

SUMMER 2021/22 #292

# OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

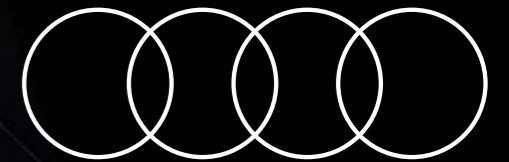
## INTO THE BLUE



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## Commodore Noel Cornish AM

# At the helm



Dear Members,

It has been extremely gratifying to see so many yachts and Members back out on the water racing on and around Sydney Harbour these past few months. The Audi Centre Sydney Blue Water Pointscore, and Ocean, Short Ocean, Short Haul and Two-Handed Pointscores have been hotly contested, as has the Sharp EIT Monday Twilight Series.

At the time of publishing, the Club has already held two Audi Centre Sydney Blue Water Pointscore races: Flinders Islet and Bird Island. Fleets were at near record levels for both. David Griffith's *Whisper* took out both Line Honours and IRC Overall (Fully-Crewed) in the Flinders Islet Race, with Peter Franki and Drew Jones on *Salt Shaker* and Jules Hall and Jan Scholten on *Disko Trooper\_Contender Sailcloth* taking out the respective Line Honours and Overall Two-Handed wins. The following week, Anthony Johnston's Maxi 72 *URM* smashed *Comanche's* old race record for the Bird Island Race by over 45 minutes with an average speed of 16 knots in 20-30kt westerlies on a reach up to Norah Head and back. Matt Allen's *Ichi Ban* secured IRC (Fully-Crewed); *Disko Trooper\_Contender Sailcloth* backed up with the double.

The Two-Handed competition has certainly offered a fascinating precursor to its introduction into the Rolex Sydney Hobart for the first time this year. The racing has been competitive across a wide range of boats and for the Bird Island Race, the first four placegetters finished within three and a half minutes of each other after 11 hours at sea.

Preparations for the third race in the 2021/22 Audi Centre Sydney Blue Water Pointscore, the 172nm Cabbage Tree Island Race, are well underway and as the last significant offshore hit-out before the Rolex Sydney Hobart on Boxing Day, it promises another series of close battles across all divisions.

We are delighted to announce that Audi Centre Sydney's involvement with the Blue Water Pointscore is to continue for a further two years through to the 2023/24 Pointscore. We would like to thank the team at Audi Centre Sydney for their ongoing support for offshore racing at our Club.

The CYCA Wednesday Twilight Series has once again proven popular, and its more relaxed, social atmosphere has attracted many newcomers to sailing, as well as to the Clubhouse. The Concierge program, which matches interested beginners and crew with CYCA owners to provide pathways into keelboat

racing, has been in full swing over the past five weeks and has been supported by our partners at Sydney Brewery, who had come on board for the Winter Series. Weekly placegetters across all four divisions of the Wednesday Twilights have been enjoying rum and merchandise offerings courtesy of the Series' new Prize Partner, Brix Distillers.

With all this Club racing, as well as the YSA Noakes 7 Series and the Rotary SOLAS Charity Regatta, it has definitely been an exciting and busy time for everyone. And the schedule of racing is only starting to heat up.

The CYCA will be hosting the inaugural Income Asset Management Australian Maxi Championship from 3-7 December, comprised of four races for yachts over 60 feet and culminating in the SOLAS Big Boat Challenge. We are very pleased to have secured Income Asset Management as the new Naming Rights partner for this event and look forward to working with them. Highlights of the Championship will be produced for viewing on the CYCA TV YouTube channel and through other broadcast partners.

The following weekend sees both the popular CYCA Trophy and Sydney Hobart Classic Yacht Regatta fleets on the water. This regatta is always one of the highlights of the Summer, celebrating the many boats of pre-1976 vintage that have competed in a Sydney Hobart. We thank another new partner, Marriott, for their support of the event this year.

Over the next few weeks, the team will begin construction on the Sydney Race Village to host the various lead-up corporate, social and media events for the Rolex Sydney Hobart Yacht Race. Volunteers are being gathered, the Associates Committee is overseeing a number of events for Members and Guests, and the Thursday Badge Draw jackpots. We welcome you all to come down and enjoy the best of times at our Club.

If you're wondering why there's no editorial coverage of the 2021 Rolex Sydney Hobart Yacht Race in this magazine, we have returned to publishing the Official Program as a stand-alone publication. Copies have been mailed to all Members along with this issue of 'Offshore' and others will be available for purchase in the two Race Villages.

Good luck to all competitors heading south this year. I'm looking forward to greeting you in Hobart.

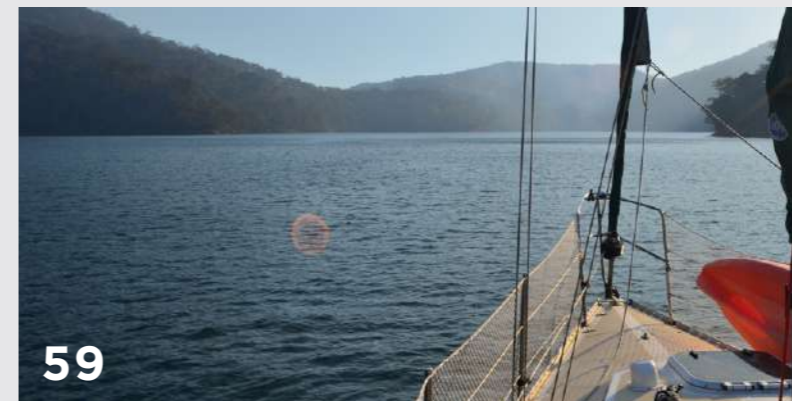
Warmest wishes to our Members and friends for the festive season. 🍷

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#### CLUB INFORMATION

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#### CLUBHOUSE

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#### COVER PHOTOGRAPHY

URM en route to winning Bird Island Race Line Honours. Credit – CYCA/Mitch Grima

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Share your Offshore story or get in touch via email – [media@cyca.com.au](mailto:media@cyca.com.au)

# SailGP returns to Sydney

Tom Slingsby and his Australian team will be back on home soil as the exciting SailGP returns to Sydney on 17-18 December.



The Australia SailGP Team in action on Sydney Harbour during the 2020 series, which was cancelled after one race. Photo: David Gray for SailGP

There were more than 25,000 spectators for the previous SailGP event in Sydney, which was the only race before the 2020 season was postponed due to COVID-19.

Almost two years later, Slingsby and co. will again put on a show on Sydney Harbour for the penultimate leg of Season 2, having raced in Bermuda, Italy, Great Britain, Denmark, France and Spain already this year.

The Australian SailGP Team - who are reigning champions from Season 1 - lead the overall standings after six races, one point ahead of Jimmy Spithill's United States and Nathan Outteridge's Japan.

The winner of a three-boat Grand Final in San Francisco next March will take home SailGP's ultimate prize - \$US1 million!

Visit [sailgp.com/Sydney](http://sailgp.com/Sydney) for more information. ⚓



Tom Slingsby, skipper of the Australia SailGP Team, with Crown Prince Frederick of Denmark. Photo: Thomas Lovelock for SailGP

## CYCA achievements recognised

The achievements of Cruising Yacht Club of Australia Members and staff over the last year were recognised at Australian Sailing's 2021 NSW & ACT Sailing Awards, and the 2021 Australian Sailing Awards. Will Ryan, Matt Donald, Chris Townsend, Justine Kirkjian and Mitch Burns all won the state awards in their respective categories and were named as national finalists. A special congratulations to Will and Justine, who went on to win the national awards.

### WILL RYAN - MALE SAILOR OF THE YEAR (NSW/ACT & NATIONAL, WITH MAT BELCHER)



The accolades keep coming for Will after a standout year on the national and international stages.

The CYCA Member and CYCA Youth Sailing Academy (YSA) alumni started the year with victory in the 2021 NSW Etchells State Championships on Mark Roberts' *Fumanchu2*.

His crowning glory came in Tokyo, winning Olympic gold with skipper Mat Belcher. The pair were crowned Male Sailors of the Year at the Australian Sailing Awards, which was hosted virtually by Australian Sailing.

### JUSTINE KIRKJIAN - SPORTS PROFESSIONAL OF THE YEAR (NSW/ACT & NATIONAL)



Justine took on the role of Cruising Yacht Club of Australia CEO in March 2020 after spending 19 years as Sailing Manager.

She has successfully steered the Club through an extraordinarily challenging period of COVID-19 lockdowns and race cancellations.

After being named the NSW/ACT Sports Professional of the Year, Justine was also named the Australian Sailing Sports Professional of the Year.

"I'm truly humbled to receive this award in what has been a challenging 18 months for everybody," Justine said.

"It was lovely to be nominated alongside Michael Vincent and Simon Turpin, from our Rolex Sydney Hobart Yacht Race Finishing Partner yacht clubs, the Royal Yacht Club of Tasmania and the Southport Yacht Club.

"I'd like to thank the CYCA Board and the CYCA Members for always supporting me throughout my roles at the CYCA, and the wonderful staff I have surrounding me who make my life a lot easier."

### MATT DONALD AND CHRIS TOWNSEND - OFFSHORE SAILOR OF THE YEAR (NSW/ACT)



Matt and Chris won the Offshore Sailor of the Year award after a brilliant season for their TP52 *Gweilo*.

*Gweilo* impressed in the 2019 Rolex Sydney Hobart Yacht Race, finishing second overall behind *Ichi Ban*.

They backed that up in the 2020/21 Audi Centre Sydney Blue Water Pointscore, winning the Bird Island Race on handicap and finishing third overall in the Cabbage Tree Island Race.

*Gweilo* was crowned Audi Centre Sydney Blue Water Pointscore champion, while Matt and Chris were named the CYCA's Ocean Racing Yachts Persons of the Year.

"Chris and I are both proud and honoured to win this award," Matt said. "It came as a nice surprise to us both.

"*Gweilo* has had a great two years on the water, building momentum the more we sail.

"This award reflects the hard work we have put in. It's a team effort; we have a great bunch of 20-odd sailors on our roster and we would not have achieved the incredible results without each and every one of them.

"Not to single anyone out, but a big thanks to Peter Merrington and Ben Psaltis, who present *Gweilo* in amazing condition week in week out."

### MITCHELL BURNS - SUSTAINABILITY AWARD (NSW/ACT)



Mitch is the Chair of the CYCA's Sustainability Working Group, which is bringing an environmental focus to the Club's operations and management, through various initiatives.

In its third year since formation, the Sustainability Working Group continued to make tangible progress, including the substantial reduction of single use plastics across food and beverage offerings at the Club; the introduction of the six SeaBin units across the marina; and the installation of LED lighting, sensor lighting and the installation of solar panels on the Clubhouse roof.

"As sailors, we all have a responsibility to look after the environment that we play in, and as a leading Club, we have a responsibility to lead by example," Mitch said.

"I'm surprised and humbled by the award and would like to thank the team of both Club management and volunteers for all their time and hard work in getting our sustainability program up and running.

"It's been a big team effort and I've found it enormously satisfying to be able to contribute something back to the Club that has given me a lot of enjoyment." ⚓

# REAL HUNTERS CARRY BASKETS

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[discovertasmania.com.au/air](https://discovertasmania.com.au/air)

# Welcome...

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- Greg Baker
- Michelle Beach
- Dmitry Belakhov
- Jen Berthold
- Marcio Bianchi
- Graham Biehl
- Jonathan Callaghan
- Ross Campbell
- Mel Carnegie
- Callum Cecil
- Heather Chadwick
- Mandi Chau
- Andrew Chopul
- Natalie Climo
- Mike Coleman
- Monique Coorey
- Sim Cox
- Michael Daley
- Maria Davila Ponce de Leon
- Stephen Dawson
- Stephen de Wolf
- Nic Dlamartin
- Thomas Fikentscher
- Sebastian Frank
- Kathy Freeman
- Paul Garai
- Micaela Green
- Bob Griffiths
- Michelle Haber
- Kristin Haigh
- Tom Hall
- Marika Haromo
- Jasmine Hogg
- Ally Hope
- Jason Hope
- Richard Hugo-Hamman
- Alexandra Irwin
- Luke Jenkins
- Aaron Jennison
- Patrick Kok
- Phil Kurts
- Charles Leedman
- Ryan Lincoln-Smith
- Mitch Lipscombe
- David Lonsdale
- Rob Massera
- Peter McCoy
- Patrick McMahon
- Allysha Merrett
- Mo Mitchell
- Rowena Morris
- Stu Muirhead
- Emmanuella Murray
- Nasen Nair
- Aarone Neill
- Greg Norman
- Dallas O'Brien
- Peter O'Donoghue
- Pranee Pascoe
- Liddy Pattinson
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- Virginia Peters
- Angela Proud
- Chris Pugh
- Christopher Reid
- Paul Runyan
- Jason Ryan
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- Matt Sawyer
- Paul Scanlan
- Lisa Schremmer
- Fergus Scott
- Andrew Shore
- Peter Smith
- Ian Smith
- Harry Smith
- Andrew Spearritt
- Colin Standen
- Sonny Stanisavljevic
- Tim Starling
- Remko ten Bruggencate
- Argyro Tikellis
- Charlie Todhunter
- Margot van der Poel
- Ewan Walsh
- Gayle While
- Ellen Xue
- Bobbi Young

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



## Blue water battle

**After multiple cancellations and reschedules due to COVID-19 restrictions, blue water racing made a welcome return to the CYCA in November.**

A revised schedule set up four races which will determine the 2021/22 Audi Centre Sydney Blue Water Pointscore champion: the Flinders Islet Race, Bird Island Race, Cabbage Tree Island Race and the Rolex Sydney Hobart Yacht Race.

