regatta, which he sponsored for 13 years.

The event provides valuable experience to sailors each year in the discipline of match racing.

More than 120 local and national teams have participated in the event, which remains and always will remain, a focal point in the calendar year for all youth match racers.

Vale Dean (1959-2022) ⚓

Eden Marine High students return to CYCA for annual sailing course

After a cancelled course in 2020, then a postponement of the 2021 course, it was great to welcome Eden Marine High back to the CYCA in April for their annual sailing course with the Youth Sailing Academy.

Although the weather wasn't ideal throughout the week, the 17 students and two teachers enjoyed two days on the water and more spare time to see Sydney.

The CYCA enjoys a close and strong relationship with the community in Eden, which is a safe port for any retiring yachts during the Rolex Sydney Hobart.

In return for the warm welcome the Eden community greets any retired sailors, for the past 26 years the YSA has conducted the Eden High Sailing Course.

We would like to thank our CYCA Members who provided their yachts as accommodation

during the week for our guests, including *Applejack*, *Baltic Lady*, *Eye Appeal*, *Hidden Agenda*, *Vamp* and *Wilde Rush*. ⚓



17 students and two teachers from Eden Marine High made the trip to Sydney.



Despite the inclement weather, the students enjoyed learning the ropes on Sydney Harbour.

CYCA wins 20th consecutive state match racing title



In March, the YSA won a remarkable 20th consecutive title in the Club Marine NSW Youth Match Racing Championship, hosted by the Club.

Since its inception in 2001, only two yacht clubs have ever won the event, with Hunter Academy of Sport's entry helmed by Nathan Outteridge claiming the inaugural event.

Since then, some of the CYCA's top sailors have added their names to the trophy list, including the likes of Seve Jarvin, Sam Newton, Kyle Langford and Will Ryan.

This year it was Finn Tapper, Will Sargent, Nathan Gulliksen, Ryan Ewings and Jess Tavener who defeated fellow Club Members Cole Tapper, Jack Littlechild, Charlotte Alexander, Hamish Vass and Chelsea Williams 2-0 in the Finals. This was Finn's second year in a row winning the Championship, as his team campaigns towards the Youth Match Racing World Championship to be held in Pornichet, France in late July.

The two CYCA teams made it a quick run into the Finals, topping the leaderboard after the round robin qualifying stages, taking out each semi-final 3-0 to progress directly to the Finals.

However, each semi-final race was just as intense as the last. RPAYC's Alistair Read and RSYS's Jed Cruickshank gave it everything to try and progress to the Finals, but were unsuccessful at their attempts.

For the finalists, a tricky racetrack left no room for errors and in both pre-starts, Finn Tapper, the older brother of Cole Tapper, was able to control his opponent to lead.

Finn's team led comfortably off the start and headed in the right direction. From there, Finn's team extended in both races, showing a new edge of speed not seen in the regatta until that point.

The shortened series, a first-to-two-point contest, also played right into Finn's hands and Cole couldn't revive his series, going down 2-0.

The CYCA thanks Club Marine for their ongoing support of the event and the YSA, which has now reached its 16th year of partnership. ⚓



Finn leads his team to victory.



(L-R) Finn Tapper, Ryan Ewings, Will Sargent, Jess Tavener and Nathan Gulliksen.





YOUTH SAILING ACADEMY

In the headlines



The crew of *Andoo* lift the JJ Giltinan World Championship trophy. Photo: Jessica Crisp



Harry Price representing Australia on the world stage. Photo: Ian Roman.

YSA Alumni continue to dominate the headlines in the sailing scene both across Australia and globally.

Sam Newton and Kyle Langford won their second consecutive title with Team Australia at the Sail Grand Prix Finals in San Francisco.

The team had already secured their place in the three-boat sail-off finals series before arriving in San Francisco, but with an unusual southerly breeze on finals day, it took two attempts at the shoot-out race to determine a winner. Australia beat Japan's Nathan Outteridge and USA's James Spithill to the top prize.

