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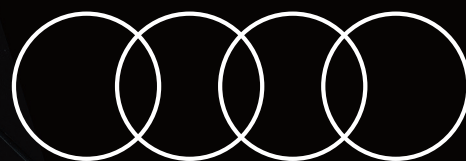
2022 NOAKES SYDNEY GOLD COAST
YACHT RACE REVIEW

INTERNATIONAL FLAVOUR FOR
2022 ROLEX SYDNEY HOBART

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COVER PHOTOGRAPHY

Moneypenny arrives into the Gold
Coast to secure a memorable
win (Inset: owner/skipper Sean
Langman lifts the Peter Rysdyk
Memorial Trophy). Photos: David
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Your CYCA Board

A new-look CYCA Board of Directors was elected unopposed at the Club's 2022 Annual General Meeting in July.

Following the end of his two-year tenure, Noel Cornish stepped down from his position as Commodore.

In his farewell message to CYCA Members, Past Commodore Cornish reflected on the challenge of serving during the COVID-19 pandemic.

"It's been the most wonderful experience to be able to represent Members and assist in a small way to take this Club forward," he said.

"It has been a real privilege and I'm very grateful for the opportunity that was given to me.

"You have in your mind what you might do if you were to become Commodore one day and as we went into this pandemic turmoil, all those plans changed.

"The challenges are an important part of being Commodore. There aren't good times and bad times, they're just different times. It just felt like my watch on deck came on as the southerly was coming through!

"As Commodore, you stand on the shoulders of those who have gone before you. Commodore is a wonderful position and you go through challenges, but you don't go through them alone. It's a wonderful part of the fabric of CYCA."

Arthur Lane is the Club's new Commodore and you can read his first At the Helm address on the next page.

Bradshaw Kellett has also stepped down from the Board as he is currently working overseas and felt



Past Commodore Noel Cornish (L) welcomes new Commodore Arthur Lane.

at this point in his career he didn't have the time to dedicate to a Board position.

Over the years, Bradshaw has been an integral part of the Club's Sailing Committee, Premises Committee and History and Archives Committee, which he Chaired.

He was appointed to the Board in 2018, serving as a Director for two years before moving into the role of Rear Commodore in 2020.

Jules Hall and Kevin Whelan are the newest Board members, both appointed as Directors.

Sam Haynes is the new Vice Commodore, while Tom Barker and Peter Gothard are Rear Commodores.

David Jacobs is the new Treasurer, and David Griffith and Jackie Sapir continue in their roles as Directors. ⚓



CYCA BOARD 2022/23

Commodore – Arthur Lane
Vice Commodore – Dr Sam Haynes
Rear Commodore – Tom Barker
Rear Commodore – Peter Gothard
Treasurer – David Jacobs
Director – David Griffith AM
Director – Jules Hall
Director – Jackie Sapir
Director – Kevin Whelan

(L-R) Director Kevin Whelan, Rear Commodore Peter Gothard, Commodore Arthur Lane, Rear Commodore Tom Barker, Treasurer David Jacobs and Director Jackie Sapir.

COMMODORE ARTHUR LANE

At the helm



It was a great honour to be appointed 40th Commodore of the Cruising Yacht Club of Australia back in July and it is a responsibility that I take very seriously. I look forward to working alongside a strong Board that shares my passion for sailing and love of our Club.

The 2022/23 Board is comprised of Sam Haynes (Vice Commodore), Tom Barker and Peter Gothard (Rear Commodores), David Jacobs (Treasurer), David Griffith, Jackie Sapir and newly elected directors Jules Hall and Kevin Whelan.

Our focus will be on the continued growth and health of the Club and to provide the best and most sustainable facilities, services, events and experiences for our Members. We have managed to both retain and attract new Members throughout the difficult COVID period and once again achieved record levels. Your loyalty to the Club, support and understanding is so very much appreciated.

At heart, we are a Sailing Club and we fully understand the importance of delivering world-class regattas and racing opportunities for competitors across all divisions as well as catering to the needs of our recreational and cruising communities.

It was a great relief to complete a very well-attended Winter Series this year. Sunday racing has always been an important part of the Club's sailing program and this series caters for many different types and sizes of keelboats and varying levels of experience. A short Spring Series comprised of four races has also just been completed, whilst elsewhere, many of our owners and crews have been competing in the northern season of racing – the Yacht Sales Co. Brisbane to Hamilton Island Race, Airlie Beach Race Week, Hamilton Island Race Week and SeaLink Magnetic Island Race Week. Congratulations to all those teams that tasted success.

We were particularly pleased to be able to run the Noakes Sydney Gold Coast Yacht Race at the end of July which made a triumphant return with 61 entrants after a two-year hiatus. Despite the challenges of light breeze at the start, the race north to Main Beach proved to be a competitive one and saw close racing in all divisions. Thank you to our Race Finishing Partner, Southport Yacht Club for your hospitality. Sean Langman's Moneypenny was a popular Overall Winner and Andoo Comanche served notice to the other maxis, taking Line Honours after returning to Australia to compete in a long season of offshore racing. It was a great start to the Audi Centre Sydney Blue Water Pointscore.

We are now focused on providing a Summer of Monday and Wednesday Twilight Races on the Harbour and shorter ocean/coastal series for both spinnaker and non-spinnaker crews on weekends. The 2022/23 Audi Centre Sydney Blue Water Pointscore has returned to a six-race format and will include a new race to Tollgate Island off Batemans Bay which had originally been planned for 2021 along with its usual three races. These will be used by crews to hone the skills required for the final race, the Rolex Sydney Hobart on Boxing Day – an event that has already attracted 77 teams including many interstate and international crews and some of the world's best maxis, a strong TP52 fleet & countless highly competitive IRC contenders.

The 2nd Australian Maxi Championship will offer further opportunities for the bigger boats and will once again, combine the results for entrants over 60' from the Cabbage Tree Island Race with windward/leeward racing on the following Monday and culminating with the SOLAS Big Boat Challenge on the first Tuesday in December.

We are also delighted to again host the Sydney Hobart Classic Yacht Regatta over three days in



The Sydney Hobart Classic Yacht Regatta is one of many great events to look forward to. Photo: Andrea Francolini

December for yachts that have competed in the Sydney Hobart that were built before 1976.

The Youth Sailing Academy (YSA) has always provided an important foundation for local sailors and continues to achieve extraordinary success on the local, national and in the international arena this year. We will continue to support its work and with the CYCA Sailing Foundation, are currently raising money to repair and replace its well-used but tired sailing equipment.

We also believe that it is important to look at ways that we can provide additional opportunities for Members to participate and develop in sailing and will continue to promote initiatives such as the Concierge and Sailing Pathway Programs to get more Members onto the water. We are also exploring ways to enhance the benefits available to Members through our diverse network of Reciprocal Clubs around the globe.

Encouragingly, the past three months over Winter have seen a real resurgence of activity at the CYCA after an extended period of restrictions in Sydney. The Clubhouse has hosted a number of well-attended social events, prizegivings, information evenings, live music on the decks on weekend race days, New Member drinks, Trivia and Games Nights, Back to CYCA Lunches, and of course, the much-loved Commodore's Ball.

We have an even more extensive program planned for Spring and Summer, including the return of many social events to be held in the Sydney Race Village ahead of the Rolex Sydney Hobart Yacht Race. Regrettably, these were not able to be run for the past two years.

I mentioned earlier our appreciation for the understanding and support that you, our Members, have provided over the last couple of years. I would also like to thank our wonderful sponsors and partners - all who have stood by us over that period. Their loyalty to the Club has been extraordinary. It is this loyalty that has allowed us to retain our management and staff through the period and in turn, their loyalty that has produced such a stable and professional team which we are so proud of.

Finally, I would like to sincerely thank past Commodore Noel Cornish for his outstanding contributions to the CYCA over the years, particularly his stewardship through such a difficult period the past two years. In my time working with Noel, he has been a valued colleague and a good friend and has led the Board with total professionalism and enthusiasm.

I look forward to continuing the great work with our new Board and hope to see you at the Club soon. ⚓

Vamos and Celestial on top in Cowes

Tim Ryan's *Vamos* and CYCA Vice Commodore Sam Haynes' *Celestial* prepared for the J/70 European Championship with dominant performances at Cowes Week 2022.

Vamos won the J/70 Short Series regatta after finishing on the podium in seven of the 12 races – the most consistent of the 32 boats competing.

Celestial was second overall, with an impressive four wins across the week.

The two CYCA boats are competing at the J/70 European Championship in September and the J/70 World Championship in October.

Vamos: Tim Ryan, Rob Greenhalgh, Jess Grimes and Charlie Gundy

Celestial: Sam Haynes, David Chapman, Lewis Brake and Locky Pryor. ⚓



The *Vamos* crew celebrate their victory. Photos: Paul Wyeth



Vamos.



Celestial.

CYCA Members nominated for 2022 NSW/ACT Sailing Awards

Congratulations to CYCA Members Wendy Tuck, Matt Allen AM, Sam Newton, Jules Hall, David Pescud and Steve Hatch on being named as finalists in the 2022 NSW/ACT Sailing Awards.

Wendy Tuck was shortlisted in the Female Sailor of the Year category, alongside Nina Curtis and Lisa Darmanin.

Life Member and Past Commodore **Matt Allen AM** was nominated in two categories – Male Sailor of the Year and Offshore Sailor of the Year.

Member **Sam Newton** was also a finalist in the Male Sailor of the Year category, alongside Matt and Tom Slingsby.

CYCA Director **Jules Hall** was up for the Offshore Sailor of the Year, nominated alongside his co-skipper Jan Scholten.

Members **David Pescud** and **Steve Hatch** are both finalists for the Lifetime Achievement Award.

The winners of the state awards are put forward as the nominees for the National Australian Sailing Awards. ⚓



Matt Allen. Photos: Andrea Francolini



Wendy Tuck

Expressions of interest for Trans-Tasman Yacht Race

In the great tradition of the CYCA being Australia's premier blue water yacht club, the Club is exploring the feasibility of conducting a Category 1 yacht race from Sydney to Auckland, to commence in March 2025.

The 1,165nm race would be a standalone event and is likely to be run biennially. The race would be known as the Trans-Tasman Yacht Race and is envisaged to become a highlight of the Australian and New Zealand racing calendars, attracting quality international fleets.

In exploring such a race, the Club will be considering many issues including the level of

interest from competitors and sponsors and an appropriate New Zealand finishing partner.

The Club invites feedback from Members and blue water competitors, as well an initial indication of owners' interest to participate in the inaugural race in 2025. ⚓

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EXPRESSION OF INTEREST



CYCA success at Hamilton Island Race Week

The 2022 Hamilton Island Race Week was packed with action on and off the water, as many CYCA Members enjoyed competitive racing and social revelry.

Many of the divisional titles were only decided on the final day of the regatta, which doubled as Australian Sailing's Australian Yachting Championships.

CYCA boats featured on the podiums, including *Whisper*, *No Limit*, *Matador*, *Ichi Ban*, *Zen*, *KOA*, *Team Hollywood*, *Joss*, *Virago*, *Sydney*, *Cinquante* and *C'est La Vie*.

Ray Roberts' Botin 40 *Team Hollywood* was a standout performer following their victory at Airlie Beach Race Week. *Team Hollywood* won all seven races en route to clinching the IRC Division 3 title. ⚓



Photos: Salty Dingo



Team Hollywood

A TALE OF TWO SEASONS



The 2022 CYCA Winter Series was a mixed bag of conditions, with more than 90 boats enjoying the varied nature of winter sailing on Sydney Harbour.

After a light start, the breeze shifted in the second half of the series, as stronger winds provided a welcomed test for the fleet.

A tame sou'wester in Race 8 and the abandonment of the penultimate race due to strong weather warnings typified the diverse challenges always posed by the Winter Series.

But some more wild and woolly weather provided an action-packed climax in the series finale, as gusts up to 31 knots ensured there were plenty of tough battles for the overall pointscore wins.

Many of the 11 divisions were only decided in Race 10 and the tightly packed leaderboards reflected the exciting competitive nature of this series.

None were closer than John Amos' *Utopia* and Peter Sorensen's *Advanced Philosophy* in the Sydney 38 Division.

The two boats finished level on 14 points, with *Utopia's* win in the final race securing top spot for Amos and his crew.

Division F delivered the most nail-biting finish, as Kevin Whelan's Beneteau 45F5 *Reve* held on to beat *Wild Oats* (Marc Skjellerup) and *Bliss* (Eric Frank) to top spot by just a point.

Another Duchess (David Fuller), *Indi* (Noel Cornish), *OZ Design Patrice Six* (Alexander Flecknoe-Brown), *Whistling Kite* (Kym Evans), *Borderline* (Andy Offord), *Zara* (John Griffin), *Outlaw* (Alan and Tom Quick), *Wild West* (Paul Billingham and Pete McGee) and *First Light* (David Jacobs and Roy Melick) were all crowned divisional champions.

As ever, the CYCA is grateful to the dedicated group of volunteers who make a big series like this possible. Thank you to Steve Kidson, John Allan,



Photos: David Brogan



Sydney Harbour is the best place to be on a Sunday in winter.

2022 CYCA WINTER SERIES OVERALL POINTSCORE STANDINGS

Sydney 38

1	<i>Utopia</i> (John Amos) – 14 points
2	<i>Advanced Philosophy</i> (Peter Sorensen) – 14 points
3	<i>Mondo</i> (Lisa Callaghan) – 18 points

A1

1	<i>Another Duchess</i> (David Fuller) – 11 points
2	<i>Victoire</i> (Darryl Hodgkinson) – 16 points
3	<i>No Limit</i> (David Gotze) – 21 points

A2

1	<i>Indi</i> (Noel Cornish) – 13 points
2	<i>Amazingrace</i> (Malcolm Roe) – 17 points
3	<i>Khaleesi</i> (Rob Aldis and Sandy Farquharson) – 18 points

B

1	<i>OZ Design Patrice Six</i> (Alexander Flecknoe-Brown) – 24 points
2	<i>Sagacious V</i> (David Hundt) – 26 points
3	<i>Blink</i> (Mark Gorbatoov and Mark Siebert) – 29 points

D

1	<i>Whistling Kite</i> (Kym Evans) – 18 points
2	<i>Ellipse</i> (Graeme Dunlop) – 21 points
3	<i>Irukandji</i> (Stephen Nash and Paul Stubbs) – 23 points

E

1	<i>Borderline</i> (Andy Offord) – 21 points
2	<i>Speedwell</i> (Colin Geeves) – 23 points
3	<i>Scarlett Sun</i> (Robert Skol) – 31 points

F

1	<i>Reve</i> (Kevin Whelan) – 23 points
2	<i>Wild Oats</i> (Marc Skjellerup) – 24 points
3	<i>Bliss</i> (Eric Frank) – 24 points

G

1	<i>Zara</i> (John Griffin) – 13 points
2	<i>Checkmate</i> (Fernando Tiglio) – 16 points
3	<i>Pacatack</i> (Terry Wise) – 16 points

J1

1	<i>Outlaw</i> (Alan and Tom Quick) – 17 points
2	<i>SOLyMAR</i> (Jason and Mary King) – 21 points
3	<i>Vamp</i> (Donald Graham and Leander Klohs) – 22 points

J2

1	<i>Wild West</i> (Paul Billingham and Pete McGee) – 20 points
2	<i>Wilde Rush</i> (Arthur Lane) – 27 points
3	<i>Trim</i> (Bryan Moore) – 27 points

K

1	<i>First Light</i> (David Jacobs and Roy Melick)
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CYCA Commodore Arthur Lane (R) welcomes Mike Chisholm, CEO of new Winter Series partner, LGT Crestone.