### **FLINDERS ISLET RACE Race 1 – 2021/22 Audi Centre Sydney Blue Water Pointscore**

First up was a trip south, with the 88 nautical mile Flinders Islet Race.

A fleet of 40 boats was on the start line in Sydney Harbour on Saturday 6 November, greeted by a clear sky and a 10-12 knot freshening breeze clocking NNE to NE.

CYCA Director David Griffith's JV62 *Whisper* was first out of the Heads and hit speeds of up to 16 knots to pull clear of Matt Allen's Botin 52 *Ichi Ban* and the chasing pack of TP52s.

Averaging 9.5 knots in varying conditions, *Whisper* crossed the line in 9 hours, 28 minutes and 30 seconds for a second consecutive Fully-Crewed Line Honours win in this race for the boat.

They went one better than 2019, though, winning Overall honours on both IRC and ORCi.

"We had a wonderful run down the coast," Griffith said. "The boat is totally different to when I bought it a couple of years ago - new keel, longer bowsprit, all sorts of new sails and great people.

"I think we've transformed the boat from a point where, a couple of years ago, we couldn't beat the TP52s to Flinders Islet, but this time we were in front of them and holding our own.

"With a lot of talented crew, we got home. It was a pretty good day all around."



*Ichi Ban* was second across the line and second Overall, less than two minutes away on corrected time from backing up her 2019 overall win.

The six TP52s closely followed in the Fully-Crewed IRC standings, with David Doherty's *Matador* third ahead of Matt Donald/Chris Townsend's *Gweilo* (the 2020/21 Audi Centre Sydney Blue Water Pointscore champion), Gordon Ketelbey's *Zen*, Seb Bohm's *Smuggler*, Sam Haynes' *Celestial* and Craig Neil's *Quest*.

Rob Aldis' DK46 *Khaleesi*, Mark Griffith's DK46 *Old School Racing* and Mark Spring's Beneteau 45 *Highly Sprung* were the nearest fully-crewed challengers on IRC. *Highly Sprung* claimed PHS honours.

The Two-Handed Division offered an exciting prelude to its introduction into the Rolex Sydney Hobart Yacht Race.



Peter Franki and Drew Jones on *Salt Shaker*.



David Griffith's *JV62 Whisper* led the way in the Flinders Islet Race.

After more than 17 hours of racing, just two minutes separated Two-Handed Line Honours winner *Salt Shaker* (Peter Franki and Drew Jones' Sydney 36) from *Disko Trooper\_Contender Sailcloth* (Jules Hall's J/99, with co-skipper Jan Scholten), who claimed the first Two-Handed Overall win of the Pointscore.

Shane Connelly and Graeme Dunlop weren't far behind on Connelly's J/99 *Rum Rebellion*, finishing third on Line Honours and third Overall.

Those three boats were engaged in a tactical battle, with less than a nautical mile between them as they approached Cronulla.

Finishing second overall behind *Disko Trooper*, Franki was pleased with *Salt Shaker's* Pointscore opener.

"We had a lovely sail down to Flinders Islet," he recalled. "It was a nice sail back up in varied conditions - the maximum wind speed we had was around 25 knots and it was mostly NNE.

"It was quite a scenic trip up the coast. We came right in close to Port Hacking at night, then short tacking up the coast between Port Hacking and Sydney was quite tiring.

"We were tacking every six or seven minutes, I guess. We made a couple of big gains and a couple of big losses.

"We went down to around two knots as we were rounding Hornby Light, then we got a little bit of a westerly shift for a few minutes and then it went out to the nor-westerly, so we put out an A sail and just zig-zagged.

"But I had a great co-pilot, Drew Jones, and the competition was keen but very friendly. It's great to see so many people embracing this new dimension to sailing."

**BIRD ISLAND RACE  
Race 2 - 2021/22 Audi Centre Sydney Blue Water Pointscore**

Much of the fleet was back a week later for the Bird Island Race, with a blustery 12-25 knot westerly providing an entertaining start to the 83 nautical mile race.



*Matador* and *Ichi Ban* leave the Heads.

Sean Langman's Reichel/Pugh 69 *Moneypenny* raced out of the Harbour and was first out of the Heads, closely tailed by Anthony Johnston's Reichel/Pugh 72 *URM* and *Whisper*.

A W/WNW of 25-30 knots off Terrigal had the fleet flying and *URM* took the lead from *Moneypenny* just before rounding Bird Island.

They lapped up the breeze and raced home in an incredible time of 5 hours, 22 minutes and 21 seconds.

New records were always going to be set for the 2021 race as the course had been shortened by two nautical miles with a change to the finish line. But *URM's* time, at an average speed of 16 knots, was more than 46 minutes quicker than *Comanche's* open record for the 85 nautical mile course.



*Moneypenny* and *URM*.

"Sometimes mother nature can be kind," joked Johnston. "It was a competitive race the whole way. Conditions were great and the crew worked really hard.

"We couldn't have asked for anything better, it was a straight line up and a straight line back.

"The boat is in good condition. She's had a few new sails made and we're focused on getting her ready for Hobart now.

"We're really happy with how it's running. We've got a great bunch of people, a really good team and they work really well together."

*Ichi Ban* looks a strong contender to reclaim the Audi Centre Sydney Blue Water Pointscore she won in 2018-19 and 2019-20.



*URM* arrives back into Sydney Harbour in record time. Photo: Bow Caddy Media



*Ichi Ban is chasing a third Tattersall Cup win in four races.*

The two-time Tattersall Cup winner claimed Fully-Crewed Overall honours (IRC and ORCi), building upon the solid showing in the Flinders Islet Race.

*Ichi Ban* continues to gather momentum approaching the Rolex Sydney Hobart.

"It was a really unusual race, I don't think anyone has done a Bird Island Race like that," Allen said.

"It was very unusual for the wind to be so much from the west and for it to be so windy.

"It was a pretty wet and furious race, especially with that much wind. I think we got a gust of 38-39 knots at one stage, so it was pretty much about holding on and trying to keep the salt out of the eyes.

"The Blue Water Pointscore is a really big thing for us. It's one of the main focuses of the boat - that and the Rolex Sydney Hobart are intertwined."



The Two-Handed Division delivered another enthralling finish and this time *Disko Trooper\_ Contender Sailcloth* scooped Line Honours and Overall wins on IRC and ORCi.

*Disko Trooper*, *Salt Shaker* and *Rum Rebellion* were separated by just two minutes, with Mark Ayto and Anto Sweetapple's BH36 *Local Hero* a further two minutes adrift.

Having battled 30-35 knots, the two-handed fleet gained more valuable experience ahead of the Rolex Sydney Hobart.

"Being two-handed is really physical," *Disko Trooper* owner/co-skipper Jules Hall said. "It's tough, tough competition, but that's exactly what we want. It's how you learn, when you're nipping at each other's heels.



*Jules Hall and Jan Scholten made a good first impression on Disko Trooper.*

"I think we're feeling comfortable with where we're at, though there is still quite a lot to do.

"We've only had the boat for a year, so we're still learning, but the miles we put in over the winter are paying off now.

"We have a better idea of how she goes in different conditions and how to set her up for those conditions, which is helpful."

Visit [bwps.cycaracing.com](http://bwps.cycaracing.com) for full results and more information on the Audi Centre Sydney Blue Water Pointscore. ⚓



## FLINDERS ISLET RACE

### FULLY-CREWED

#### Line Honours

1. *Whisper* (David Griffith)
2. *Ichi Ban* (Matt Allen)
3. *Gweilo* (Matt Donald & Chris Townsend)

### IRC - Overall and Division 1

1. *Whisper* (David Griffith)
2. *Ichi Ban* (Matt Allen)
3. *Matador* (David Doherty)

### IRC - Division 2

1. *Highly Sprung* (Mark Spring)
2. *Ariel* (Ron Forster)
3. *Popeye* (Craig Douglas)

### TWO-HANDED

#### Line Honours

1. *Salt Shaker* (Peter Franki & Drew Jones)
2. *Disko Trooper\_ Contender Sailcloth* (Jules Hall & Jan Scholten)
3. *Rum Rebellion* (Shane Connelly & Graeme Dunlop)

### IRC

1. *Disko Trooper\_ Contender Sailcloth* (Jules Hall & Jan Scholten)
2. *Salt Shaker* (Peter Franki & Drew Jones)
3. *Rum Rebellion* (Shane Connelly & Graeme Dunlop)

## BIRD ISLAND RACE

### FULLY-CREWED

#### Line Honours

1. *URM* (Anthony Johnston)
2. *Moneypenny* (Sean Langman)
3. *Whisper* (David Griffith)

### IRC - Overall and Division 1

1. *Ichi Ban* (Matt Allen)
2. *Gweilo* (Matt Donald & Chris Townsend)
3. *URM* (Anthony Johnston)

### IRC - Division 2

1. *Eve* (Steve Capell)
2. *Wings* (Ian Edwards)
3. *Minerva* (Timothy Cox)

### TWO-HANDED

#### Line Honours

1. *Disko Trooper\_ Contender Sailcloth* (Jules Hall & Jan Scholten)
2. *Salt Shaker* (Peter Franki & Drew Jones)
3. *Rum Rebellion* (Shane Connelly & Graeme Dunlop)

### IRC

1. *Disko Trooper\_ Contender Sailcloth* (Jules Hall & Jan Scholten)
2. *Rum Rebellion* (Shane Connelly & Graeme Dunlop)
3. *Salt Shaker* (Peter Franki & Drew Jones)





# Summer Offshore Series

After a successful inaugural edition, the CYCA's Summer Offshore Series will return in 2022, with a new schedule of races.

The series was introduced in 2021 to provide more offshore racing opportunities for crews following a limited amount of blue water sailing in 2020 and a reduced Audi Centre Sydney Blue Water Pointscore.

It also proved to be an excellent training series for competitors looking to build experience in longer offshore races.

The 2021-22 Summer Offshore Series will begin with a Bass Island Race on Saturday 5 February, followed by a Virtual Mark Race on Saturday 19 February and finishing with a Montague Island Race on Friday 18 March.

Many competitors from the first Summer Offshore Series expressed support for the inclusion of a longer race, which resulted in the Montague Island Race

being moved away from its traditional date in October and added as the series finale for 2021-22.

These three Category 2 races will provide a good platform for the year ahead, which will see a return to the full schedule for the Audi Centre Sydney Blue Water Pointscore.

Once again, there will be separate pointscores for the Fully-Crewed Division and Two-Handed Division.

CYCA Treasurer Sam Haynes' TP52 *Celestial* was crowned the inaugural Summer Offshore Series champion in the Fully-Crewed Division, having finished second overall in the Flinders Islet Race and winning the Virtual Mark Race.

Rupert Henry's Lombard 34 *Mistral* (with co-skipper Stacey Jackson) won both races to take out the Two-Handed Division.

Visit [cyca.com.au](http://cyca.com.au) for more information and to enter. 📍

## SUMMER OFFSHORE SERIES 2022

**Race 1 - Bass Island Race**  
Saturday 5 February  
(0955hrs)

**Race 2 - Virtual Mark Race**  
Saturday 19 February  
(0955hrs)

**Race 3 - Montague Island Race**  
Friday 18 March  
(1900hrs)



Sam Haynes' *Celestial* won the Summer Offshore Series' inaugural Fully-Crewed Division.



Rupert Henry and Stacey Jackson won the Two-Handed Division on *Mistral*.

