

WINTER 2021 #290

# OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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SUMMER SEASON

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Gweilo was crowned Audi Centre Sydney Blue Water Pointscore champion. Credit - ROLEX/Studio Borlenghi

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**Commodore Noel Cornish AM**

# At the helm



Dear Members,

Whilst the sailing world may not yet have fully recovered from the vagaries and disappointments that we experienced over Summer, there are clear signs that our close-knit and passionate sporting community has banded together to get on with what we do best.

The CYCA openly embraced the challenges of COVID-19 and focused on using the first months of 2021 to review our various activities and to explore innovative ways to get closer to our Members, provide a wider range of benefits and to deliver new and varied sailing opportunities.

The new Summer Offshore Series in February and March was a welcome opportunity for crews to get back on the water and test themselves in the heat of battle and looks to have secured its place as a regular feature of the CYCA's sailing calendar for years to come.

Over Autumn, the Club had strong representation and success in both the SailFest Newcastle and Sail Port Stephens regattas in April as well as at the TP52 Gold Cup (Act II) in Newcastle, where the most recent addition to the growing fleet triumphed over a very competitive field.

Closer to home, the CYCA's Winter Series on Sydney Harbour has been regularly attracting over 100 boats each Sunday and the first hit-out in the three race Women's Series that kicked off the season proved very popular across all divisions.

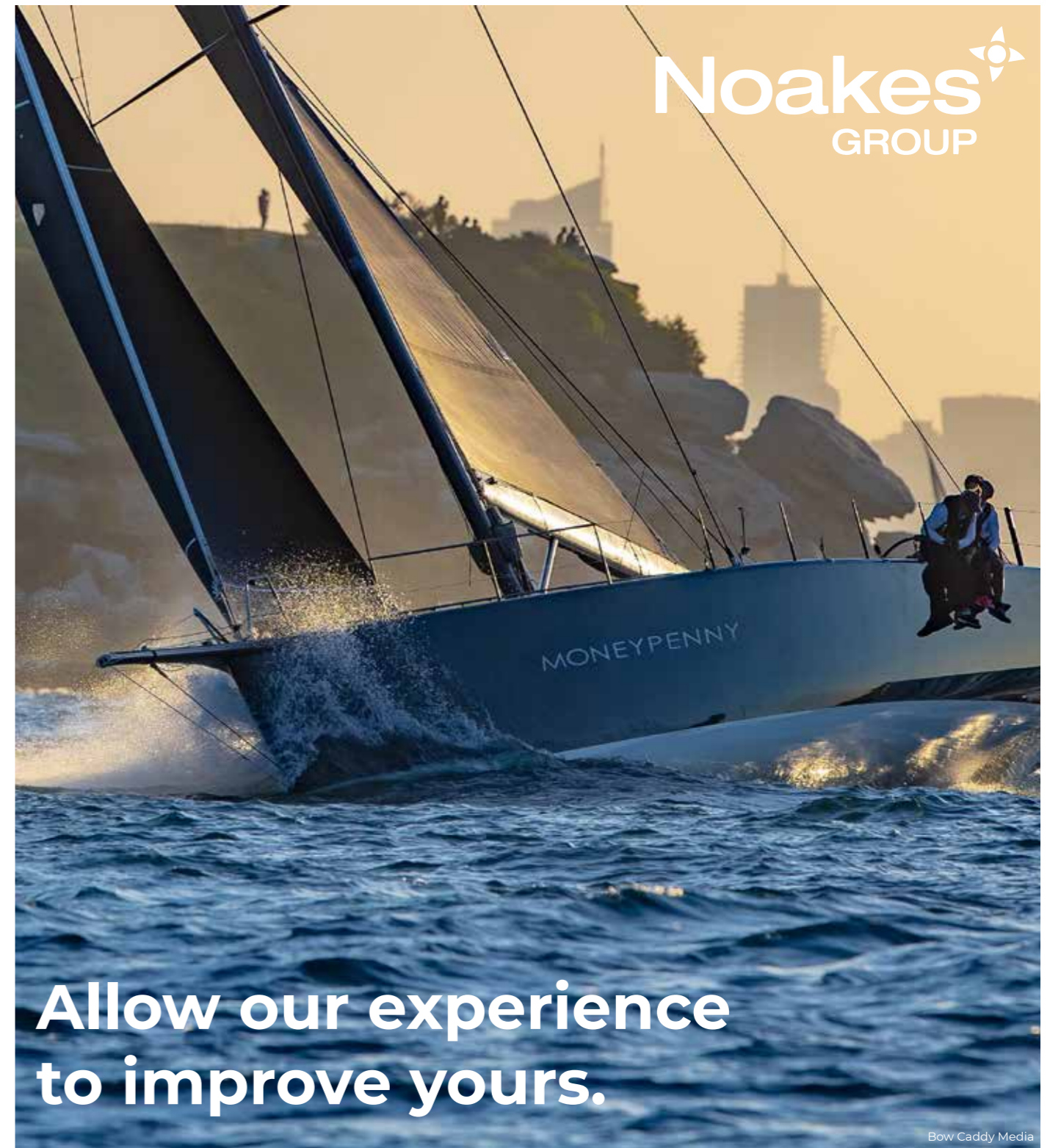
I am also delighted to be able to report that at time of writing, we have had over 70 yachts entered for the upcoming Noakes Sydney Gold Coast Yacht Race on 31 July with expressions of interest shown from at least eight more crews. We are rapidly closing in on the race record of 86 entrants with six weeks still to go before entries close.

