

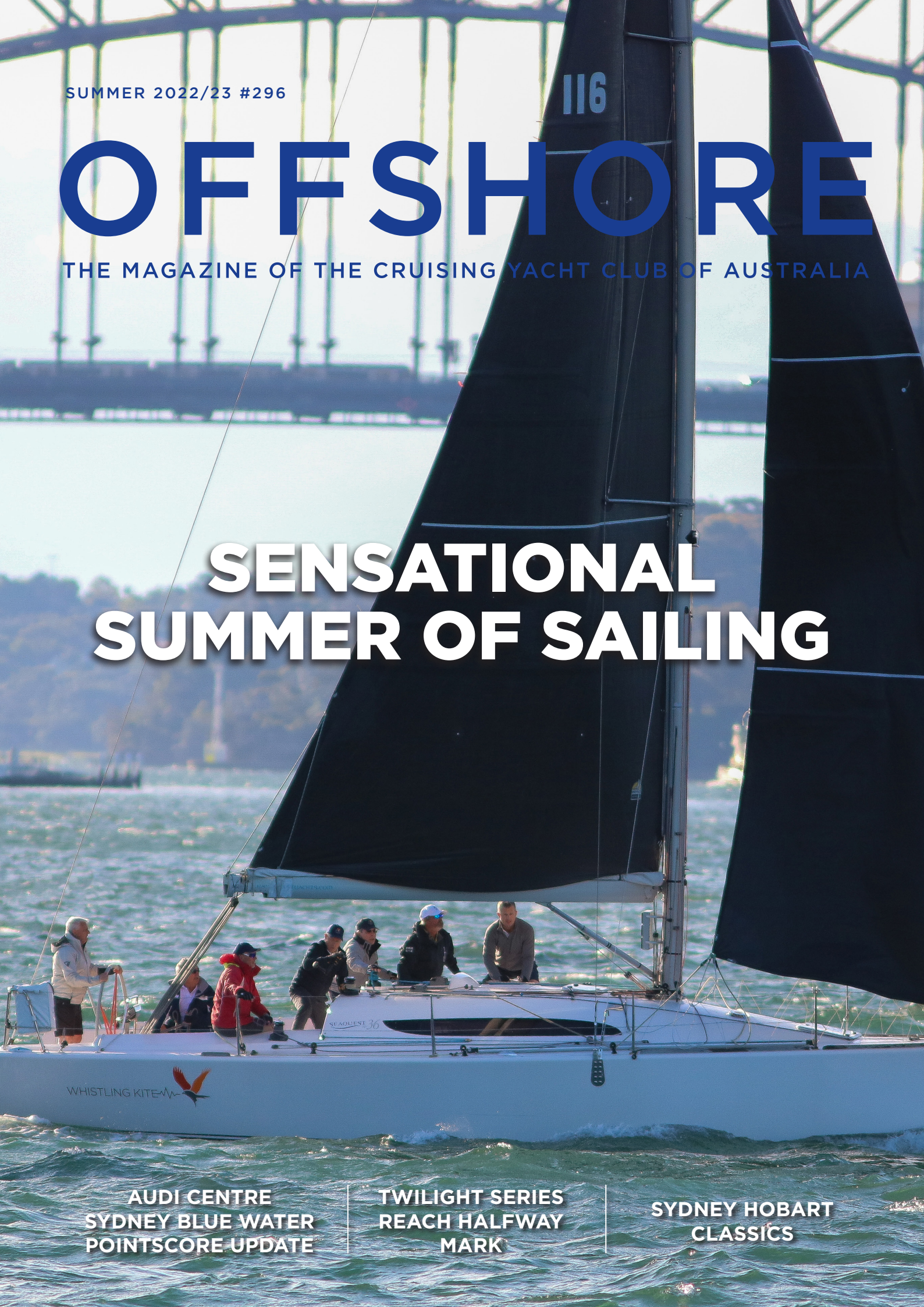
SUMMER 2022/23 #296

116

OFFSHORE

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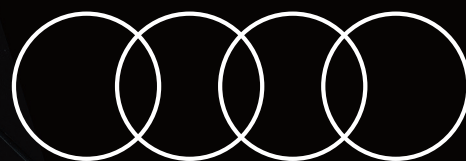
AUDI CENTRE
SYDNEY BLUE WATER
POINTSCORE UPDATE

TWILIGHT SERIES
REACH HALFWAY
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SYDNEY HOBART
CLASSICS



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COVER PHOTOGRAPHY

A beautiful sunset over Sydney
Harbour for the Income Asset
Management Wednesday Twilight
Series.

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COMMODORE ARTHUR LANE

At the helm

Dear Members,

Spring has been an extraordinarily busy time at the Club and Summer is just heating up.

Following the successful Noakes Sydney Gold Coast Yacht Race back in July, we have since staged three more of the six Audi Centre Sydney Blue Water Pointscores - the Flinders Islet Race, the inaugural Tollgate Islands Race and the Bird Island Race. Congratulations to the many divisional and overall winners profiled later in this issue. This leaves only the penultimate Cabbage Tree Island Race, in the first week of December, and the 2022 Rolex Sydney Hobart Yacht Race itself on Boxing Day.

Results in the upcoming Cabbage Tree Island Race will also feature in calculations towards determining the 2022 Australian Maxi Championship for both Maxis (80-100' boats) and Mini Maxis (60-80'). The other racing to decide the Championship are windward/leewards held off Sydney Heads the following Monday and the much-loved SOLAS Big Boat Challenge the following day. These events will all be captured by the team at SailMedia again and the Cabbage Tree start & SOLAS BBC will be streamed live on the CYCATV YouTube and Facebook channels.

Inshore and coastal racing have been in full swing with the Ocean, Short Ocean, Short Haul and Two-Handed Pointscores being hotly contested over the past months. The Sharp EIT Monday Twilight Series and Income Asset Management Wednesday Twilight Series have also been very popular, albeit challenged by weather on a few evenings. Our sincere thanks to both partners as well as to Brix Distillers for their contribution of prizes each Wednesday (as well as a fabulous night of sampling for other competitors). We are also delighted to see more and more Members using the Sailing Concierge Program, supported by Sydney Brewery, to gain access to sailing with Members in these events. We look forward to the second halves of the series in the New Year.

And there's so much more coming up - the Noakes Seven Series continues, we host the Rotary SOLAS Charity Regatta and Bolle International Youth Match Racing Regatta in coming days, will hold the Sydney Hobart Classic Yacht Regatta and CYCA Trophy early December and, for the first time, the CYCA will be hosting the Final of the World Match Racing Tour, bringing some of the best match racing sailors in the



world to Sydney to compete on the Harbour in the YSA's fleet of Elliott 7s.

Meanwhile, some of our Members have been proudly carrying the flag overseas. The crews of Vice Commodore Sam Hayne's *Celestial* and Tim Ryan's *Vamos* recently competed in the J/70 World Championship in Italy - an event truncated due to light conditions for all bar the last day of the regatta - and Rupert Henry continues his short-handed European adventure on *Eora* with the infamous single-handed Route du Rhum, 3,542NM from San Malo, Brittany to Guadeloupe. [Rupert unfortunately had to retire from this event after experiencing structural damage during the race].

The Youth Sailing Academy has had another successful season and we warmly congratulate Chelsea Williams and her crew in particular who placed second in the John Messenger & Australian Women's Match Racing Championship to qualify for the Barfoot & Thompson Women's Match Racing World Championship in Auckland where they represented the Club in open competition. The YSA also recently hosted our good friends at Eden Marine High whose week included a tour of *Andoo Comanche*, generously organised by our partners at Winning Group.

Socially, the Club has been in full flight with Badge Draws, Back to CYCA Lunches, Information Evenings, New Members' Cocktail Party and Games Nights on the Calendar - just to name a few.

This year we will also welcome back in December many of the traditional events normally associated with and around the Rolex Sydney Hobart Race - the Rolex Sydney Hobart Corporate Lunch, VIP and Skippers Launch, Crew Party, as well as the infamous Commodore's Beer and Prawn Night. We hope to see you and your guests at some of these over Summer.

The team will soon begin construction on the Sydney Race Village and our large contingent of Volunteers is being gathered to help assist with the many facets of the race organisation. The Rolex Sydney Hobart is building momentum and it's exciting. The fleet of 119 boats is strong and diverse this year and includes seven international and 36 interstate entrants. 22 two-handed crews will compete in the gruelling 628NM race.

Best wishes to all competitors heading South this year. We'll see you in Hobart to celebrate. ⚓

CYCA to host World Match Racing Tour Final

The Cruising Yacht Club of Australia is excited to be hosting the World Match Racing Tour Final from 13-18 December 2022.

The 2022 WMRT Final was previously scheduled to take place in Shenzhen, but ongoing border closures in China have seen the series climax moved to Sydney.

Up to 12 teams are being invited to the event, including defending match racing world champion Taylor Canfield (Stars + Stripes Team USA) and six-time world champion Ian Williams from Great Britain.

The event will be sailed in the CYCA's fleet of Elliott 7m keelboats with crews of four or five. Racing will take place over five days, with a single round robin stage followed by a repechage, Quarter Finals, Semi Finals and Final on Sunday 18 December.

"It is extremely exciting for us to partner with the World Match Racing Tour to bring the Final to the southern hemisphere for the very first time," said CYCA Commodore Arthur Lane.

"The Club has a strong history in hosting world-class sailing events, so adding

the World Match Racing Tour to our calendar this December will be very special.

"We look forward to welcoming all the teams to Sydney and to the CYCA."

For more information about the World Match Racing Tour, contact info@wmrt.com or visit www.wmrt.com. 



The World Match Racing Tour trophy arrived at the CYCA in November.

CYCA welcomes new Members

Some of the CYCA's newest Members were officially welcomed to the Club at the New Members Meet and Greet on Thursday 27 October.

Members who recently joined were invited to meet members of the CYCA Board and the CYCA Management team, as well as one another.

It was a fantastic opportunity for our new Members to learn how they can get involved with the Club on and off the water.

This popular event will return early next year. 



Rough Route du Rhum for Rupert

Structural damage prematurely ended the Route du Rhum dream of CYCA Member Rupert Henry.

Henry was the only Australian among the 138 skippers taking on the solo voyage from Saint-Malo, France, to Guadeloupe – an incredible 3,543 nautical mile journey.

He was one of 55 starters in the Class 40 category, sailing on his own Class 40, *Eora*.

The race eventually got underway on Wednesday 9 November, three days after its originally scheduled time, due to forecasted extreme weather and sea conditions in the English channel.

Henry made a bright start and was in the lead group until structural damage first appeared on the fourth day at sea. He was able to repair the initial failure to one of the frames, but a strong front caused irreparable damage.