Jenni Birdsall, Daniel Richardson, Andrew Martin, Eric Blake, George Astudillo, Gaye Rosen, Martin Gill, Tracy Johnstone, Steve Good, Brian Carrick, Charlie Tisher and Rob Skol.

The Breakfast Club was in full swing throughout the series, serving a delicious pre-race feast for competitors. Thank you to Niel Burling and his wonderful team (Val Mallett, Helen Chapman, Kevin Mendes, Michael Cranitch, Roy Melick, Julian Bowker).

The Breakfast Club would like to thank long-time partner Bush's Fresh Meats, and Company Director John Bush (CYCA Member), for their continued support in providing meat for the barbeque.

The seasonal prizegiving – at which the 2020 and 2021 winners were also acknowledged – provided a chance to welcome on board new Winter Series partner, LGT Crestone.

LGT Crestone is partnering with the CYCA Winter Series for the next three years.

As a part of the LGT Group, LGT Crestone is one of the world's largest privately owned wealth management firms. The company provides wealth advice services to high net worth individuals, families and for-purpose organisations.

The CYCA looks forward to welcoming CEO, Mike Chisholm, and his team to the Club ahead of the 2023 LGT Crestone Winter Series. ⚓



The Another Duchess crew celebrates winning Division A1.



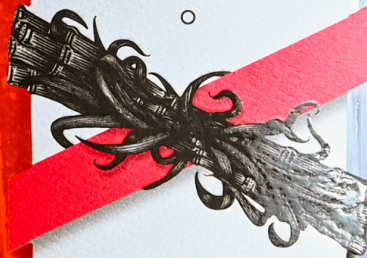
Sydney 38 Division winner, Utopia.



All smiles on a sunny Winter Series day.



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PARTNERS OF THE CYCA WEDNESDAY TWILIGHT SERIES



WINTER WOMEN'S SERIES

Marika Koppenol at the helm of Wild Oats. Photos: David Brogan

The 2022 CYCA Winter Women's Series featured 49 boats across three action-packed races.

The series opened in light breeze, as *Another Duchess* (Moa Rahmn), *Star Ferry* (Alexandra Conroy), *Gweilo* (Tara Blanc-Ramos) and *Cyrene 3* (Belinda Christie) took the first divisional wins.

Race 2 offered a different kind of test, with a strong westerly gusting up to 30 knots. There were four new names atop the podium, with *It Happens* (Kathy Veel), *Trim* (Lauren Walsh), *Ciao Bella* (Amber French) and *Rumba* (Stephanie Cook) winning their respective divisions.

There was more welcomed breeze on a sunny Sydney Harbour for Race 3, as a series-high fleet of 42 boats battled for the final points of the series.

Wilde Rush (Catriona Glassock), *Trim*, *Ciao Bella* and *Zara* (Therese Seargent) were the race winners.

The strength of the fleet was summed up in the final pointscore standings, with all four divisions decided by one point or less.

It Happens finished third in Race 3 to secure the series win in Non-Spinnaker Division 1, level on 10 points with *SOLyMAR* (Mary King), which was second in Races 1 and 2.

Rosie Burgess steered Past Commodore Paul Billingham and Pete McGee's *Bakewell White Z39 Wild West* to third place overall.

Countback was also needed to decide Non-Spinnaker Division 2, as *Trim* and *Valkyrie* by

Corunna Station (Sue-Marie Olsen) ended the series level on nine points.

Trim came out on top thanks to a win in Race 2, while Clare Fraser steered *Maestro* to third place.

A clutch finish to the series delivered overall victory to *Ciao Bella* in Spinnaker Division 1. Wins in Races 2 and 3 ensured *Ciao Bella* edged out *Indi* (Danielle Kennedy) and *Blink* (Ashleigh Larkin) by just one point.

Consistency was key as *Wild Oats* (Marika Koppenol) won Spinnaker Division 2. *Wild Oats* finished fifth, third and fourth in the three races, clinching the series by one point from *Speedwell* (Melissa Geeves).

Scarlett Sun (Grainne Saunders) was a further two points back to complete the pointscore podium. ⚓



It Happens.

WINTER WOMEN'S SERIES RESULTS

Non-Spinnaker Division 1

Place	Boat	Skipper	Pts
1.	<i>It Happens</i>	Kathy Veel	10
2.	<i>SOLyMAR</i>	Mary King	10
3.	<i>Wild West</i>	Rosie Burgess	15
4.	<i>Another Duchess</i>	Moa Rahmn	18
5.	<i>Last Tango</i>	Beth Morley	19
6.	<i>Vamp</i>	Leander Klohs	19
7.	<i>Helsal 3</i>	Lyndsey Charman	20
8.	<i>Next</i>	Nicola Hutchinson	21
9.	<i>Finn</i>	Janey Treleven	22
10.	<i>Foreign Affair</i>	Lisa Wilkinson	23

Spinnaker Division 1

Place	Boat	Skipper	Pts
1.	<i>Ciao Bella</i>	Amber French	12
2.	<i>Indi</i>	Danielle Kennedy	13
3.	<i>Blink</i>	Ashleigh Larkin	13
4.	<i>Thirlmere</i>	Stephanie Lyons	14
5.	<i>Bliss</i>	Judy Bergman	15
6.	<i>Khaleesi</i>	Liz Charles	16
7.	<i>Smuggler</i>	Justine Anson	18
8.	<i>Gweilo</i>	Tara Blanc-Ramos	21
9.	<i>Chancellor</i>	Caroline Arnold	27
10.	<i>Love Byte</i>	Sharon Drummond	29
11.	<i>No Limit</i>	Bec Tomkins	30

Non-Spinnaker Division 2

Place	Boat	Skipper	Pts
1.	<i>Trim</i>	Lauren Walsh	9
2.	<i>Valkyrie by Corunna Station</i>	Sue-Marie Olsen	9
3.	<i>Maestro</i>	Clare Fraser	14
4.	<i>Krakatoa</i>	Janet Whitfeld	16
5.	<i>Farrst Company</i>	Karen Garnett	17
6.	<i>Yputakiteup</i>	Robyn Drew	19
7.	<i>Ellipse</i>	Cathy Pak-Poy	21
8.	<i>First Light</i>	Jackie Spar	22
9.	<i>Oisin</i>	Susan Weir	24
10.	<i>Baltic Lady</i>	Lydia Jost	26
11.	<i>Holy Cow</i>	Kim Cardow	28

Spinnaker Division 2

Place	Boat	Skipper	Pts
1.	<i>Wild Oats</i>	Marike Koppenol	12
2.	<i>Speedwell</i>	Melissa Geeves	13
3.	<i>Scarlett Sun</i>	Grainne Saunders	15
4.	<i>Cyrene 3</i>	Belinda Christie	16
5.	<i>Rumba</i>	Stephanie Cook	16
6.	<i>Zara</i>	Theresa Seargent	17
7.	<i>Reve</i>	Alexis Whelan	19
8.	<i>Clewless</i>	Suze Hardy	20
9.	<i>Windhover</i>	Melissa Silk	23
10.	<i>Pacatack</i>	Katrine Maelke	25
11.	<i>Indefatigable</i>	Erin Mander	32
12.	<i>Danielle</i>	Andrea Davey	38
13.	<i>Rapid Transit</i>	Beth Abbott	40



Wilde Rush.



Trim.



Maestro.



SAILING INTO SPRING

The CYCA Spring Series returned for the first time in three years, with 22 boats competing in the overall pointscore across the three divisions.

The series featured four races on the Sundays in August, with moderate breeze throughout providing good crew training ahead of the Summer Season.

DIVISION 1

Shine On – Team Callendina, Phil Herscovics' Sydney 38, got the first win of the series, with only two boats competing in the division for the opener; *It Happens* (skippered by Craig Young) was second, getting a head start on the rest of the competition.

Colin Wilson's MK49 *Never a Dull Moment* got the Race 2 win, ahead of *It Happens* and *Shine On – Team Callendina*, as *Thirlmere* (Mike Logan) and *Sagacious V* (David Hundt) entered the series.

Never a Dull Moment went back-to-back with victory in Race 3, from *Thirlmere* and *Sagacious V*. *Foreign Affair* was fifth in her first race of the series.

That result set up the overall pointscore nicely for the series finale, with *Never a Dull Moment* and

Shine on – Team Callendina level on points, and *It Happens* just two points adrift.

A third consecutive win for *Never a Dull Moment* secured the series win for Wilson and his crew.

The Race 4 podium matched the final overall pointscore standings, with *Shine On – Team Callendina* second and *It Happens* third.

DIVISION 2

George Waldthausen's Cavalier 350SL, *Superfine*, took Division 2 honours in Race 1, with second-placed *Windhover* (Andrew Silk) the only other boat to complete the race after *Highway Patrol's* (Michael Blaxell) retirement.

Windhover went to the top of the overall pointscore with victory in Race 2, from John Griffin's *Zara* and *Superfine*.

Race 3 was the tightest of the series, with less than a minute-and-a-half separating winner *Highway Patrol*, second-placed *Faradenza* (Filip Prudic) and third-placed *Superfine*.

Windhover and *Superfine* shared the overall lead heading into the finale, with *Highway Patrol's* win keeping her in touch.



On board Division 1 winner, *Never a Dull Moment*.



Division 2 winner, *Highway Patrol*.



The view from *Iluka*.



First Light.



Faradenza.



Ellipse.

Highway Patrol and *Superfine* enjoyed a close battle in Race 4 which ultimately decided the final pointscore standings.

Blaxell's Dubois 30 got the edge, beating *Superfine* by 56 seconds on corrected time to deliver *Highway Patrol* the series win.

The two boats were level on six points, meaning *Highway Patrol's* second consecutive win made the difference on countback.

Windhover was just a point behind to take third spot overall.

DIVISION 3

The non-spinnaker division was the biggest and most competitive, with a different winner each race and seven of the 10 boats achieving at least one podium finish.

Applejack, Derek McDonnell and Rogerio Blanc-Ramos' Beneteau Oceanis 31, won the opening race, ahead of *Emily* (Jason King) and *Love Byte* (Christopher France).

First Light (CYCA Treasurer David Jacobs and Roy Melick's Dehler 41DS) was next atop the podium, as *Applejack* was second and *Sumatra* (Basil and Shane Diethelm) third.

Iluka (Martin Small) won Race 3 in light conditions; *Love Byte* (with David Alais at the helm) and casual entrant *Yputakiteup* (Robyn Drew) were second and third respectively.

Race 4 decided the overall pointscore standings, with *Love Byte's* first win securing the series victory for the Sydney 38.

Iluka was second on the day and second overall, while *First Light* rounded out a consistent series in third-place overall. ⚓



Division 3 winner, Love Byte.

2022 CYCA SPRING SERIES - OVERALL POINTSCORE

Division 1

Place	Boat	Skipper	Pts
1.	<i>Never a Dull Moment</i>	Colin Wilson	3
2.	<i>Shine On - Team Callendina</i>	Phil Herscovics	6
3.	<i>It Happens</i>	Craig Young	7
4.	<i>Thirlmere</i>	Mike Logan	10
5.	<i>Sagacious V</i>	David Hundt	14
6.	<i>Foreign Affair</i>	Matt Wilkinson	16

Division 2

Place	Boat	Skipper	Pts
1.	<i>Highway Patrol</i>	Michael Blaxell	6
2.	<i>Superfine</i>	George Waldthausen	6
3.	<i>Windhover</i>	Andrew Silk	7
4.	<i>Faradenza</i>	Filip Prudic	10
5.	<i>Zara</i>	John Griffin	12
6.	<i>Chancellor</i>	Ted Tooher	19

Division 3

Place	Boat	Skipper	Pts
1.	<i>Love Byte</i>	David Alais	6
2.	<i>Iluka</i>	Martin Small	8
3.	<i>First Light</i>	David Jacobs and Roy Melick	9
4.	<i>Applejack</i>	Derek McDonnell and Rogerio Blanc-Ramos	11
5.	<i>Next</i>	Miles Bastick, Haydn Dare and Jon Short	14
6.	<i>Emily</i>	Jason King	15
7.	<i>Privateer</i>	Raymond Golzar	16
8.	<i>Baltic Lady</i>	Niel Burling	17
9.	<i>Eye Appeal</i>	John Markos and Michael Delaney	21
10.	<i>Sumatra</i>	Basil and Shane Diethelm	22



2022 NOAKES SYDNEY GOLD COAST YACHT RACE

REVIEW





Sean Langman's Reichel/Pugh
69 Moneypenny wins the 2022
Noakes Sydney Gold Coast.
Photo: David Hislop



CREW CAMARADERIE GIVES MONEYPENNY LICENSE TO THRILL

An all-star fleet assembled on the Sydney Harbour start line as the Noakes Sydney Gold Coast Yacht Race made a much-anticipated return on Saturday 30 July 2022.

Among the 61 boats taking on the 384 nautical mile journey north were the major winners from the 2021 Rolex Sydney Hobart Yacht Race – *Ichiban*, *Black Jack* and *Disko Trooper* – *Contender Sailcloth*.

The Australian comebacks of 100-foot maxis *Andoo Comanche* and *Hamilton Island Wild Oats* set up a riveting battle for Line Honours, while there were

plenty of tantalising storylines in the quest for divisional and overall honours.

Moneypenny, *No Limit* and *Whisper* led the pursuit of the maxis, as the always competitive group of 52-footers (ten of them this time around) firmed as key contenders for the overall win.

Recent winners *Chutzpah* and *White Bay 6 Azzurro* were bidding to reclaim their crowns, and 11 boats made history as the first two-handers to compete in the Noakes Sydney Gold Coast.

A picturesque but frustrating start to the race on Sydney Harbour. Photos: Andrea Francolini





Black Jack and Hamilton Island Wild Oats lead the fleet out of Sydney Heads.

Drift away

The weather didn't quite match the anticipation for the race start.

The light forecast proved to be rather generous as a fickle 2-3 knot sou'easter made only a guest appearance on the calm Harbour.

With the breeze progressively easing, tacticians and navigators had very little to work with and many boats were left drifting.

It was more than an hour after the gun before Peter Harburg's Reichel/Pugh 100 *Black Jack* (skippered by Mark Bradford) felt the sea breeze, closely trailed out of Sydney Heads by her sister ship, the Oatley Family's Reichel/Pugh 100 *Hamilton Island Wild Oats* (skippered by Mark Richards).

Sean Langman's Reichel/Pugh 69 *Money Penny* and *Andoo Comanche* (chartered by skipper John Winning Jr) led the chasing pack, which included *Patrice*, *No Limit*, *Zen*, *Whisper*, *Gweilo* and *Pretty Woman*.

Three hours of the race had elapsed before the Harbour was left behind by the fleet, as they strapped in for a cold and protracted first night at sea.



Searching for breeze at the start.

A Winning start for Andoo Comanche

Black Jack held off her rival maxis through Saturday night but traded places with *Andoo Comanche* the following morning up the NSW mid north coast.

Around 24 hours into the race, Winning Jr and *Andoo Comanche's* navigators – Will Oxley and Justin Shaffer – made a tactical decision which proved decisive.

The VPLP 100 went well out to sea and found enough in the NNE breeze to get moving up to 16-17 knots, surging clear with around 150nm to go and clinching Line Honours in 1 day, 17 hours, 55 minutes and 43 seconds.

"We were quite confident that if we went the same way [as *Black Jack* and *Hamilton Island Wild Oats*], we'd have a pretty good race on our hands anyway with the way the wind was building, and we got to a point where our navigators backed themselves," Winning Jr said.

"Will Oxley had a plan to go offshore and get a bit of an eddy on the tide and current. We did that; it worked out really well.