Sam Newton also joined Alumni Seve Jarvin and Matt Stenta onboard the 18ft skiff *Andoo* to win the JJ Giltinan 18ft World Championship on Sydney Harbour. Across the nine race series, *Andoo* won a staggering seven races.

Eight YSA Alumni also took part in the J/70 Australian Championship hosted by the CYCA. Jess Grimes and Charlie Gundy successfully defended their 2021 title on *Vamos*, with Will Sargent finishing in second on *Swish* and Murray Jones finishing in third on *Juno*. Congratulations to all who participated.

Harry Price led team Down Under Racing to seventh place in the 2022 Congressional Cup, which was held in Long Beach, California. ⚓

CYCA wins third consecutive Hardy Cup

The CYCA celebrated a third consecutive Hardy Cup victory in May, as Finn Tapper, Cole Tapper, Will Sargent, Jess Tavener and Ryan Ewings clinched the 2022 title.

Finn defeated Max Paul (Royal Sydney Yacht Squadron) to successfully defend the title he won in 2021, continuing the CYCA's impressive streak after Harry Price's win in 2020.

The CYCA's second team, led by Jack Littlechild (with Hugo Stoner, Nathan Gulliksen, Chelsea Williams and Hamish Vass) finished fourth overall after a 2-0 loss in the petit final.

Jack placed second after the three Round Robins, setting up an all-CYCA semi-final against Finn. A 3-0 win for Finn took his crew into the final, where they saw off the RSYS team 2-0.

The two CYCA teams had a short break before travelling to New Zealand for the Harken Youth International Match Racing Cup and the Centrepont International Youth Match Racing Regatta. ⚓



CYCA Hall of Fame Member Sir James Hardy OBE with the winning team.



The two CYCA teams in action during the Hardy Cup. Photos: Darcie Collington Photography.

Photos: Drew Malcolm



CHOOSE THE CYCA FOR YOUR NEXT CORPORATE EVENT!



The CYCA Corporate Sailing Experience is available on Fridays from October-April.

CYCA Members can enjoy a **15% discount** on each Corporate Sailing Experience they book through the Club.

Scan the QR code to find out more and book now, or email the Youth Sailing Academy at ysa.admin@cyca.com.au.



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Parley for the Oceans

For those that have followed the Australian SailGP Team's successes over the past year or had seen the F50 foiling on Sydney Harbour last December, you may have wondered "Who or what exactly is Parley?"



PARLEY IS THE SPACE WHERE CREATORS, THINKERS, AND LEADERS COME TOGETHER TO RAISE AWARENESS FOR THE BEAUTY AND FRAGILITY OF OUR OCEANS AND COLLABORATE ON PROJECTS THAT CAN END THEIR DESTRUCTION.

The natural ties between the environmental organisation's purpose and the sailing team's philosophies are obvious and their close collaboration is built around taking the fight against marine plastic pollution and raising awareness of other threats to our oceans to a global audience.

The focus for the sport itself is on zero emission racing and promoting the use of clean energy.

At the Sydney leg of SailGP Series 2, Australian SailGP co-hosted a Parley Ocean School at Woollahra Sailing Club with forty youth sailors. Team members Kyle Langford, Nina Curtis, Sam Newton and Jason Waterhouse were joined by Parley's Australian head and ocean photographer Christian Miller. Over the weekend there were also many other activities conducted including an AIR Talk by Australian Olympic medallist Lisa Darmanin and sustainability workshops. ⚓

Scan the QR code to find out more about Parley and their work



“ We have an opportunity to use our platform to not only educate and inspire a generation of environmental advocates, but also to work with an incredible world-renowned partner in Parley that can help put our vision of a greener future into action.

”
- Tom Slingsby, Australia Team CEO & Driver



Associates Committee

There are so many great opportunities for Members and guests to socialise at the CYCA thanks to the Associates Committee.