He made the difficult decision to end his campaign after so much hard work and was vindicated after assessing the damage upon arriving into the Spanish port city of A Coruna.

“Apparently any more cracks and flexing in that top frame would have allowed the hull to rise even more each time the boat slams and then the foam in the hull grinds and disintegrates like it has in the columns,” Henry said. “Better on the water than in it!”



Rupert Henry. Photo: Jean-Marie Liot/Normandy Channel Race

Class 40 winner Yoann Richomme described the rough conditions as “very, very violent... the boat was jumping off the waves,” he said. “It felt like everything was going to explode at any moment!”

Henry returned to Sydney to prepare for the 2022 Rolex Sydney Hobart Yacht Race, in which he will race two-handed alongside Greg O’Shea on his Lombard 34, *Mistral*. ⚓



The damaged frame.



THE MOST WONDERFUL TIME OF THE YEAR



The countdown is on to the 2022 Rolex Sydney Hobart Yacht Race, as the Cruising Yacht Club of Australia prepares for the 77th edition of its iconic race.

Check out the official race program for more insight into the fleet.



Stefan Racing, Black Jack and LawConnect battle down the Harbour.

There was a tangible sense of relief when Bruce Gould fired the starting cannon to get the 2021 race underway, as the challenges of the pandemic loomed over the build-up to the race.

With restrictions eased and all borders into Australia open, the 2022 Rolex Sydney Hobart is once again open to the world.

The race organiser, Cruising Yacht Club of Australia, is ready to welcome one of the biggest fleets in recent times, after closing entries with 120 boats signed up.

The 2022 Rolex Sydney Hobart features as many international boats – eight – as the 75th anniversary race in 2019.

They will travel from Germany (*Orione*), Great Britain (*Sunrise*), Hong Kong (*Antipodes*), Hungary (*Cassiopeia 68*), New Caledonia (*Eye Candy* and *Poulpito*), New Zealand (*Caro*) and the USA (*Warrior Won*).

At the front end of the fleet, two returning legends of the Rolex Sydney Hobart are capturing much of the pre-race attention.

Wild Oats XI returns, rebranded as *Hamilton Island Wild Oats*, looking to add to an already incredible legacy as the record-holding nine-times Line Honours winner.

Another 100-foot maxi, *Andoo Comanche*, also returns for the first time since 2019. Skipper John Winning



Another stunning start on Sydney Harbour for the 2021 Rolex Sydney Hobart Yacht Race. Photos: ROLEX/Andrea Francolini



Shane Kearns' small but mighty White Bay 6 Azzurro.



Matt Allen's Botin 52 Ichi Ban made history in 2022.



Crux has been a consistent performer.

Jr has chartered the current race record holder, which has won Line Honours three times for previous owners.

Expect a tight tussle on the water and on handicap between the mini-maxis, which have been prominent atop the standings in the 2022/23 Audi Centre Sydney Blue Water Pointscore so far.

The group of 52-foot grand-prix yachts continues to strengthen, with the likes of *Caro* and *Warrior Won* added to a stacked list of entrants.

Matt Allen's Botin 52 *Ichi Ban* dominated the Overall battle in recent years, winning three of the last four Rolex Sydney Hobarts to match the record set by *Freya* and *Love & War*.

Allen has opted not to race this year, but left both of his *Ichi Bans* entered and available to borrow.

Locals *Celestial*, *Gweilo*, *Smuggler*, *Quest* and *Zen* are among the 52s to watch, as well as interstate entrants *Crush* and *Maritimo*.

The smaller and older boats proved immensely competitive in the 2021 Rolex Sydney Hobart and were within reach of Overall honours until the breeze shifted to ruin any chance of an upset.

Enterprise Next Generation, *Mayfair*, *Midnight Rambler*, *Sail Exchange* and *White Bay 6 Azzurro* are part of an exciting crop of 30-50 foot fully-crewed challengers.

There are six boats under 10 metres in length, including the smallest boat in the fleet *Maluka* – Sean Langman's 9-metre *Ranger*, skippered by his son Peter – *Currawong*, *Gun Runner*, *Blue Planet*, *Rum Rebellion* and *Speedwell*.

A new record of 22 two-handers entered the race and most will be in contention to win the Tattersall Cup for the first time.

With such a diverse fleet and so many different goals to be achieved, another incredible chapter is set to be added to the much-celebrated tale of the Rolex Sydney Hobart Yacht Race.

Full preview in the official Rolex Sydney Hobart Yacht Race program. ⚓

HOW TO FOLLOW THE RACE

Wherever in the world you are following the 2022 Rolex Sydney Hobart Yacht Race, we're bringing you closer than ever to the action on our digital channels.



CYCA TV



@RolexSydneyHobart



@officialrolexsydneyhobart



@rshyr



rolexsydneyhobart.com

PRE-RACE

The Rolex Sydney Hobart digital channels provide an insiders' guide to the fleet, with interviews, boat tours, race footage and more. Be sure to follow the Cruising Yacht Club of Australia on social media for live streams of some of the key build-up races.



THE START

Australian viewers can tune into the start of the race on the Seven Network. The start will be broadcast on 7 and available LIVE and on demand on the 7plus app. Viewers around the world can also visit the Rolex Sydney Hobart website to watch the action.

For spectators lucky enough to be in Sydney on Boxing Day, there are some superb vantage points to watch the fleet race out of the Harbour. Nielsen Park is one of the most popular spots for onlookers.

If you have a boat or other vessel and plan to be on the water, please note an exclusion zone is in force around the race track on Sydney Harbour.



DURING THE RACE

The Rolex Sydney Hobart website has everything you need to keep up-to-date with the progress of the race, including news, photos, videos, live tracker and live standings.

Video updates will be broadcast at 9am and 4pm (AEDT) daily, as our team of experts dissect the action and track the fleet down to Hobart. Tune into the Rolex Sydney Hobart Facebook page, website or CYCA TV YouTube channel.

Live streams will also be broadcast on these channels, including the Line Honours finish and key contenders darting down the Derwent.



AFTER THE RACE

Race highlights, interviews with competitors and the prizegiving ceremony will be available to watch across the Rolex Sydney Hobart channels.

Stay tuned for the official post-race film, which will be broadcast globally shortly after the final boat crosses the line.



Photos: Salty Dingo



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SCAN TO SHOP



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MAKING YOUR MONDAY

Mondayitis is cured by the Sharp EIT Monday Twilight Series, with sunsets and spinnakers on Sydney Harbour.

The sun has been shining and competitors have enjoyed pleasant sailing conditions during the first half of the 2022/23 Sharp EIT Monday Twilight Series.

The series began with two non-pointscore races to help the fleet settle in, before six races formed the Spring Pointscore.

After a six-week break over the busy Rolex Sydney Hobart Yacht Race period, the series will resume with the Summer Pointscore commencing on Monday 16 January. ⚓



Past Commodore Noel Cornish's Farr 40 Indi.



2022/23 SHARP EIT MONDAY TWILIGHT SERIES SCHEDULE

Date	Race	Time
16 January	Race 1 (Summer Pointscore)	1830hrs
23 January	Race 2 (Summer Pointscore)	1830hrs
30 January	Race 3 (Summer Pointscore)	1830hrs
6 February	Race 4 (Summer Pointscore)	1830hrs
13 February	Race 5 (Summer Pointscore)	1830hrs
20 February	Race 6 (Summer Pointscore)	1830hrs
27 February	Race 7 (Summer Pointscore)	1830hrs
6 March	Race 8 (Summer Pointscore)	1830hrs
13 March	Non-pointscore	1730hrs
20 March	Non-pointscore	1730hrs

1. Superfine and Aphrodite.
2. Leslie Green's MC38 Ginger.

WELCOME...

TO OUR NEW MEMBERS

- Ian Abraham
- Christina Aloisio
- Christine Ashfield
- Stephen Auld
- Peter Bellingham
- Phoebe Benson
- Fleur Bitcon
- David Bloomer
- Joanne Bonomo
- David Bowman
- Maxwell Brennan
- Andrew Brown
- Simon Brown
- Stuart Byrne
- Steve Cannon
- Laura Carolan
- Sev Celik
- Po Liang Chen
- Weston Chisholm
- Rachel Clements
- Robert Coco
- David Collins
- Margaret Cotter-Melton
- Shaun Cunningham
- Donna Currie
- Michael Curtin
- Annamaria Curtis
- Christopher Curtis
- Peter Daly
- Andrew de Picot
- Scott Denton
- Lamberto Di Gioia
- Georgina Dickson
- Dimitrios Drinas
- Gary Dransfield
- Matthew Dudenhoefter
- James Duffell
- Emma-Jane Elliott
- Brittany Ellis
- Simon Ellis
- Scott Feneck
- Gregory Finlayson
- Casey Flint
- Andrew Forbes
- Tanguy Fournier Le Ray
- Raine Fox
- Wayne Fraser
- Brad Fresia
- Erich Friedl
- Ella Geracitano
- Terrie Gibson
- Jennifer Gillott
- Bernadette Goldstein De Laney
- Georgina Halstead
- Marie Harland
- Gai Hart-Hughes
- Judy Hatzer
- Rebekah Hayden
- Zac Heyes
- David Hibbins
- Duncan Hine
- Sophie Hollingsworth
- Georgia Hooper
- Todd Hull
- Adam Hutchinson
- Philip Jacobson
- Joanne Johnson
- David Johnston
- Vahbeez Kalapesi
- Beth Kavanagh
- Stirling Keen
- David Kenyon AM
- Jean-Marie Klumper
- Mathew Klumper
- Evelyn Krieger
- Chi Wai Lam
- Matthew Le Belenger
- William Lewis
- John Loneragan
- Stuart Lorimer
- Michael Ludemann
- Voch Iim Ly
- Beth MacGraw
- Tessa MacGraw
- Neal Macrossan
- Tindal Magnus
- Louise Manning
- Zara Marks
- Robin Mathieu
- Helmut Mayer
- Dominique McAdam
- F.A. Louise McLean
- Thomas Melhuish
- Melissa Miller
- Hayden Mingaye
- Keith Miranda
- Elisha Moran
- Craig Morris
- Nina Murray
- Pedro Nunez Soriano
- Peter Opie
- Michael Parkinson
- Stephen Parkinson
- Mark Parsons
- Skye Pepper
- Craig Perkins
- Alex Pollock
- Andrew Poole
- David Prentice
- Richard Pym
- John Stephen Quain
- Danielle Radomyski
- Prakash Rajah
- Harry Randle
- Frances Reilly
- Camilla Reinke
- Stephen Rich
- Theresa Sarjeant
- Troy Sartori
- Julian Sexton
- Emily Sinnott
- Ben Smit
- Joseph Smith
- Rachel Spain
- Donald Spencer
- Ryan Spencer
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- Lay Choo Tan
- Andrew Tarnawsky
- Gillian Taylor
- Steve Thomson
- Jaric Thorning
- Meredith Towning
- Sofia Tsagkari
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- Andre Vischer
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INCOME ASSET MANAGEMENT WEDNESDAY TWILIGHT SERIES

Income Asset Management is on board as the naming rights partner of the 2022/23 Wednesday Twilight Series.