Over the past months, the Club has celebrated the champions of the 2020 Audi Centre Sydney Blue Water Pointscore and Ocean Racers of the Year as well as the many victors over the Summer Season. We delighted in watching 21 former Sydney Hobart classics battling it out in 20+kt breeze for the Great Veterans Race and have celebrated the continued successes of the Youth Sailing Academy in various events across Australia.

Off the back of a record membership for the second year in a row, we are thrilled to see more people enjoying the facilities at the Club & getting out on the water. Many of the Club's usual activities resumed after a hiatus whilst a number of new initiatives and events have been added. CYCA's regular Information Evenings, Trivia Nights, Badge Draws and the many social events organised by our tireless Associates Committee are back in force. The development of our Sailing Pathways initiatives has provided more opportunities for Members to participate, whether it be joining a crew for Twilights or Seasonal Sailing through the Concierge Program or honing their skills on one of the three Noakes 26s that were kindly provided by our partners at Noakes Group. It is also great to see more people turning to cruising as a day trip or holiday option; spending time with friends and families as a welcome reprieve from the pressures of confinement.

The last few months were a busy time at the CYCA but the next are perhaps shaping up to be even bigger as we continue the Winter Series through to July and prepare for the Noakes Sydney Gold Coast Yacht Race ahead.

Best wishes and many thanks for your continued support. ⚓



**The Hobart is our benchmark.** While not all yachts that we see at our yard will compete in the Rolex Sydney Hobart Yacht Race, the rigours of ocean racing and passage making are always at front of mind when assessing the condition of a yacht and assisting owners with a maintenance program.

The Noakes team is lead by highly experienced sailors covering all facets of our complex sport. We sail the same waters and compete in the same races that you do and we understand the importance of finishing and allowing your yacht the best opportunity to reach her potential.

Seeing your yacht out of the water is the best place to start. We can then advise on improving the antifoul finish for optimal performance, assess rudder bearings and running gear. We can also arrange for keel and rudder inspections as now required by Australian Sailing for Category 1, 2 and 3 racing.

We look forward to welcoming you to our yard. **Enjoy the experience.**



# Stephanie Lyons elected to World Sailing's Audit Committee

**Congratulations to CYCA Member Stephanie Lyons on her election to World Sailing's Audit Committee.**

Lyons joins a three-person committee as part of the international sailing governing body, where her skills in financial management, risk management and compliance will all be valuable.