Some great events have already been held this year and there are many more to look forward to, so get involved today!

Trivia Nights

Our ever-popular Trivia Nights made a welcome return to the Clubhouse in April after going virtual in 2021.

Grab some friends and put together a team to join in the fun on the second Wednesday of the month.

Scan the QR code to register for your FREE tickets on any of the following dates:

- Wednesday 8 June
- Wednesday 13 July
- Wednesday 10 August
- Wednesday 14 September



Back to CYCA Lunch



Members enjoyed a nice meal, a glass of bubbly and plenty of laughs as the Associates hosted the first post-lockdown Back to CYCA Lunch on Tuesday 19 April.

The event gives Members a chance to mingle with friends and make new ones over a meal.

Commodore's Ball



Following the inaugural Commodore's Ball in 2019, this prestigious event returns to the Club on Saturday 18 June.

Enjoy a three-course dinner and drinks as Sydney band *Jellybean Jam* entertains you.

Dust off the party attire and get ready to celebrate! Scan the QR code to purchase tickets.

Social Tuesdays

The Associates do a fabulous job of organising various events for Social Tuesdays.



Further event details will be posted to the CYCA website and in the Club's weekly newsletter, *Onshore*, closer to the date.

Coming up:

- Tuesday 28 June – Spirit of Cruising
- Tuesday 19 July – Back to CYCA Lunch
- Tuesday 16 August – Games Night
- Tuesday 20 September – Spirit of Cruising
- Tuesday 18 October – Back to CYCA Lunch
- Tuesday 16 November – Games Night

**GET IN
TOUCH**

The Associates Committee is always open to new ideas and volunteers who want to get involved with their activities.

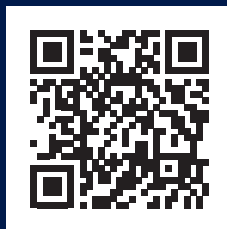
Contact Justine Anson, President of the Associates Committee, on 0414 680 541 or via email at associates@cyca.com.au.

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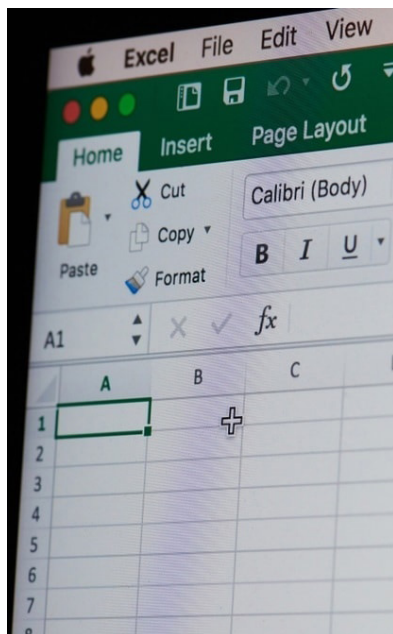


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Proudly supporting the CYCA Concierge Program.

Power of the Spreadsheet

by Phil Ross



I have found, that as I get older the memory gets a little fuzzy around the edges, and I don't just mean when my wife asks if I remembered to take out the rubbish. I mean when you are sitting on the back deck watching the sun go down enjoying a sundowner with some fellow boaties in a beautiful location and they ask - "What size solar panels and inverter do you have to get so much power?" You scratch your head as you try to remember all the minute information you have amassed to try and pass on the correct detail. Or another example is when you are on the phone to a chandlery looking for some obscure part and need the serial number. And even when you are selling your boat after many years of pleasure and the potential buyer has a million questions about when you updated this or repaired that. And you still cannot recollect some of it.