SOLyMAR.

The Australian investment company continues its strong relationship with the CYCA, having been partner of the inaugural Australian Maxi Championship in 2021.

The Income Asset Management Wednesday Twilight Series continues to be one of the most popular items on the Club's racing calendar, with up to 70 boats regularly taking to the Harbour across the four divisions.



Gun Runner.

Boats of all shapes and sizes feature in the non-spinnaker series, from James Whelan's 8.1m Soling *Nelita* to the 100-foot maxi *Andoo Comanche*, which made the most of an extra opportunity to develop crew work ahead of the Rolex Sydney Hobart Yacht Race.

The team from Income Asset Management have been regulars both on the water and in the Clubhouse during the series, so be sure to say hello if you see them around.

Visit incomeam.com for more information about their work.



Trim.



Whistling Kite.



MWF - Kayle.



Andoo Comanche.



UBS Wild Thing.



Superfine.

Sommerbreeze.





The Brix Distillers team down at the CYCA.



Our friends at Brix Distillers continue to deliver tantalising prizes for placegetters in the Income Asset Management Wednesday Twilight Series.

Winners are treated to a 700ml bottle of Brix Spiced Rum, while second-placed boats pick up two 4-packs of Brix Rum ready to drink cans and third-placed finishers get a 4-pack of cans.

The four divisional winners each week also go into the draw to win the major prize, which will be drawn at the Summer Season Prizegiving.

The prize includes:

- A distillery tour and rum tasting session for the entire crew at Brix Distillery, including food and cocktails.
- A 5L barrel of Brix Barrel Aged Rum, bottled in 700ml bottles. The bottles will include custom labels with the boat name and crew members listed.

The Brix Distillers team have been down at the Club on some Wednesday nights handing out samples and sharing their expert knowledge on rum.

Look out for them in the new year.
Cheers to that! 🍷



Income Asset Management's Matthew Loughnan presents prizes to the placegetters.



Moneypenny leads the way in the 2022/23 Audi Centre Sydney Blue Water Pointscore.

The battle to be crowned 2022/23 Audi Centre Sydney Blue Water Pointscore champion is heating up as the decisive Rolex Sydney Hobart Yacht Race looms.

Conditions in the first four of six races favoured the front end of the fleet, with three boats – *URM Group*, *Andoo Comanche* and *Black Jack* – winning the Line Honours and Overall double.

Sean Langman's Reichel/Pugh 69 *Moneypenny* leads the race for the Jack Halliday Perpetual Trophy, awarded to the pointscore champion.

But the Rolex Sydney Hobart could shake up the standings, with the non-discardable final race offering zero points to the Overall winner.



Moneypenny crosses the line at Main Beach.

Race 1: Noakes Sydney Gold Coast Yacht Race

Andoo Comanche made an emphatic return to the Australian ocean racing scene, beating *Black Jack* and *Hamilton Island Wild Oats* to Line Honours in the opening race of the Audi Centre Sydney Blue Water Pointscore.

After a painfully slow start on Sydney Harbour in minimal breeze, the John Winning Jr-skipped maxi went hunting for breeze offshore and found enough to reach speeds of up to 17 knots.

Patience, prudent tactical decisions and finely tuned crew work when ideal conditions eventually came, ensured a bright start to Winning Jr's two-year charter of *Andoo Comanche*.

"We knew it wasn't the forecast for us, but we need to learn how to sail in all conditions," he said.

"I was taught to focus on your weakness, not your strength. Everyone likes doing what they're good at, but it's nailing the things you're not good at that's important.

"We just wanted to hang in there in the light breeze and wait for our moments. Luckily we got some moments in this race."



The start of the Flinders Islet Race. Photo: Bow Caddy Media

The overall win went to *Moneypenny* as Langman celebrated a third win on IRC in the race which he now sponsors, as Managing Director of Noakes Group.

Moneypenny was fourth over the line, behind the three maxis, and held off the challenge of the 52s, with *Gweilo* and *Zen* making up the overall podium.

A polished performance set the tone for what was to come from *Moneypenny*.

“We let the boat do what the boat does. It really enjoys those conditions, upwind, and waterline reaching, where the other boats aren’t planning,” Langman said.

“Everything we’ve done was to maximise its performance for a race like this. It’s really nice, and odd, to win your own race.”

Moneypenny also won on ORCi, while Michael Rowe’s Mumm 36 Mod *Norton White Corum* won on PHS.

The Corinthian wins went to *Ausreo* (IRC) and *Cinquante* (PHS), while *Disko Trooper_Contender Sailcloth* (Jules Hall and Jan Scholten) won the Two-Handed Division.

Race 2: Flinders Islet Race

URM Group claimed line and overall honours, as well as a new race record in the 88 nautical mile Flinders Islet Race.

It was a fascinating duel between Anthony Johnston’s Reichel/Pugh 72, skippered by Marcus Ashley-Jones, and *Moneypenny*.

The two boats traded the lead on the overall standings on the leg back from Flinders Islet, but *URM Group* broke away and crossed the line first, 14 minutes ahead of *Moneypenny*.

That was just enough to add the overall win to *URM Group*’s list of honours, with just 39 seconds separating the two boats on corrected time.



It’s been a consistent series for URM Group. Photo: Bow Caddy Media

URM Group took 43 minutes off the previous record set by David Griffith’s JV62 *Whisper* in the 2021 race, when a new benchmark was set due to a slightly shortened course.

“Every second counts when you’re out there racing,” Ashley-Jones said. “It’s a combination of the whole crew working together – from the bow team to the trimmers keeping the boat fast and tacticians putting us in the right position to make the most out of the wind shifts.

“The result is a reflection of AJ’s [Anthony Johnston] continued development of the boat to turn it into a world class racing yacht.

“There are some talented new crew members and it’s great to see the full potential of the boat being unlocked.”

Moneypenny won on ORCi, while Anthony Kirke and Andrew Nuttman’s Botin Carkeek GP42 *Enterprise Next Generation* took PHS honours.

Andy Kearnan and Peter Wrigley’s TP52 *KOA* was the Corinthian winner, while *Rum Rebellion* (Shane Connelly and Tony Sutton) won the Two-Handed Division from *Crux*.



An evening start for the Tollgate Islands Race.



White Noise.



Shane Connelly and Tony Sutton are enjoying a good season on Rum Rebellion.



A dominant Tollgate Islands Race for Andoo Comanche.

Race 3: Tollgate Islands Race

Andoo Comanche was out of the Harbour in just 10 minutes to start the inaugural 260nm Tollgate Islands Race, with a 16-19kt sou'westerly sending the fleet on its way.

With no other maxis racing, it was no surprise to see *Andoo Comanche* take Line Honours in just over 20 hours, but this was a commanding performance from Winning Jr and co.

The 100-footer was in her element, reaching top speeds of up to 27 knots and averaging 12.7kts throughout the race.

This is a boat built to win Line Honours, so it was a pleasant bonus for *Andoo Comanche* to also celebrate the overall win.

"To go in that race with quite a mix of conditions and most of the sails going up and down, it was a really good race for us and the boat worked perfectly," Winning Jr said.

"It's always nice to race the other boats, but the good thing for us is that it allowed us to go through what we needed to do on the boat and test the systems that have been pulled apart, put back together and refurbished.

"It's becoming more natural to me to sail. We've worked out how to sail her in light air. We're pushing the limits a bit and seeing what we can do."

Andoo Comanche also claimed PHS honours, while *URM Group* – second overall – won on ORCi.

Crux took out the Two-Handed Division and Corinthian honours.

Race 4: Bird Island Race

Peter Harburg's Reichel/Pugh 100 *Black Jack*, skippered by Mark Bradford, claimed a clean sweep of the 83nm Bird Island Race.

Black Jack was first out of the Heads in a light nor'easter and *Andoo Comanche* was forced to retire shortly after the start due to a hydraulics issue.

Conditions suited *Black Jack* perfectly, as the 2021 Rolex Sydney Hobart Line Honours winner averaged 8.7kts of speed to secure Line Honours in 9 hours, 37 minutes and 47 seconds.

The bulk of the fleet endured frustrating light breeze as *Black Jack* clinched all three handicap wins.

"Once we could get outside and stretch our legs a bit, our boat is just totally moded for those conditions," Bradford said. "If we don't win those races, we won't win any."

"The strength we've got is that we didn't stop throughout the whole COVID period. When you're running a sporting team, it takes so long to get it finely tuned, and not stopping like everyone else meant we've been taking small steps for years and we're in a good spot."

"This was probably the best we've sailed in the whole time we've been together (since 2008), so hopefully we're not peaking too early!"

KOA took out Corinthian honours for the second time in the pointscore, while *Rum Rebellion* was again on top of the Two-Handed Division to set up an exciting showdown with *Crux* in the final two races. ⚓



Many Rolex Sydney Hobart competitors, like *Caro*, entered the pointscore for the Bird Island Race.



Black Jack on the way to winning the Bird Island Race.

2022/23 AUDI CENTRE SYDNEY BLUE WATER POINTSCORE STANDINGS AFTER 4/6 RACES

OVERALL (IRC)		
Place	Boat	Pts
1.	<i>Money Penny</i>	7
2.	<i>Gweilo</i>	34
3.	<i>Zen</i>	38
4.	<i>Quest</i>	39
5.	<i>URM Group</i>	41
6.	<i>Celestial</i>	42
7.	<i>Patrice</i>	49
8.	<i>Crux (TH)</i>	56
=	<i>Rum Rebellion (TH)</i>	56
10.	<i>Joss</i>	57
DIVISION 1 - IRC		
Place	Boat	Pts
1.	<i>Money Penny</i>	7
2.	<i>Gweilo</i>	21
3.	<i>Zen</i>	23
4.	<i>URM Group</i>	24
5.	<i>Celestial</i>	27
=	<i>Quest</i>	27
7.	<i>Patrice</i>	34
8.	<i>Whisper</i>	35
9.	<i>Enterprise Next Generation</i>	39
=	<i>Smuggler</i>	39
DIVISION 2 - IRC		
Place	Boat	Pts
1.	<i>Rum Rebellion (TH)</i>	17
2.	<i>Crux (TH)</i>	18
3.	<i>Joss</i>	21
4.	<i>White Noise</i>	26
5.	<i>Sail Exchange</i>	29
6.	<i>Ariel</i>	35
7.	<i>Philosopher (TH)</i>	37
8.	<i>XS Moment</i>	42
9.	<i>Supernova</i>	43
10.	<i>Transcendence Crento (TH)</i>	45
TWO-HANDED DIVISION - IRC		
Place	Boat	Pts
1.	<i>Rum Rebellion</i>	8
=	<i>Crux</i>	8
3.	<i>Philosopher</i>	18
4.	<i>Transcendence Crento</i>	23
5.	<i>Tumbleweed</i>	26
6.	<i>Speedwell</i>	29
7.	<i>Sun Fast Racing</i>	31
8.	<i>Rumchaser</i>	35
9.	<i>Local Hero</i>	39

SYDNEY HARBOUR WOMEN'S KEELBOAT SERIES

The 2022/23 Sydney Harbour Women's Keelboat Series consists of six races, hosted by the Cruising Yacht Club of Australia (CYCA), Royal Sydney Yacht Squadron (RSYS), Manly Yacht Club (MYC), Royal Australian Naval Sailing Association (RANSA) and Middle Harbour Yacht Club (MHYC).