A sunrise arrival for Line Honours winner Andoo Comanche. Photo: One Two Shoot Media





Andoo Comanche leaves the Heads. Photo: Andrea Francolini

“Everything they predicted had happened so it’s a credit to them that we were able to do that and we probably won by more of a margin than if we’d gone in the same water as the others – if we would have won at all.”

Oxley explained the planning and conviction required to find more suitable racing conditions for *Andoo Comanche*.

“There was an anti-clockwise eddy with the centre of it sitting around 45nm offshore,” he said. “We went around 60nm offshore to get on the eastern side of it.

“By doing that, we could cross the ridge of the high pressure and instead of sailing in light air upwind, we could have big rotation and favourable current to come back into the coast. That’s pretty much how it turned out.

“There were a few question marks when we bore away at 30 degrees, kept the code zero up and ripped offshore at 15 knots. But it was good modelling and a good plan that we stuck to.”

Winning Jr and his crew of accomplished sailors (Colin Beashel, Seve Jarvin and Pablo Arrarte were among those on board this race) made an immediate statement in the first race of a two-year charter.



The Andoo Comanche crew celebrate their victory.

The legendary boat hadn’t skipped a beat since moving overseas to compete after winning Line Honours as *Comanche* for Jim Cooney and Samantha Grant in the 2019 Rolex Sydney Hobart.

As the custodian of the illustrious maxi, Winning Jr looks set to enjoy plenty of success during his time at the helm.

With *Andoo Comanche* and *Hamilton Island Wild Oats* back on the Australian racing scene, the battle of the 100-footers will make plenty of headlines in 2022.

Black Jack certainly won’t be overshadowed and after finishing second over the line, skipper Mark Bradford was buoyant about the boat’s progress.

“We’ve now got this boat on rails,” he said. “We know what to do in every condition, what sail pack to go with.

“It’s taken us quite a few years to get here. That sensation of when the boat is really rocking is fantastic.”

Hamilton Island Wild Oats – formerly *Wild Oats XI* – was back on the water after a two-and-a-half-year hiatus during the COVID-19 pandemic.

Having finished just over an hour behind *Black Jack*, skipper Mark Richards had cause for optimism.

“I’m just super happy we got here in one piece; we didn’t break any gear and the team did a great job,” he said.

“We made the most of the situation, it just wasn’t good enough this time.

“The reality is these boats are hard to sail and when you haven’t sailed a lot, it comes home pretty quickly how challenging it can be.

“I was really proud of everyone. It was a good result and we’re happy to get back into the saddle.”



This is Sean Langman's third win on IRC in the Noakes Sydney Gold Coast. Photo: Andrea Francolini

'Special' win for Langman's Moneypenny

Sean Langman's affinity with the Noakes Sydney Gold Coast goes back quite a way.

Well before signing on as Race Sponsor (he's the Managing Director of Noakes Group), Langman won Line Honours three consecutive times (2001-2003) and handicap twice (2001 and 2003).

Three years after finishing second over the line in the Noakes Sydney Gold Coast, Langman returned to the race with his Reichel/Pugh 69 *Moneypenny* (formerly *Naval Group*) looking for a first overall win in almost two decades.

Moneypenny took the lead on IRC when she crossed the line on Monday afternoon (local time) in just over two days, with the 52-foot boats her most likely challengers.

It was a nervous wait for Langman, but after the main contenders – TP52s *Gweilo* and *Zen* – finished



A proud moment for Langman. Photo: David Hislop

short of *Moneypenny*'s corrected time, it was just a matter of time before victory was sealed.

In the end, less than half an hour separated the top four in the overall standings – *Moneypenny*, *Gweilo* (skippered by Peter Merrington in the absence of owners Matt Donald and Chris Townsend), *Zen* (Gordon Ketelbey) and *Whisper* (David Griffith).

Langman was quick to applaud his crew, which included navigator Matthew Humphries, Olympic silver medallist and Australia SailGP Team's Nina Curtis, Pierre Ainscow, Josh Alexander, Geoff Bauchop, Justin Ferris, Tom Maidment, Josh Porebski, Ty Oxley and Keagan York.

"It's by far the best crew I've ever sailed with in my life," he said. "We've got quite a lot of pros on board, mixed with some longstanding, long suffering mates.



Gweilo was the pick of the TP52s. Photo: Andrea Francolini



White Noise won IRC Division 2. Photo: One Two Shoot Media

"I'm happy for them, especially for Josh Alexander, who has stuck with me through thick and thin.

"The team was brilliant. I'm so privileged to have had a combination of old mates and pros in my team."

This was a particularly meaningful win given Langman's close association with the race.

As celebrations continued at Southport Yacht Club and with the Peter Rysdyk Memorial Trophy in his grasp, the accomplished sailor reflected: "The race has always been very special to me.

"It's interesting when you sponsor a race, compete in it and win it. It's a bit of added excitement.

"This is really a vindication. I had a belief that the boat, in certain conditions, would sail well to its rating, so we worked very hard on the areas in which it wasn't so quick.

"Now that I've hit 60 years of age, I reflect on a life of boat racing. As I get older and surround myself with younger people, the wins are more special.

"This is very special, because it's a turning point for me. We move on from the last few years and do what we love doing. I seriously love sailing!"

Divisional delight

Gweilo – the 2020/21 Audi Centre Sydney Blue Water Pointscore champion – was the best of the TP52s, winning IRC Division 1 by two minutes on corrected time from *Zen*.

With owners Donald and Townsend competing at Cowes Week, stand-in skipper Merrington and his crew achieved *Gweilo*'s first podium in the Noakes Sydney Gold Coast having been fourth overall in 2019 and fifth in 2018.

"It was a huge effort for our guys," Merrington said. "Matt and Jock [Townsend] were stoked with the result. It was disappointing they couldn't be here but great they could be so involved.

"They've got ultimate confidence in all our crew to look after the boat. I'd like to heap praise on the crew, because they worked their guts out. At times, we paused the watch system, which isn't something we'd previously done, but it was required to get some more guys on the rail.

"They never stopped giving 100%, so they were awesome in that regard."

Daniel Edwards' M.A.T 1245 *White Noise* finished on top of IRC Division 2, while Ian Creak's Beneteau

47.7 *Ausreo* was one of the standout performers – 9th overall and winner of IRC Division 3, ORCi Division 2 and Corinthian IRC.

Michael Rowe's Mumm 36 Mod *Norton White Corum* celebrated victory on PHS and Kim Jaggar's Sydney 38 *Cinquante* scooped Corinthian PHS honours.

Shorthanded success

The 2022 Noakes Sydney Gold Coast was the first of the CYCA's major races in which two-handed entrants were eligible for overall honours.

It was also the first time they had competed in the race due to the cancellations in 2020 and 2021.

Jules Hall's J/99 *Disko Trooper_Contender Sailcloth* – the winner of the Rolex Sydney Hobart's inaugural Two-Handed Division, co-skipped by Jan Scholten – was again the strongest performer, finishing 11th overall and leading a two-handed clean sweep of IRC Division 4. *Disko Trooper* also finished top of the Two-Handed IRC division.

Philosopher – co-skipped by owner David Henry and Stephen Prince – was second in IRC Division 4, winner of ORCi Division 3 and third on Corinthian IRC.

Crux – Carlos Aydos' S&S 34, co-skipped by Tomas Kliman – also proved her status as one of the most competitive two-handed boats in Australia.

Crux was second on all handicaps in the 2021 Rolex Sydney Hobart's Two-Handed Division and although Aydos and Kliman were the last competitors to arrive into the Gold Coast, they celebrated four podium finishes, including third in IRC Division 4.

Joe de Kock and Richard Hooper completed their first ever two-handed ocean race on De Kock's Dehler 44 *KD4* and it was a successful debut for the pair, winning Two-Handed ORCi, finishing second on Two-Handed IRC and Corinthian IRC, and third in ORCi Division 2.

"We did some good tactical things late in the race that worked out well," De Kock said.

"I'm happy it's done. I enjoyed a lot of it. I pondered it along the way, I thought maybe it's more fun to have a crew with you, but at other times I thought this was much better.

"We always thought the crew was a waste of time but we just needed to check and it's true. Now we don't need a crew. Two is plenty," he laughed.

Hooper added: "The sense of accomplishment stands out for me more than anything. I've probably done harder racing, but nothing as challenging."

View the full list of results from the 2022 Noakes Sydney Gold Coast on pages 34-37. ⚓



Stephen Prince and David Henry (*Philosopher*)



Jan Scholten and Jules Hall (*Disko Trooper_Contender Sailcloth*).



Joe de Kock and Richard Hooper (*KD4*).



The crew of Corinthian PHS winner, *Cinquante*. Photo: Digvijay Jagati



COMPETITORS' VIEW

The journey north is renowned for its chilly nights and spectacular views. Competitors in the 2022 Noakes Sydney Gold Coast shared some fantastic photos from their journey.





Popeye



Popeye



Quest



Rumchaser



Highly Sprung



Wild Oats



Smuggler



The Pretty Woman crew after the 2022 Noakes Sydney Gold Coast.

PRETTY WOMAN CLICKING INTO GEAR



Pretty Woman at the start of the race. Photo: Andrea Francolini

Richard Hudson and David Beak's Farr 45, *Pretty Woman*, has developed a reputation as the perfect vessel for young sailors to develop their skills.

A 14th place finish overall in the 2022 Rolex Sydney Hobart showed how competitive the boat can be on water, but helping crew progress is as important to the owners as results.

Pretty Woman's crew for the 2022 Noakes Sydney Gold Coast featured six males and four females, with the majority under the age of 30.

The youth sailors (Alice Tarnawski, Alistair Read, Georgia Tuckey, Jemma Hodgson, Liam Bennett and Sarah Parker) are graduates of the Royal Prince Alfred Yacht Club Youth Development Program, which has been somewhat of a feeder system for the boat.

"It's good to have the enthusiasm and energy they bring to the game," said Hudson after finishing his 33rd Sydney Gold Coast. "They also make me look good!"

"Alice did a really good job navigating the boat. I enjoy sailing with Alice because it's good to have someone to bounce ideas off and she's always across it.

"[The youngsters] are good trimmers. They really focus on keeping the boat moving and we're both learning all the time.

"They learn how to sail a big boat and how to sail offshore. We then give that experience in what not to do."

The "we" Hudson refers to is *Pretty Woman's* "old guard", which this race also featured Matt Gerethy, Steve Howe and Will Hardcastle.

The generational gap has its benefits: "It's an information sharing process," Hudson insists. "We have very experienced sailors on board and they appreciate the feedback."



Antony Hawke has certainly benefitted from Hudson and Beak's guidance.

Hawke was awarded the CYCA's Youth Ocean Racer of the Year after completing his second Rolex Sydney Hobart on *Pretty Woman*.

The young bowman impressed as *Pretty Woman* won IRC Corinthian and the Wild Rose Pointscore in the 2021/22 Audi Centre Sydney Blue Water Pointscore.

He earned a ride on Sam Haynes' TP52 *Celestial* for the 2022 Noakes Sydney Gold Coast and gives *Pretty Woman* plenty of credit for his growth.

"It's been awesome crewing on *Pretty Woman*," Hawke said. "Richard gives everyone an opportunity to do everything on the boat.

"You're not refined to a small role; you can take a big position on board.

"I was able to step into the bow role and really grow on that boat."

Pretty Woman was fourth on Corinthian PHS and sixth in IRC Division 2 in the 2022 Noakes Sydney Gold Coast. ⚓



On board.



A FRANTIC START



Frantic arrives into the Gold Coast. Photo: David Hislop

The start of the 2022 Noakes Sydney Gold Coast was calm for much of the fleet. But not quite for Michael Martin and his TP52, *Frantic*.

Amid the final preparations for the race came the realisation that *Frantic's* storm jib was left back in Newcastle.

To the rescue came the wife of owner/skipper Martin, who drove down to Sydney to deliver the missing piece of the puzzle.

Frantic's race finally began around an hour after the gun.

"We've been pretty busy and left the storm jib in the trysail bag and vice versa," Martin reflected after arriving in Southport.

"My wife got MVP after bringing the storm jib down from Newcastle!

"It was a pretty soft start, so we didn't lose that much, but it was very soft to get through at the start.

"It would've been fun to mix it with the other TPs, but we'll do it next time."

The misfortune at the start perhaps narrowed the *Frantic* crew's focus as they began making their way through the fleet, racing more against themselves than the other 52s.

Though the divisional rivals were out of reach, Martin was pleased with the reaction of his crew.

"It was a good shake down for us and we enjoyed the race," he said. "Conditions were tough and there was lots of tacking in light conditions, but that's all part of sailing.

"We had a lot of new crew and everyone was getting used to each other.

"A lot of things didn't work, but we've got a list so we have plenty of things to fix up. It was good fun.

"The team dynamic and shifts went well. The crew did what they had to do to get the job done."

Perspective was certainly a key word in Martin's post-race debrief with his crew.

"I used to play rugby and I'd rather do this than get kicked in the head," he laughed.

"We do this for fun and sailing is so good – through the tough times and the good times." ⚓



Post-race debrief.



EAST MEETS WEST



Enterprise Next Generation enjoyed a solid start to her Audi Centre Sydney Blue Water Pointscore campaign.
Photo: One Two Shoot Media

A well-earned drink for the crew.

West Australian boat *Enterprise Next Generation*, the Botin Carkeek GP42 co-owned and skippered by Anthony Kirke and Andrew Nuttman, made a long-awaited maiden appearance on the east coast.

The 2022 Noakes Sydney Gold Coast was the first Audi Centre Sydney Blue Water Pointscore race since 2019 which could feature entrants from WA, following the reopening of state borders earlier in the year.

It meant the biggest test yet for *Enterprise Next Generation*, with Kirke and Nuttman having been on the Farr 40 *Enterprise* the last time they competed in the Pointscore.

"This is really important for us," Kirke said. "There is a limited fleet in WA and it's been a long time since we've been in a fleet of over 60 boats, so there is really good competition.

"We have one or two boats that are really competitive on the west coast, whereas now we have 50/60 which makes a lot of difference.

"That's what we want. We want to push the boat and push the crew, it's great."

The race proved a good marker for *Enterprise Next Generation*, which was the first boat under 50-foot over the line.

"Most of us have sailed together for a fair while," Kirke said. "But it's probably been a couple of years since we did a race of that length.

"Most races on the west coast have been no more than 240nm and good breeze, so we probably haven't sailed a race over three days in a couple of years.

"It took a little while to get back into routine, but we got back into it on Monday. That was the main thing for us. The crew work was right where we needed it to be."

A solid first outing on the east coast for *Enterprise Next Generation* was capped off by an exciting duel with Bruce Taylor's Caprice 40 *Chutzpah* (skippered by Andrew Taylor) approaching the finish line.

"It was an interesting last three or four hours," Kirke reflected. "We saw *Chutzpah* going inshore and thought it didn't make sense.

"But we knew Kingsley [Piesse, navigator of *Chutzpah*] had been there multiple times. So we thought we'd follow them the second time because they took about a mile off us the first time.

"It was good stuff, it kept everyone on their toes!"

Enterprise Next Generation will remain on the eastern seaboard for 2022, competing in the Audi Centre Sydney Blue Water Pointscore, including the boat's first Rolex Sydney Hobart Yacht Race. ⚓



Philosopher at the finish of the NSCCYR

The Philosophy of David Henry

Over the years, David Henry has been a prolific racer and cruiser, competing in just about everything the Club has to offer and sailing with his family to a myriad of locations around the globe.

Most recently he competed at Hamilton Island Race Week in his Buizen 48 *Sweet Chariot IV*, coming 8th in his division.