Item	Detail	Owners Version	Notes
Lagoon 420	Cruising Catamaran		
Designer/Builder	Marc Van Petenghem and Vincent Lauriot Prevost		
Hull No:	FR-CNBXXXXXXX	2007	
Year Launched	2009		
ANSA Registration	ON123456		
QLD registration	QT XM123456Q		
Length	12.61		
Beam	7.51		
Draft	1.3	Mini Keels	
Construction	Composite foam & fibreglass reinforced plastic		
Mast height	19.73m		
Displacement	Net 13,700tons. Gross 17,500tons		Depending on how many bottles of wine...
Spars	By Spacecraft	2007	
Sails	Main 62m2, Genmaker 70m2, Storm Jib new 36m2 furling genoa	2018	
Winches	2 x C46 25T Harken electric, 1 x C44 Harken electric, 1 x C44 25T Harken manual		
Blocks etc	1 x C32 25T Harken manual Harken blocks, 14 clutchesXTS, Main Halyard and block (2016)		
Engines	2 x Yanmar 4JH4-TE Diesels 2009	1400 hrs	S/No. (S) E123456
	rated at 55KW@3200RPM	1350 hrs	S/No. (P) E123457
Fuel Tanks x 2	2 x 325lts tanks under each stern bed	650 litres	
Fuel Use: Engines (both)	Against tide and wind	1.66litres per nm/8.6litres per hr	
Against 350nm/With 650nm	With tide and wind	0.9 lt per nm/5 lt p/h	
Fuel Use: Generator	average load	3.2litres per hour	
Generator	Onan (Cummins)MDKBR-5789394 Diesel	1200hrs	S/No. B070024469
	rated at 17.5KVA		new battery 2019
Water Tanks x 3	2 x 175 port	Total 525 litres	
	1 x 175 stb		
Drive	Saildrives Model: SD50-4 - gearbox reduction: 2.32		
Propellers	3 blade folding Kiwi	18inch	
Fire extinguishers	6 in total, some new, checked yearly		
Compass	Plastimo 100mm		
2 fridges, 1 freezer	12Volt		
Washing machine	Candy aqua 80F	(New 2013)	
Hot water system	Quick 40 nautica	AC and Engine	
Stove/oven	GN Espance Levante 3	2010	
Microwave/convection	Panasonic Stainless Steel	(New 2015)	
Desalator Duo 1	12 volt DC/240 volt AC water maker	312 hours	
Radio/CD/DVD	Blaupunkt CD / radio /DVD player		
TV saloon	Samsung 32" HD	(New 2015)	
TV bed 1	Samsung 32" HD	(New 2015)	
DVD player	Laser Blu Ray	(New 2016)	
Led lighting throughout		(New 2016)	
Air conditioners	Airflow	(New 2016)	
Solar panels	3 x 270 watt	(New 2018)	
	Regulator	(New 2018)	
Wind generator	Supervind 350	(Rebuilt 2015)	
Battery charger/inverter	2 x Christech battery chargers		
	Victron 120 amp charger/Inverter	(New 2013)	
Batteries: 4 x 260amp (house) (new 2019). + 3 x start batteries (new)			
Plotter/radar/sounder	Raymarine E120 (Primary at helm)	AIS and 32m radar	

General specifications spreadsheet.

Well, I found the answer, a spreadsheet.

It started when I first purchased our dream escape and all the information that I was being fed was a sensory overload. So, I began recording the data on Microsoft Excel. I had used Excel for work so it was an easy step to establish a spreadsheet and begin recording the data and details. And I'm sure other programs would do the same or a hand-written book does as well.

It may take a little bit of work to do the initial setup, but from then on it's only a few minutes a few times a year to keep it updated.

I have then progressed to making spreadsheets for a range of information and tasks I like to keep track of; from a spare parts list, maintenance schedule, hibernation-and-restart procedure to journey planning. I have found it a nice peace of mind to know that any information is at my fingertips wherever I am. One time, we came ashore to a street market in Townsville, mostly to get some fresh produce but also to experience the local sights, and as we meandered, I came across a table laden with obscure tools and odds. But what stood out to me most was a number of fuel filters, still sealed in their boxes. The part numbers looked familiar so out came my phone and a quick check on my spreadsheet revealed that they were the correct one for my Yanmar engines. Some heady negotiations and I was the proud owner of five new filters for \$12.00. Bargain.