Race 1 was hosted by MHYC on Sunday 25 September, with a light 8-10kt southerly, turning east as the race progressed, challenging the tactical nous of competitors.

Four CYCA boats featured in the opener – *Georgia Express*, *It Happens*, *Thirlmere* and *Wilde Rush*.

Katie O'Mara was at the helm of CYCA Member Andrew Forbes' Farr Mumm 36 *Georgia Express*, which finished third in Division 1.

Bridget Canham skippered David Chesters and Craig Young's Payne 38 *It Happens* (racing non-spinnaker) to fifth place in Division 1, closely followed by *Thirlmere*, with Stephanie Lyons at the helm.

Skipper Dinah Eagle had an all-female crew on CYCA Commodore Arthur Lane's Beneteau Oceanis 51.1 *Wilde Rush*, finishing eighth in Division 1.

The CYCA hosted Race 2 on Sunday 30 October.

14 boats raced in a 7-9kt easterly, starting off from Point Piper and racing up to Cannae Point (Division 1) or Lady Bay (Division 2) before a run under kites back around Shark Island.

The four CYCA boats from Race 1 were back in action, as well as Colin Geeves' Beneteau First 32.7 *Speedwell*, skippered by Melissa Geeves.



Georgia Express.



Thirlmere and Coco.



Photos of Race 1, by Marg Fraser-Martin.



It Happens.



Georgia Express.



O'Mara was again at the helm of *Georgia Express*. She was second over the line in Division 1 behind *Khaleesi* (Liz Charles), winning on handicap ahead of *Rumba* (Stephanie Cook). *It Happens* and *Mondo* (Lisa Callaghan) shared third place after finishing level on corrected time.

Wilde Rush and *Speedwell* both raced with full-female crews, finishing seventh and eighth respectively in Division 1.

Race 3 was set to be hosted by RSYS on Sunday 20 November, but was abandoned due to strong winds on Sydney Harbour, with gusts up to 41 knots.

Georgia Express maintains the overall lead in Division 1 with three races remaining, ahead of *Agrovation* (Marike Koppenol) and *It Happens*.

Lively (Sophie Nelson) leads Division 2 from *Okavango Delta* (Rhoslyn Humphreys), *Kaotic* (Catherine Thornton-Rofe), *Genovefa* (Genevieve Slattery) and *Jabiru* (Sara Ladd).

Race 4 will be hosted by RANSA on Sunday 22 January. ⚓

SYDNEY HARBOUR WOMEN'S KEELBOAT SERIES STANDINGS AFTER THREE RACES			
Division 1			
Place	Boat	Skipper	Pts
1.	<i>Georgia Express</i>	Katie O'Mara - CYCA	3
2.	<i>Agrovation</i>	Marike Koppenol - GFS	6
3.	<i>It Happens</i>	Bridget Canham - CYCA	7.5
4.	<i>Khaleesi</i>	Liz Charles - MHYC	12
5.	<i>Rumba</i>	Stephanie Cook- MHYC	14
=	<i>Thirlmere</i>	Stephanie Lyons - CYCA	14
=	<i>Wilde Rush</i>	Dinah Eagle - CYCA	14
8.	<i>Andiamo!</i>	Kirstin Reblin - RSYS	15
9.	<i>Mondo</i>	Lisa Callaghan - MYC	15.5
10.	<i>Speedwell</i>	Melissa Geeves - CYCA	20
Division 2			
Place	Boat	Skipper	Pts
1	<i>Lively</i>	Sophie Nelson - RSYS	4
2	<i>Okavango Delta</i>	Rhoslyn Humphreys - MYC	5
3	<i>Kaotic</i>	Catherine Thornton -Rofe - MYC	6
=	<i>Genovefa</i>	Genevieve Slattery - RSYS	6
5	<i>Jabiru</i>	Sara Ladd - RSYS	10



B R I X

S Y D X R U M

PARTNERS OF THE CYCA WEDNESDAY TWILIGHT SERIES

187th Australia Day Regatta

The historic Australia Day Regatta returns for the 187th edition on Thursday 26 January 2023.

The regatta celebrates Australia's heritage and brings together competitors of all ages on boats of all sizes for a festival of sailing down the east coast of NSW.

The Royal Sydney Yacht Squadron will organise the regatta on Sydney Harbour for keel boats, including one-design classes, modern and traditional skiffs.

While the Cruising Yacht Club of Australia will conduct the City of Sydney Cup – a race to Botany Bay and back.

Multiple clubs will conduct regattas on the day, with activities taking place on Lake Macquarie, Lake Illawarra and more.

Past CYCA Commodore Noel Cornish has succeeded Past Commodore and Life Member Matt Allen as President of the Australia Day Regatta Management Committee and looks forward to an eventful day on the water.

"The Australia Day Regatta is the oldest continuously conducted annual sailing regatta in the world and it's got a wonderful history of sailors celebrating our nation," he said.

"We are a maritime nation. It's a great day of celebration with sailors getting out and doing what we love doing best.

"The regatta is for people of all ages and abilities – anyone from any walk of life can get involved."

Marcus Blackmore's striking 96-footer, *Ammonite*, won the City of Sydney Sesquicentenary Trophy on Australia Day in 2022, as overall winner of the CYCA's Botany Bay Race.

Visit www.australiadayregatta.com to find out more about the events being held across NSW. ⚓



Boats of all shapes and sizes take part in the Australia Day Regatta.



Marcus Blackmore's Ammonite won the 2022 City of Sydney Cup.



Past CYCA Commodore Noel Cornish congratulates some of the winners from the 2022 Australia Day Regatta.



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Rotary success



Photo: Gavin Little

The 28th Rotary SOLAS Charity Regatta was held at the CYCA on 18 November with an impressive turnout of competitors, corporate sponsors, event supporters and volunteers.

29 boat owners generously entered their yachts, treating the sponsors and their guests to an exhilarating racing experience while raising money for the Sydney Children's Hospitals Foundation, the CYCA's SOLAS Trust, and other important charity projects supported by the Rotary Club of Sydney Cove.

Contributing to the regatta fundraising, the Captain Cook cruise ship entertained over 100 guests with lunch on the John Cadman, with running commentary and a bird's eye view of the race.

Bill Little, who has been on the organising committee for the regatta since it commenced 28 years ago, said: "We were blessed this year with a day of fabulous sailing weather, despite hail storms a few days before and strong gusty winds the day after."

Bill noted that this was the 28th consecutive year of the event and the 25th year of being guests of the CYCA.

He said: "Without the support of the yacht owners and crew, the regatta would not be possible.

"So, in recognition of this incredible support, our Rotary Club of Sydney Cove established a valuable partnership with the CYCA's SOLAS Trust. This

partnership has resulted in donations of more than \$150,000 to help fund their valuable work.

"The regatta has also donated over \$2.2 million so far to our principal beneficiary, the Sydney Children's Hospital Foundation. In total, the regatta has raised over \$5 million for needy causes,"

The 29 sponsors this year were a combination of long-term returning corporates plus five new ones - including Tenable and CBRE as new Platinum sponsors, plus Indago Digital, Virginia Ford Group, and Franklin Shanks.

Rebecca Murray, President Elect of the Rotary Club of Sydney Cove, said: "With the lingering effects of the pandemic diminishing, we are looking to grow the regatta next year by attracting additional new corporate sponsors. Naming rights for the regatta will also be available for the first time.

"We would be delighted to hear from any CYCA Members interested in joining the Rotary Club of Sydney Cove or volunteering for other Rotary projects - like feeding the homeless or the regatta itself. Please visit www.sydneycoverotary.com to check out the club or to make contact."

Bill Little concluded: "A sincere thank you to the CYCA, boat owners and crew, corporate sponsors and event supporters - and see you again next year."

Visit www.rotarysolascharityregatta.com.au for more information on the regatta and details of next year's event. ⚓



MONTAGUE ISLAND RACE RETURNS



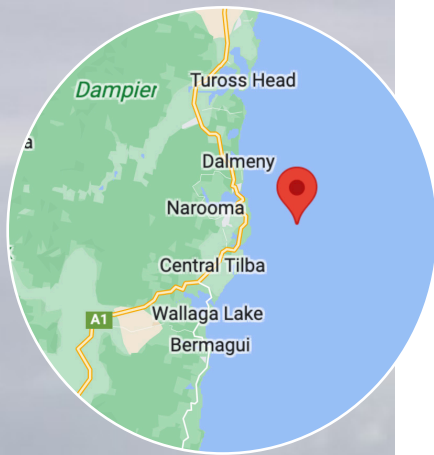
Montague Island Lighthouse. Credit NSW National Parks

The 320NM race south to Montague Island and back will return in Autumn as a one-off event to be held on Friday 17 March 2023.

Earlier this year, it was brought back to the sailing calendar as the third and deciding race in the CYCA's Summer Offshore Series and was won by David Griffith's JV62 *Whisper* in a new record time of 01:05:07:34. As a result, Griffith and his crew who won two of the three races were crowned series winners ahead of Seb Bohm's TP52 *Smuggler* which didn't compete in the Montague Island Race.

Of the 14 entries, only ten boats started on the evening of Friday 18 March and battled thunderstorms and a challenging sea state on the first night before breeze lightened on Saturday and it became a long grind home. There were two retirements.

The fleet was comprised of a number of two-handed crews who performed extremely well in



Credit NSW National Parks

the trying conditions. Rupert Henry and Greg O'Shea finished late Sunday on the Lombard 34 *Mistral* to take second place (and third in the Series); Rupert's father David Henry along with Stephen Prince were third on his Sydney 36 *Philosopher 2*.