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# A bright start to the week

The Sharp EIT Monday Twilight Series returned on 25 October, with 31 boats entered into the Overall Pointscore across the two divisions.

The Sharp EIT Monday Twilight Series' Spring Pointscore is complete, with competitive racing across both divisions.

The Monday Twilight calendar is split into two halves – either side of the break over the busy December period - with a Spring and Autumn Pointscore (seven and eight races respectively) conducted.

Only the first pointscore race of the series was a casualty of COVID-19 restrictions, with strong turnouts as the spinnaker races provide a good opportunity for crew training heading into the summer.

In Division 1, Phil Herscovics' Sydney 38 *Shine On* and Greg Mason's Davidson 37 *Sine Wave* were the early frontrunners.

While in Division 2, Tony Booth's J920 *Selkie* and Bob Penty's Beneteau Oceanis 41 *Great White* got off to good starts.

The Sharp EIT Monday Twilight Series returns in the new year, with Race 1 of the Summer Pointscore on 17 January. ⚓



Sharp EIT Monday Twilight Series - Summer Pointscore	
Race 1	17 January
Race 2	24 January
Race 3	31 January
Race 4	7 February
Race 5	14 February
Race 6	21 February
Race 7	28 February
Race 8	7 March
Non-pointscore	14 March
Non-pointscore	21 March

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## Audi Centre Sydney partnership continues

The Club is delighted to announce that our great friends at Audi Centre Sydney have once again renewed their Naming Rights sponsorship of the CYCA's Audi Centre Sydney Blue Water Pointscore for 2022/23 and 2023/24.

Top-and-tailed by two of Australia's most renowned offshore races – the Noakes Sydney Gold Coast Yacht Race and the Rolex Sydney Hobart Yacht Race – the Audi Centre Sydney Blue Water Pointscore is one of the most prestigious and hotly contested series of races in Australia; with the winner taking home the coveted Jack Halliday Perpetual Trophy.

Audi Centre Sydney's partnership with the CYCA commenced back in 2018/19, with support for both the Winter Series and Blue Water Pointscore. The automotive retailer has since become synonymous with the offshore races and will notch up five years involvement following the recently announced extension.

Audi has been a recognisable brand in Australian sailing and at the CYCA for more than 15 years. The Australian distributor began supporting sailing through its sponsorship of the National Etchell Championships in 2006 as well as Geelong Week, Hamilton Island Race Week and the Sydney Harbour Regatta. They subsequently partnered the CYCA's Winter Series and Sydney Gold Coast Yacht Race for many years. Audi Centre Sydney clearly shares an understanding of the affinity between the car brand and sailing.

CYCA Commodore, Noel Cornish AM, said: "We are very grateful for the ongoing support from Audi Centre Sydney.

"The Club has been able to develop a dedicated series website that tracks the boats during each of these races and includes a greater audio-visual presence."

The CYCA very much looks forward to working with Audi Centre Sydney another two years.

Audi Centre Sydney affords all visitors the chance to experience the Audi brand in its purest form. Spread over eight levels, there's a lot to explore, including Australia's largest selection of new and pre-owned Audi vehicles; all in one convenient location and minutes from Sydney CBD and the airport.

Find the perfect Audi to complement your lifestyle; visit Audi Centre Sydney at Zetland to start the conversation. ⚓



Audi Centre Sydney enjoyed a corporate sailing experience at the CYCA. Photo: Drew Malcolm

For more information, visit [audicentresydney.com.au](http://audicentresydney.com.au)





# 2021 Rotary SOLAS Charity Regatta

*Gavin Little*  
GAVIN LITTLE PHOTOGRAPHER



The 2021 Rotary SOLAS Charity Regatta proved a success - on and off the water. Photos: Gavin Little



**The Rotary SOLAS Charity Regatta returned to the CYCA on 19 November, with another brilliant turnout of competitors, supporters and volunteers for this annual event. 27 boat owners generously entered their yachts, taking on board sponsors and guests to raise money for many important programs. Rob Taggart explains the history of the regatta.**

Fifty years after the first Sydney Hobart Yacht Race, a charity regatta began quietly on Sydney Harbour to support Sydney Children's Hospitals Foundation and other Rotary charities. In a striking number of coincidences, that regatta has run every year but one - in 2020; COVID-19 prevented the staging of both races. Over 77 years, the Sydney Hobart has become an icon of Australian summer sport, alongside the Melbourne Cup, the Australian Open and the Boxing Day Test. No such prominence attaches to the Rotary SOLAS Charity Regatta, but as the name suggests, there is a strong alignment of charitable intent.

After the Sydney Children's Hospital at Randwick, the CYCA Safety of Life at Sea Trust (SOLAS) is a beneficiary to acknowledge the entry of yachts and their crews which make the event possible. The Rotary Club of Sydney Cove, which organises this charity regatta, is part of the global volunteering organisation Rotary International, which commenced in 1912. Like the CYCA Board, all Office Bearers and Members are volunteers. In another coincidence, Sydney Cove meet aboard a Captain Cook Cruise ship at Circular Quay. The CYCA Clubhouse has its own link to Captain Cook, displaying two cannons which are replicas of those dumped from HMS Endeavour when it grounded in 1770.

They were first used to start the Sydney Hobart Yacht Race in 1991, just four years before the Rotary SOLAS Charity Regatta began. None of this extraordinary alignment or community support could have occurred without the "family-like" relationship of the CYCA, yacht owners, their crews, sponsors and the Rotary Club of Sydney Cove. Together through the Rotary SOLAS Charity Regatta, more than \$5 million has been donated to many needy causes. Visit [sydneycoverotary.com](http://sydneycoverotary.com) to find out more about the Rotary Club of Sydney Cove and the Rotary SOLAS Charity Regatta. See you again next year! 🇺🇦



# B R I X S Y D X R U M

PARTNERS OF THE CYCA WEDNESDAY TWILIGHT SERIES



## From the Rail

Thanks to all the crews who shared these fabulous shots from the rail. If you're out racing or cruising, send your best on board photos to [media@cyca.com.au](mailto:media@cyca.com.au).



# Why we love Wednesdays

Photos: CYCA/Mitch Grima

After more than three months in lockdown and 122 days without an organised sailing event at the Club, we were back on the water with the Wednesday Twilight Series.

The first two races were cancelled due to restrictions on community sport, meaning the series opened with Race 3 on 20 October.

With 99 boats entered across the four divisions, the Wednesday Twilights are once again a highlight of the summer for CYCA Members and guests.



Brix Distillers have jumped on board as supporters of the Wednesday Twilight Series, providing an incredible selection of prizes for the divisional placegetters.

The winners of each division receive a 700ml bottle of Brix Spiced Rum and a Brix merchandise pack which includes four caps and four t-shirts.

All race winners also go into the draw for a major prize which will be drawn at the end of the series: a distillery tour and rum tasting session for the crew (up to 20 people) and a 5 litre barrel of Brix Barrel Aged Rum (bottled in 700ml bottles) with a custom label featuring the names of the crew.

The Wednesday Twilight Series takes a break over the busy period in the build-up to the Rolex Sydney Hobart Yacht Race, but returns on 19 January. ⚓



Race 10	19 January
Race 11	26 January
Race 12	2 February
Race 13	9 February
Race 14	16 February
Race 15	23 February
Race 16	9 March
Race 17	16 March
Race 18	23 March

# RYCK

## CYCA to host RYCK brand debut



### RYCK 280 - THE ULTIMATE STYLISH ALL-ROUNDER

RYCK is an exciting new range of luxury sports day boats that combine all the versatility of a RIB with high-quality appointments usually found on luxury tenders.

RYCK is a freshly launched line of fast, walk-around centre-console boats capable of adapting to a wide variety of uses: family entertainer, fast tender, adventure sports day boat or premium fishing platform.

The first RYCK model is the RYCK 280, made in Germany by the well-known Hanse AG group and developed in cooperation with renowned UK yacht designer Bill Dixon. His two-stepped hull and reverse bow design provides an exceptionally smooth, dry ride in all conditions.



When you are safely tucked-up at a secluded anchorage, courtesy of an electric windlass, the RYCK 280 seamlessly switches into entertaining mode with cockpit lounge, sun pads, wet bar, grill and dining table. A generous sized cabin downstairs with a separate bathroom ensures a comfortable overnight stay or weekend getaway.

**The RYCK 280 will be on display at the CYCA Pond from Saturday 11 to Monday 13 December.**

Email us for a private invitation ([events@windcraftyachts.com](mailto:events@windcraftyachts.com)) or call 0418 402 809.

The Cruising Yacht Club of Australia will be the venue for the exciting launch in Sydney of German luxury dayboat brand RYCK.

The new RYCK 280 will be moored in the CYCA Pond at various times in December, enabling CYCA Members and guests to peruse the latest in luxury walkaround centre-console boats.

This is a segment of the boating market that is experiencing exponential growth due to the outstanding versatility on offer in a range of models.

The RYCK features the fun and go-anywhere capability of RIB, plus a suite of entertaining and dining amenities, as well as a generous cabin below deck with an ensuite, a rarity in this style of boat.

The design for the 9.5 metre RYCK 280 comes from Bill Dixon of Dixon Yacht Design, which is also responsible for sailing hulls with impeccable blue water pedigree such as *Moody* and *Hylas*.

Its twin-stepped hull mixes air in with the water passing under the hull to cut down on drag, and a reverse wave breaker bow to ensure a smooth, dry ride in head seas.

The RYCK 280's proportions suggest it is based on a fast-planing sailboat hull, and it seamlessly slots



into a variety of roles: family entertainer, fast tender for large yachts, adventure sports day boat or premium fishing platform.

The RYCK is a new line of power boats from the Hanse Yachts Group, the second largest boat manufacturer in the world in terms of the number of boats sold. The group's sailing brands include top names such as Hanse, Dehler, Moody and premium French catamaran manufacturer Privilège.

The RYCK range will be expanded in the future, and it will sit alongside Hanse's other prestigious power brands Fjord and Sealine.

Windcraft Yachts is the sole importer of RYCK yachts in Australia and New Zealand and has secured a limited number of boats for 2022 delivery.

For more information, scan the QR code, or to book a private viewing, call 9979 1709. ↓



**For more information, visit [teamwindcraft.com/ryck](https://teamwindcraft.com/ryck)**



 TOGA

vibe HOTELS



# YSA partners

The CYCA's Youth Sailing Academy would like to extend its gratitude to our sponsors who have recently renewed their contracts as Elliott 7m boat sponsors.

TOGA and Vibe Hotels have both extended their support for youth sailing through to 2023.

**TOGA** joined the YSA as a boat sponsor in 2015. The partnership will see their support for youth sailing extend to at least nine years.


A successful developer of quality residential apartments, TOGA is also a leading hotel operator across Australia, New Zealand and Europe under the TFE Hotel Group banner.

TOGA has an excellent track record of successfully delivering multiuse residential projects that attract new residents and investors to key areas around Sydney, capitalising on existing amenities as well as encouraging retailers and restaurateurs to invest in the area.

**Vibe Hotels** became an Elliott 7m boat sponsor in September 2018, with a multi-year commitment to support youth sailing.

However, this wasn't their first involvement with the Club. From 2004, under the Toga Hospitality banner, Vibe Hotels was involved as a program sponsor for the YSA for nine years.

Part of the global TFE Hotels Group, which has 73 hotels across seven brands, Vibe Hotels has seven locations across Australia, including Sydney, Hobart and the Gold Coast, which work perfectly for Members and guests of the CYCA who are looking for accommodation at the beginning or end of one of our great ocean races!

To find out more about the CYCA Youth Sailing Academy, including how to get involved in sponsorship opportunities, visit [cyca.com.au/youth](http://cyca.com.au/youth). 



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# Juno retains Noakes 7s Series title

**This season heralded the 10th edition of the Noakes 7s Series in a little over six years, and it continues to build in strength with each one.**

Some of Australia's top sailors, including Rob Greenhalgh, Ben Lamb, Richie Allanson and Chris Nicholson were part of the eight teams who jumped at the opportunity to sail one of the CYCA's fleet of Elliott 7 keelboats.

While past series mostly featured top J/70 and Etchells class competitors, teams from the Farr 40 and MC38 classes are now joining the series to test their skills in the smaller one-design yachts.

COVID restrictions did impact the series. The original six-race Tuesday evening schedule was

reduced and compressed to four evenings over two weeks, commencing Tuesday 26 October.

The opening evening saw four sprint races completed in a 7-12 knot south-easterly breeze in Rushcutters Bay.