Shown is my general specifications spreadsheet. This generally answers the main array of questions I need.

Handy Information like the mast height is crucial for a check when travelling under overhead power lines like across the Gold Coast waterway or on the Mary River. And expiry dates for fire extinguishers and life jackets comes in useful to do quick checks for government regulations and your own peace of mind.

Once I began the above specification sheet and found how useful it was, I was inspired and started a spare parts spreadsheet. As we have spent time in some remote areas where you need to be self-sufficient and have backup to the backup, spares are a big item and keeping a track of what you have is essential. You can get as detailed as you like in the information, but what I recorded seemed to cover most situations.

Now as long as my darling wife doesn't come up with the idea to make a spreadsheet so I don't forget to take the rubbish out or change that light bulb, the system works. ⚓

Item	Qty	Type
Engine		
Engine oil		Caltex Delo 400 engine oil
Fuel filter - primary	2	Donaldson P557111
Fuel filter - secondary	2	Donaldson P502142
Oil filter	2	Donaldson P550162
Belt	2	129671-77260
		Dayco 11A1155
		Mitsubishi-RECMF-6455 (N826135 10)
Impeller + o-ring	2	129670-42531
		Johnson Pump 09-10278-1
		Impeller MC97
Coolant		same as genset
Saildrive oil		
Genset		
Fuel filter	1	Donaldson P557111
Oil filter	1	
Belt	1	
Impeller and seals	1	
Coolant		same as engine
Caltex Delo 400 engine oil		same as engine
Pumps		
Toilet maserator pump	1xUsed	
Fresh water pump	1xUsed	
Raw water pump	1xUsed	Gulper 220 (with seal kit)
Seal Kit	1	
1 Way valves	25mm	
1 Way valves	40mm	
Screw top for raw water inlet strainer filters	1	
Flow switches	1xused	
	1xnew	
Bilge pump	1	1500gal/hour
Bilge pump	1	700gal/hpur
Desal filter	4	5 micron carbon/sediment
Filters: Fresh Water kitchen tap	3	5 micron taste/ordour
	3	10 micron sediment/wound
Tender		
Prop	1	
Pin / Nut	1	
Fuel filter	1	
Impeller	1	
Oil	1liter	
Spark plugs	2	

Spare parts spreadsheet.



From the Archives

We've taken a trip down memory lane to remember the record Sydney Gold Coast fleet of 1997.

XXXX Sydney - Gold Coast Race

MIGHTY AMAZON in full flood for final race

Foxtel Amazon and six other yachts broke the 12 year race record in the 1997 XXXX Sydney - Gold Coast Race, as Lisa Smith reports.

Peter Walker has taken a long time to live down the unwanted record he set with his maxi yacht *Amazon* in the 1992 Sydney - Gold Coast Race - the slowest ever winning time, 60 hours 34 minutes 05 seconds, for the 386 nautical mile course north to Queensland.

Five years on, with a new carbon fibre mast, many new sails, a new keel, a realistic rating, and fresh tailwinds all the way north, the Kell Steinmann-designed 69-footer finally lived up to her potential in the 1997 offshore classic. Sadly, it was to be her last race as she was destroyed by fire just one month later (see story opposite page)

Foxtel Amazon not only cut her own slowest time almost in half, but also slashed more than seven hours off the previous race record as she surfed north under spinnaker, finishing in a remarkable time of 31 hours 12 minutes 18 seconds.

This was *Foxtel Amazon's* fourth line honours victory in the race and clearly her best. Walker described the race as

"champagne and sandwiches stuff" but for some, blustery conditions on the first night spelt the end of what was to become the fastest dash to the Gold Coast in the race's 12-year history.

A fleet of 86 boats from all Eastern States lined up for the spectacular spinnaker start in Sydney Harbour in early August, the largest since the Cruising Yacht Club of Australia introduced the midwinter race to Queensland waters 12 years ago following the opening of the Gold Coast Seaway.