Perhaps part-motivated by his son, Rupert, who was one of the first to seriously embrace two-handed offshore racing in Australia, winning the Melbourne Osaka Race in 2018 and currently competing in Europe against the world's best short-handed sailors, David too has recently turned to two-handed sailing – and with great success.

And common to the many other sailors trying their hands at the format, he notes that it's the

challenges and camaraderie of the group that give two-handed its appeal.

Here are David's accounts of his first two races competing in the CYCA's Two-Handed divisions aboard his 2008 Sydney 36CR Philosopher.

Montague Island Race (CYCA Summer Offshore Series), 18 March 2022

The race started in light and variable breeze and it was dark by the time we exited the Heads with a big jib set and trying to get the Code 0 going in the sloppy sea state. Boats were all around us and it seemed that the newer and lighter boats were doing better in the conditions.

Lightning soon appeared in the southern sky, so we took the hint and immediately went straight to our No 4 jib, still keeping with the full main.

Southerly winds developed and increased in pressure and remained in the high teens/low 20kts all night - actually all the way to the Island.

In the morning light just south of Jervis Bay, we saw the J/99 *Disko Trooper* Contender Sailcloth well inshore of us and a little bit ahead.

It was quite bumpy all the way to Montague Island which we reached around dark but we didn't notice any mal de mer and were buoyed by keeping not too far behind Rupert and Greg on *Mistral* and in touch with some 40-footers.

I recall we were cautious about boat handling around and immediately after the Island because the breeze was still fresh, so we only set the Code



Jules Hall comparing notes with David at Southport YC



Philosophosfer fully-crewed in the 2021 Cabbage Tree Island Race

O and not a kite. We realised fairly quickly that this was not brave enough and set our A3 and later our S4 then S2.

We pretty much headed for land after the Island and hugged the rocks all the way home, which seemed to work well for us. It got very light north of Stanwell Park which kept us pretty busy.

I do remember that we both managed a couple of sleeps going upwind to the Island but I can't remember any on the way back. We must have taken a couple of breaks each but were pretty much running on adrenalin right to the final gybe at South Head.



David and Stephen at the NSGCYR Prizegiving

We were very happy with 3rd Overall behind *Whisper* and *Mistral* and 2nd TH against a strong division.

IRC & PHS (All) - 3rd (behind *Whisper* and *Mistral*)

Noakes Sydney Gold Coast Yacht Race, 30 July 2022

Famously, this year's race started in extremely light conditions, and we [with Stephen Prince] took around two hours to get past North Head - it seemed like all day to get to Broken Bay.

Tacking fairly close inshore and looking for every wind shift in the light breeze was tiring work for a two-handed crew but we were motivated by what turned out to become a private duel with Jules and Clogs on *Disko Trooper_Contender Sailcloth*.

After two days we were still almost side-by-side and only at Coffs Harbour.

The wind then went a little bit more NW, later W and SW and finally into the South, allowing us to go to soft sails up front all the way through to the finish.

We squeezed in front of *Disko'* just after Cape Byron on Tuesday afternoon and managed to stay there until we both finished off Main Beach at 2100hrs.

Three and a third days from Sydney. An excellent result for Jules and Clogs and a good result for us. It was by no means a fast race but a very enjoyable one for TH racing camaraderie.

TWO-HANDED IRC - 3rd (behind *Disko Trooper_Contender Sailcloth* and *KD4*)

IRC OVERALL 17th ⚓



2022 RACE RESULTS

IRC

PLACE	YACHT	OWNER/SKIPPER	DIVISION	HANDICAP	CORRECTED TIME
1	<i>Money Penny</i>	Sean Langman	0	1.5630	03:05:27:04
2	<i>Gweilo</i>	Matt Donald & Chris Townsend/Peter Merrington	1	1.3980	03:05:51:04
3	<i>Zen</i>	Gordon Ketelbey	1	1.3890	03:05:53:17
4	<i>Whisper</i>	David Griffith	0	1.5210	03:05:54:14
5	<i>Ichi Ban</i>	Matt Allen/Gordon Maguire	0	1.4150	03:06:33:30
6	<i>Celestial</i>	Sam Haynes/Jack Macartney	1	1.3990	03:06:38:22
7	<i>Patrice</i>	Tony Kirby	1	1.4190	03:07:17:40
8	<i>Quest</i>	Craig Neil	1	1.3710	03:07:18:39
9	<i>Ausreo</i>	Ian Creak	3	1.0620	03:07:45:46
10	<i>No Limit</i>	David Gotze	0	1.5180	03:08:38:18
11	<i>Ariel</i>	Ron Forster & Phil Damp	3	1.0750	03:09:03:29
12	<i>Disko Trooper_Contender Sailcloth (TH)</i>	Jules Hall/Jules Hall & Jan Scholten	4	1.0130	03:09:03:29
13	<i>Cicero</i>	Mark Hellyer	3	1.0760	03:09:08:02
14	<i>Smuggler</i>	Sebastian Bohm	1	1.3700	03:09:24:26
15	<i>Blink</i>	Mark Gorbato & Mark Siebert	3	1.0750	03:10:19:39
16	<i>KD4 (TH)</i>	Joe de Kock/Joe de Kock & Richard Hooper	3	1.1190	03:10:47:46
17	<i>Philosopher (TH)</i>	David Henry/David Henry & Stephen Prince	4	1.0430	03:11:23:17
18	<i>Cinquante</i>	Kim Jaggar	3	1.0970	03:11:41:43
19	<i>Black Jack</i>	Peter Harburg/Mark Bradford	0	1.9460	03:11:54:47
20	<i>Joss</i>	Roberto Camacho	3	1.0730	03:11:55:43
21	<i>White Noise</i>	Daniel Edwards	2	1.1360	03:12:17:29
22	<i>Oz Design Patrice Six</i>	Alexander Flecknoe-Brown	3	1.1030	03:12:33:59
23	<i>Andoo Comanche</i>	John Winning Jr	0	2.0200	03:12:41:45
24	<i>KOA</i>	Peter Wrigley & Andrew Kearnan	1	1.3510	03:13:11:32
25	<i>Minerva</i>	Edward Cox	2	1.1540	03:13:26:31
26	<i>Khaleesi</i>	Rob Aldis & Sandy Farquharson	2	1.1820	03:13:31:43
27	<i>Hamilton Island Wild Oats</i>	The Oatley Family/Mark Richards	0	1.9470	03:14:03:32
28	<i>Chutzpah</i>	Bruce Taylor/Andrew Taylor	2	1.2000	03:14:44:14
29	<i>Wings</i>	Ian Edwards	2	1.1390	03:14:47:41
30	<i>Pretty Woman</i>	Richard Hudson & David Beak	2	1.2030	03:15:15:05
31	<i>Quantock</i>	David Hobbs	2	1.1940	03:15:39:33
32	<i>Crux (TH)</i>	Carlos Aydos/Carlos Aydos & Tomas Kliman	4	0.9250	03:18:16:53
33	<i>White Bay 6 Azzurro</i>	Shane Kearns	4	0.9300	03:18:23:19
34	<i>Enterprise Next Generation</i>	Anthony Kirke & Andrew Nuttman	2	1.2580	03:18:38:21
35	<i>Tempo</i>	Michael Smith	2	1.2550	03:19:26:33
36	<i>Rum Rebellion (TH)</i>	Shane Connelly/Shane Connelly & Tony Sutton	4	1.0100	03:20:34:04
37	<i>Supernova</i>	Alex Seja & Felicity Nelson	4	1.0360	03:21:28:09
38	<i>Frantic</i>	Michael Martin	1	1.3410	04:00:28:15
39	<i>Flying Cloud</i>	David Myers	3	1.0790	04:00:33:33
40	<i>Wild Oats</i>	Brett Eagle/Clifford Fairbass	4	1.0490	04:02:51:56
41	<i>Crystal Cutter III</i>	Charles Parry-Okeden	4	1.0550	04:03:14:15

LINE HONOURS

PLACE	YACHT	OWNER/SKIPPER	CORRECTED TIME
1	<i>Andoo Comanche</i>	John Winning Jr	01:17:55:43
2	<i>Black Jack</i>	Peter Harburg/Mark Bradford	01:19:07:15
3	<i>Hamilton Island Wild Oats</i>	The Oatley Family/Mark Richards	01:20:12:03
4	<i>Money Penny</i>	Sean Langman	02:01:33:10
5	<i>Whisper</i>	David Griffith	02:03:13:08
6	<i>No Limit</i>	David Gotze	02:05:07:17
7	<i>Ichi Ban</i>	Matt Allen/Gordon Maguire	02:07:31:06
8	<i>Gweilo</i>	Matt Donald & Chris Townsend/Peter Merrington	02:07:41:15
9	<i>Patrice</i>	Tony Kirby	02:07:52:50
10	<i>Zen</i>	Gordon Ketelbey	02:08:04:30
11	<i>Celestial</i>	Sam Haynes/Jack Macartney	02:08:12:40
12	<i>Quest</i>	Craig Neil	02:09:50:56
13	<i>Smuggler</i>	Sebastian Bohm	02:11:25:17
14	<i>KOA</i>	Peter Wrigley & Andrew Kearnan	02:15:03:31
15	<i>Frantic</i>	Michael Martin	02:23:56:22
16	<i>Enterprise Next Generation</i>	Anthony Kirke & Andrew Nuttman	03:00:03:01
17	<i>Chutzpah</i>	Bruce Taylor/Andrew Taylor	03:00:16:52
18	<i>UBS Wild Thing</i>	Geoff Lavis	03:00:18:01
19	<i>Khaleesi</i>	Rob Aldis & Sandy Farquharson	03:00:21:33
20	<i>Pretty Woman</i>	Richard Hudson & David Beak/Richard Hudson	03:00:31:41
21	<i>Tempo</i>	Michael Smith	03:00:51:45
22	<i>Quantock</i>	David Hobbs	03:01:24:59
23	<i>KD4 (TH)</i>	Joe de Kock/Joe de Kock & Richard Hooper	03:01:59:28
24	<i>Minerva</i>	Edward Cox	03:02:02:23
25	<i>White Noise</i>	Daniel Edwards	03:02:12:01
26	<i>Ausreo</i>	Ian Creak	03:03:06:22
27	<i>Ariel</i>	Ron Forster & Phil Damp	03:03:24:10
28	<i>Cicero</i>	Mark Hellyer	03:03:24:12
29	<i>Huntress</i>	Victoria Logan	03:04:10:23
30	<i>Wings</i>	Ian Edwards	03:04:12:09
31	<i>Cinquante</i>	Kim Jaggar	03:04:17:41
32	<i>Mako</i>	Paul O'Rourke	03:04:19:13
33	<i>Blink</i>	Mark Gorbato & Mark Siebert	03:04:35:01
34	<i>Norton White Corum</i>	Michael Rowe & Ben Martin	03:04:35:18
35	<i>OZ Design Patrice Six</i>	Alexander Flecknoe-Brown	03:04:40:10
36	<i>Joss</i>	Roberto Camacho	03:06:13:07
37	<i>Philosopher (TH)</i>	David Henry/David Henry & Stephen Prince	03:07:57:01
38	<i>Disko Trooper_ Contender Sailcloth (TH)</i>	Jules Hall/Jules Hall & Jan Scholten	03:08:01:04
39	<i>Avalanche (TH)</i>	James Murchison/James Murchison & James Francis	03:08:01:31
40	<i>Flying Cloud</i>	David Myers	03:17:29:22
41	<i>Supernova</i>	Alex Seja & Felicity Nelson	03:18:13:16
42	<i>Rum Rebellion (TH)</i>	Shane Connelly/Shane Connelly & Tony Sutton	03:19:39:05
43	<i>Mondo</i>	Lisa Callaghan & Stephen Teudt	03:21:10:36
44	<i>Crystal Cutter III</i>	Charles Parry-Okeden	03:22:03:50
45	<i>Wild Oats</i>	Brett Eagle/Clifford Fairbass	03:22:14:51
46	<i>She's The Culprit</i>	The Culprit Syndicate/Glen Picasso	03:22:24:26
47	<i>Reve</i>	Kevin Whelan	04:00:58:12
48	<i>White Bay 6 Azzurro</i>	Shane Kearns	04:01:11:31
49	<i>Crux (TH)</i>	Carlos Aydos/Carlos Aydos & Tomas Kliman	04:01:36:05

2022 RACE RESULTS

ORCI

PLACE	YACHT	OWNER/SKIPPER	DIVISION	HANDICAP	CORRECTED TIME
1	<i>Money Penny</i>	Sean Langman	1	1.6677	03:10:38:21
2	<i>Hamilton Island Wild Oats</i>	The Oatley Family/Mark Richards	1	1.9571	03:14:30:20
3	<i>Ausreo</i>	Ian Creak	2	1.1616	03:15:14:36
4	<i>Ariel</i>	Ron Forster & Phil Damp	2	1.1585	03:15:21:15
5	<i>Patrice</i>	Tony Kirby	1	1.5684	03:15:38:35
6	<i>Celestial</i>	Sam Haynes/Jack Macartney	1	1.5612	03:15:45:24
7	<i>Gweilo</i>	Matt Donald & Chris Townsend/Peter Merrington	1	1.5771	03:15:49:29
8	<i>Whisper</i>	David Griffith	1	1.7151	03:15:50:44
9	<i>Zen</i>	Gordon Ketelbey	1	1.5671	03:15:52:30
10	<i>Quest</i>	Craig Neil	1	1.5252	03:16:13:52
11	<i>Ichi Ban</i>	Matt Allen/Gordon Maguire	1	1.5960	03:16:36:26
12	<i>KD4 (TH)</i>	Joe de Kock/Joe de Kock & Richard Hooper	2	1.2009	03:16:51:21
13	<i>Blink</i>	Mark Gorbato & Mark Siebert	2	1.1624	03:17:01:15
14	<i>No Limit</i>	David Gotze	1	1.6873	03:17:37:54
15	<i>White Noise</i>	Daniel Edwards	2	1.2205	03:18:33:41
16	<i>Joss</i>	Roberto Camacho	2	1.1582	03:18:35:34
17	<i>Cinquante</i>	Kim Jaggar	2	1.1875	03:18:36:00
18	<i>Philosopher (TH)</i>	David Henry/David Henry & Stephen Prince	3	1.1346	03:18:42:42
19	<i>OZ Design Patrice Six</i>	Alexander Flecknoe-Brown	2	1.1837	03:18:45:13
20	<i>Black Jack</i>	Peter Harburg/Mark Bradford	1	2.1114	03:19:02:43
21	<i>Smuggler</i>	Sebastian Bohm	1	1.5520	03:20:13:19
22	<i>Huntress</i>	Victoria Logan	2	1.2120	03:20:19:18
23	<i>Khaleesi</i>	Rob Aldis & Sandy Farquharson	2	1.2943	03:21:39:16
24	<i>Crux (TH)</i>	Carlos Aydos/Carlos Aydos & Tomas Kliman	3	0.9621	03:21:54:08
25	<i>KOA</i>	Peter Wrigley & Andrew Kearnan	1	1.4927	03:22:07:39
26	<i>White Bay 6 Azzurro</i>	Shane Kearns	3	0.9737	03:22:38:09
27	<i>Pretty Woman</i>	Richard Hudson & David Beak	2	1.3083	03:22:53:18
28	<i>Quantock</i>	David Hobbs	2	1.2975	03:23:15:28
29	<i>Chutzpah</i>	Bruce Taylor/Andrew Taylor	2	1.3287	04:00:02:24
30	<i>Tempo</i>	Michael Smith	2	1.3653	04:03:28:45
31	<i>Rum Rebellion (TH)</i>	Shane Connelly/Shane Connelly & Tony Sutton	3	1.0872	04:03:38:36
32	<i>UBS Wild Thing</i>	Geoff Lavis	2	1.3995	04:05:11:03
33	<i>Supernova</i>	Alex Seja & Felicity Nelson	3	1.1245	04:05:27:13
34	<i>Frantic</i>	Michael Martin	1	1.4593	04:08:58:52
35	<i>Flying Cloud</i>	David Myers	2	1.1745	04:09:06:19
36	<i>Crystal Cutter III</i>	Charles Parry-Okeden	3	1.1411	04:11:20:11
37	<i>Wild Oats</i>	Brett Eagle/Clifford Fairbass	3	1.1401	04:11:27:06