*Edake*, skippered by Farr 40 owner Jeff Carter. *Edake* was new to the series, but with a crew consisting of youth training program alumni from the CYCA and RPAYC, it came as no surprise when they finished on top with a slender one-point lead at the end of Day 1.

Race 1 went to defending champions *Vamos*, skippered by J/70 National Champion Tim Ryan. *Edake* then rattled off wins in Races 2 and 3. *Flying High*, skippered by Etchells owner Jeanne-Claude Strong, with Seve Jarvin calling tactics, scored the final bullet of the day in Race 4.

By the end of Week 1, the Youth Sailing Academy's (YSA) entry, skippered by Finn Tapper, had edged out in front. The YSA team were yet to win a race, though proved consistency is key.

Race victories on Day 2 went to Reg Lord's *Juno* and *Flying High*; the dying north-easterly breeze only allowing for two races to be completed. The race wins saw each team climb to second and third overall respectively, with only three points separating the podium places.

Heading into Day 3 of the series, an absent Tim Ryan saw Rob Greenhalgh take over the helming duties on *Vamos*. In a beautiful 10-14 knot north-easterly breeze, Greenhalgh took early control, convincingly winning Race 7 by over a minute. This was extremely impressive given each race target time is only 12 minutes.

*Vamos* backed this up with another win in Race 8, followed by a third and second in the other two races of the day. The impressive scorecard catapulted the defending champions back into overall contention, four points off the lead after the Race 10 drop came into effect.

*Vamos'* double victory for the day, however, was replicated by Reg Lord's *Juno* for Race 9 and 10. Their only blip for the day was a fifth place in Race 8. This, combined with a second in Race 8, saw *Juno* take the lead after the YSA's Finn Tapper slipped to third.

The final day, Day 4 on Thursday 4 November, looked poised for a battle between two of Australia's top J/70 teams. However, unfortunately, rain showers throughout the day saw a windless finale. Racing was abandoned for the day at 1835hrs, with *Juno* declared the winner.

"It was a fantastic series with some real top teams," said *Juno* skipper Reg Lord. "It's never been tougher competition."

"We would have liked to go out on the final day to sail, but unfortunately the wind didn't want to cooperate, so we are thankful for our hard yards earlier in the series."

Lord commended the CYCA and Noakes Group for their continued support of the series, which looks as strong as ever. The popular series will return in March 2022. 📌



Black Jack in action during the 2020 SOLAS Big Boat Challenge. Photo: Andrea Francolini



# 2021 Income Asset Management Australian Maxi Championship

## The CYCA welcomed Income Asset Management as Naming Rights Partner for the inaugural Australian Maxi Championship.

The regatta, introduced by Australian Sailing, provides additional valuable racing in December for boats in the three divisions - Maxis (80-100 foot), Mini Maxis (60-79 foot) and Racer/Cruisers (60 foot+).

The Audi Centre Sydney Blue Water Pointscore's Flinders Islet Race, SOLAS Big Boat Challenge and passage races made up the 2021 Income Asset Management Australian Maxi Championship, adding variety to the Rolex Sydney Hobart preparations for the bigger boats.

Income Asset Management was proud to become the first sponsor of the regatta.

IAM delivers a complete income investment service. They provide investors and portfolio managers with trustworthy and capable platform to research, execute, and manage their income investments.

The three super maxis in the 2021 Rolex Sydney Hobart fleet - Peter Harburg's Reichel/Pugh 100 *Black Jack*, Christian Beck's Juan-K 100 *LawConnect* and Seng Huang Lee's Dovell 100 *SHK Scallywag 100* - were among a strong list of entrants for the 2021 Income Asset Management Australian Maxi Championship.

The Grant Wharington-led Botin 80 *Stefan Racing* also entered the Maxi Division, while a bumper fleet entered the Mini Maxi Division: Philip Turner's Reichel/Pugh 66 *Alive* (the 2018 Tattersall Cup winner), Sean Langman's Reichel/Pugh 69 *Money Penny*, David Gotze's Reichel/Pugh 63 *No Limit*, Anthony Johnston's Reichel/Pugh 72 *URM*, David Griffith's JV62 *Whisper*, The Oatley Family's Reichel/Pugh 66 *Wild Oats X* and Jim Cooney's Volvo 70 *Willow*. ⚓



Sean Langman's *Money Penny*, one of the entrants in the 2021 Income Asset Management Australian Maxi Championship. Photo: Andrea Francolini



*Kialoa II* headlined the Racer Cruiser Division. Photo: Andrea Francolini

The 2021 Income Asset Management Australian Maxi Championship provides a good marker for boats in the Rolex Sydney Hobart. Photo: Andrea Francolini



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## Member Spotlight

# Fiona Ashley

After stepping into a new role as Volunteer Coordinator, we caught up with Fiona Ashley to discuss her involvement with the Club over the last 10 years.



Fiona in one of her many roles at the CYCA.



Fiona completed the 2016 Rolex Sydney Hobart Yacht Race on Ted Toohar's Chancellor.

**OFFSHORE: Why did you join the CYCA?**

**FIONA:** I love sailing! I grew up sailing in Port Hacking from the age of 10. I wanted to meet like-minded people and get more involved with the Club.

**OFFSHORE: Tell us three fun facts about yourself.**

**FIONA:** I have completed a Rolex Sydney Hobart Yacht Race; I have been a CYCA volunteer since 2017 (many Members may have purchased raffle tickets from me); my birthday is on Boxing Day - the best sailing day of the year!

**OFFSHORE: How have you been involved with the Club?**

**FIONA:** As well as my volunteer roles over the years, I have also been part of the Associates Committee and help to organise our annual Ladies' Night.

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

**FIONA:** The best thing about being a CYCA Member is meeting other Members and being part of all that the CYCA family has to offer. The Rolex Sydney Hobart is also a very exciting part of the year to be involved with.

**OFFSHORE: What are you most looking forward to about your new role as Volunteer Coordinator?**

**FIONA:** I am looking forward to working with our energetic team of volunteers to enhance the CYCA experience for all - both on and off the water.

It will be great to build on the strong volunteer base we have. For new Members, volunteering is a really great way to meet people.

**OFFSHORE: What volunteer roles are available?**

We are currently looking for on-water volunteers for the Summer Season and twilight races, which return in January. In particular, we're interested in volunteers for the start boat and anyone interested in laying marks.

The build-up to the Rolex Sydney Hobart is an exciting time and volunteers play a crucial role on land, assisting in the Clubhouse and in the Race Village.

View the range of roles available on the next page and scan the QR code for an expression of interest.

You can also email [volunteers@cyca.com.au](mailto:volunteers@cyca.com.au) if you want to get involved.

## 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

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](mailto:volunteers@cyca.com.au) for more information



# Pacific Sailing School

In the 44 years since Terry Wise founded Pacific Sailing School, more than 60,000 people - including many CYCA Members - have benefitted from the wealth of knowledge shared by Terry and his expert instructors.

Pacific Sailing School, based out of the office adjoining the CYCA's John Messenger Building, offers something for sailors of all levels. From showing the ropes to first-timers and team building exercises, to supporting experienced sailors in attaining their Royal Yachting Association (RYA) international qualifications.

The team has adapted well to the COVID-19 pandemic, increasing the provision of virtual courses, which attract students from across the world.

When you're next down at the Club, drop into the Pacific Sailing School office to chat to Terry and his approachable team about learning to sail or undertaking new qualifications for whatever goal you have in mind.

This is a great place for you and your crew to prepare for all forms of sailing. Pacific Sailing School also offers a discount to CYCA Members on its courses.

### Specialist courses

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- Yachtmaster Coastal/Yachtmaster Offshore Prep
- Yachtmaster Ocean Theory

Visit [pacificsailingschool.com.au](http://pacificsailingschool.com.au) for more information about courses, sailing holidays and chartering yachts.

If you're interested in joining the Pacific Sailing School team as an instructor, contact [info@pacificsailingschool.com.au](mailto:info@pacificsailingschool.com.au) or (02) 9326 2399.



Safety and Sea Survival is one of Pacific Sailing School's many courses.

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Action from the 2020  
Sydney Hobart Classic  
Yacht Regatta.  
All photos:  
Andrea Francolini



THE TASMAN  
HOBART

# Timeless classics



Some of the most historic boats from the Sydney Hobart Yacht Race will gather for the 2021 Sydney Hobart Classic Yacht Regatta from 10-12 December.

The annual regatta, organised by the Cruising Yacht Club of Australia, is open to any yacht launched prior to 1976 that has completed in at least one Sydney Hobart.

30 classic offshore yachts are entered for the 2021 edition at the time of writing, including *Love & War*, *Anitra V*, *Fidelis*, *Mister Christian*, *Kialoa II*, *Caprice of Huon*, *Solveig* and *Margaret Rintoul*.

A non-pointscore invitational race has been added for this year's Sydney Hobart Classic Yacht Regatta, with the weekend's pursuit race and scratch race determining the winners of all three divisions.

The scratch race starts from a line off Cannae Point, the original starting line for the first Sydney Hobart Yacht Race in 1945.

The three divisional trophies honour champion Australian offshore racing boats - The *Koomooloo* Trophy, The *Balandra* Plate and The *Solo* Trophy.

CYCA Commodore, Noel Cornish, said: "I think it's just great to have something like this that brings together so many of the boats and sailors who've made the Sydney Hobart such a special race."

Stay tuned to the CYCA social media channels and [rolexsydneyhobart.com](http://rolexsydneyhobart.com) for photos and videos from what is always a wonderful celebration of the history of the Sydney Hobart. ⚓



Anitra V



Archina



Kialoa II



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# My sailing inspiration

(Part 3)



A passion for sailing often starts so simply. Whether it's passed from one generation of the family to the next, or by a chance meeting with a sailor who shares their story, many of us can credit someone as our sailing inspiration.

Offshore gives fellow sailors the chance to pay tribute to the person who got them into our great sport, with Daniel Belcher, President of Australian Sailing, sharing his story this edition.

If you have a story to share, please get in touch with us at [media@cyca.com.au](mailto:media@cyca.com.au).

## DANIEL BELCHER

There have been three strong inspirations within my sailing life: Sir James Hardy, Victor Kovalenko and Sarah Kenny, each one for very different reasons.

### Sir James Hardy

As a young boy in the 1980s, I was captivated by the America's Cup. Everything about it is fascinating; the theatre, traditions, and raw unlimited desire to not only win the Cup, but to keep it.

When I heard Sir James Hardy speak about what the Cup meant to him, it did not matter that I barely understood what a tack or gybe was.



Sir James Hardy and Dan Belcher at the CYCA.

He spoke about what sailing meant to him and how it had impacted his life. His love of sailing and ultimate success in 1983 had changed a nation.

His words kindled a love of sailing that have burned within me for the last 35 years, both as an athlete and now as an administrator of the sport.

### Victor Kovalenko

I first met Victor "The Medal Maker" Kovalenko in 2000 after the Sydney Olympic Games.

He declared that I was 10cm too short and that I should consider another career.

But Victor looked beyond that as he declared that if I was willing, he was willing. His belief in me inspired me to become the best sailor I could be. He pushed me to train harder, perfect my trim, and become an animal on the wire "working the boat".

Victor has an endless repertoire of analogies to describe every situation and coaching advice.

The one that stuck with me most is his four-stage philosophy to almost anything: 1) "First you must Learn", 2) "then Improvement", 3) "then comes Success", and then, after a short pause and in a thick Ukrainian accent... 4) "Domination!" We are great friends today, and he is still pushing me to be my best.

### Sarah Kenny

Sarah Kenny inspires me to ensure that everything I do, and everything that Australian Sailing does, is for the sailors.

Her determination to guarantee everyone has their chance and a fair go is legendary. I sat behind her (carrying her books) while she chaired the World Sailing Events Committee.

The meeting was telecast live around the world with several thousand spectators in the room watching her.

Sarah was driving the global sailing community away from a short-term political fix and leading them towards a value-driven solution for our sport.

She finished the meeting almost in tears from exhaustion, wondering if she had done enough for the individual sailors. I wish I could have bottled her authenticity in that moment to share with anyone who aspires to lead.

Her dedication to our sport has not only inspired me to take roles at World Sailing, but also set the near impossible challenge to lead Australian Sailing to her standards.

Daniel Belcher is the President of Australian Sailing, Chairman of the Australian Sailing Olympic Advisory Board, Secretary-General of the Oceania Sailing Federation, World Sailing Councillor, World Sailing Events Committee Member, Chair of the World Sailing Olympic Quota and Qualification... and Mathew Belcher's brother. ⚓



Victor Kovalenko is an Australian Sailing Hall of Fame member. Photo: Australian Sailing



Belcher in action earlier in his sailing career.