Once around North Head, the fleet settled in for a long, hard run up the coast - most boats dropping their spinnakers only for the final 16-mile reach to the finish.

The race did not begin well for *Foxtel Amazon* and owner Walker. The maxi broke the start, then collided with another yacht. *Foxtel Amazon* was forced to re-round the start buoys and complete two penalty turns before heading off in pursuit of the race leaders offshore.

Martin James' *Team Jaguar* (the former *Infinity III*) and Syd Fischer's *Ragamuffin*,

October • November 1997

5



ABOVE LEFT: How many protest flags were flying after this gunwale-to-gunwale dash down Sydney Harbour after the start of the XXXX Gold Coast Race? (Pic - Ian Mainsbridge). ABOVE RIGHT: Not only did *Team Jaguar* (ex *Infinity III*) look smart in her new livery but she gave her sponsors an early return by leading the Gold Coast fleet through the Heads. She was fifth to finish race, also breaking race record. (Pic - Ian Mainsbridge)

steered by Tony Ellis, led the fleet down Sydney Harbour to the Heads. As they headed offshore, the former South African 75-footer *Marchioness*, with John Messenger at the helm, and Peter Hansen's Melbourne-based *PL Lease Future Shock* soon closed the gap, with *Foxtel Amazon* looming up astern.

With the winds strengthening throughout the afternoon and evening, the fleet swept northwards at record speeds. While the downwind flyers *Foxtel Amazon*, *Future Shock* and *Marchioness* revelled in the hard running conditions, first light uncovered a host of casualties limping into NSW North Coast ports.

Line honours contender, Warwick Miller's Reichel/Pugh-designed 66-footer *Exile*, was one, dismasted early Sunday morning 20 miles north of Port Macquarie when the lower spreader end gave way, bringing the carbon fibre mast crashing over the side. With the mast and spinaker pole flailing about underwater and threatening to pierce the hull, the only option was to cut the rig away.

By Sunday morning nine yachts had retired while the race leader *Foxtel Amazon*, averaging 12 knots, was forging north 25 nautical miles ahead of her nearest rival, *PL Lease Future Shock*, with the former South African maxi *Marchioness* running third. It was clear that the nine-year race record of 38 hours 57 minutes set by Arthur Bloore's *Hammer of Queensland* in 1988 was going to be broken - it was just a question of by how much?

At 20:12:18 on Sunday night, *Foxtel Amazon* crossed the finish line alone off Southport's Main Beach, smashing the previous race record by 7 hours 45 minutes. A crowd of well wishers cheered the black-hulled pocket maxi as she docked at Southport Yacht Club, including the boat's designer Kell Steinmann who climbed aboard to celebrate with the winning crew.

With a top speed of 26 knots and an average boat speed of 12 knots over the 368 nautical mile course, designer Kell Steinmann was ecstatic about the boat's performance. "With the new keel and bigger rig, *Amazon* is really powered up," he said.

In the coming hours, another six boats were to break the previous race record, with *Amazon* being followed home by *PL Lease Future Shock* (Peter Hansen), *Marchioness* (Marchioness syndicate), *Innkeeper* (Innkeeper syndicate), *Team Jaguar* (Martin James), *Rager* (David Hanlon) and Syd Fischer's *Ragamuffin*, skippered by Tony Ellis in the owner's absence at the Admiral's Cup.

This year's race featured several significant changes. The CYCA, at the request of many owners, brought the race into line with the Telstra Sydney to Hobart by re-introducing an overall IMS winner. The race was also the first to be sailed using the Offshore Racing Council's new Dynamic Allowances and the first ocean race in Australia under the International Sailing Federation's Racing

Rules of Sailing.