"I am incredibly excited and honoured to have been appointed to this role at World Sailing," said Lyons.

"I am looking forward to combining my professional experience in finance, compliance and risk with my passion for the sport I love – sailing." ⚓

*Steph Lyons with her Thirlmere crew after winning Spinnaker Division 1 in Race 1 of the CYCA Women's Winter Series.*

Lyons, who has competed in two Rolex Sydney Hobart Yacht Races as bow woman, joins a growing group of Australian females in roles at World Sailing, following on from the election of Sarah Kenny as Vice President last year.



## Vale Peter Warner (1931-2021)

**The CYCA mourned the death of sailing stalwart, Peter Warner, who died at the age of 90, doing what he most loved.**

Warner won Sydney Hobart Yacht Race line honours three times in a dominant period for his William Fife III *Astor* in the 1960s.

*Astor* first won line honours in 1961, before finishing second by just one minute in the 1962 race, and winning consecutive races in 1963 and 1964.

The popular yachtsman then attracted global acclaim when he rescued six teenage boys who were shipwrecked on a Tongan island in 1966.

Warner was fishing near the uninhabited Ata Island when he noticed the boys. He then radioed back to Tonga and discovered the boys had been stranded on the island for 15 months.

He is survived by his wife Justine, son Peter, daughters Janet and Carolyn, and seven grandchildren. ⚓



*Above: Peter Warner in recent years  
Below: 1960, with Past Commodore D.M. Brown. Photo: Facebook/Nine Archives*

# Navigating north

**CYCA Members travelled north throughout March to May, enjoying plenty of success in Newcastle and Port Stephens.**

The festival of racing began with Sailfest Newcastle, which featured a strong fleet of CYCA TP52s.

It was a wild start to the closing day, with a wild 25 knots sou-westerly providing plenty of drama and excitement for spectators.

Tony Kirby's *Patrice* claimed IRC honours, ahead of CYCA Past Commodore and Life Member Matt Allen's *Ichi Ban* and Craig Neil's *Quest*.

The TP52 Gold Cup – awarded based on the TPR handicapping system – went to *Quest*, with Sebastian Bohm's *Smuggler* and David Doherty's *Matador* rounding out the podium.

"It's such a great event and to have so many TPs in it made it the most exciting start I've been involved with," Neil told Sailfest Newcastle.

"There was a strong breeze and a course that provided a mix of upwind, reaching and running; it had everything. Our boat was designed for offshore racing, so we were really in our element."

The Newcastle to Port Stephens race a week later featured Peter Franki's Sydney 36 *Salt Shaker*, Greg Newton's Beneteau First 47.7 *Antipodes*, Bertrand Philippe's Sun Odyssey 36i *Hector* and Jon Short's Sydney 38 *Next*.

*Salt Shaker* was the pick of the bunch, winning ORCi honours and finishing sixth on IRC handicap.

At Sail Port Stephens, *Ichi Ban* led a strong showing from CYCA Members in the NSW IRC Championships.

The two time Rolex Sydney Hobart Overall Winner scooped both IRC and ORCi Division 1 honours.

*Ichi Ban* won four of the six races across the week, including the final two of the regatta, to hold off the challenge of CYCA Director Sam Haynes' *Celestial* and *Smuggler*, who finished second and third respectively.

Ray Roberts' *Checkmate of Hollywood* was fifth in IRC Division 2 and fourth in ORCi Division 2, while *Salt Shaker* finished third in ORCi Division 3.

In the Performance Racing Division, Colin Geeves' *Speedwell* was victorious in Division 2 (EHC). ⚓



*Photo: Salty Dingo.*



*Patrice scooped line honours at Sailfest Newcastle. Photo: Salty Dingo.*



*Gregory Barter's Shaya Moya in action during Sail Port Stephens. Photo: Salty Dingo.*



*Celestial finished second in IRC Division 1 during a competitive Sail Port Stephens. Photo: Salty Dingo.*



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THE OFF  
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# Ocean Racers of the Year

*Gweilo won IRC honours in the Bird Island Race. Photos: Hamish Hardy.*

## The crew of *Gweilo* had their hands full after being recognised for their success in the 2020/21 Audi Centre Sydney Blue Water Pointscore.