Sarah Kenny. Photo: Australian Sailing



Belcher won the International 420 World and World Junior Championships in 2000.



## ROLEX - SUPPORTING SAILING EXCELLENCE

The continuing viability of any sport depends on its ability to nurture future generations. Integral to the company's core philosophy laid down by founder Hans Wilsdorf, Rolex has always recognized this critical role and supported its partners in the transmission of knowledge – no more so than in sailing, where yachting legends such as Rolex Testimonee Sir Ben Ainslie ensure, through their inspiration and instruction, that the sailors following in their footsteps are well-equipped to maintain the highest standards of excellence.

### SPORT FOR LIFE

Sir Ben Ainslie knows from first-hand experience the need for young talent to be encouraged and supported by senior athletes in their chosen field.

The Briton, who began sailing at the age of eight, is one of the most accomplished yachtsmen in the sport's history, the most successful Olympic sailor of all time with medals from five successive Olympic Games – four of them gold – and a four-time Rolex World Sailor of the Year. He currently leads INEOS TEAM UK, which is challenging for two of the greatest prizes in professional yachting, the America's Cup and SailGP.

Yet he, too, was once a novice, a young sailor seeking knowledge and guidance as he took his first tentative steps in the sport. Help was close at hand in the form of his father, Roddy Ainslie, who skippered *Second Life* in the first ever, crewed round-the-world race in 1973. Another of his early heroes was the late Paul Elvstrøm, a Rolex Testimonee whose Olympic record Sir Ben surpassed at the 2012 Olympic Games.

"Paul was someone who had really transformed the sport of sailing in his era," explains Sir Ben. "His challenge was very different to the one I had faced and after London I wrote to him to say that he had been a huge inspiration through his achievements."

Aside from his father and Elvstrøm, Ainslie looks to another Rolex Testimonee as someone who had recognized the need to mentor young and upcoming sailors such as himself. "Paul Cayard helped me greatly when I started to transition my career into the America's Cup," remarked Ainslie. "I know that Paul, in turn, was helped himself by the likes of Durward Knowles (a sailing gold medallist in 1964) and Raul Gardini (head of the Il Moro di Venezia Cup syndicate)."

Ainslie continues: "As part of my current campaigns, we have a team of young sailors that we are helping bring up into the senior team. This is part of the tradition of our sport. Knowledge gets passed on. This is a sport for life. One is not in it for a short period, and there are always opportunities to help the younger generations come through."

### THE IMPORTANCE OF GIVING BACK

Cayard is undoubtedly one of the world's finest yachtsmen, excelling in a range of disciplines and leading events. A seven-time world champion and a seven-time America's Cup campaigner, in 1998 he became the first United States sailor to win the Whitbread Round the World Race. He is also a two-time Olympian and competed in a number of Rolex-partnered events, including the Maxi Yacht Rolex Cup, the Rolex Fastnet Race and the Rolex Middle Sea Race. He currently leads the U.S. Olympic Sailing programme.

Cayard, too, is also acutely aware of the support he received on his journey to the elite ranks and the need to give back. "I am a great believer in our sport and what it offers. I have been privileged in my career. I'm currently involved in helping build a pipeline of talent in the United States. It takes long-term vision, an investment of thinking, time and energy."

### 60 YEARS OF PARTNERSHIP

While Ainslie and Cayard are members of the current Rolex family of Testimonees, the origins of the relationship with sailing lie in 1958 when a partnership with the New York Yacht Club, heralded the launch of a deep involvement that now spans the globe and encompasses a broad range of disciplines and aspects of the sport. With a rich history underpinning the relationship, upholding traditions and encouraging development – particularly those that help safeguard the future – are key elements.

### A SHARED COMMITMENT TO INNOVATION

SailGP, the global championship that is redefining sailing, is one of the latest additions to the Rolex yachting portfolio. As the Official Timepiece, Rolex is proud to be associated with a series that demands precision, dedication and performance from the athletes and their boats. Combining advanced technology with the most talented individuals, SailGP echoes Rolex's quest for Perpetual Excellence, while the developing art of foiling – lifting a boat's hull out of the water to reduce drag and increase speed – further illustrates the sport's alignment with the brand in its shared desire to constantly evolve and innovate.

Away from the high-profile, high-energy racing, there is another reason why the Rolex and SailGP partnership is such a natural fit. The SailGP Inspire programme endeavours to create pathways to success for young sailors. The aim is to ensure the sustainability of the sport by delivering life-changing opportunities to aspiring sailors, regardless of their background. These opportunities range from hands-on lessons, mentorship and team-building, to connecting the most talented with the pinnacle of the sport, where they meet the sailing world's best athletes and race on the same course as their heroes.

### TRANSFERRING EXPERTISE DOWN THE GENERATIONS

Beyond SailGP and its family of Testimonees, Rolex supports prestigious yachting competitions, from ocean classics to leading inshore regattas, where expertise is transferred within the sailing community – between peer groups and different generations, and from professionals to Corinthians. This transmission of knowledge has particularly helped broaden the appeal of offshore racing, with

the Rolex Fastnet Race and Rolex Middle Sea Race enjoying record fleets in recent years

Participation at these demanding races depends on yachts meeting stringent qualification requirements, which include the experience of their crews. Veteran participants regularly ensure young, inexperienced sailors are included in their team. Passing on their expertise, passion and the camaraderie inherent in the sport are essential for improving performance and promoting a sense of solidarity with the wider fleet.

Matt Allen, winner of the 75th Rolex Sydney Hobart Yacht Race in 2019, is proof of how this unwritten process works so well. He completed his first race in 1980, aged 17, and was then a winner in 1983, a crew member on *Challenge II* under the tutelage of Lou Abrahams, a doyen of Australian sailing. Abrahams, himself, took part in 44 Rolex Sydney Hobarts, winning twice, along with seven Rolex Fastnets, before retiring from offshore sailing at the age of 80 in 2007. Abrahams was highly regarded for his enthusiasm in encouraging youngsters to participate in sailing, from dinghies to ocean racing.

The 2019 race marked Allen's 30th trip south from Sydney. At the final prize-giving in Hobart, he reflected on his win, but more significantly, on his sense of a sport that recognizes the importance of bridging age groups. "Winning this year's race really brings a lot of history together," commented Allen. "Over the years, I've seen amazing boats participate, but it's actually the people that make this race: the sailors, the friendships, the competition. They are what makes this race and ocean racing what it is."

At the 2020 Rolex Middle Sea Race, *Elusive 2*, co-skipped by the Maltese siblings Maya, Aaron and Christoph Podesta, repeated their remarkable achievement of 2019 by winning the race for the second time. Back to back success is a rare feat in offshore yacht racing. It has not been achieved at the Rolex Sydney Hobart Yacht Race since 1965 and only once since 1957 at the Rolex Fastnet Race. The only previous crew at the Rolex Middle Sea Race, was Nello Mazzaferro's *Nita IV* from Italy in 1980.

The Podesta's victory was built on an intrinsic knowledge and respect for sailing and the race instilled in them by their late father, Arthur, a veteran of 35 Middle Sea Races. "We used to think it was all about the race," said Christoph, "but now we know that our father's purpose was to bring the family together to share adventures and experience."

While always respectful of heritage, Rolex is forever forward-looking. During the Swiss watchmaker's earliest days, its founder recognized the growing appreciation of an active lifestyle when envisaging a pioneering watch that would be as robust, precise and reliable as a marine chronometer. The belief in protecting the past in order to shape what lies ahead remains as strong today as then. ⚓

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## Meet our crew

# Mumma Clara

Get to know our Cleaning Supervisor, 'Mumma' Clara.



If you have been to the Club at any point over the last six years, you've probably been greeted by a smile from the vivacious Mumma Clara, or 'Mumma', as she's commonly known.

Mumma has a certain aura that immediately lifts the mood of anyone in her presence.

Keeping the Clubhouse clean and the CYCA Staff in order, Mumma has long been a valued member of the team.

**OFFSHORE: Mumma C! When did you join the Club?**

**MUMMA:** I joined the CYCA on 2 December 2015 (*that's Mumma's magnificent memory at work!*). I came here because this role is part of who I am; I had a background in customer service and hospitality. My first role with the Club was as a permanent-part time cleaner.

**OFFSHORE: What do you most enjoy about working at the CYCA?**

**MUMMA:** The most enjoyable part of being here at the CYCA is meeting people and cleaning, of course! You know, I love this place, because I love serving people. I love the team here, because we are united. Teamwork is what we need and it's good to be part of this team.

**OFFSHORE: What did you miss about the Club during lockdown?**

**MUMMA:** I really missed working here. I missed the Members and everyone who comes in. I have met a lot of people from overseas and interstate and I missed making those connections during lockdown.

**OFFSHORE: What do you do in your spare time?**

**MUMMA:** I love being a grandmother. I have four grandchildren - three girls and one boy. We have dinner every Monday, which is really important to me. I enjoy cooking for my family, because I love looking after people.

**OFFSHORE: Why are the CYCA Members special to you?**

**MUMMA:** You know, I love the interactions with our Members. I approach them if they need help and if they need something I can help with, they are always happy to approach me. I love to smile, because we don't know what other people are going through in life, but smiles can lift people up, so that is why I love smiling! 🙌



Always smiling.



# Associates Committee



The Associates Committee designed a CYCA tea towel, which is now on sale at the Club and online.



The Associates' Back to CYCA Lunch took place before lockdown in June and returns on 14 December.

## The Associates Committee has been hard at work organising events and merchandise for all Members to enjoy.

The ever-popular Trivia Night went virtual during the COVID-19 lockdown, changing to fortnightly rather than monthly to keep Members entertained while at home.

Despite lockdown hampering some of the Associates Committee's planned activities, their focus switched to checking on the welfare of each other and CYCA Members.

They kept in touch via Zoom meetings and regularly touched base with Members to look out for them during the time away from the Club.

Now that we're back, there is plenty more to look forward to in December and into the new year!

### Social Tuesdays

Social Tuesdays returns in December with a Back to CYCA lunch. A relaxed get together over lunch purchased at the bistro. A great excuse to come down to the Club.

### Associates Market Day

The annual Associates Market Day was originally slated for October and has been rescheduled to Sunday 20 March 2022.

The markets will be held on the CYCA Hardstand and will be open to Members and guests.

If you would like to register your interest to host a market stall, contact the Associates Committee via email at [associates@cyca.com.au](mailto:associates@cyca.com.au).



### Associates Christmas Hamper

Tickets are available for the Associates Christmas Hamper, which is on display at the CYCA Reception desk.

Tickets are just \$3 each, \$10 for 4, \$50 for 25 or \$100 for 60.

The brilliant hamper, valued at \$1,000, is the first prize in the raffle, with a second and third prize also available.

The hamper - put together by Kaye Brookes - includes four tickets to the Hayden Orpheum Picture Palace, three gift vouchers, a patchwork Christmas table runner, Christmas scented candles, two bottles of champagne and much more!

Visit the Club, or scan the QR code, to purchase your tickets.

The raffle will be drawn at the CYCA on 16 December at 7pm.



Tickets for the Associates Christmas Hamper raffle are on sale at the Club and online.

## GET IN TOUCH

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

Contact Justine Anson, President of the Associates Committee, on 0414 680 541 or via email at [associates@cyca.com.au](mailto:associates@cyca.com.au).



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## BOAT MAINTENANCE

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### Extending your yacht's life cycle through better maintenance

By Sean Langman

Engineering and physics have always been of great interest to me. Yachting being an equipment-based sport, combined with the forces of nature, makes for fertile ground to push engineering parameters. Some structures such as the Hoover Dam in the United States grow in strength each day. The Hoover Dam built in 1936 is made of concrete so thick that it will take well over 50 years to gain its full strength as it is still curing. The Eiffel Tower which opened in 1889 to show case the benefits of steel construction at the World's Fair, was to be deconstructed. Its life cycle was unknown and the fear of it falling caused property values in the area to plummet. The tower fell into disrepair but was found to be an asset worth maintaining as a radio tower and now as an attraction. Our own Sydney Harbour Bridge was engineered for a one-hundred-year life cycle. Few know that the bridge has had the road and train deck supports replaced with composite rods that sit within the now ornamental steel open columns.