Perhaps the most significant aspect of the IMS racing was the decision by the CYCA to create divisions of boats of similar boatspeed, which provided some exhilarating close racing all the way north. Also significant was the strength of the yachts (more than 50) entered in the PHS divisions since the CYCA decided that an IMS certificate was no longer required for entry in the Performance Handicap category.

For the CYCA's 1996/97 Blue Water Champion, *Atara* (Roger Hickman & John Storey) the constant monitoring of wind shifts by navigator Denise Richards and the crew's readiness to gybe the spinaker to gain the advantage - despite the conditions and the risks associated - paid off. "It was one of the best, and one of the hardest races we have ever sailed," said skipper Roger Hickman, winner of the IMS overall trophy.

The competition for the CYCA's Blue Water Pointscore, which includes the Sydney to Gold Coast Race as the first race of the 1997-98 series, is so intense that the Farr 50 *Ragamuffin* competed without owner Syd Fischer aboard. *Ragamuffin* rewarded both the absent Fischer and skipper Tony Ellis with an outstanding second overall (IMS) while David Fuller and Hugo van Kretschmar placed third overall with their Sydney 36 *Bashfull*.

Ragamuffin sailed the entire race without lights and electronics. "It was really hard steering almost square downwind in big seas and strong winds on that first black night," watch helmsman Larry Jamieson said. "When I was steering, Tony Ellis stood behind me with the torch

"The CYCA, at the request of many owners, brought the race into line with the Telstra Sydney to Hobart by re-introducing an overall IMS winner."

RESULTS

IMS DIVISION 1 AND OVERALL:

1. *Atara*, Lyons 43 (John Storey/Roger Hickman, CYCA)
2. *Ragamuffin*, Farr 50 (Syd Fischer/Tony Ellis, CYCA)
3. *Bashfull*, Sydney 36 (David Fuller/Hugo van Kretschmar, CYCA)

IMS DIVISION 2

1. *Dictator*, Jalkan 38 (Bruce Mead, LMYC); 2. *Abracadabra*, Tripp 47 (James Mark Anthony, MMYC); 3. *Inner Circle*, Farr 40 (Dennis Pomfret, LMYC)

IMS DIVISION 3

1. *Suraya*, S&S 37 (Carl Striber, CYCA); 2. *A Crewed Interest*, Northshore 38 (Warwick Sherman, CYCA); 3. *Camille*, Swanson 37 (Peter and Geoff Docker, RSYS)

PHS: DIVISION A

1. *Foxtel Amazon*, Steinmann 69 (Peter Walker, CYCA); 2. *PL Lease Future Shock*, Elliott 55 (Peter Hansen, Sandringham YC); 3. *Rager*, Elliott 50 (David Hanlon, Coffs Harbour YC)

PHS DIVISION B

1. *Wide Load*, Swarbrick 40 (Warren Anderson, SASC); 2. *Kidnapped*, Sayer 40 (Peter Bush, CYCA); 3. *Mistress Mercy*, Senogles 36 (James Murchison, SASC)

PHS DIVISION C

1. *Ratu IV*, Stewart 34 (James Davern, SASC); 2. *Polar Bear*, Savage 41 (Malcolm Levy, RSYS); 3. *Caliban*, Beneteau 39 (Ian Creak, Greenwich Flying Squadron)

New race record set by *Foxtel Amazon*: 31 hours 12 minutes 18 seconds.

on the Windex and I did the same when he was on the helm, calling the angles in compass degrees. He called me his 'talking B&G' and said we should patent the idea."

Designer David Lyons took out a double in the IMS divisions with *Atara* winning IMS Division 1 and Bruce Mead's *Jalkan 38*, *Dictator*, from Lake Macquarie Yacht Club, winning IMS Division 2.

In PHS Division, *Foxtel Amazon* took out the double of line and handicap honours and set the new race record of 31 hours 12 minutes 18 seconds. Peter Hansen's Elliott 55 *Future Shock* placed second on line honours and second overall (PHS) while Warren Anderson's Swarbrick designed *Wide Load* placed third overall. Anderson is a former Australian half ton champion and sailed his Curragwong 31, *Gnanny Apple*, into third place overall in the 1974 Sydney to Hobart.