Jules Hall, winner of the inaugural Two-Handed Division in the 2021 Rolex Sydney Hobart months earlier was back with Jans 'Clogs' Scholten on *Disko Trooper_Contender Sailcloth* early Monday morning, and later called it a "... proper race. Especially when the outbound leg is upwind, in the rain!". It's a race originally intended to prepare crews for Sydney Hobart and always offers a variety of conditions.

The race itself is stunning. Montague Island, or Barunguba, is part of the 81-hectare Montague Island Nature Reserve and lies 5.6 NM SE of Narooma. It lies in a beautiful stretch of the NSW South Coast and is rich with sea and bird life.

The Montague Island Race was originally introduced by the Royal Prince Alfred Yacht Club (RPAYC) back in 1947 and had been run with the support of the CYCA over the October long weekend up until 1986. It is one of the great and challenging offshore races with a long and star-studded history.

It's great to see it back again. ⚓



Montague Island Bay. Credit NSW National Parks

Disko Trooper_Contender Sailcloth

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COME DOWN FOR AIR



90 teams from 23 countries competed in the 2022 J/70 World Championship. Photos: Yacht Club de Monaco



Representing Australia in Monaco.

CYCA Member Tim Ryan's *Vamos* was crowned the best One Pro at a condensed J/70 World Championship in Monaco in October.

Vamos was one of two CYCA boats in action at the World Championship, alongside Vice Commodore Sam Haynes' *Celestial*.

Competitors endured a frustrating wait to get the Championship underway, with a lack of breeze preventing racing on each of the first four days.

That left the Championship to be decided by just three races on the final day.

Vamos was 18th and 41st from the opening two races, but the crew stepped up in the finale, finishing fifth to secure 13th place overall.

Vamos was the best placed boat in the One Pro category, which featured 12 boats with only one professional sailor on board.

Celestial was 57th in Race 1 and agonisingly black flagged in Race 2 after being just 1 metre over the start line.

The brutal nature of a shortened Championship left *Celestial* with little room to move back up the rankings, as a 42nd place finish in Race 3 saw them close out the regatta in 69th overall.

Well done to the crews on both *Vamos* and *Celestial* for their efforts across Europe this year. They will bring home plenty of experience as they build towards the 2023 J/70 Australian Championships in January.

Celestial: Sam Haynes, David Chapman, Lewis Brake, Locky Pryor. Coach: Jack Macartney.

Vamos: Tim Ryan, Charlie Gundy, Jess Grimes, Rob Greenhalgh. ⚓



Vamos in action.



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Meet our Crew

Stevie

Stevie is a stalwart of the CYCA and an icon of the Members' Bar.

He's just celebrated 24 years of working at the Club and he's loved every minute of it.

We caught up with Stevie as he opened the Members' Bar in preparation for a busy Badge Draw on a Thursday night, one of his favourite days of the week.



OFFSHORE: When did you join the CYCA?

STEVE: I've been working at the Club since October 1988! I got married in September and started working here a month later.

OFFSHORE: What do you most enjoy about working here?

STEVE: This is quite funny. I mostly enjoy the company of Members at the Club.

“

There is a certain feeling about the place that makes me feel like I'm home.

”

The Members have an aura of warmth that makes me enjoy working at the CYCA.

OFFSHORE: What's your favourite time to be working at the CYCA?

STEVE: On regular days I enjoy working Thursday and Friday. I do enjoy the special functions and Badge Draw nights. Race days are also always very exciting.

OFFSHORE: What do you like to do outside of work?

STEVE: I do enjoy gardening in my free time whenever I get the time. I like to work on my backyard garden and grow vibrant plants and orchids.

OFFSHORE: Have you ever been sailing?!

STEVE: Not yet. I don't know how to swim. Quite funny, right?! I'd definitely like to go some day once I've learnt how to swim. ⚓

From the rail



We love sharing the view
of competitors during
CYCA races.

If you have any photos or
videos to share across our
channels, email them to
media@cyca.com.au.





Light winds off Terrigal on Enterprise Next Generation



Sunrise on URM Group in the Tollgate Islands Race

CYCA wins Bolle International Youth Match Racing Regatta 2022



The CYCA team of Cole Tapper, Finn Tapper, Nathan Gulliksen, Hugo Stoner and Ben Crafoord was declared the overall winner of the 2022 'Joy Ride Trophy', winning the Bolle International Youth Match Racing Regatta in emphatic style, dropping one race across four days of racing.

A second CYCA team of Will Sargent, Eddie Reid, Hugo Leeming, Ryan Ewings and Zac Hayes finished as runners up.

Representing the powerhouse which is the Youth Sailing Academy, Cole Tapper, steering his first 'Joy Ride Trophy' event now joins the ranks of eight other CYCA skippers to have won the trophy.

This is the fourth major trophy for the Youth Sailing Academy in 2022 from the 'big six', with the CYCA winning the Hardy Cup, RNZYS Harken Cup and RPNYC CentrePort Youth International Match Racing Championship. The Academy only missed out on trophies at the Governor's Cup and RPAYC Harken International Youth Match Racing Championship.

Over the four-day Bolle International Youth Match Racing Regatta in November, 11 teams from five

nations including Australia, New Zealand, France, United Kingdom and the United States of America completed a staggering 97 races.

Near perfect conditions across the week saw the sailors enjoy typical Sydney summer conditions with three days of light to moderate sea breezes, one windy westerly day, but all covered in sunshine.

For Cole, the writing was on the wall from the beginning of the week, with the young Aussie team sailing fast and mature for their age, throughout the competition. The team won the qualifying stage with a 9-1 scorecard and skipped the repechage round, advancing directly to the quarter finals.

The round robin win also saw a sought after prize won for the home team, with John Winning Jr taking the team for a race onboard *Andoo Comanche* in the CYCA's Income Asset Management Wednesday Twilight Series race.

In the end, Cole won the Finals 3-0 over fellow squad Member Will Sargent and his team. For Will, it was an impressive display throughout the week as well, finishing second after the qualifying stages to Cole and only dropping one race across the quarter and semi-finals. The Finals series was still very close, with the scorecard not reflecting the intense racing that ensued

"It's been an awesome week for us and our Club," Cole said. "We are so happy to come away with the trophy and it was just a fun week to be part of this event. A huge thank you to my team, sponsors Bolle Eyewear and of course the CYCA for running an impeccable event."

This was the third year the CYCA has partnered with Bolle Australia Eyewear as naming rights sponsor of the event. 🏆



Cole Tapper and his CYCA team lift the Joy Ride Trophy.
Photos: Darcie Collington

Welcome back Eden Marine High



Each year the CYCA invites Eden Marine High School to join us for a week of sailing as a thank you to their community for their involvement with the Rolex Sydney Hobart Yacht Race.

This year saw 20 students and two teachers travel to Sydney on Monday 31 October for four days of sailing.

Unfortunately, the opening two days were blown out due to high winds, however the students kept busy by seeing the sites of Sydney and learning practical sailing elements which could be done ashore.

The highlight of the week came on Wednesday afternoon when *Andoo Comanche* invited the students onboard for a boat tour of the 100ft maxi.

A special thank you to the entire *Andoo Comanche* team for this incredible experience for the students. Following the boat tour, the students then enjoyed an exciting ride onboard Members' yachts for the Income Asset Management Wednesday Twilight Series, racing against the 100-footer.

Thank you to all Members who made their yachts available for the twilight race.

Thursday and Friday saw ideal conditions for sailing, with sunshine and moderate winds across the two days.

The YSA took full advantage of the conditions, with the students out on the Elliotts for as long as possible. The week was a fun mixture of practical and theory sessions, with valuable skills for all participants to take back to Eden.



Students enjoy a tour of Andoo Comanche.



Finally, we would like to thank East Sail for providing their yachts as accommodation for the week for the students and teachers.

We look forward to welcoming Eden Marine High back to the Club in 2023. ⚓

John Messenger Women's Match Racing Regatta



The CYCA team. Photos: Darcie Collington



Chelsea Williams, Jess Tavener, Charlotte Alexander, Aimee Gallaway and Jess Tames finished second at this year's John Messenger Women's Match Racing Regatta, hosted by the CYCA over the last weekend of October.

The event is dedicated to the late John Messenger, who was a passionate supporter of both women's and youth sailing at the Club, introducing the regatta in 1996. Since its inception, the regatta has risen in stature, changed from a fleet racing competition to match racing, and over the years seen many high-profile teams compete.

This year's event was also special as the CYCA was appointed as host of the Australian Women's Match Racing Championship. Both events returned to the sailing calendar after a two-year hiatus due to the pandemic.

The three-day competition saw teams from Australia and New Zealand fight hard for both trophies, with an added bonus of a qualifying spot at the Women's Match Racing World Championship also up for grabs.

Juliet Costanzo (RPAYC) was the run-away winner, claiming both the qualifying round robin stage, semi-finals then eventually the Finals series. However, the chasing pack was extremely close.

Chelsea and her team did extremely well to eventually finish second after the qualifying stage, tied on nine wins and seven losses after a quadruple round robin with Brooke Wilson (RSYS).

The pair then met again in the semi-finals where the CYCA team sailed convincingly winning 2-0 to advance to the Final. The result also meant the team qualified for the Women's Match Racing World Championship, as Juliet had already qualified through earlier events.

"It has been such a fantastic weekend at the CYCA," Chelsea said. "I have to thank my team who did an amazing job throughout the event and it was an honour to sail in the John Messenger Regatta and the Nationals this year."

The Club would like to thank Margot Connors for her sponsorship and support of this event in 2022. ⚓

Making strides on the world stage



After qualifying for the Women's Match Racing World Championship only the week before the event commenced, Chelsea Williams, Jess Tavener, Charlotte Alexander, Audrey Scheu and Sofia Higott returned to Sydney with plenty of positive steps forward in their sailing careers.

CYCA Head Coach Jordan Reece, who joined the team for the 2022 Barfoot & Thompson Women's Match Racing World Championship, hosted by the Royal New Zealand Yacht Squadron, said the team had come "leaps and bounds" from the start of the campaign, which included the John Messenger Women's Match Racing Regatta, and is confident of a bright future in women's match racing at the Club.

Chelsea Williams, who only joined the Advanced Squad in 2022, finished a creditable 11th overall amongst an elite international fleet, racing the most experienced women match racers in the world.

Day 1 was a test of endurance, with 10 hours of sailing and a battle with Auckland's notorious tide.

Chelsea picked up one win from her eight races, learning plenty of valuable lessons.

Strong winds, peaking at 35 knots, meant there was only one race on Day 2, and the CYCA team saved their best for last on Day 3. They finished off the qualifying stage with three wins and one loss to climb up to 11th place overall. ⚓



A great learning curve for the CYCA team. Photos: RNZYS





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LIVING HISTORY

The Sydney Hobart Classic Yacht Regatta has quickly become a cherished part of the annual build-up to the Rolex Sydney Hobart Yacht Race, David Salter writes.