Both the tower and bridge were engineered with a life expectancy. Life cycle or simply the number of cycles for yacht engineering has recently come under review. Unfortunately, reviews have come at the requests of various coroners. Coroners make recommendations - they do not mandate a change of law. The maritime and aviation sectors have surveys for compliance of commercial vessels and aircraft. Recreational boaters may plead ignorance as far as required maintenance and as such with no forced commitment, areas such as keels and rudders are viewed as monuments and not dynamic moving parts.

Recent scrutiny of keel and rudder designs has set minimum requirements. Most significant being that of grounding loads. Groundings do have a few scenarios. The obvious and worst is when a yacht comes to a complete halt. The resultant inertia throwing crew forward and into disarray. In the event of a grounding of this nature the response of the crew is seldom trained for. In the event of a

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Moneypenny keel structure

catastrophic grounding the crew should be split into three roles. Team one to secure vessel in a passage away from danger. Team two to triage injuries and team three to open floorboards to assess damage and water inflow. The actions of the three teams should be simultaneous. The second grounding scenario is subtle. However insignificant, a grounding on mud or sand may seem, the effects of “soft” grounding although not obvious, does have a cumulative effect upon the structures designed life cycle.

“Life cycles” by definition take into account the comprehensive technical, environmental and economic impacts within the products life cycle. Breaking down this wishy-washy explanation into a yachts’ keel and rudder structure I view as the following:

- 1. Technical.** Design parameters governance in recent years have had an overhaul. All yacht owners should enquire to what standard their yacht was designed to and open correspondence with the yacht’s designer and builder. Push for both a design and building certificate. Request survey of a secondhand purchase and look for any keel structure repairs internally or evidence of grounding externally. No water weep from a keel joint is acceptable. Any water ingress which makes its way to the keel bolts shall degrade the bolts.
- 2. Environmental.** Environment in the case of keel and rudder life cycle are the conditions under which the yacht is used. High fatigue related events such as wind and waves offshore diminish the life expectancy of appendages.

“Environmental” and “Technical” both essentially are as one. Fatigue and structural stress increase with flex. Flex increases with load acceleration. Load acceleration is increased by “falling off a wave”. Consider one Sydney Hobart Yacht Race is equivalent to 36 twilight races as far as hours sailed. A single tough Hobart, I consider to be worth five years of twilight and Saturday racing.

- 3. Economic impacts.** The fact is, with proper maintenance regimes, a yacht’s keel and rudder shall last longer. The life cycle, like the harbour bridge case may be given a new life expectancy projection. Rudders should be removed at each yearly docking. Doing so reduces long term cost (a frozen bearing shall have to be cut out) and reduces probability of structural failure by thorough inspection and rectification. Modern keels from my experience should be removed on a ten yearly maintenance cycle. Non-destructive testing of keel bolts by an independent and qualified metallurgist, although an undesirable expense, is essentially where the latest Australian Sailing mandated keel checks wish to be, however fall short of legislating.

The above three guides once understood and embraced reduce risk to a term of “tolerable risk with periodic review”. A good example of “preventative” maintenance comes from the Wild Oats’ camp. I have surmised the Oatley’s understanding and ownership of aircraft has given the team insight into life cycles and cyclic loading. Cyclic loading being the application of repeated or fluctuating stresses, strains, or stress intensities to locations on structural components. Without a mandated compliance regime to adhere to. I note the WO camp remove and test canting keel systems religiously after each Sydney Hobart Race “cycle”. With data over the passage of time, the complex systems could be lightened to a point where a base line is set and with engineering prowess of tolerable with constant review and an ongoing maintenance regime is adhered to. My own yacht *Moneypenny* initially was built with a lifting keel. Our team has removed the lift function and simplified the systems to reduce complexity and risk. The resultant attachment although giving a higher vertical centre of gravity for the yacht, is structurally superior to a conventional attachment. The advantage of the *Moneypenny* attachment being keel leverage load is dissipated more evenly into the yachts hull structure.

Canting and lifting keels aside, conventional fixed keel yacht structures are not the Hoover Dam. They have an engineered life cycle and as such require maintenance.

I have suggested communication with both designer and builder. A keel and rudder offset file is a great start to understanding the appendages desired shape. My sailmaker friends do a



great job in seeing their product renewed and serviced. Wholistically the sails are a large part of the performance equation. However once in the right shape the underwater surfaces shall remain the same for many, many seasons and give enhanced performance. Aero drag is a now buzz word whereas water drag, although understood to be 800 times greater than air, has been relegated to yesterday’s news. With my own campaigns regardless of a *Moneypenny* or *Maluka*, considerable effort goes into ensuring both keel and rudder surfaces are correct shape and in the best surface condition possible. Clean underwater surfaces are the cheapest boat speed money can buy. Symmetry of keel and rudder sections allow performance to be relative tack to tack. Asymmetric surfaces, unless forced by way of trim tabs or by an understanding of an induced twist of a surface under load, give rise to lift and drag. Common bar talk is “she goes so much better on “X” tack “. If this is the case a simple appendage and rig alignment check first up and then an appendage section calibration will reveal why. It does sound expensive. However, given the opportunity to have your keel fin and bulb machined by the likes of Williamson Engineering, is money well spent. Personally, I have found fairing in the traditional manner is more expensive than machining for a lesser result.

Steering systems have a few options. Tiller, wheel, and self-steering. Tillers being the simplest are also an area prone to be left until “slop” between rudder stock and tiller head is so great it gets dealt with. The slop or play mostly can be attributed to a worn keyway. As the movement is gradual the play goes undetected. To maintain, remove tiller and check if the tiller head has a simple clamping bolt. The clamping bolts effect is to tighten the



Steering pedestal chain

tiller head to the stock and remove play between keyway and stock. A worn keyway may damage the stock, the repair of which is difficult and costly. Wheel steering has many parts to maintain. Firstly, the wheel axil/bearings/chain/sprocket assembly. There are variations of the interface of the wheel pedestal system. Most common is a stainless steel shaft with keyway and sprocket. The shaft being non-tapered requires the machined key and sprocket to be accurate with a grub screw being the location and securing of the assemble. The grub screw requires checking as does the chain and sprocket. The chain commonly being 316 stainless steel does fatigue over time. As mandated, stainless steel rigging is replaced every seven years. A steering system chain I recommend every five years. Steering cables are most commonly Dyneema although wire is still in use. The use of stainless steel wire is not recommended due to low fatigue resistance. Rudder quadrants come in two pieces and are commonly alloy or carbon fibre. Alloy suffers corrosion and should be assembled with a barrier paste such as Tefgel. Quadrants also have a keyway or for carbon stocks, are fitted to the shape of the stock. Much effort should be made to ensure no play exists between quadrant and rudder stock. Recently, much talk has centred around the two handed racing and self-steering systems. Self-steering potential failure is mainly due to battery capability and charging. I confess I have only had one yacht with self-steering. For the *Team Australia* trimaran, we used self-steering for deliveries with short crew. Whenever we used the system, I recalled the great woman sailor Isabelle Autissier quote “Self-steering has no fear”. Charging systems and options for electronics are our next topic as well as my actual area of qualification. Rigging. ⚓

# Into the Archives

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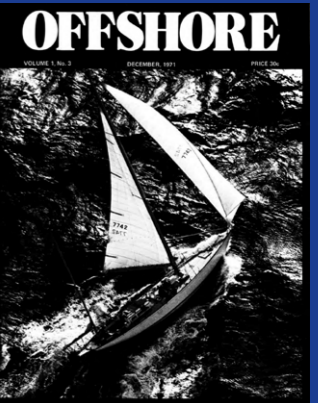
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We've taken a trip down memory lane to look at the issues of Offshore from 10, 25 and 50 years ago!



## Love the way back from Hobart

*DON MICKLEBOROUGH, the author of this article has made the Sydney-Hobart voyage many times. Apart from his experience as a yachtsman he was at one time operating as a fisherman in Tasmanian waters. Here he tells in easy natural style how to love the trip back from Hobart. His story will be a standard reference for many years to come.*

You must not head for Sydney on the first fair wind from Hobart. Go back the relaxing way and see what the lovely Tasmanian coast offers. My story will tell you of many places on the way to Babel Island, departure point for Sydney. A west to southerly change comes through there every few days and it gives you a fine run up. In about 12 crossings I have never struck headwinds and, as "Rubber" Kellaway says - "A gentleman yachtsman never goes to windward".

**How long does it take?** - We were home on the 27th January last year after having spent a day at Orford, a day at Schouten Island, 3 days at Bicheno, 4 days in Launceston, 2 days at Lady Barron, 2 days at Babel Island, 2 days at Eden, 1 day at Bermagui, 1 day at Kiama. This is an exception as we are usually home by the 20th, with less time in some of the ports.

**First suggestion** - Stock up well with Cascade as you will meet many dry people on the way. Bert Dolan of the Customs House Hotel has a personal delivery service to all Yachts.

**Through the Canal or round Tasman?** - This depends on the draft of the vessel. We have taken "Ilina" through without incident and she is 59ft. LOA and 7ft. 4in. draft. It is essential to know the correct time of the tide at the canal and as the tides are so unpredictable in this area the best plan is to ring the Bridge Operator at Dunally (perhaps one call to arrange for several Yachts). It is a trip of about 30 miles, so give yourself plenty of time; If you decide to leave early there are beautiful spots to anchor for the night (Sloping Island etc.). The approach to the canal is between 2 rows of piles and a canal arm advises whether the road bridge crossing the canal has been raised and that the canal is clear to proceed. There is at times a strong tide race through the canal so proceed carefully. At the bridge the operator collects the toll in a landing net (don't know the fee, but it is a festive time of the year and the operator is most helpful, sometimes coming out in a small boat to guide yachts through shallows). If you wish to go to the fishermen's jetty on your port hand after passing through the canal, go right to the end of the row of piles before turning. Having negotiated the canal you are now in Blackmans Bay with a winding channel to take you to the open seas. Proceed using the Chart Aus.171 keeping a good lookout for beacon piles (some not always there) until you are in the area covered by the small chart supplied by the Hobart Marine Board, i.e. the last part of Blackmans Bay. Using this chart, your eyes and common sense should take you out successfully. I have not always used enough common sense, but it is only a sand bottom.

If you have elected to go round Tasman I suggest a trip into Port Arthur before rounding; good berthing, beaut Hotel, historic Convict Ruins.

**On to the Crayfish Derby.** I guess you will now want to go to Orford (Chart Aus.170) for the Crayfish Derby. Don't forget to put your trolling lines out for Barracouda. If you catch too

many the fishermen always welcome them for Crayfish bait. Sailing up inside Maria Island we usually stop and drift a while to catch some flathead, usually just south of Lachlan Island. There are also some very beautiful anchorages in the bays of Maria Island. However, round Lachlan Island to Prosser Bay Orford; the best anchorage is just round the southern Headland of Prosser Bay, off Shelly Beach. There are several boats permanently moored in this area. It is about a mile round to the very good Orford Hotel, but the local people at Shelly Beach are usually very helpful with transport (John Wignal a Hobart yachting identity seems to be always in residence at this time of the year). A short trip to Triabunna (Fishing Port and Hotel) will enable you to obtain fuel if necessary.

The Orford regatta is held at a time to suit the boats returning from Hobart and the highlight of the day is the Crayfish Derby, in which as many yachts as possible are asked to participate. This is a very good picnic race in which each boat takes as many local people as can be put on board. The field is probably the best in Australia as very rarely are as many ocean racers from all over, in the one spot at the one time for a round-the-buoys race. The prizes are cases of Crays delivered in the home port of the placegetters. The trip so far has been in semi-enclosed waters and is eminently suitable for carrying "Sea Birds", transport being readily available back to Hobart.

So we leave Orford and go to Schouten Island to anchor in Moreys Bay on the Northern side of the Island, just inside Schouten passage. A pleasant night can be spent here with perhaps a barbecue on the beach, grog etc. The flathead fishing in this area is excellent and Crays can be caught in ring nets. There is usually a local fishing boat in the area. Last year Geoff Stackhouse supplied fish to all the yachts which stopped there. I think Geoff and crew had bad headaches when we all left, but seemed very happy. If the weather is out of the North through to West it is best to anchor in Bryons Corner on the N.W. end of the white beach on Freycinet Peninsula.

A trip up to Coles Bay is very worthwhile, the bird life centred around "The Chateau" guest house is excellent. You will find a small jetty inside the main shipping wharf to which you can lie stern to, with a bow anchor on a small reef out from the jetty.

Wine Glass Bay on the East coast of Cape Forestier is another pretty spot to spend a night (good fishing) at anchorages at either end of the beach, however the roll can be a bit uncomfortable in an easterly sea.