A famous fleet of boats made up the veteran's division with first place on Handicap going to Peter and Geoff Docker's *Camille*, designed and sailed by the late Ron Swanson in Australia's inaugural Admiral's Cup team in 1965. Second place went to another classic yacht, Phillip Brown's 15-times Sydney-Hobart entrant and 1957 winner, *Anitra V*, originally designed and sailed by Trygve and Magnus Halvorsen and later owned for many years by the late Sir Garfield Barwick.



ABOVE LEFT: *Atara*, John Storey's Lyons 43 skippered by Roger Hickman, continued her successes by winning the IMS overall trophy in the XXXX Sydney - Gold Coast Race. Last summer she was the CYCA Blue Water Champion. (Pic - Ian Mainsbridge). ABOVE RIGHT: *Wild Bull*, skippered by CYCA director Rod Skellett, charges north on her first ocean race in the XXXX Sydney - Gold Coast Race. (Pic - Ian Mainsbridge)

Book online and dine

CAFE
44



**BOOK A TABLE
AT CAFE 44**

Video Archive Project

The CYCA's Video Archive Project returned earlier this year, continuing to share the extraordinary stories of our Members.

Life Members Peter Shipway and David Champtaloup, both members of the History and Archives Committee, do a brilliant job of documenting the tales and characters who have made a mark on our Club.

The series resumed following lockdown with Episode 35, featuring **Jules Hall**, the owner and co-skipper of *Disko Trooper*, *Contender Sailcloth*, which won overall honours in the Rolex Sydney Hobart's inaugural Two-Handed Division.

Over two parts, Jules recalled his roots in the UK, including dodging cows in the River Thames in Oxford!

He also discussed the motivation behind transitioning into two-handed offshore racing.

"The two main points were: firstly, you're doing everything – you're skipper, navigator, cook, bottle washer, engineer, rig tuner, the whole lot," Jules said. "You're highly mentally engaged.

"The other thing that had happened was that boat design had evolved and there were a number of boats built in Europe to specifically cater to the growing interest in two-handed sailing."

Episode 36 of the Video Archive Project featured **Tony Ellis**, who competed in a record 53rd Sydney Hobart Yacht Race in 2021.

Tony did his first Hobart on *Salacia 1* in 1963 and was on David Gotze's *Reichel/Pugh 63 No Limit* for the 76th edition last year.

He reflected on racing in the America's Cup and Admirals Cup in the 60s and 70s, as well as winning the Sydney Hobart on *Ragamuffin* in 1992.

Tony tells so many brilliant stories from a sailing career full of adventure and success. ⚓

To hear more on these stories and Jules' reflections on the 2021 Rolex Sydney Hobart, scan the QR code.



Jules Hall.

Scan the QR code to watch the full video.



Tony Ellis

WHAT'S ON AT CYCA



TRIVIA Night

BOOK NOW



TRIVIA NIGHT

Get some friends together or join a team for CYCA Trivia Night, held on the second Wednesday of each month.



BOOK NOW



COMMODORE'S BALL

CYCA Commodore Noel Cornish AM invites Members and Guests to attend the Commodore's Ball on Saturday 18 June 2022.



BREAKFAST CLUB

Start your Sunday with a hearty brekky courtesy of the Breakfast Club. The BBQ will be fired up every Sunday morning throughout the Winter Series.



MEMBERS' BADGE DRAW

The Members' Badge Draw takes place every Thursday evening from 1815hrs in Coasters Retreat.

All financial Members over 18 years of age are eligible to win.



BOOK NOW



BOOK A TABLE

The new online booking system makes it easier to secure a table for your next meal at the Club. Scan the QR code to book a table in a few easy steps. When completing your booking, enter your Member number in the 'Company' field. If you're not a Member, leave this field blank.

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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