CORINTHIAN - PHS

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	<i>Cinquante</i>	Kim Jaggar	1.0604	03:08:54:11
2	<i>Wings</i>	Ian Edwards	1.1313	03:14:12:28
3	<i>Crux (TH)</i>	Carlos Aydos/Carlos Aydos & Tomas Kliman	0.9062	03:16:26:47
4	<i>Pretty Woman</i>	Richard Hudson & David Beak	1.2370	03:17:43:02
5	<i>White Bay 6 Azzurro</i>	Shane Kearns	0.9321	03:18:35:33
6	<i>Crystal Cutter III</i>	Charles Parry-Okeden	0.9962	03:21:42:23
7	<i>Supernova</i>	Alex Seja & Felicity Nelson	1.0399	03:21:49:15
8	<i>She's The Culprit</i>	The Culprit Syndicate/Glen Picasso	1.0306	04:01:17:46
9	<i>Mondo</i>	Lisa Callaghan & Stephen Teudt	1.0450	04:01:22:11

PHS

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	<i>Norton White Corum</i>	Michael Rowe & Ben Martin	1.0461	03:08:07:09
2	<i>Mako</i>	Paul O'Rourke	1.0821	03:10:35:10
3	<i>Avalanche (TH)</i>	James Murchison/James Murchison & James Francis	1.1525	03:20:13:45
4	<i>Reve</i>	Kevin Whelan	0.9796	03:22:59:31
5	<i>She's The Culprit</i>	The Culprit Syndicate/Glen Picasso	1.0306	04:01:17:46
6	<i>Mondo</i>	Lisa Callaghan & Stephen Teudt	1.0450	04:01:22:11

CORINTHIAN - IRC

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	<i>Ausreo</i>	Ian Creak	1.0620	03:07:45:46
2	<i>KD4 (TH)</i>	Joe de Kock/Joe de Kock & Richard Hooper	1.1190	03:10:47:46
3	<i>Philosopher (TH)</i>	David Henry/David Henry & Stephen Prince	1.0430	03:11:23:17
4	<i>Cinquante</i>	Kim Jaggar	1.0970	03:11:41:43
5	<i>KOA</i>	Peter Wrigley & Andrew Kearnan	1.3510	03:13:11:32
6	<i>Minerva</i>	Edward Cox	1.1540	03:13:26:31
7	<i>Wings</i>	Ian Edwards	1.1390	03:14:47:41
8	<i>Pretty Woman</i>	Richard Hudson & David Beak	1.2030	03:15:15:05
9	<i>Crux (TH)</i>	Carlos Aydos/Carlos Aydos & Tomas Kliman	0.9250	03:18:16:53
10	<i>White Bay 6 Azzurro</i>	Shane Kearns	0.9300	03:18:23:19
11	<i>Rum Rebellion (TH)</i>	Shane Connelly/Shane Connelly & Tony Sutton	1.0100	03:20:34:04
12	<i>Supernova</i>	Alex Seja & Felicity Nelson	1.0360	03:21:28:09
13	<i>Crystal Cutter III</i>	Charles Parry-Okeden	1.0550	04:03:14:15

TWO-HANDED IRC

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	<i>Disko Trooper_Contender Sailcloth</i>	Jules Hall/Jules Hall & Jan Scholten	1.0130	03:09:03:29
2	<i>KD4</i>	Joe de Kock/Joe de Kock & Richard Hooper	1.1190	03:10:47:46
3	<i>Philosopher</i>	David Henry/David Henry & Stephen Prince	1.0430	03:11:23:17
4	<i>Crux</i>	Carlos Aydos/Carlos Aydos & Tomas Kliman	0.9250	03:18:16:53
5	<i>Rum Rebellion</i>	Shane Connelly/Shane Connelly & Tony Sutton	1.0100	03:20:34:04

TWO-HANDED ORCI

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	<i>KD4</i>	Joe de Kock/Joe de Kock & Richard Hooper	1.2009	03:16:51:21
2	<i>Philosopher</i>	David Henry/David Henry & Stephen Prince	1.1346	03:18:42:42
3	<i>Crux</i>	Carlos Aydos/Carlos Aydos & Tomas Kliman	0.9621	03:21:54:08
4	<i>Rum Rebellion</i>	Shane Connelly/Shane Connelly & Tony Sutton	1.0872	04:03:38:36

RETIREMENTS AND PROTESTS

Ciao Bella	Retired - Time constraints
Farr N Away	Retired
Highly Sprung	Retired - Mainsail damage
Joker on Tourer (TH)	Retired - Time constraints
Local Hero (TH)	Retired - Minor injury
Pekljus	Retired - Backstay ram failure
Penzance	Retired - Time constraints
Popeye	Retired - Time constraints
Rumchaser (TH)	Retired - Time constraints
Shearwater (TH)	Retired - Radio problems
Transcendence Crento (TH)	Retired - Rigging damage
XS Moment	Retired - Forestay damage
Zen	Zen was granted redress following an error in the boat's recorded finishing time. Zen's corrected finish time is recorded as 21:04:30 hours on Monday 1 August 2022, a reduction in elapsed time of 6 minutes and 19 seconds.



Toast to the

1. The *Khaleesi* crew.

2. Norton White Corum skipper Michael Rowe with CYCA Director Jules Hall.

3. *Philosopher* co-skippers David Henry and Stephen Prince.

4. *Gweilo* skipper Peter Merrington.

5. The *Minerva* crew.





Gold Coast



6. Zen owner/skipper Gordon Ketelbey.

7. The Joss crew.

8. Moneypenny's Keagan York, Sean Langman and Matt Humphries.

9. The Chutzpah crew.

10. Avalanche co-skippers James Murchison and James Francis.





Kermandie – Huon at its Finest



www.kermandie.com.au

The 2022 Noakes Sydney Gold Coast Yacht Race and its triumphant return after a forced two-year break was one for all participants to celebrate.

For the handicap winners - IRC, ORCi, PHS, and the highest-placed two-handed competitors - the celebrations will extend well beyond the Southport Yacht Club bar.

Race sponsor, Noakes Group, a close partner to the Cruising Yacht Club of Australia for many years, had generously offered exclusive trips for the winners to its stunning heritage property Kermandie, located on the Kermandie River at Port Huon in Tasmania where the Group also manages a second shipyard and marina.

The package includes two nights' accommodation for two guests with all meals, airfares and a special river cruise hosted by Managing Director Sean Langman included. The Group will be relocating one of its Rosman Cruises ferries, *Regal II* from Sydney which is destined to become a popular tourist attraction.

Kermandie is located in the heart of Tasmania's Huon Valley and is a truly beautiful, peaceful location to sit back and relax and enjoy all that the location has to offer.

The Huon Valley has long been a haven for wooden boat building and has an abundance of local timbers including Huon and King Billy from which many classic yachts were born. Sean's own 9.1m gaff-rigged Ranger *Maluka* is one such boat, having been built from Huon Pine in the 1930s.

When Sean took out both the IRC & ORCi wins on *Money Penny*, he kindly passed the two trips down to the second placed teams. ⚓



KERMANDIE

river destination



Built in 1932 and positioned on the banks of the Kermandie River at Port Huon, Kermandie has served timber, orchard and river workers as well as travellers to the district for many decades. A heritage restoration was undertaken by Noakes Group as well as the development of an 80-berth marina making Kermandie a river destination for fine dining and four-star accommodation. Arrive by water or road and enjoy quality local wines and produce in the heart of the Huon.

www.kermandie.com.au



The start of the 2021 Rolex Sydney Hobart. Photo: Rolex/Andrea Francolini

Around the world to the Rolex Sydney Hobart

A strong fleet is building for the 2022 Rolex Sydney Hobart, featuring maxis, international entrants and multiple former winners.

Matt Allen's Botin 52 *Ichi Ban* is back to defend her overall crown, having won a record-equalling third Tattersall Cup in 2021.

The battle of the 52-footers will again be one to watch, with New Zealand entrant *Caro* (Justin Ferris), *Celestial* (Sam Haynes), *Crush* (David Davenport), *Gweilo* (Matt Donald and Chris Townsend), *KOA* (Andy Kearnan and Peter Wrigley), *Ocean Freeway* (Drew Peerless), *Quest* (Craig Neil), *Smuggler* (Seb Bohm) and American entrant *Warrior Won* (Christopher Sheehan) among those also entered.

Philip Turner's Reichel/Pugh 66 *Alive* – the 2018 overall winner, skippered by Duncan Hine – is back amongst a competitive group of 60-80 foot boats, which also includes *Money Penny* (Sean Langman), *No Limit* (David Gotze), *URM Group* (Anthony Johnston), *Whisper* (David Griffith) and *Willow* (Jim Cooney).

Peter Harburg's Reichel/Pugh 100 *Black Jack* – skippered by Mark Bradford – is locked in to defend her Line Honours crown.

Andoo Comanche (John Winning Jr) and *Hamilton Island Wild Oats* (Mark Richards) return to the race for the first time since 2019, while Christian Beck will look to go one better following *LawConnect's* second-place finish over the line last year.

There will be a strong international contingent with borders reopened. To date there are entries from New Zealand (*Caro*), New Caledonia (*Eye Candy and Poulpito*), USA (*Ocean Freeway* and *Warrior Won*), Germany (*Orione*) and Great Britain (*Sunrise* – read more about them on the opposite page).

This will be the first time two-handed competitors are eligible to win the Tattersall Cup and the inaugural winner of the Two-Handed Division – *Disko Trooper_Contender Sailcloth* (Jules Hall and Jan Scholten) – is expected to be one of the key challengers.

Other two-handed standouts from 2021 – Carlos Aydos' S&S 34 *Crux* and *Speedwell* (Campbell Geeves and Wendy Tuck) – are back to vie for the big prize. The Jeanneau Sunfast 3300s should be competitive; there are three entered thus far (*Sun Fast Racing*, *Transcendence Crento* and *Tumbleweed*).

The fleet size is expected to surpass 100 before entries close on 28 October, as crews prepare to travel from all corners of Australia and the world.

Keep an eye out for the official 2022 Rolex Sydney Hobart Yacht Race Program, which will be published in early December. ⚓

FOLLOW THE 2022 ROLEX SYDNEY HOBART YACHT RACE

The race starts at 1pm (AEDT) Monday 26 December 2022. It will be broadcast on the Seven Network in Australia and streamed live on the official race website.

Website: rolexsydneyhobart.com

Facebook: @RolexSydneyHobart

Twitter: @rshyr

Instagram: @officialrolexsydneyhobart

YouTube: @CYCATV

NEW HORIZON FOR SUNRISE



Sunrise takes on the 2021 Rolex Fastnet Race. Photo: RORC/Paul Wyeth

There is plenty of hype around British entrant *Sunrise* – one of the early contenders to challenge for overall honours in the 2022 Rolex Sydney Hobart Yacht Race.

Tom Kneen's JPK 1180 – sailed with a predominantly Corinthian crew – has made waves on the international stage over the last 18 months.

Though *Sunrise* may appear to be punching above weight, her consistency in major offshore races proves she is deserving of her place amongst sailing's elite.

It's been a whirlwind year for Kneen and his crew.

Sunrise made the sailing world take notice in August 2021 by claiming a famous win in the Rolex Fastnet Race.

"It was a life changing event for us," said Kneen. "It's everything you expect it to be and more in terms of the consequences.

“

I still walk into my living room and see the Fastnet Challenge Cup sitting there and think 'why is that there?!

”

"People do dream about winning that race and we did. Also, I did it with my mates. I didn't go and spend a million quid on a boat optimised to win the race and hire 15 professionals to do it.



A happy crew is a fast crew. Photo: Sunrise Racing



Sunrise is among a competitive group of international boats headed for Sydney. Photo: ROLEX/Kurt Arrigo

"We did it with people I'd met in bars in the south coast of England over the last few years!"

Sunrise backed up that result impressively in the Rolex Middle Sea Race, finishing second overall having been in pole position before the unprecedented invoking of an alternative finish line for safety reasons.

Then came a divisional win in the 2022 RORC Caribbean 600 (which was won overall by another international entrant for the 2022 Rolex Sydney Hobart – *Warrior Won*).

It was only upon returning to the UK from the Caribbean and taking a much-needed break that Kneen was able to reflect on *Sunrise's* achievements.

"It moves the needle in terms of expectation," he said. "We're taking on people who are much better resourced and more experienced.

"They're generally miles ahead of me as an owner and where our crew is at in their journey.

"We realised that we're actually quite good at this.

That's the main reflection.

"There was a weird moment for me personally when I was asked to talk at a charity dinner and they said 'we want a high profile sailor, would you be interested in doing it?'

"I said 'I'm not a high profile sailor, why do you want to talk to me?'

"It's not my job, it's my hobby. On reflection, yes, the season was absolutely unbelievable."

World-renowned sailor Dave Swete is the only pro on board *Sunrise*. Swete was enamoured of the owner's ambition to win major races around the globe.

In seven years of ownership, this is the most content Kneen has been with his crew dynamic, so it's no coincidence that the boat is performing at its best.

"The boat is epic. It has been constantly improved by this rather obsessive crew," he said. "We know that if we sail well, we're competitive.

"The crew coming together at the right time made a huge difference to our performance.

"I've concluded that it's my job to identify who the best people are and put them in an environment where they can do what they're best at.

"The team is completely emotionally involved in the project and do it for fun.

"I always say it's definitely nothing to do with me. The guys living closer to the boat are thinking about how to optimise it and improve it all the time. They do it for fun and because it's their obsession. That's where the credit should be.

"That's what's really special, it's because they love it. That sets us apart from pro teams."

Despite *Sunrise's* success, Kneen admits it "feels almost like we're a bit early" to be taking on the Rolex Sydney Hobart.



Kneen admits the media attention has taken him by surprise. Photo: RORC/Tim Wright



Sunrise in strong form during the RORC Caribbean 600. Photo: RORC/Tim Wright

This will be Kneen's first trip to Australia and the majority of the crew are competing in the great race for the first time.

"I feel a bit of pressure, because we're stretching ourselves," he said.

"With this program, I'm always stretching myself to the absolute limit in terms of resources.

"You get used to it, but this is a pretty big deal."

That said, Kneen is raising the stakes himself, dreaming big ahead of the trek to Sydney.

"It's probably unreasonable to think we'll go and beat the 52s, but that's the mentality we go into the race with," he said.

"We've got a mentality on the team that we'll go and take on the titans. It was a logical next step, but there are a few things that led me to say 'let's do this'.

"It's massive and we're really excited about it. We're taking it really seriously.

"I won't be happy in life unless I win the Hobart overall. Maybe there will be a few attempts to get there, so I'll manage my expectations."

Kneen describes *Sunrise* as his "mental health wash".

He added: "As soon as I get on the boat and take control of the tiller, I feel 100 per cent better.

"The boat for me is a very safe place. It doesn't matter whether I'm upwind or downwind in 30 knots.

"Once I get on board and we're off, that's mental health therapy for me."