Kialoa II in action during the 2021 Sydney Hobart Classic Yacht Regatta. Photos: Andrea Francolini

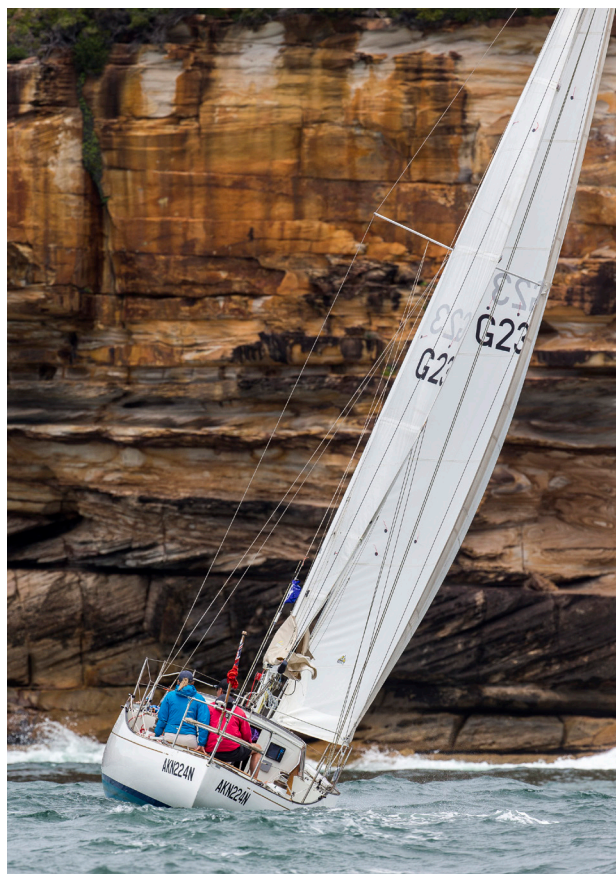
What better way to celebrate the yachts and sailors who created the traditions and heritage of Australia's premier ocean race than to stage an annual regatta in their honour – and invite them to take part?

Now in its third year, the regatta was initially organised by an informal combined clubs group of offshore classics enthusiasts. The CYCA recently formed a small sub-committee for the management of the event but there is still equal input from representatives of the Royal Sydney Yacht Squadron and Sydney Amateur Sailing Club.

Raced over three days, the regatta is open to Classic (pre-1976) and IOR-era (1975-1991) yachts that have competed in at least one Sydney Hobart. Yachts of appropriate vintage that are sister ships of Hobart veterans may be invited to enter at the discretion of the Committee.

There are spinnaker and non-spinnaker divisions and the winners of each are recognised with a major historic trophy at the prizegiving.

The race on Friday 9 December is an optional invitational event for rusty crews to shake out the cobwebs, and for visiting yachts to familiarise



Cardinal Puff



Maris

themselves with Sydney Harbour and the locations of the major rounding marks.

The first pointscore race on Saturday 10 December is a pursuit start. The second, on Sunday 11 December, begins with a scratch start off Cannae

Point from the area where the first Sydney Hobart fleet departed back in 1945. (The WWII submarine boom was then still in place which prevented setting a starting line in the main Harbour.)

More than 20 yachts have entered for this year's regatta and their names make an impressive roll-call of Sydney Hobart achievement.

Representing the "First Fleeters" is the lovely *Archina* (Bill Ferris), which retired from the inaugural race but came back to claim third place on handicap in 1948.

At 45 tons, the heavyweight in Division 1 will be *Kialoa II* (Patrick Broughton), which won Sydney Hobart Line Honours in 1971. Also always in the 'first to finish' contest will be *Fidelis* (Nigel Stoke) which won Line Honours in 1966 and still competes every week on the Harbour.

Bruce Gould's handsome *Margaret Rintoul* is another



Fidelis



That famous photo of Margaret Rintoul.

Line Honours champion taking part, having been first to Battery Point in 1950 and 1951.

Among the previous Overall winners in the fleet perhaps the most famous yacht is the 47-foot Sparkman & Stephens classic *Love & War* (Simon Kurts). She won twice when skippered by Simon's father Peter (1974 and 1978) and again with Simon at the helm in 2007.

The heritage of the legendary Halvorsen brothers is represented by *Solveig* (Annie Lawrence) which won on handicap in 1954, and *Anitra V* (Philip Brown) the Overall winner in 1957.

Among the other Sydney Hobart classics taking part are *Valhalla* (1966), *Wraith of Odin* (1952, 1953, 1954), Syd Fischer's first offshore yacht *Malohi*, Jack Earl's Tasman Seabird *Maris* and the evergreen *Caprice of Huon* (David Champtaloup).

The classics make a spectacular sight racing

together on the Harbour and to sail among them is a unique experience. But spectators are asked to keep in mind that many of these yachts are not as maneuverable as their modern counterparts. ⚓



Love & War

Australian
WOODEN
BOAT
Festival

10-13 FEB
2023

Hobart, Tasmania

2023 Australian Wooden Boat Festival



Hobart comes to life for the Australian Wooden Boat Festival. Photo: Galina Romais



There is plenty to admire. Photo: Jenny Schorta

The 2023 Australian Wooden Boat Festival will be held across the beautiful Hobart waterfront from 10-13 February.

This will be a true feast for lovers of wooden boats and the festival gives a nod to the great history of the Rolex Sydney Hobart Yacht Race.

Many past Sydney Hobart boats will feature, including *Anitra V*, *Baranne*, *Fidelis*, *Freya*, *Mistral II*, *Southern Myth*, *Westward* and more.

Sean Langman's 9-metre Ranger *Maluka* – to be skippered by Peter Langman in the 2022 Rolex Sydney Hobart – will also be on show.

Be sure to look out for the Australian National Maritime Museum Boat Builders of Australia display, which will feature profiles on some of the most significant boat builders and designers, including

Jock Muir and CYCA Hall of Fame member Alan Payne AM.

There is also a packed schedule of events curated to immerse you in the briney deep of songs of yore, sea shanties and rum, delectable dining and tall ship tales.

If you get down to the 2023 Australian Wooden Boat Festival and spot a boat or display with a tie to the CYCA, send through a story or photos by email to media@cyca.com.au. 📍

SCAN THE QR CODE FOR
MORE INFORMATION ON
THE FESTIVAL.



A boat enthusiast's delight. Photo: Robert Oates

Fidelis in action during the 2021 Sydney Hobart Classic Yacht Regatta. Photos: Andrea Francolini



Great Sydney Hobart classic yachts

Fidelis is a regular feature in the CYCA's classic yacht races.



Many classic yachts have graced the race over the last 77 years. The Cruising Yacht Club of Australia will regularly profile some of the greats in upcoming issues of *Offshore*.

Check out the official Rolex Sydney Hobart program for a feature on *Kialoa II*.

Fidelis is based on a Knud Reimers design with modifications by owner Vic Speight. The yacht was built in 1964 by Jim Lidgard at Bayswater in Auckland. *Fidelis* is cold moulded with three skins of kauri to a total thickness of 25mm, has an overall length of 18.6m, a beam of 3m and a draft of 2.4m.

Knud Reimers was a Danish naval architect whose metre boat designs were admired by serious sailors around the world and were the inspiration for *Ranger*, launched in 1938 and the dominant Auckland racing yacht for nearly 30 years.

One year after *Fidelis* was launched, ill health forced Vic Speight to sell his new yacht to fellow New Zealander Jim Davern. In his first race, Davern's *Fidelis* saw victory over *Ranger*. In 1966, and before bringing *Fidelis* to Australia for the Sydney Hobart, Davern installed a new rig and sails and went on to take many trophies over a long period.

Fidelis, skippered by Jim Davern, won Line Honours in the 1966 Sydney Hobart Yacht Race by 17 hours 27 minutes. *Fidelis's* win came in a rare light weather race ahead of *Balandra*. Despite having been over 80 nautical miles ahead at one stage, *Fidelis* was not able to win the rare double, the small

Sydney yacht *Cadence* came through under spinnaker over a day later to win on handicap.

In 1967, *Fidelis* was second across the finishing line behind Eric Tabarly's *Pen Duick II*.

The December 1966 issue of *Seacraft* magazine noted that six New Zealand yachts were coming across for the event, but only mentioned *Santanita* as a classy performer, and remarked that "New Zealand yachts have never given much of an account of themselves in ocean races in Australia..."

The February 1967 issue, however, had the headline "KIWI FLYER SHOWED US HOW" and continued: "Splendid performance of Auckland's Swedish-designed 61-foot flyer *Fidelis* was a surprise to Australian yachtsmen and a great joy to her skipper Jim Davern and New Zealanders generally..."

The "US" in the headline could be taken to refer to the USA entry *Nam Sang* as well. *Nam Sang* was highly favoured to win Line Honours before the event, but in the end finished seventh across the line, nearly a day behind *Fidelis*.

Fidelis shares a design heritage with a line of famous New Zealand yachts including the Logan Bros *Rainbow* and *Rawhiti*: they were narrow, had light displacement, long overhangs, and a deep keel, very similar to the large square-metre class boats.

Fidelis continued the line started with *Rainbow*, which returned to New Zealand after its short visit to Sydney in the late 1890s after winning most of the races it entered. *Rainbow* became an outstanding performer in Auckland before *Ranger* began to dominate that city's sailing.

Fidelis was one of the boats then built to beat *Ranger*, and its performance should not have come as such a surprise to the Australians.

Fidelis has been owned by Nigel Stoke since 1994 and is based in Sydney. The yacht has been beautifully maintained with equipment consistently upgraded. In 2005, *Fidelis* underwent a five month refit in Newcastle and in 2008 a carbon mast was installed to replace the one fitted by Jim Davern in 1966.

Under skipper Nigel Stoke, *Fidelis* has raced in another four Sydney Hobarts, sailed to New Zealand twice and attended the Lord Howe Classic Yacht BBQ every year since 2003. The yacht continues to be a foundation stone for the significant classics races on Sydney Harbour. Over her long life, *Fidelis* has completed some 250,000 sea miles.



Inside *Fidelis*.

**This article is based on material provided by David Payne and the ANMM's Australian Register of Historic Vessels. Additional material is taken from the book "Semper Fidelis" by Sandra Gorter.*

Great Sydney Hobart classic yachts



Past Commodore Noel Cornish at the helm of Love & War during the 2021 Sydney Hobart Classic Yacht Regatta.

Love & War is a Sparkman & Stephens design, built in 1973 at Taren Point by Cec Quilkey for Peter Kurts.