**Beaut parties at Bicheno.** Our next stop is usually Bicheno about 30 miles from Schouten anchorage, the harbour consists of some sheltered water behind a large rocky outcrop known as Governor Island. The approach is only from the Northern end of the Rocks, with not a lot of room to manoeuvre, so approach under power. The tide runs strongly through the passage so have mooring lines and fenders ready. The wharf is on your starboard hand with usually enough room for two yachts; make adequate provision for efficient fenders because of the surge. The fishermen are very friendly and on occasions have made a fore and aft mooring available to us in "Southerly" or have allowed us to tie alongside one of their boats on a mooring. Ice, fuel and stores are available. The "Silver Sands" to page 10

## Return to One-Line Harbour Start

The fleet in the Telstra Sydney to Hobart will start together from one line between Shark Island and Bradley's Head this year, returning to the single line after some years of two-line starts and a three-line start for the record-breaking fleet in the 50th race in 1994.

The two-line starts were introduced by the CYCA a decade ago when fleet sizes exceeded 170 yachts with the larger and faster yachts starting off a line 400 metres in front of the second line, with the distance equated by rounding differing marks at the Heads.

However, since the 50th race fleet of 371 starters, fleets have eased back to between 100 and 110 boats, which Race Director Phil Thompson believes is quite manageable on a single line. "It will be fairer for all competitors," Thompson said. "We expect fleets to settle around the hundred boats over the next few years."

The start of the 1996 Telstra Sydney to Hobart will be at 1300 hours, with the line from a signal mast on Shark Island across the Harbour to a leeward mark buoy laid off Bradley's Head. As is normal, the CYCA's special cannons will be fired at the 1250 Warning Signal, the 1255 Preparatory Signal and at the Starting Signal.

The fleet will round a mark situated north of South Head and a further sea mark one nautical mile to the East of the Heads, before turning south on the 630 nautical mile voyage to Hobart.

In Hobart, the fleet will once again be moored in Constitution Dock and along the Elizabeth Street pier. A new feature as part of the upgrading of the finish of the race will be a barge moored off the pier where the line honours winner will initially moor for a



Waterways guide to the start of the Telstra's Sydney to Hobart.

reception by the sponsors and two clubs, the CYCA and the Royal Yacht Club of Tasmania, followed by a media conference.

Following the reception and media conference, the winning yacht will then move to its allocated berth alongside the Elizabeth Street pier.

### Changes to Harbour Exclusion Zone

The Minister for Ports, Carl Scully, has announced changes to the exclusion zone on Sydney Harbour for the start of the Telstra Sydney to Hobart race on Boxing Day, aimed at making the day safer and more convenient for those afloat.

Spectator limit lines have been moved in to Shark Island to provide people in boats with a closer view of the start action. Meanwhile, the limit line near North Head has been drawn in a curve, at the expense of the previous "hard corner", to make navigating easier in the often congested area.

The exclusion zone for competing yachts (each flying a distinctive Telstra race flag from their backstay) will operate from 11.30am until 2pm to allow the race fleet ample time for pre-race sailing down the Harbour and a

## Offshore

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Who's Heading for Hobart

Official Programme

### 030 | 67TH ROLEX SYDNEY HOBART PREVIEW

There aren't many adventure sports where 18 year-olds and 84 year-olds compete against each other on a level playing field; where men and women, multi-millionaires and those in between jobs, the disabled and able bodied set off from a common start line with a shared purpose.

Then again, there aren't too many events like the Rolex Sydney Hobart Yacht Race - 628 miles of ocean and at least as many personalities.

For the majority of the population the festive season means closing the office door, decorating the house and tree, entertaining friends and family and indulging in rich food washed

#### FAMILY TIES

Turning 18 marks a coming of age and within the context of Australia's premier blue water racing event, organised by The Cruising Yacht Club of Australia with finish partner the Royal Yacht Club of Tasmania, it seems this year has a special significance.

Three young skippers are preparing for their rite of passage, encouraged onto the helm and into the ultimate position of responsibility - skipper - while dad keeps vigil.

A number of father and son combinations will blend on board the handsome US entry *Carina*, that's once the boat is safely delivered to Sydney from the USA by the owner's

## OFFSHORE ADDICTION

WHILE THE REST OF US DIGEST OUR CHRISTMAS DINNERS, THE SAILORS COMPETING IN THE 67TH ROLEX SYDNEY HOBART WILL HAVE OTHER THINGS ON THEIR MINDS, WRITES LISA RATCLIFF.

down with plenty of Christmas cheer.

For many of the intrepid yachtsmen and women (close to 1000 in all) preparing to run the annual gauntlet from Sydney to Hobart, once the wrapping has been ripped from the presents their Christmas Day might be spent a little differently; packing a kit bag, dropping off food and water supplies to the boat, making last minute repairs, checking forecasts and monitoring their alcohol and food intake as the butterflies start to flicker.

Last year's race gave competitors a harsh reminder of its potential, a blast of gale-force winds knocking 18 from the original starter's list of 87 in quick succession.

This year's Rolex Sydney Hobart has attracted 100 nominations with at least 90 yachts expected on the start line on Boxing Day. They could be in for a relative pleasure cruise or may face freezing winds from the southern ocean combining with Bass Strait's shallow rock shelf and opposing currents to once again unleash what former overall winner Ed Psaltis calls "the dangerous beast". The drawcard is that no one knows whether they'll get Jekyll or Hyde, and that is the very nature of the beast that is the Sydney Hobart.

26 year-old son and his nephew, and young Jessica Watson will make her first pilgrimage as the skipper and figurehead of the youngest crew to ever contest the ocean classic.

Glenn Roper and 22 year-old daughter Laura from Tasmania, Sean Langman and 18 year-old son Peter from New South Wales, and Matt Perry and 18 year-old son Chris from Queensland, have all signed up for the challenge with the offspring the nominated skipper.

"He's started calling me Matthew on the boat rather than Dad. He just wants to be one of the guys, not the owner's son," says Matt Perry.

"We also work together; he's an apprentice refrigeration mechanic who started full time work with me on the 21st of November, the day after he finished year 12. He applied for time off to get to Hobart and back before he'd even started work. The other employees are saying, in good humour, that he's not yet eligible and will have to owe me those days!

"Chris has run the bow on *Alacrity* for the past five years. He's smart, mature and good enough to hold his position on the boat. I'll let the others deal with him so there's no father/son dynamics," added Perry senior.



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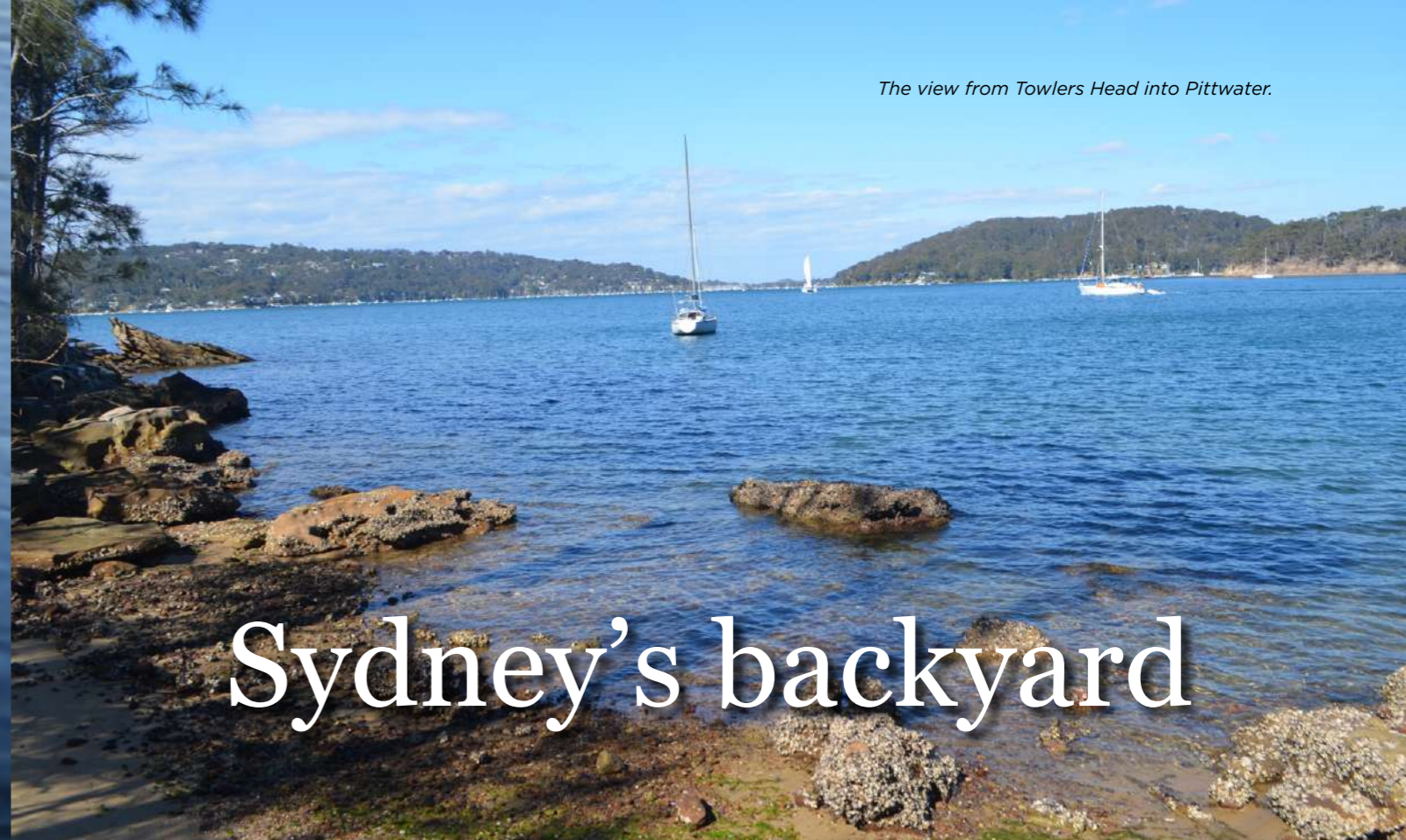
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The view from Towlers Head into Pittwater.



# Sydney's backyard

While everyone knows of Pittwater and its magnificent cruising waters, not many would know of it as diligently as Dini Martinez and her family.

Phillip Ross chatted with Dini and drew up a detailed look at the best places to visit, to anchor, and things to do in this expansive waterway just a few short hours north of the harbour.

Firstly, let's get the terminology right.

What most people seem to refer to as Pittwater is only a fraction of some breathtaking waterways, which also include the Hawkesbury River and Brisbane Waters.

These three arms lead into Broken Bay, which comprises the broad entrance from the Tasman Sea, marked by Box Head to the north and Barrenjoey Heads to the south.

### Broken Bay

Geographically, Broken Bay is a tide-dominated drowned valley which flows openly into the Tasman Sea. Some historical quotes state James Cook recording "broken land" north of Port Jackson just before sunset on 7 May 1770 and naming it Broken Bay.

Other sources say that this large, often swelly inlet of the Pacific Ocean was passed unnoticed at night. Whatever the case, Governor Phillip was the first white settler to examine the present-day Broken Bay in a longboat from the Sirius, on March 2nd, 1788.

Sailing up the approximately 16 nautical mile from Sydney Heads, one of the first sights you glimpse of Broken Bay is Lion island - an eight-hectare Nature Reserve only accessible to a colony of fairy penguins.

From some viewpoints it resembles a Sphinx, thus the name. North of it you can see Pearl Beach's lush, but swelly shores and Umina's shallow sandbanks, which could easily trap the unfamiliar sailor at night.

To the north, Broken Bay is framed by the beautiful Bouddi National Park, including its only deep anchorage, Iron Ladder Beach, right between Box Head and Little Box Head. Dini and her family tucked in here a few times for some snorkelling and lunch while waiting for the high tide to go back through the Ettalong Channel.

However, safe and comfortable overnighing here would need calmer conditions than what would generally be experienced.

To the south, Broken Bay is framed by the prominent Barrenjoey Lighthouse, 91 metres above water levels. Sydney's most northern point also marks the entrance to Pittwater.



*Shady afternoons and sunny mornings at Fishermans Beach.*

### **Pittwater**

“They say when the wild beauty of Pittwater gets hold of your heart, it never lets go and you are seduced forever,” writes Susan Duncan in ‘A Life on Pittwater’. During Martinez’s first few months living on the Central Coast, every weekend they ended up sailing to the Basin, Pittwater’s most popular bay.