A new challenge awaits for *Sunrise*. What lies over the horizon? ⚓



Kneen and his crew celebrate the Rolex Fastnet Race triumph. Photo: RORC/Paul Wyeth



Photo: RORC/Rick Tomlinson

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Clearview

JOIN THE ACTION

This is your chance to have a prime view as the fleet jostles for position!

Tickets are now on sale for the Cruising Yacht Club of Australia's spectator vessel for the start of the 2022 Rolex Sydney Hobart Yacht Race.

The glass boat, *Clearview*, is the only public spectator vessel permitted within the Sydney Harbour exclusion zone for the exciting race start.

TICKETS INCLUDE:

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LOCATION:

The spectator vessel departs at 1100hrs sharp from King Street Wharf on Monday 26 December 2022 (boarding from 1030hrs) and returns at 1500hrs.

King Street Wharf 5 South
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PRICE:

General admission: **\$280pp** (GST included)
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If you have any queries regarding the spectator vessel, email cyca@cyca.com.au

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The Joy of J's

We caught up with CYCA Vice Commodore Sam Haynes on his return from Europe last month to chat about his experiences sailing on the smaller *Celestial* at Lake Garda for the Italian J/70 Cup, as well as competing at Cowes Race Week.



Sam Haynes: CYCA Vice Commodore Sam Haynes is enjoying Celestial's global adventures.

Both Sam & his close neighbour, fellow CYCA Member Tim Ryan, had ordered new boats for their European campaigns and were keen to mix it on the international arena.

LAKE GARDA

Logistics were much harder than had been expected for the delivery of the new boat with delays, lost luggage and tight timeframes causing considerable stress for the team. This was exacerbated when one of the crew lacerated their hand at the 11th hour.

Having lost a full day of training, *Celestial* went into competition "...a bit underdone", and with breakages on Day One impacting one race & causing them to miss two others, they were behind the 8-ball from the start.

On the racetrack, Lake Garda lived up to its reputation with lots of wind shifts but offered some exciting, challenging racing.

The largely Italian fleet were "red hot" and finely tuned, being at the end of their season of four major races. The rest of the fleet was comprised of some of the best international J/70 sailors on the circuit.

Sam had hoped to place in the top 20 at this event, but with the truncated preparation and early

breakages, he finished a very creditable mid-field in the standings. Tim Ryan had a strong regatta and finished in 12th.

Celestial was then "wrapped up, packed up", and made ready for Cowes.

Vamos - 12th (Tim Ryan, Rob Greenhalgh, Jess Grimes and Charlie Gundy)

***Celestial* - 39th (Sam Haynes, Lewis Brake, David Chapman and Lachlan Pryor)**

COWES RACE WEEK

By the time the team got to England, *Celestial* was in much better shape. Tweaked and tuned, she was now race-ready.

Facing a much different J/70 fleet than in Italy, competition was predominantly English with a smattering of international teams but with few of the boats they had faced on Lake Garda.

Conditions, as always on the Solent, were super tricky and Sam was particularly surprised at how choppy it was each day. The conditions placed "huge demands on tacticians" - being very tidal and making the rounding of marks difficult.



Celestial during the Australian Championships. Photo: Adventures of a Sailor Girl



Sam and his crew are learning plenty by competing against world class J/70 fleets.



Other than David Chapman who had spent considerable time on the Solent, it was a new experience for the team. To make gains, there was a constant need to hit the shores on starboard, "... so close you could make a sandcastle". With numerous submerged rocks and murky waters, many boats, including theirs, touched bottom. There was constant, close racing - mingling, ducks and lee bowing. *Celestial* found themselves match racing much of the time against another boat *Brutus*.

The first race of each day was a Squadron start and *Celestial* won all three, (a fourth being relocated to another zone). Cowes Race Week doesn't recall starts and many other competitors were DQ'd. There was definitely reward for not getting it wrong.

Sam attributed his overall success placing second behind Tim and the *Vamos* crew to good tactical decisions and lots of training over Winter in Australia, where the team repeatedly practiced drills & manoeuvres.

***Vamos* – 1st (Tim Ryan, Rob Greenhalgh, Jess Grimes and Charlie Gundy)**

***Celestial* – 2nd (Sam Haynes, Lewis Brake, David Chapman and Lachlan Pryor)**

FUTURE PLANS

The focus will now firmly be on the J/70 Worlds in Monaco. The team is doing extensive training in Australia beforehand to keep fresh & hone skills such as downwind gybing before getting back to Europe early in the second week of October for more practice & a final tune the boat.

The second *Celestial* is "... pretty quick, especially downwind but not as stiff as we had expected for a new boat". Antony will again prep the boat and do a total check on foil and rig. Competition is so tight in one-design racing that attention to detail makes a significant difference to its performance.

Afterwards, Sam will compete in the NSW State Titles in November hosted by RSYS and head south in the New Year for the Victorian States in January which are immediately followed by the Nationals at Sandringham. The team hopes to qualify for 2023

World to be held in US.

Recent growth and interest in the J/70 Class in Australia have been considerable. Sam believes that competing in the class helps make him a better sailor overall and has given him a greater appreciation for tactics and strategy; the feel of racing, angle of heel, getting height and close quarter racing, "It's a pretty cool experience".

To set up a new boat is anywhere from \$80K with trailer up to \$120K or more for one "fully cocked with a good sail wardrobe" They are transportable, towable at only 700kg and with a huge talent pool of YSA sailors available, definitely a class worth considering.

It will be another busy twelve months for Sam Haynes as he juggles running two highly competitive racing programs but he wouldn't have it any other way.

His TP52 *Celestial* will be competing in the Audi Centre Sydney Blue Water Pointscore, culminating in another Rolex Sydney Hobart in the highly competitive Division 1 before a new year of TP52 Gold Cup and offshore racing.

We wish him all the best. ⚓



Celestial in action during the Italian Cup. Photo: J/70 Italian Club/Zerogradinord

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Meet our Crew

Fiona Hipkiss

Many Members will have been greeted by the friendly face of Fiona Hipkiss upon entry to the Club in recent months.



Fiona is enjoying her new role and looking forward to getting out on the water over summer.

OFFSHORE: Why did you join the CYCA?

FIONA: I was looking for a change of career. I love working with people and the pandemic had a significant impact on my career in the training industry, so most of it had gone online.

When a member of staff suggested this opportunity at the CYCA, I jumped at it! It's a great place to work, with beautiful surroundings, fun staff and such a vibrant place to work on race day.

OFFSHORE: What do you enjoy about working on Reception?

FIONA: I really love meeting new people, getting to know the Members, greeting them and having a chat when they come in. Everyone is so friendly.

I also enjoy the diversity of the role - from greeting Members, to helping people with Membership enquiries and serving in the merchandise shop. Every day is different.

OFFSHORE: How do you spend your spare time?

FIONA: I enjoy harbour and coastal walks with my husband and friends. Of course, there has to be a great coffee shop on the way. The Redleaf Café at Woollahra and the Sunrise Kiosk at Warriewood Beach are a couple of my favourites.

I also have a love of classic, black and white movies, especially Hitchcock and Agatha Christie. None of my friends understand; they think I'm mad!

Another passion of mine is cooking and experimenting with new recipes. I have way too many cook books. My husband thinks I should get rid of some, but I think we just need a bigger book case.

OFFSHORE: What do you love about sailing?

FIONA: I love being out on the Harbour. It's such a special place when the sun is shining and you are under sail. We are so lucky to live in this city.

I am very much a novice when it comes to sailing. I get more invites because of my lunch making skills than because of my sailing skills.

Last summer, I was lucky enough to be invited to take part in several twilight races. It's so thrilling and so magical when you head back up the Harbour towards the Opera House and the Harbour Bridge, with the sun setting behind them. ⚓



WELCOME...

TO OUR NEW MEMBERS

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- David Davenport
- Stanislav Farbman
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RACING GIVES HIM WINGS



Wings completed her third Rolex Sydney Hobart in 2021. Photo: ROLEX/Andrea Francolini

Ian Edwards' Dehler 46, *Wings*, is the very definition of a racer/cruiser.

In less than five years of ownership, Edwards says *Wings* has done an incredible 30,000 nautical miles, with some incredible adventures already completed in 2022.



Another Noakes Sydney Gold Coast Yacht Race under the belt.



A memorable win in the Brisbane to Hamilton Island Yacht Race.

Edwards has relished the return to a full racing schedule after the disruptions over the last few years.

Wings was only launched in November 2017 for he and wife, Lindy, replacing their Beneteau First 40.7 *Firefly*.

They packed a lot in before the pandemic struck, including two Rolex Sydney Hobarts, a PONANT Sydney Noumea Yacht Race and a New Caledonia Groupama Race.

Since lockdown lifted late last year, *Wings* has been on the water at every opportunity, racking up the miles with the Rolex Sydney Hobart, Summer Offshore Series, Club Marine Pittwater to Coffs Harbour Yacht Race, New Caledonia Groupama Race, Noakes Sydney Gold Coast Yacht Race, Yacht Sales Co. Brisbane to Hamilton Island Yacht Race, the Whitsundays race weeks and more!

"I do enjoy the variety of racing," Edwards said. "My highest priority is the long multi-day offshore races.

"I like the strategy of thinking about tomorrow's weather and patterns, working out how to best position yourself.

"The heart of all this is having good crew, keeping them in shape and performing well.

"I sail so much that I need about three crews!

"Sailing is a team sport. I'm doing it with a Corinthian crew. We're just trying to improve their sailing skills and they enjoy sailing together, which makes it a good team."



The Wings crew celebrates a solid performance in the 2022 New Caledonia Groupama Race. Photos: Groupama Race/@marinereveilhac



Edwards alternatives between having 10 and 12 crew members on board depending on the type of race.

Finding a good mix of crew, focusing on sleep and having the “best boat food” around are contributing factors to Wings’ harmonious culture.

“I typically sail with one third to half of my team being female; I like having a mixed team,” Edwards said.

“We’re relatively quiet on the boat. We try to sail our best and keep everyone pleasant with each other, working as a strong team.

“On these long passages, sleep deprivation is a key issue. We run a rolling shift where half of the team comes up every two hours, then stay up for 4 hours and again down for two.

“We try to make sure people get enough sleep and that helps you in longer races because quality doesn’t degrade.

“We also have pre-cooked lasagnas, shepherds pie and other hearty meals. It keeps everyone going for multi day races.”

Edwards was eager to take on the 2022 PONANT Sydney Noumea Yacht Race before it was postponed.

But he still ventured north for the 2022 New Caledonia Groupama Race – a 654 nautical mile circumnavigation of New Caledonia.

Wings finished inside the top 10 on both IRC and ORCi, learning some valuable lessons along the way.

“We’re a fast cruiser rather than a race boat, so it was good competition,” Edwards said.

“When you come out on the south east side of the island at the start, one of the big decisions is where you go around the reef system. You can go north a long way and be protected by the reef.

“But there was a lot of wind and we went straight out, as did our main competitors. Then it’s a question of how far you go. We probably went a little too far out in the end.

“Our modelling said there was going to be some soft spots closer to shore but as it turned out the boats that went inshore got the same wind as us and we’d sailed some extra distance.

“Then on the last day, the wind died down and the local boats picked it.

“We didn’t go via the rhumb line to get into Noumea. So we had a mid-fleet result, but we missed a few opportunities with our calls on where to sail and you’ve got to get them right. We sailed great, but not always in the right spots.”

That experience perhaps paid off in the 2022 Yacht Sales Co. Brisbane to Hamilton Island Yacht Race, which yielded one of Wings’ best results to date.

The PHS win and second place finish on IRC was down to good decision making, according to the skipper.

“I’m amazed we did as well as that,” he said. “I do a lot of sailing, but I don’t have a racing boat. It does show that when you get it right, you can do pretty well. We were really stoked about it.

“The key to that result is keeping the boat going as fast as it possibly can at all times.

“When we got out of Moreton Bay, most boats turned north pretty much straight away. We looked at the weather model and were convinced there would be more wind further out.

“Only us and (overall winner) Trouble & Strife tried that. We went out there, got wide and the boats inshore really shut down during that first night. It was light, but we kept moving all the time.

“We knew the current would start to dominate up there. We chose the right course going outside the rhumb line.

“We basically got the line right and we didn’t get it right in the other races. Just about every call we made about where to sail was the right call.

“Everyone performed really strongly and I’m really happy with the team.”

The action doesn’t stop for Wings, which will be back in action for the second race of the 2022/23 Audi Centre Sydney Blue Water Pointscore – the Flinders Islet Race on 24 September. ⚓



LGT Crestone to Partner the CYCA's Winter Series for the Next Three Years

The CYCA is delighted to welcome on board our newest partner, LGT Crestone, as Naming Rights Sponsor of the 2023, 2024 and 2025 Winter Series and Women's Winter Series.

Crestone is now wholly owned by LGT, one of the largest family-owned wealth management firms in the world - bringing together all the benefits that Crestone previously offered with LGT's scale, stability and expertise.

Our purpose is to help you unlock the true value of your wealth.



LGT Crestone CEO, Michael Chisholm

"LGT Crestone is excited to be partnering with the Cruising Yacht Club of Australia. The opportunity to build and grow a partnership over the coming three years with Australia's premier yacht club says much about the core values of our firm and people, and our mutual regard for legacy, long-term horizons and excellence.

The global reputation of the CYCA and its showcase Rolex Sydney Hobart Yacht Race underpins a strong message that we share: local expertise delivered consistently at a world class level. And aside from the obvious choice by LGT Crestone to partner with the CYCA to back elite Australian sport, also providing a unique international platform, at the end of the day our focus is simply all about people.

The successful families and businesses we serve at LGT Crestone look to us for the kind of experience, stewardship and risk management we see displayed regularly by the CYCA towards the general public and its members. Long-term investment horizons and bringing the best thinking and investment opportunities to the service of our clients from around the globe is part of our DNA.

So, when the Winter Sailing series comes around again next year, the LGT Crestone brand will be proudly hoisted at the CYCA and we very much look forward to the many future opportunities to demonstrate our shared values and principles in action."



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Eora (#169) at the start of the Drheam Cup. Photo: Thierry Martinez/Drheam Cup



Going Solo

Rupert Henry made an impressive single-handed debut in the 1,000 nautical mile Drheam Cup, finishing 13th overall in an elite fleet of 37 Class 40s.

It was the second of three races in his epic short-handed adventure on his Lombard Class 40, *Eora*, following the CIC Normandy Channel Race earlier in the year.

Now, Rupert is preparing for his biggest solo race to date – the 3,543 nautical mile Route du Rhum, which begins on 6 November.

OFFSHORE: What are your main reflections on the Drheam Cup?

RUPERT: I was pleased with the result, but generally speaking, I think I've only just scratched the surface of this single-handed racing.

It's complex, intense and very fun. I really look forward to doing more!

Being my first single-handed race, my goal was simple – finish safely! Finishing also meant that I had qualified my entry into the Route du Rhum, so I am relieved to have that in the pocket rather than having to do the alternative of a 1200nm passage.

A strong front was forecast to enter the course area at about the same time as the routing showed the fleet reaching Fastnet Rock.

In the double-handed Normandy Channel Race in May, we had quite a difficult and basically out-of-control run up Eastern Ireland to Tuskar Rock.

We just managed to get there, hand steering the whole way, which after that race had worried me a lot because it would have been impossible to manage solo.

So in the preparation for the Drheam Cup, I had worked on a different mode for heavy running and

was anxious to see if the boat and I could handle it solo and under pilot.

It was a relief to get through those conditions and also pull off a few gybes in a solid breeze and established seaway.

OFFSHORE: How did the race stack up against your expectations of single-handed racing?

RUPERT: The initial big surprise was that the first 10 miles of the race were around the cans! I hadn't practiced short course solo manoeuvres, so I struggled a bit through that.