Love & War was cold moulded in four layers of Oregon with dimensions of 14.2m length, 4.09m beam, and 2.2m draft. It is one of the last racing yachts to be built in cold moulded timber construction. Through the 1970s aluminium had become the preferred material for ocean racing yachts before composite fibreglass construction began to dominate.

Love & War was the overall handicap winner of the Sydney Hobart Yacht Race in 1974, 1978 and 2006, and is one of only three yachts to have recorded three wins in the event. The first two overall wins were skippered by Peter Kurts, and in 2006 the crew was led by navigator Lindsay May. The first yacht to three wins was the Halvorsen brothers' *Freya* in 1963, 1964

and 1965, and the most recent Matt Allen's *Ichi Ban* in 2017, 2019 and 2021.

Love & War was designed early in 1973 by the New York firm Sparkman & Stephens to the International Ocean Racing (IOR) yacht rating rule, and they were the most successful designers to this complex rule at this time. Their designs were always amongst the leading yachts at the unofficial world championship of ocean racing, the Admiral's Cup event held every two years in the UK.

Love & War was a refinement of the champion boats from the August 1973 series, Germany's *Saudade* and the UK yacht *Prospect of Whitby*. Seacraft magazine carried the following report:

"Queensland skipper Peter Kurts has a new Sparkman Stephens 47, almost identical to the successful German Admiral's Cup *Saudade* and the British *Prospect of Whitby*. She is rigged similarly to *Ragamuffin's* latest rig. Her mast is a lofty 60 ft (20m) and carries a small main.

"Graham Newland, who is setting up the boat for her owner says she is of medium displacement and like *Yankee Girl* and *Charisma* in rig, preserving all their great windward qualities while incorporating some new ideas on getting down wind faster and leading with less underwater drag.

"Deck layout is the fashionable flush deck with a slight blister aft of the mast. She is cold moulded with four skins and beautifully fashioned as only Cec Quilkey can. Her inside layout is racing clean- no fuss. Sails are by Bouzaid and North with Hughie Treharne making the spinnakers."

Love & War has had a long and famous ocean racing history, which includes the CYCA Blue Water Pointscore in 1974 and representing Australia in the 1975 Admirals Cup, along with the three Sydney Hobart overall wins. The yacht continues to be owned by the Kurts family, and under skipper Simon Kurts continues to compete in offshore races and is a mainstay of the CYCA's classic yacht events. ⚓



Inside *Love & War*.

EASTER IN GLADSTONE

6-10 April 2023

You'll be *glad* you did



Attention Yachties!

As Mayor of the Gladstone Region, I'd like to invite you to compete in the 75th Gladstone Ports Corporation Brisbane to Gladstone Yacht Race.

Like the Sydney to Hobart Yacht Race, the Brisbane to Gladstone Yacht Race is steeped in history and tradition with the first race held during Easter of 1949.

The race quickly became a drawcard for locals and in recent times has enticed visitors from far and wide to spend their Easter in Gladstone.

Easter is a time when Gladstone truly comes alive with harbourside celebrations stretching across four days and I encourage you to find this out for yourself.

So, once you've navigated the 308 nautical mile (570km) journey from the race start line at Shorncliffe to the finish line inside Gladstone Harbour, please consider extending your stay and exploring just some of the 10,500km² the Gladstone Region has to offer.

Proudly situated as the gateway to the Southern

Great Barrier Reef, the Gladstone Region is surrounded by pristine coastlines, rural townships and scenic hinterland just waiting to be discovered.

And if you don't want to travel far, you don't have to, as there is plenty to see and do within Gladstone Regional Council's B2G Village.

The B2G Village is home to the Yachtsman's Long Lunch, Seafood Festival and Line Crossing Party, and just a stone's throw away from the Gladstone Harbour Festival.

I hope to see you at Easter in Gladstone - you'll be glad you did!



M. Burnett

Mayor Matt Burnett
Gladstone Regional Council

Gladstone Harbour Festival
6 - 9 April
Gladstone Marina



75th Brisbane to Gladstone Yacht Race Livestream
7 April - Gladstone Marina Parklands



Yachtsman's Long Lunch
7 April - O'Connell Wharf, Flinders Parade, Gladstone



Seafood Festival
8 April - O'Connell Wharf, Flinders Parade, Gladstone



Line Crossing Party
9 April - O'Connell Wharf, Flinders Parade, Gladstone



Holiday packages available
gladstoneregion.info

So, what are *you* waiting for?

Find your place by the water and celebrate **Easter in Gladstone**. Better still, extend your stay and experience more of what the region has to offer.

www.gladstone.qld.gov.au/easter

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2022 ROLEX SYDNEY HOBART YACHT RACE





SOLAS Trust Dinner makes emphatic return

The return of the SOLAS Trust Dinner on Friday 21 October proved a roaring success, with more than \$30,000 raised to support the Trust's important work.

The Club's function rooms were filled to capacity for the first SOLAS Trust Dinner in three years.

The annual dinner is a major fundraising event for the SOLAS Trust, which has granted over \$1.5 million to search and rescue services around Australia.

Guests enjoyed a three-course meal, a great selection of prizes through the silent auction and engaging storytelling from guest speaker Iain Murray AM.

Through the auction, ticket sales and generous donations, around \$33,000 was raised for the Trust.





**Find out more
about the SOLAS
Trust or make a
donation.**



Talking rope

Phil Ross explains the strengths of different ropes.

What is the difference between rope and line on our boats? The answer is, nothing!

In nautical terminology, they are physically the same. However, rope becomes line when it is designated for a specific use on a vessel. A halyard is a line, made of rope, but rope is not a line until it is specifically used for a purpose. Rope is one of the oldest of human tools, long before recorded history.

Drawings in Egyptian tombs from 6,000 years ago show rope, which would have undoubtedly been used to haul the massive blocks which went into every pyramid. But evidence of rope goes back a lot further than the Egyptians.

Fossil fragments have been found in caves; carbon dated from 17,000 years ago. If you killed a large deer, which then needed two men to lug it back to your cave, you might tie its legs to a strong tree limb and carry it between you.

‘Tie’ being the operative word here, probably with some fibrous tree creeper or grass.

Individually this might not be strong enough, but it could be made stronger by simply winding two or three strands together, and you would have a rope.

Originally, this was exactly how ropes were made, by intertwining various plant fibres. The Chinese were the first to use hemp fibres to make rope around 2800BC.



Hemp rope is one of the original rope materials, being made from a fast-growing plant.

Hemp is a rapid-growing fibrous plant from a species of the **Abacá banana plant**, but with none of the intoxicant properties of its marijuana cousin. The long stem is flayed to remove thin fibrous membranes, which are then dried and woven into rope.

Manila rope is also made of hemp, but so named because Manila, in the Philippines, was a major growing, manufacturing and shipping port.



This picture shows the way the fibres are stripped from the stem of the plant.

Ropes were also made from coir fibre from the outer fibres of coconuts, because it is waterproof and one of the few natural fibres resistant to saltwater.

Sisal rope is also a plant fibre, from the **Agave plant** which has long leaves from which the fibres are extracted.



Sisal is very similar but made from the leaves of the plant.



Sisal is a very prolific plant.

The actual construction of rope hardly changed over these millennia. Even as late as the 18th century, the same base fibres were still being laid-up along ‘**rope walks**.’



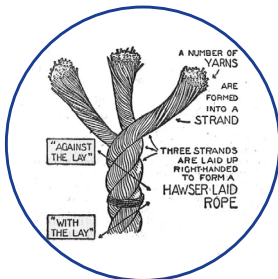
Rope walks were very long sheds, or even open areas, where fibres were laid and then woven into rope.

This was just a long open lane, which might also have a covered roof. Individual thin fibres were staggered, then intertwined.

Multiple fibres were twisted into yarns, then yarns were intertwined in the opposite direction to form strands. Traditionally three strands were

then wound the opposite way to form continuous 'hawser-laid' rope. This process is called counter twisting and prevents the rope unwinding.

For heavier duty rope, like anchor cable, three or more hawser-laid ropes would be intertwined to form 'cable-laid'. Historic Chatham Dockyard, in Kent, England, where many famous ships of war were made, still has a working ropewalk today, which is 1,135 feet (346m) long.



Hawser laid is the generic term for all three-strand rope, of whatever material.

It took a workforce of 200 men to make a 1,000 foot cable-laid hemp anchor cable, all by hand.

The strength of these ropes was very much dependent upon the closeness of the intertwined organic fibres. But, on February 28 1935, everything about rope changed.

On this day, nylon fibres were perfected by a chemist, W. H Carothers at DuPont's Wilmington, Delaware, research facility. Not only were these individual synthetic yarns stronger and lighter than anything previously available, but they could be produced continuously, so there was no need to overlap them to make rope.

Consequently, any length could be made and the rope-walk suddenly became redundant.

However, marvellous nylon was for other uses, notably women's stockings. It had its drawbacks on boats. Even though it was stronger than any other rope, it also stretched under load and absorbed water, causing it to become heavier and 10-15% weaker.



This picture shows modern nylon rope, hawser laid.

Sailing vessels do not generally need stretchy rope, except maybe for mooring lines where there is need for some give; but certainly not water absorbent material.

The advent of polyester braided rope overcame these deficiencies. Other polymer materials also followed and, by braiding or plaiting the fibres instead of twisting them together, a better overall rope was produced, generically called braided rope.

There are basically three types of braided rope, which are made using various materials, like nylon, polyester, polyethylene, etc.

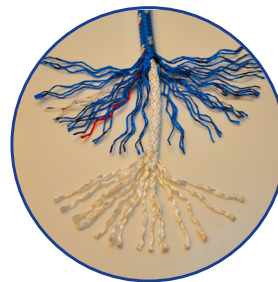
Hollow braided rope is created by weaving and plaiting groups of fibres together to create a tight tube, with an empty centre.

Solid braid has a solid inner core, giving it more strength than a hollow braided rope.

Double braid has a braided core, covered with a similarly braided outer cover. They are actually separate ropes, but work in tandem when a load is applied.

Double braided rope is the most commonly used of the braided styles on a modern sailboat. It is immensely strong for its thickness, enabling much thinner lines to be used than old hawser-laid, which in turn reduces windage and weight overall.

It is also easier on the hands than the old types of coarse material. These ropes are highly flexible, hardly stretch at all and are made in many different colours; helping with identification on a rope-strewn deck or cockpit.



Double-braided rope has an inner core and outer covering which work together when the rope is under load, but give great flexibility when loose.

Some people refer to their running rigging as rope, but the correct term is line. While they are both physically the same, a rope becomes a line when it is designated for a specific purpose on a vessel. A halyard is a line, made of rope, but an unused coil on deck is rope.