Great expanses of flat, grassy park land; gas BBQs; showers and toilets in Ku Ring-gai Chase National Park’s only designated camping ground; long stretches of white, sandy beach; a netted swimming enclosure; crystal clear lagoon; and walking tracks with spectacular views and access to one of NSW’s best examples of Aboriginal rock engravings make this bay close to perfect. If you seek privacy be aware many visitors travel to this popular picnic spot by ferry, which regularly connects to Palm Beach.

### **Coasters Retreat**

There is great protection for all but south easterlies, and strong south westerlies. Amongst the 100 club moorings, in winter there are always plenty available.

But, here comes the ‘but’, in summer it is one crammed armada of yachts as many sailing visitors understand just as little as we did, that this is just the tip of the iceberg of numerous stunning bays in the area.

Before we take you further south into Pittwater, a bit of history. The Basin is still sometimes referred to as Coasters Retreat as this is where ‘coasters’, ships used to carry cargo along the coast from port to port, would seek refuge when bad weather brew up.

Long before that, the Ku Ring-Gai people inhabited this area for a long time, as highlighted by exceptional heritage sites, including the petroglyphs of hunters, kangaroos, fishing and wallabies and the Red Hands Cave.

### **Historic feel**

After Captain Cook’s brief mention, it was during Governor Philipp’s 1788 excursion, six weeks after settling in Sydney Harbour, that he allegedly declared Pittwater “the finest piece of water I ever saw.”

He named it after William Pitt – Britain’s youngest Prime Minister aged 24 when taking office in 1783.

Up to this very day, exploring the western side of Pittwater is still like stepping back in time. In this ancient landscape, people commute by boat, wallabies grace on lawns and goannas sneak up to steal food from your picnic blanket.

If it had not been for the foresight of an Englishman with the improbable name of Frederick Eceleston du Faur, the whole area would have succumbed to urban development.

Du Faur was a keen conservationist long before it became fashionable. He succeeded in pressuring the state government to set aside 35,300 acres from Hornsby to Pittwater, Cowan Creek and Broken Bay. Walking tracks, wharves and even some cottages were built to attract holiday makers. Traces of all can still be found today.



*The historic jetty at Towlers Bay from where a beautiful bush track past ruins and wide views can take you all the way to the Basin.*

### **Towlers Bay**

Between Towlers Bay and Coasters Retreat there is a quaint, not-commonly-visited beach. There are no moorings, but good anchoring for up to five boats on a sandy bottom. Great in winter months, Portuguese Beach offers protection from westerlies and sunshine the minute the hot sphere emerges on the horizon.

The next bay south is supposedly Kay Cottee’s favourite. In mid-winter most of the 25 club moorings were easily available.

Most of the Towlers Bay is relatively deep, but it drops off suddenly towards the beach, which greeted us welcomingly in the morning: sparkling sand, plenty of rock platforms, water trees with improvised rope-swings and a lagoon and grasslands to keep the kids’ entertained for hours.

Explore the stone ruins of the old jetty in the north-east section of the bay. But beware the oysters that will deflate an inflatable in quick time.

Ashore, set off to explore the few leftover ruins of the old ranger’s cottage. In the olden days, he would walk from here to the Basin every day and his adventurous track is still visible with the most stunning views.

### **Beyond Morning Bay**

The south western arm of this haven, Morning Bay, has plenty of room for anchoring too, but stay equally alert of the depth as it shallows rapidly towards the head. A small creek enters here. Exploring it on your dinghy at high tide, you might be surprised how far you can venture into the dense rainforest.

Coming from the north, this is Pittwater’s last protected anchorages not filled with permanently moored vessels.

If you prefer wild and rugged to busy, built-up and anchoring-restricted, you would do well to sail past any other of the bays reaching out from Scotland Island: McCarrs Creek, Elvina, Lovett and Little Lovett.

Having said that, there are a few temptations, including the 20 minute bushwalk leading to the Elvina Bay waterfall past some early settlers’ graves; a hike at Flagstaff, behind Lovett Bay ferry wharf, with a creek, tiny waterfall, vast Pacific Ocean views and rocky outcrops at the summit.

The 715 people community on mostly-protected Scotland Island; and even Church Point’s bottle shop, general store and its banging, clanging, rocking and rolling melee of dinghies reflects the more remote way of life dinghy-commuting residents have chosen. Stories of falling overboard on the way home are so common that they rarely even get told.

The whole east shore of Pittwater is also fitted with permanent moorings, houses, some beaches and the occasional ferry wharfs. As a basic rule here, consider that if the water was deep enough, there would be permanent moorings.

### **Lunch stops**

Before leaving Pittwater you will notice four more smaller beaches to the north west. None provides great protection.



*Refuge Bays Waterfall Beach.*

Just north of the Basin, Mackerel Beach is a nice lunch spot with a considerable variety of marine life inviting for a snorkel. The north end shoals rapidly.

Little Mackerel Beach is the home of the historic and picturesque labour council resort, formerly reserved to trade union members. Resolute and Little Resolute Beach are both isolated little lunch time spots at best due to their openness to swell. If you can pick them on a westerly or calm day, they are, however, one of the crystal-clear spots to swim before you leave Pittwater. There is also a fantastic walking track directly to West Head lookout for spectacular views.

Overall, Pittwater has ample mobile phone coverage, plus convenient marinas, fuel, water and pump-out facilities, such as at the Royal Motor Yacht Club and, marginally further south, Royal Prince Alfred Marina. Both places have enjoyable restaurants and generally around Pittwater's civilised side, a café or pub is never far.

This drastically changes when you head around West Heads into the more secluded parts of the mighty Hawkesbury River. Rugged, untamed bush await amongst quiet isolation, disrupted by lyrebirds singing their hearts out, inspired by sugar gliders, possums, wallabies, owls and bandicoots.

### **The Hawkesbury**

The Hawkesbury River and its associated main tributary the Nepean River, virtually encircle the metropolitan region of Sydney, travelling for almost 120 kilometres to its mouth at Broken Bay, about 15 kilometres from the Tasman Sea.

The land adjacent to the almost 22,000 square kilometres of water was occupied by the Darkinjung, Darug, Eora and Kuring-Gai people who used the drowned valley estuary as a source of food and a place for trade.

### **Flint and Steel Point, Hungry Beach and Little Pittwater**

The first two beaches to the south are affected by Tasman Sea swell, but beautiful day-time stops. The large sandy beach at Flint and Steel invites for a picnic lunch, or the steep 40 minutes track to West Head, where daring fitness enthusiasts are rewarded with 360-degree views.

Hungry Beach, a little further west, features dramatic cliffs. In numerous caves middens (discarded shelf fish mounds) tell stories of a time when Aboriginal people took shelter here.

Just west, Little Pittwater is a rugged bay with difficult access to the shore due to a rocky shoreline.

However, it is more protected for a potential overnight stay. A great spot to watch the world go by, its size limits it to more or less two boats. In all three beaches, a bottom of mud and sand allows good anchoring.

### **Patonga and Little Patonga Beach**

While you pass the above mentioned, to your north you will notice the sleepy little fishing village of Patonga. Usually this large beachy bay is prone to sea swell and strong tidal movements.

You need to stay out of the ferries' way and, off the north east, shoals to a constant shallow depth from a surprisingly long way out. The swarm of pelicans and feel of a place that time forgot, made it an enjoyable memory.

Just west lies Little Patonga, a slightly more protected bay, especially when tucked up under the eastern headland. There is a NSW Sport and Recreation camp on the ground, which can be somewhat protective of the beach.

Moving on, you land at the Hawkesbury River entrance. It gets busy here with fickle winds, strong tides, ferry traffic and an elaborate buoyage system outside of which it gets very shallow.

Your main reason to explore is most likely the Hawkesbury River Marina at Brooklyn with cafes and a pub within arm's reach. It is also a convenient spot for taking on fuel and picking up guests.

### **America's and Refuge Bay**

Jumping back south, most people chuck a leftie, once the large, popular and very protected Refuge and America's Bay appear on their port side. The always-present crowds are all there is not to like about these two connected bays, scattered with close to a hundred private, club and courtesy moorings.

Refuge Bay features a small beach with a fresh waterfall, which tops any luxury outdoor shower. Like all surrounding bays, they can only be accessed via boat or serious bush-hikin.

Less busy, and just a few minutes further, still on your port side you will notice Hallett and Little Hallett's Beach. The former has a handful of public moorings and a nice, medium sized beach.

In all but strong NE it gives reasonable protection. In fact, most nights spent here were so still that the main noise interrupting the night was the mooring buoy banging against our hull. Little Hallett has a smaller beach and a waterfall. Right opposite you will find three little bays, with a few scattered public moorings each.

With a rainforest rock backdrop towards the west, they can get shady quite early in the afternoon but are the spot to be for a sunny breakfast and early morning swim.

### **Jerusalem Bay and surroundings**

Sailing on with the sun you will see another handful of small, secluded beaches on either side, most offering a few courtesy moorings. If they are busy, there is no more space for anchoring.

To the north, you start heading into Jerusalem Bay, unless you pick up a mooring at the tiny, protected inlet of Little Jerusalem Bay. One fine winter day, the Martinez's picked up the last of the three moorings in Jerusalem's well protected Pinto Bay, which ends in a marshland surrounded by pristine, quiet bushland.

In summer, it is close to impossible to get a mooring here as most are permanently busy with not one, but up to six motor boats rafting up. Even on days featuring several metres of swell near the heads, you will barely see a ripple here.

Older kids and fun-loving adults swing off a rope hung from a tree, younger kids explore the safe bay in dinghies and kayaks. If you were to get stuck in this inlet's safety and serenity until you run out of provisions, Cottage Point is just a few bays away.

### **Cottage Point**

For Dini, one of the most beautiful sailing weekends had them landing in Refuge Bay after a beam-wind sunset sail from Brisbane Waters. Their still young kids did not have it in them to sail any further.

After a restful and relaxing night, they spent the next morning exploring deep into the creek and felt like in the Jungle Book itself: caves, waterholes, lyrebirds, pristine forests and skinny dips included.

When hunger kicked in, no-one felt like cooking, so they motor-sailed to Cottage Point Kiosk. It has one café courtesy mooring that goes by midday lunch. Having said that, anchoring just off the permanent



*Cottage Point Kiosk and boat hire.*





Late afternoon sail into Cowan Creek after a long lunch visiting friends at Cottage Point Kiosk.

mooring field would not have been the end of the world either.

Conveniently located opposite Cottage Point, Looking Glass Bay offers protected deep-water anchoring space for up to four boats within arm's reach to the amenities of Cottage Point, including water, fuel and pump-out facilities.

In addition to the kiosk, there is also the Cottage Point Inn where the rich and wanna-bes fly their friends in by sea-airplane to join them for extravagant lunches or dinner. The white tablecloth restaurant also has a couple of pontoon spots available for customers. These are great if you do not mind being part of the restaurant guests' visual entertainment, amongst the busy stream of planes, ferries and private water-taxis.

#### The creeks

After a Cottage Point lunch, make it by dusk to Waratah Bay in Cowan's Creek. There are between one and four moorings in each of the small, secluded bays along the rocky shoreline. They tend to be empty most of the time.

Between Arwen, Smiths and Cowan Creek, there are too many bays to count. To go into each of them would take up double this story again; plus it would take away the fun of discovering some secrets yourself.

In a nutshell, peaceful, beautiful glassy bays surrounded by bush describe the general feel. A few moorings are sprinkled in most of them. The

average depth is at least ten metres and sandy beaches are rare, yet other little gems are spread all over the national park and coastline. Just to set you off on your own treasure hunt, here are some of the Martinez family's favourite creek spots, from east to west.

Castle Lagoon in Cowan's Creek features a hidden waterfall at the north eastern side of the bay.

At the head of Yeoman's Bay is a big, shallow sandy area that leads into a long meandering creek easily navigable by dinghy. If you are into a bit of a bush bash you can follow this creek line up to a beautiful cascading waterfall and swimming hole. The floating dock at Akuna Bay at the head of Coal and Candle Creek has water and pump-out facilities for marina clients and berths for restaurant visitors.

Smith's Creek's seeming remoteness is what makes it most special; as well as the ruin of an old cottage, which rewards the adventurous bush-basher heading east up the cliffs at the entrance of the last bay.

The creek at the head of this bay meanders forever and in your dinghy you will feel like Tom Sawyer and Huckleberry Finn.

Bobbin Head transforms into a busy, bustling Sunday with plenty of kids on the playground, the marina, including fuel and maintenance facilities, supplies a steaming, fresh coffee to accompany the enjoyable people-watching-moments. ⚓

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