The heart rate is "à bloc", as the French cyclists say. Once the race settled down, I found a good rhythm and as I had done a couple of long solo passages in the lead up I was able to get into my routine quite easily.

The closeness of the racing surprised me, and also the tempo that the fleet set.

A lot of the sailors have backgrounds in La Solitaire du Figaro, which is an annual solo, one-design race of four stages. Each stage is about 650 miles. So they bring that intensity to the Class 40 and it is impressive to see one-design fleet strategy and tactics played out over the ocean in 40-footers for days on end.

OFFSHORE: How did you manage fatigue during the race?

RUPERT: I decided a while ago not to stress too much about how much sleep I get and accept the fact of being tired all the time.

I'm also learning that fatigue can be a combination of lack of sleep and food intake.

There's never-ending physical work to do, so I'm very conscious of getting enough calories throughout each 24-hour period to meet that load.

Time seems to fly, and there is very little or no “down-time” after the sail handling, trimming, navigating, stacking, systems management, fixing issues etc. So it’s easy to fall behind in the eating department.

I seem to lose my short term memory when I’m tired and I noticed during training when I had all my food in one large bag that I sometimes couldn’t remember when I last ate.

So now I have each day’s food in a separate bag so that it’s clear to me when it’s empty and I should therefore have taken in enough calories for the day.

On the sleeping front, I just look for opportunities to lie down when there’s nothing pressing that needs doing. I look for a period where there’s less chance of a collision, a wind shift or a wind speed change and then that’s it - just grab it.

I set my watch to wake me up after 20, 30 or 40 minutes maximum, depending on what’s happening at the time. Like most of us I find that from the third day onward I get into a pretty good space with being able to grab a collection of bites of sleep when I can and that seems to be enough.

I definitely made an error during the second full day of the race by not getting enough rest, which I think caused me to mishandle the transition period before the front and lose about 20 places.

OFFSHORE: Will you prepare differently for the Route du Rhum, now that you’ve had a taste of single-handed racing?

RUPERT: The big picture is that I am way behind most of these guys in single-handed racing experience and also Class 40 racing. So the list of potential improvements is long!

I need to improve at identifying in advance when the race will change tempo due to weather or

navigation and try to be rested and ready to take advantage of those phases.

Also, I’m constantly learning better sail combos, heel angles, apparent wind angles etc., which is all exciting.

I’ve been looking at sail selection more closely also as we are only allowed eight sails on board under the class rules, which is not many for a 4000 mile race.

As a result, the selection of the downwind sails is a trade-off and I’m thinking this has to be done around your own sailing style as well as the boat’s particular performance at likely wind angles and sea state.

After four weeks in Sydney, Rupert has headed back to France to prepare for the Route du Rhum.

His build-up includes coached training and a few 24-hour races, which will be similar to what he’ll experience in the first 24 hours of the Route du Rhum.

Follow the CYCA channels to keep up to date with Rupert’s progress. ⚓



The Drheam Cup attracted a high calibre fleet of Class 40 skippers. Photos: Thierry Martinez/Drheam Cup





OLIVIA AND EVIE GROWING INTO OLYMPIC CAMPAIGN



CYCA Members and YSA Alumni, Olivia Price and Evie Haseldine, have had a whirlwind first year competing together as they target a place in the 49erFX class at the 2024 Olympic Games.

Olivia and Evie provided five lessons they've learned from training and competing abroad in 2022.

After embarking on a new Olympic sailing campaign with each other only late last year, we've embraced every experience we've had while competing in some of the best sailing venues in the world.

Over the last 10 months, we have spent more than 100 days sailing on the 49erFX, over 20 days of travel and several more in planning and preparation for the campaign.

As you can imagine, spending every day together on tour allows us to understand one another very well. It is this understanding that builds the team cohesion the 49erFX requires as an Olympic class, demanding ultimate synchronisation of movement and thought for the top teams to succeed.

As we build to this goal, we have found the following points make it achievable.

WORK SMARTER, NOT HARDER

With less than two years left until the Paris 2024 Olympics, we have to be wise with how we use the hours in the day - prioritising what is most important and finding the most efficient way to complete the job.



The pair are lifelong friends. Photo: Salty Dingo

Whether that be ticking boxes out on the water, preparing the boat more efficiently, or managing the schedule to ensure we have enough time to travel between venues, we've always got our goal of winning a gold medal at the forefront of our decision making.

Alternatively, when we're faced with a difficult task, we have to avoid our first instinct to rush to find a solution. Instead, we take a step back, analyse and understand the core of the problem to find the most effective solution.



Lessons learned on the race track. Photo: Beau Outteridge/Australian Sailing Team

BE LOGICAL, NOT EMOTIONAL

As human beings, we can find ourselves caught up in how we are feeling, rather than thinking of the best possible outcome for the team. Being self-aware is important to identify where the problem actually stems from.

We've found there is no need to admit fault or say 'sorry', as we are bound to make mistakes.

It is important to identify where the loss was and how it can be improved next time, without making comments based on emotions.

In debriefs and in meetings with our psychologist, we are able to further work through inner conflict or communication issues between us to ensure on the water everything works effectively, including the helm, crew and boat.

BE BRUTALLY HONEST

That goes for being honest both with ourselves and those around us. This is not to say we should lose our values of respect and empathy, but if we think something can be done better or the other person has missed something, we respectfully critique with the best intentions for the team.

If disagreement arises from honesty, it's important to find time to debrief about the situation and present other solutions in a constructive way so there is mutual understanding.



Putting in the work on and off water. Photo: Salty Dingo

If you would like to follow Olivia and Evie's campaign, check out their blog at pricehaseldinesailing.com or follow @pricehaseldinesailing on Instagram.



A bronze medal at the Hempel World Cup Allianz Regatta provided a deserved reward. Photo: Sailing Energy

ENJOY THE PROCESS, NOT THE OUTCOME

As professional sailors, it's easy for us to fall into the trap of approaching each day very seriously, but we find there is a fine line between putting pressure on ourselves and enjoying working towards goals.

It is the latter that we find the most progress in. Efficiency is highest when we both have the mental clarity to execute our plan rather than putting pressure on a result (often then the results come).

PREPARE FOR SUCCESS

Preparation has been difficult this season with mainly short lead in times to events. However, preparation begins with analysis. Some of the things we've asked ourselves are: What has worked previously? What did we do to achieve something? Then, how do we replicate it?

Ensuring that we complete all tasks with enough time so they are done properly and thoroughly is key to success. Additionally, setting aside time to prepare our mental and communication routines provides us with enough capacity to perform when we need it most.

Looking back at our first world circuit, it's hard to sum up the experience, both of hardship and success, that is going to shape our future insights.

It's the many bad tacks, failed accelerations off the start, wrong tactical decisions and equipment failures that bring out both the worst and best in our performance.

With every mistake is an opportunity to learn, and it's a step we've taken to ensure we move forward on the path to Paris. All the pieces of the puzzle are coming together as we build towards gaining more consistency in all areas of the campaign.

These aren't the only things we've learnt, and to be honest, we don't have these lessons perfected yet, but they're things we have to continue to remind ourselves on this journey together towards Paris 2024.

On top in Auckland



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

It's been a busy few months on the international stage for the Youth Sailing Academy.

In May, YSA teams headed over to New Zealand for back-to-back regattas, starting with the 2022 Harken Youth International Match Racing Cup in Auckland.

Fresh from winning the Hardy Cup a week earlier, Finn Tapper guided his team (crewed by Will Sargent, Cole Tapper, Jess Tavener and Ryan Ewings) to victory.

They lost just one of their 20 races during the week in a dominant performance.

"It's awesome to have won the Harken Youth International," Finn said. "It's a big event for us and to win it is super exciting.

"The final day was tough racing. The tide had a big effect on the race course, as it always does in Auckland.

"Having quarter-finals, semi-finals and finals back-to-back made it a big day, but to come away with the win was great."

The CYCA's second team – Jack Littlechild (skipper), Hugo Stoner, Charlie Alexander, Hamish Vass and Chelsea Williams – also had an impressive regatta, finishing fourth overall.

The two CYCA teams.

They were third in the round robin and showed great determination in the semi-finals before losing 3-2 to Robbie McCutcheon. ⚓



Winning in Wellington

The Youth Sailing Academy members moved south to Wellington for the CentrePort International Youth Match Racing Regatta.

Will Sargent, Eddie Reid and Nathan Gulliksen continued the CYCA's successful streak, winning the regatta to deliver the Club a third victory in the month of May.

Will steered the team to a 2-0 victory over Robbie McCutcheon in the final, while Cole Tapper, Hugo Stoner, Charlie Alexander and Nick Drummond won the petit final to finish third overall.

Well done to both teams on their podium finishes! ⚓



On the water in Wellington.



The CYCA teams celebrate their podium finishes.

Lessons learned from challenging World Championship

It was a challenging week for the CYCA at the Youth Match Racing World Championship in Pornichet, France.

Finn Tapper led the YSA crew of Will Sargent, Cole Tapper, Jess Tavener and Ryan Ewings.

They looked well on track to push for the title after winning their opening four races, though three consecutive losses on the second afternoon left them with some work to do to reach the quarter-finals.

The team stepped up when it mattered on the third day, winning three of their four matches to close out the round robin in fifth place and set up a quarter-final clash with Frenchman Thimote Polet.

A 3-0 loss in the quarters and a further defeat in the 7th v 8th match meant Finn and co. finished the World Championship in eighth place.

In an honest statement following the regatta, the CYCA team reflected: "Australia and the CYCA have had outstanding results at the World Championship over the years and we had high expectations again.

"The commitment and input provided to this team has been substantial, and whilst we are all very disappointed with the outcome, we are endlessly grateful for the opportunity the Cruising Yacht Club of Australia provides to these sailors.

"This one hurts a lot, however, we thank you so much for this opportunity to represent our flag, our burgee and our Members. Sorry we couldn't bring it home."

We have no doubt the team will bounce back strongly at the 2023 Youth Match Racing World Championship, which will be hosted by the CYCA in November/December next year. ⚓



(L-R) Will Sargent, Jess Tavener, Ryan Ewings, Finn Tapper and Cole Tapper represented Australia and the CYCA with distinction.



Highs and lows in Pornichet.

Captain John Piper Regatta

The CYCA hosted the Captain John Piper Regatta on the weekend of 9-10 July.

YSA members made up three of the six teams:

- Chelsea Williams (skipper), Nick Drummond, Mark Murray, Dylan Haig, Aimee Gallaway
- Craig Wright (skipper), Rohan Perceval, Griffin Suters, Charlie Watts, Jonah Levi
- Max Downey (skipper), Hugo Kemp, Mac Finlayson, Peter Rowe, Will Rivers

Chelsea steered the CYCA to victory, beating Royal Sydney Yacht Squadron's Zac West 2-0 in the final.

Craig's team were beaten by D'Arcy Kemp (Royal Prince Alfred Yacht Club) in the petit final to finish fourth, while Max's team was defeated in the 5th/6th match.

The 2022 Captain John Piper Regatta commemorated the significant contribution made to the YSA and youth sailing at the Club by late Member, Dean Harrigan. Dean, who passed away in May, supported the regatta since its inception. ⚓

55th Governor's Cup



(L-R) Cole Tapper, Finn Tapper and George Richardson.



(L-R) Will Sargent, Jack Littlechild and Nathan Gulliksen.

Two CYCA teams headed to California for the 2022 Governor's Cup in July:

- Cole Tapper (skipper), Finn Tapper and George Richardson
- Will Sargent (skipper), Jack Littlechild and Nathan Gulliksen

A competitive fleet included Youth Match Racing World Champion Jeffrey Petersen (USA) and runner-up Marius Westerlind (Sweden).

Cole and Will finished the double round robin with an identical record of 11 wins and 11 losses, sending them into a 5th v 6th match.

Cole was in pole position after the opening race, with Will receiving a damage penalty. But Will recovered well, winning races 2 and 3 to draw level at 1-1 and force a decisive fourth race.

Cole took the final win to wrap up fifth spot, leaving Will and co. in sixth.

Jordan Stevenson (Royal New Zealand Yacht Squadron) upset Petersen to win the title. ⚓



LONGPRE PHOTOS ©



LONGPRE PHOTOS ©

Making strides in New Caledonia



Hugo Stoner (skipper), Lachlan Steel, Mark Murray, Hugo Leeming and Chelsea Williams represented the CYCA at the Aircalin Match Racing Cup in New Caledonia.

11 teams from Australia, New Caledonia and New Zealand competed out of Cercle Nautique Caledonien (CNC) over four days.

Hugo steered the CYCA team into fifth place in the round robin, with just one win less than second-placed Josh Hyde (Royal New Zealand Yacht Squadron).



Recovering between races.

Defeat to eventual finalist Tom Picot (CNC) put the CYCA into the 5th-8th round robin. They closed out the regatta strongly, winning all three races to finish in fifth overall.

That meant Hugo and co. were second in the youth division, behind Mason Mulcahy (RNZYS). ⚓



The CYCA team on the water in New Caledonia.

A grand trip across America

The CYCA made waves across the USA, competing in the 2022 US Grand Slam.

The series opened in Chicago with the Chicago Match Cup. Cole Tapper, Finn Tapper and George Richardson made an immediate impression, finishing second overall after being beaten by American Chris Poole in the final.

The trio then moved to Bayview Yacht Club for the Detroit Cup, where they were joined by young local Liam Gillan for the week.

They again reached the semi-finals, but a lack of breeze ended the regatta early, with final placings determined by the round robin standings. Cole, Finn and George were again on the podium, sealing third place.

They were joined by Hamish Vass, Jess Grimes and Jess Tavener in New York for the final two Grand Slam events.

It was a big step up in boat size for skipper Cole at the Oakcliff International, but great experience



(L-R) Cole Tapper, Hamish Vass, George Richardson, Jess Tavener, Jess Grimes and Finn Tapper.

nonetheless. The team's eighth place finish would be their one drop for the series, keeping them in contention for the Grand Slam win.

At the series-ending Thompson Cup, the CYCA reached the semi-finals, losing to eventual winner Poole and then Jean-Baptiste Bernaz in the petit final.

A fourth-place finish secured the team's spot on the Grand Slam podium as they finished third overall – a great result! ⚓

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.



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

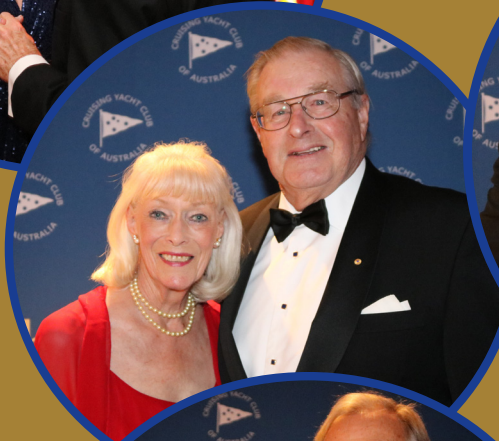
Email volunteers@cyca.com.au
for more information



Commodore's Ball

The Commodore's Ball made a celebrated return in June, providing a fitting farewell for Past Commodore Noel Cornish.

Members and guests enjoyed a delicious three-course meal with drinks, before dancing the night away to the funky sound of local cover band *Jellybean Jam*.





Offshore racing program with Pacific Sailing School

If you're looking to develop your offshore racing skills, the Pacific Sailing School is providing an ideal platform with an offshore training program for the CYCA's Short Haul Pointscore.

Positions are available to train and race on Past Commodore John Cameron's Dibley 46 *More Witchcraft* for the pointscore, starting from \$229 per day.

The crew positions are open to Keelboat Start Helming graduates or above, with Terry Wise and his Pacific Sailing School team offering a great introduction to crewing on big boats.