However, unlike three strand rope, braided line is infuriatingly tedious to splice, for the average sailing novice anyway. The instructions, by Samson Rope makers, have ten steps to form a simple eye-splice; it requires the use of special metal fids and the extraction of the inner core from the outer cover, which then all have to be tucked back inside each other.

Comparatively recently, over the past 30 years or so, another material has been developed. This is quite a mouthful to name, with an acronym as difficult. It is called: ultra-high molecular weight polyethylene fibre (UHMWPE).

It was developed by a Dutch company and is reputed to be the strongest and lightest rope in the world. They trademarked it: **Dyneema**.

It's now made into rope for boats by all the leading rope manufacturers. So, what makes Dyneema so special for our boats?

Weight for weight, Dyneema rope is said to be 15 times stronger than 7x19 stainless steel wire.

Size for size, it is reputed to be eight times lighter. This offers the remarkable possibility of using rope, in place of wire for standing rigging.

Dyneema does not absorb water as does nylon rope, so it remains the same weight when wet. It also does not go rusty, as does wire rigging

Dyneema has a specific gravity of 0.97, which means it floats. This would certainly prove to be an advantage when a Dyneema line went overboard under power, since it would not sink and foul the prop like a sinking line does.

It has very good resistance to sunlight, an important consideration for cruising sailboats

Dyneema rope is not as such a tight weave as double braided line, the method of splicing an eye is considerably easier.

These are five benefits for Dyneema lines for sailboats. But, as one might expect, there is a disadvantage as well.

From a scan of the major discount outlets on the web, Dyneema rope is between three to four times the price of double braided rope of the same thickness. This might explain why there are not so many cruising sailboats around with Dyneema lines or rigging.

A quick 'back-of-an-envelope' calculation estimates a cost of up to \$5,000 to swap out the running rigging on a 50-footer, not even including the standing rigging.

But that would be infinitesimal compared to the cost of re-rigging an old British Navy ship of the line. A 100-gun first rater, which fought at Trafalgar in 1805 for example, had 43 miles of hemp line, weighing 79 tons. Imagine the weight saving and reduced windage if they could have used Dyneema?

Indeed, rope making has come a long way in the past 100 years. Manufacturers continue to combine the benefits of modern fibres to produce different ropes for various marine uses. New England Ropes even have a three-strand polyester hawser laid rope woven in the traditional brown hemp colour. They call it: **Vintage-3-strand**, and it looks just like the real thing.



This rope is patterned after the hemp three-strand hawser laid rope of old, yet three times the strength for the size.

The big difference is: 1/2" diameter Vintage-3-strand is rated at 6,200 pounds., whereas the same size in manila will only carry about 2,000 lbs.

Spectra is another comparatively new synthetic fibre from Honeywell, which is reputed to be even stronger than Dyneema. It is formed into 12 strand rope by Puget Sound Ropes, which they call: **Plasma**. Pelican Ropes also offer a Spectra 12 strand rope which they call: Synthetic Stainless Rope, suggesting it as a specific substitute for 7x19 stainless wire standing rigging.



The strongest rope available thus far, a 12-strand configuration, far in excess of what would normally be required on a normal sailboat, but available for those who consider it worthwhile. It has transformed the industries who have traditionally used wire rope.

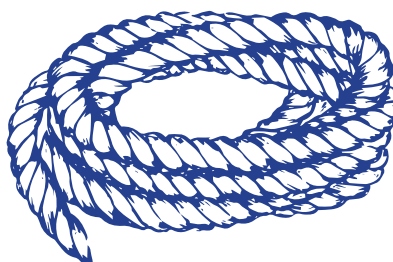
When considering strengths of different ropes, it is worthwhile to remain mindful of the job they have to do, if only for the sake of your bank balance. It is perfectly possible to buy the strongest rope, but this may not always be the best to use for some lines on a sailboat.

A very powerful williwaw once hit me unexpectedly and tore the clew out of an expensive multi-coloured genoa. It would have been much cheaper to replace if the sheet had snapped instead.

Three strand nylon, or even manila, is still a perfectly satisfactory rope to use as mooring lines, which suffer more than their share of chafe and are available wherever there are boats, and relatively cheap to replace.

Modern ropes like Dyneema or Plasma can handle ridiculous loads and conjure up absurd scenarios. My boat weighs about 45,000 lbs., so theoretically a single 5/8" diameter 12 strand Dyneema rope, about as thick as a finger, rated at 58,000 lbs., could lift the whole boat!

I am not thinking of putting this to the test, but it serves to keep things in perspective regarding the advancement of modern ropes. ⚓



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Them's were the days

David Salter recalls the fun once had after everyone crossed the finishing line.

We treasure the mythology of Hobart hi-jinks but the original post-race celebrations were actually quite formal. Owners and crew were expected to attend a Town Hall civic reception given by the Lord Mayor plus an Official Welcome function at the Royal Yacht Club of Tasmania. Jackets and ties were mandatory.

But the larrikin streak in offshore sailors soon surfaced. At the RYCT celebrations after the 1946 race, the crew of *Morna* cooked up the first in what became a long tradition of elaborate practical jokes. They arranged for the yacht's Sailing Master, Ron Kellaway, to be served with an expertly forged Tasmania Police Prohibition Notice. The document forbade "The Licensee of the Customs House Hotel or other public houses and clubs" from selling or supplying liquor to the said R. Kellaway.

The deception worked so well that a sympathetic crew-member eventually had to approach the Premier of Tasmania to ask if the 'order' could be rescinded. The Premier twigged to the prank and solemnly announced that he would grant "special dispensation" – but just on this occasion.

A leg-pull of more epic proportions followed the 1962 race when Huey Long's *Ondine*, visiting from the United States, took line honours. Long was a fine sailor but rather formal. A group drinking nearby in the cockpit of *Astor* (including a young newspaper publisher called Rupert Murdoch) grumbled that no one was ever invited for a drink aboard *Ondine*.

Spurred by this affront to the egalitarian spirit of offshore racing, the Australians then hatched a wicked plan. They printed a stack of invitation cards and distributed them around the waterfront. The cards read:

"Mr Huey Long requests the pleasure of your company at a small informal party aboard 'Ondine'. 8:00pm drinks. Wednesday January 2, 1963."



The plotters then bought twenty 18-gallon kegs, set them up on the dock beside *Ondine* and hired staff from the local pubs to serve everyone beers. More than 1,000 people turned up – including the Lord Mayor, who was a teetotaler. A wonderful time was had by all – except by Mr Long.

The serious consumption of alcohol in and around Constitution Dock has always been the underlying theme of post-race celebrations. Rum is the initial libation of choice on arrival, soon followed by a switch to the icy-cold ales that are always on tap at every dockside hostelry.

Yet those who treasure the heavy irony of the "Quiet Little Drink" title might be surprised to learn that the original meaning of that phrase was quite literal.

How so? Well, back in the early 1960s a small group of more senior yachties – including such legends as Don Mickleborough, Trevor Gowland and 'Sightie' Hammond – wanted to escape the raucous celebrations of their crewmates. Bypassing the familiar 'first stop' watering hole of the Customs House they discovered the Cornish Mount Hotel in Barrack Street, West Hobart – a perfect location for their quiet little drink.

The publican was Charlie Aylett, who also happened to be the Speaker of the Tasmanian Parliament. He treated the sailors to a feast



of crayfish, chips and beer and those happy gatherings became an annual tradition. That is, until the lads were caught conducting mock debates and passing phantom legislation at midnight in the chamber of Parliament House.

Meanwhile, as fleets for the race became larger there were too many thirsty sailors to be confined to the traditional gatherings around Constitution Dock. It was at this point in the late '60s that a new tradition was born that lasted 30 years: The Quiet Little Drink at the Shipwright's Arms.

We can blame Tony Cable and his mate John Dawson. They found the delightful little old pub on the hill at Battery Point and kicked off their first drinking session there with an order for 200 beers. By 1971 that order had grown to 5,000 and it kept growing every year until the astonishing record of 20,197 was set in 1980. At least one survivor of that round was seen being returned to his boat in a wheelbarrow.

The only downside to all this frivolity was the medical condition commonly known as 'Cascade Throat'. Contrary to popular opinion this affliction is not caused by the excessive consumption of the refreshing local beer. Rather, it comes from a drinker's excessive straining of the larynx while attempting to make themselves heard above the noisy hubbub of a packed public bar.

The remedy recommended by most experts in the field is simple enough: have another schooner. Works every time.



These days the post-race celebrations tend to be less extreme and spread more widely among Hobart's wonderful range of pubs and restaurants. Even the famous Customs House Hotel now has a bistro in an area that once heaved for days with thirsty sailors all telling each other lies about their heroics during the race.

The "Shippies" no longer hosts the QLD but an echo of that ritual survives as a cocktail party at the CYCA to raise funds for the club's youth sailing activities.

It is an inevitable consequence of life in the 21st Century that the post-race excesses of the Sydney-Hobart are now a shadow of their former selves. Time is precious. Many owners and crew jet back to Sydney soon after they finish. Partners fly down to meet their beloveds, thus limiting opportunities for the more outrageous shenanigans.

But if you can find a spare moment, have a drink at the "Shippies" and raise a toast to absent friends. For many of us oldies it's a sacred site. ⚓

From the Archives

From the Archives Sydney Hobart over the first 25 years.



Constitution Dock, Hobart, 1946



Fidelis at the start of the 1967 race



Pre-Start at the Club (1960s)



Sydney Hobart 1963 Starter Vessel



Sydney Hobart Skippers 1947



Sydney Hobart Start 1946



Sydney Hobart Start 1948



Sydney Hobart Start 1950



Sydney Hobart Start 1962



Sydney Hobart Start 1963



Sydney Hobart Start 1969



Sydney Hobart Starting boats 1969

WHAT'S ON AT CYCA



SCAN TO VIEW
THE FULL
CALENDAR



DECEMBER

Australian Maxi Championship

Friday 2 - Tuesday 6 December

Cabbage Tree Island Race

(Audi Centre Sydney Blue Water Pointscore)

Friday 2 December

Children's Christmas Party

Sunday 4 December

Live music - Tom Southey

Sunday 4/11/18 December

SOLAS Big Boat Challenge

Tuesday 6 December

Rolex Sydney Hobart Yacht Race

Corporate Luncheon

Friday 9 December

CYCA Trophy

Saturday 10 December

Sydney Hobart Classic Yacht Regatta

Friday 9 - Sunday 11 December

World Match Racing Tour Final

Tuesday 13 - Sunday 18 December

Rolex Sydney Hobart Yacht Race 2022

Crew Party

Saturday 17 December

Commodore's Beer & Prawn Night

Monday 19 December

Movie night in the Sydney Race Village (Maiden)

Monday 19 December

Rolex Sydney Hobart Yacht Race 2022

Monday 26 December



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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



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