Interested sailors can sign up for single races or the entire series, which includes up to four training days and 12 races (featuring an overnighter in Pittwater).

A Racing Rules evening will be held on Monday 19 September, as well as social evenings and a prizegiving dinner.

Those who sign up for the season will train in three different positions and be introduced to other crews, with the aim to secure crew positions on other boats by the end of the season.

Past Commodore Cameron said: "I am delighted to be associated with Terry and Pacific Sailing School in providing offshore race training for young people

on my yacht *More Witchcraft*. Over the years, I have seen many Pacific Sailing School graduates become Club Members, boat owners and crew."

To express interest in securing a position in the offshore racing program, email info@pacificsailingschool.com.au.

Visit the [Pacific Sailing School website](#). 

Key dates

- Training: **0930-1600hrs 4/11 February**
- Racing Rules evening: **Monday 19 September 2022 (1800hrs)**
- Racing:
 - **Sunday 11 September 2022**
 - **Saturday 17 September 2022**
 - **Friday 14 October 2022**
 - **Friday 22 October 2022**
 - **Saturday 5 November 2022**
 - **Sunday 6 November 2022**
 - **Friday 2 December 2022**
 - **Thursday 26 January 2023**
 - **Saturday 18 February 2023**
 - **Sunday 19 February 2023**
 - **Saturday 11 March 2023**
 - **Saturday 25 March 2023**

Prices

Book the full series and SAVE 15%

\$229 per day

12 races with training days, Racing Rules and social evenings – \$2,754

Book 8 races and SAVE 10%

\$243 per day

Races 1-8, with training days and social evenings – \$1,944

Book a single race

\$270 per day

Available on a standby basis only

Crew kit

MUSTO Corsica Vest – \$220

Optional

Associates Activities

It's been a busy few months for the Associates Committee, enjoying plenty of great events and planning more to come in an exciting end to the year.

Associates Annual General Meeting

The Associates Committee's AGM was held on Monday 18 July.

The committee for 2022/23 is:

- **Justine Anson (President)**
- **Irene Soemardi (Vice President)**
- **Cathie Mulherin (Treasurer)**
- **Ashleigh Larkin (Secretary)**
- Amanda Lulham
- Bronwyn Daw
- Fiona Ashley
- Jennifer Bohm
- Jennifer Dahl
- Kaye Brooks
- Kendi Kellett
- Pauline Christie Hudson
- Margaret Keelty
- Pam Emerson
- Pam Messenger

Associates' Ladies Night

The annual Associates' Ladies Night was a fabulous evening at the Club, as Members and guests were treated to drink specials, delicious canapes and tasty cocktails.

Members of the Youth Sailing Academy provided some entertainment with a fashion parade, while some lucky attendees took home great prizes.

Ladies' Night will be back in May 2023.



Back To CYCA Lunch

A gloomy winter's day couldn't dampen spirits at the Back to CYCA Lunch on 19 July.

Members enjoyed a nice meal, a glass of bubbly and plenty of laughs at this popular event.

Commodore's Ball

The Commodore's Ball, organised by the Associates Committee, was another highlight of the winter social calendar.

After back-to-back postponements due to the COVID-19 pandemic, the Associates were delighted to host a big crowd for an evening of revelry.



Games Night

Games Night proved to be a big hit at the CYCA on Tuesday 16 August, with 20 Members and guests enjoying a fun-filled evening at the Club.

There were trivia questions and wine prizes given out, as well as food and beverage deals, plenty of laughs, fist pumping and competitive spirit on show.

Games played included hearts, cheat, snap, pontoon and assorted board games, which proved popular with all attendees. ♣

**COMING
UP**

Back to CYCA Lunch

Tuesday 20 September
11.30am



Games Night

Tuesday 18 October
6.30pm



The CYCA Cruising Trophy



The CYCA Cruising Trophy. Credit CYCA Archive

Cruising has long been an important part of the Club's DNA and racer/cruisers still constitute the majority of yachts berthed at the marina. The CYCA's written and oral history is rich with stories of legendary sailing adventures, both locally and abroad –albeit sometimes embellished in the retellings.

What is not necessarily known is that any cruise undertaken by a Member that is deemed "outstanding" by the Cruising Committee is eligible for the Board's consideration to be awarded Best Cruise Overseas and/or Best Cruise in Australian Waters.

The Perpetual Cruising Trophy for Best Cruise Overseas was first awarded to Jack Earl for his post-war circumnavigation in *Kathleen Gillett* in 1947/48. The first Cruising Plaque for Best Cruise in Australian Waters was to Des Ashton's *Lahara* for cruises around Tasmania.

The Cruising Trophy was cast in bronze to a design by Greg Neave. It is mounted on a teak block from the deck of *HMAS Adelaide* and was donated to the Club in 1952 (four years after first awarded) by R.G. Grout.

Since then, there have been 22 Cruising Trophies/Plaques awarded, including three for Vic Meyers' *Solo*, and two apiece for Ron and Marion Buchells' *Sea D* and Alex Whitworth's *Berrimilla II*. Seven of these were world circumnavigations, with Whitworth accounting for two in 2004/05 and again in 2009/10.

The list of recipients contains many names familiar to Members, most of these also active in the Club's racing programs over the years, but all sharing a love of the ocean and travel and a belief that boats are designed to be at sea. A current Cruising Committee member, Denis Doyle, was a recipient in 2007 for his cruises in the Pacific on his yacht *Sextant*.

The most recent Cruising Trophy awarded was back in 2010 to Alex Whitworth. Five years earlier, Alex had topped & tailed a circumnavigation with Rolex Sydney Hobarts and had thrown in a Rolex Fastnet Race for good measure. The journey had included roundings of both Cape Horn and the Cape of Good Hope. His second was also a trip to the UK, but this time Alex travelled through the North West Passage to Falmouth via Dutch Harbour, Alaska. The return journey in Spring was via Good Hope and the Antarctic Kergulen Islands.

In doing so, *Berrimilla II* became the first boat to:

- sail from Australia to England via the North West Passage



The CYCA Cruising Plaque awarded to Lahara in 1952. Credit CYCA Archive



Lahara. Credit CYCA Archives

- circumnavigate the world under sail via the North West Passage and
- circumnavigate the world via both Cape Horn and the North West Passage.

Now that the world is opening up again after the restrictions imposed by the pandemic, we hope to see many more journeys and Cruising Trophies awarded over the coming years. ⚓

CYCA CRUISING TROPHY			
YEAR	YACHT	OWNER/S	ACHIEVEMENT
1948	<i>Kathleen Gillett</i>	Jack Earl	World circumnavigation cruise 1947-48
1952	<i>Lahara</i>	Des Ashton	Tasmania cruises 1951-52
1953	<i>Horizon</i>	Sverre Berg	Lord Howe Island cruise
1956	<i>Malohi</i>	N. McEnnally	Suva & Noumea cruise
1960	<i>Sarong</i>	E. J. King	World circumnavigation cruise
1961	<i>Solo</i>	Vic Meyer	Tahiti & Noumea cruise
1966	<i>Solo</i>	Vic Meyer	World circumnavigation cruise
1967	<i>Kaleena</i>	Horrie Godden	New Zealand and Noumea cruise
1970	<i>Solo</i>	Vic Meyer	Long range cruising
1971	<i>Sarabande</i>	Basil Diethelm	Cruise from UK
1971	<i>Pacha</i>	Sir Robert Crichton-Brown	Cruise to UK
1975	<i>Billie D</i>	Harvey Drew	New Zealand cruise
1980	<i>Cia Maria</i>	Paul & Cecelia Seiffert	South Pacific cruise
1984	<i>Rockhopper</i>	Michael & Jeannette De York	Cruise to New Caledonia 1982
1986	<i>Kanga</i>	Frank Ryan	World circumnavigation cruise 1981-86
1995	<i>Sea D</i>	Ron & Marion Burchell	New Zealand & Pacific cruise on board Sea D
1999	<i>Sea D</i>	Ron & Marion Burchell	World cruise
2003	<i>Relish IV</i>	Bill Bailly	Pacific cruise 2002-03
2005	<i>Berrimilla II</i>	Alex Whitworth	Circumnavigation and worldwide races 2004-05
2007	<i>Cadiz</i>	Ian & Andrea Treleaven	Mediterranean cruise 2006-07
2007	<i>Sextant</i>	Denis Dotle & Lynne Smith	Pacific cruise 2006-07
2008	<i>Blackwattle</i>	Tedd Nobbs & Nancy Knudsen	Circumnavigation 2006-08
2010	<i>Berrimilla II</i>	Alex Whitworth	2nd circumnavigation 2009-10



Solo in Edinburgh, 1957. Credit CYCA Archives

In accordance with the CYCA Sailing Program 2022/23, Members are advised that when undertaking any Cruising journey, they may be eligible for the CYCA Cruising Trophy and Plaques:

18.10 Special Trophies.

(b) Cruising Trophies

- (i) CYCA Plaque and Perpetual Trophy for Best Cruise Overseas;
- (ii) CYCA Plaque for Best Cruise in Australian Waters.

- Owners of boats who have made such a cruise during the season are invited to submit a descriptive log to the CEO before March 30 for the review of the Cruising Committee.
- Neither trophy will be presented unless the Board of Directors considers the cruise sufficiently outstanding.
- These trophies will be awarded at the Annual 20 Years Members Dinner.

Ocean Health Impact Report

Cruising Yacht Club of Australia

Impact Report Period: 1st July 2021 to 30th June 2022

Unit Location: CYCA



#1 Sydney

100
Cities
by 2050

Impact.

- **1.32 billion litres¹** of water filtered
- **7,486 kgs²** Estimated total capture of marine litter
- **130,039³** Estimated number of plastic items captured (all plastic items including microplastics)
- **70,611⁴** Estimated number of microplastics captured (only microplastics)

Top 3 Items.

1. **Microplastic <5mm**
(incl. Pellets, Nurdles, Microfibres)
2. **Unidentified Soft Plastics**
3. **Unidentified Hard Plastics**

Community.

- **77** Community engagements & conversations

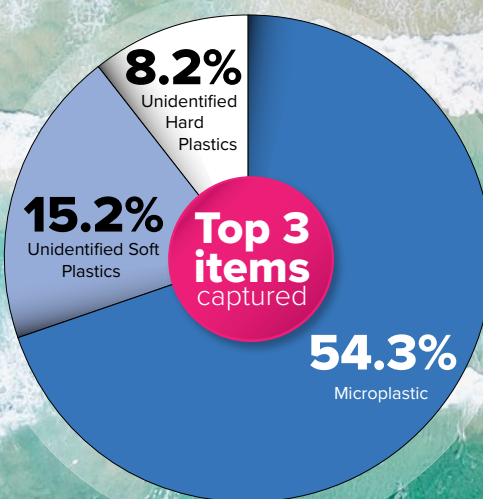
Social Media.

Facebook + Instagram
1.47 million Reach

LinkedIn
360,000 Impressions

1.32 billion

litres of water filtered
(530 Olympic swimming pools)



130,039

Plastic items captured

¹Estimated total based on an assumption that the units had zero downtime or malfunction throughout the reporting period.

²Estimated total capture of marine litter calculated using the daily average data derived from site specific data collections.

³Estimates for plastic items captured are extrapolated using information from site specific data collections.

⁴Estimates for microplastic items captured are extrapolated using information from site specific data collections.

learn more at
www.seabinproject.com
[@Seabin_Project](https://twitter.com/Seabin_Project)



Ocean Health Solutions



#1 Sydney
100
Cities
by 2050

A spotlight on the work of URG



The URG (Underwater Research Group) is a not-for-profit group that has been working with Woollahra Council and other Sydney LGAs over recent years to help study and monitor our Harbour's waterways and marine life.

The dive club was established back in 1955. Most of its members are experienced scuba divers, however anyone with an Open Water Certification and access to scuba equipment is welcome to join.

Its members are interested in a range of underwater activities, including marine biology, underwater photography/videography, conservation and citizen science. Research programs are community based and range from beach and simple underwater clean-ups to full-scale underwater biodiversity surveys.

CURRENT PROJECTS

Grey Nurse Shark Study

In collaboration with Spot a Shark Incorporated, this is a citizen-science program to post photographs of encounters with Grey Nurse sharks on the Spot A Shark website spotashark.com.au

Scientists then use unique spot patterns visible along the sides of the photographed sharks to identify individual animals, help track shark movement, monitor overall health of the population, and monitor behaviour and changes at local aggregation sites over time with the aim towards conserving our Critically Endangered population of Grey Nurse sharks

Reef Life Survey

URG has several members who are certified for Reef Life Surveys. These are the most challenging, but also the most rewarding surveys that you can do as a citizen scientist. They follow a strict

protocol, gathering fish and invertebrate data over a 50m transect. Divers identify species, abundance and size class for every fish and most invertebrates in the transect. Data is gathered in a global database that can be used by scientists to analyse the health of our marine ecosystems and has contributed to several high-profile scientific papers.

Sydney Sea Slug Census

Each year URG together with Southern Cross University's National Marine Science Centre host the Sydney Sea Slug Census. Similar to the Dragons of Sydney Project, images and data about these creatures is collated and used for broad ranging research.

Look After Your Tackle

Custom-designed bins are installed with local council collaboration at popular land-based fishing locations to keep tackle safely secured and allow it to be disposed of properly, as well as increasing awareness of the need for safe disposal.

PAST PROJECTS

Dragons of Sydney - Citizen Science Program

The Dragons of Sydney Program was a collaboration between scientists from UTS, volunteer divers from URG NSW and other supporting organisations. Photographs and data about seadragons had been collated to help track these unique animals and support efforts to conserve them.

North Harbour Aquatic Reserve

During 2002, the Club was awarded a grant to conduct a biodiversity study in Sydney Harbour's northern aquatic reserve. The URG had previously completed a similar study in the Port Hacking Estuary. An additional research objectives was to locate and assist in the eradication of the invasive algae "Caulerpa Taxifolia".

For more information about URG, please visit www.urgdiveclub.org.au ⚓



WHAT'S ON AT CYCA



LIVE MUSIC

Get down to the Club to enjoy live music from local artists. **Tom Southey** is performing on Saturday afternoons throughout September and **Blake Wiggins** will make his debut at the Club on the middle Sundays in October (9th, 16th and 23rd).



INFORMATION EVENINGS

On Tuesday 27 September, two-handed ocean racer **Lincoln Dews** will host an Information Evening about the key lessons he learnt in successfully setting up and running an offshore campaign.

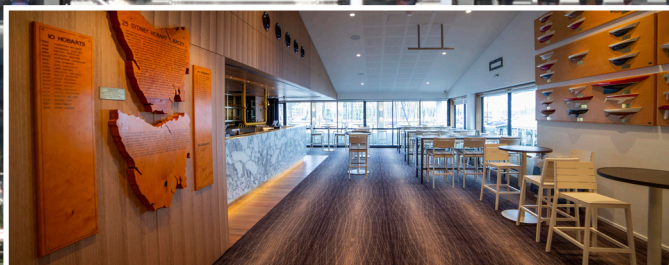
Stay tuned for details about Information Evenings in October and November.



MELBOURNE CUP

Get up for the Cup at the CYCA on Tuesday 1 November!

Enjoy drink specials as you watch the race that stops a nation.



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 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

NEED BOAT INSURANCE?

Club Marine has been providing an outstanding claims service to sailors, anglers, water skiers, jet skiers, and boaties of all kinds for more than 50 years.

You can choose from broad and flexible policy options, enjoy quality service and access exclusive member benefits.

*Boating's
just better with
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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.

#Perpetual



OYSTER PERPETUAL YACHT-MASTER 42


ROLEX