With two of the five scheduled races – the Bird Island Race and Cabbage Tree Island Race – able to safely proceed, owners Matt Donald and Chris Townsend were the stars of the shortened Pointscore.

*Gweilo* won IRC honours in the Bird Island Race and backed that up with a third-place finish on IRC in the Cabbage Tree Island Race.

That was enough to see the TP52 crowned Audi Centre Sydney Blue Water Pointscore champion, with Donald and Townsend scooping the Jack Halliday Perpetual Trophy.

*Gweilo* was also third in the Bass & Flinders Series (awarded on overall Line Honours results), making a statement of intent in just their third season of ocean racing.

Donald paid tribute to the *Gweilo* crew as he set his sights on defending the Pointscore.



*The Gweilo crew celebrate their impressive haul of trophies.*

"We've come a long way in the last three years, worked hard at our program, made lots of modifications to the boat," he said.

"It all comes down to the camaraderie of the crew, in my view. We've got some fantastic sailors around us.

"We knew we had the right people, so we knew we'd be competitive. I think the accolades that have come to *Gweilo* over the last 12 months have surprised us a little bit, but when you look at the calibre of people

that are sailing with us, it's probably no surprise that we've done so well, which is quite an achievement.

"We're participating strongly in the CYCA Winter Series and we'll go after the Audi Centre Sydney Blue Water Pointscore Series again, the pinnacle being the Rolex Sydney Hobart Yacht Race. The boat has some great momentum."

Donald and Townsend were rewarded for their standout performances, crowned the CYCA's Ocean Racing Yachts Persons of the Year.

Their crew members Kyle Dodds (Crew Person of the Year) and Andrea Green (Navigator of the Year) were also honoured in the Ocean Racer of the Year Awards.

Meanwhile, mainsheet hand Noel Drennan and bowman Justin Mulkearns scooped silverware for their efforts on *Gweilo* in the Audi Centre Sydney Blue Water Pointscore.

*Min River's* owner/skipper Jiang Lin was named the Ocean Racing Rookie of the Year.

*Min River* won overall ORCi and PHS honours in the Two-Handed division of the Pointscore, with Rupert Henry's *Burning Palms* taking out the IRC trophy.

Jiang has immersed herself in blue water racing since purchasing her X-43 in 2018.

She sails fully-crewed inshore, but relishes the challenge of two-handed ocean racing.

"It's about mindset, as well as skill, to be able to do everything, not just the one role," Jiang said.

"You need to be prepared to be able to handle every aspect of the boat. I find it quite challenging, but it's all part of the learning process. I enjoy that.

"I think the Pointscore gave us good practice, especially the Cabbage Tree Island Race, where the weather changed from no wind to 35 knots within two minutes.

"That's where I'll draw the experience from for this year.

"Rupert Henry has been very supportive to me and I've asked him for bits of advice, which is pretty cool to be able to do."

Gordon Ketelbey was a popular winner of the Ocean Racing Veteran of the Year award.

Ketelbey returned to offshore sailing in 2018 after a life-changing accident and competed in the Bird Island Race with broken ribs.

The owner of *Zen* was then diagnosed with cancer in December 2020, but showed incredible determination to race in the Cabbage Tree Island Race whilst undergoing chemotherapy and radiotherapy.

The first ever Youth Ocean Racer of the Year award went to Charlie Gundy.

After a successful match racing career with the Youth Sailing Academy, Gundy moved seamlessly into ocean racing and has become a valuable crew member on *No Limit*.

*Ichi Ban* (Matt Allen), *Moneypenny* (Sean Langman), *Sail Exchange* (Carl Crafoord), *Ariel* (Ron Forster), *Infotrack* (Christian Beck), *Arch Rival* (Steve Connors), *Black Jack* (Peter Harburg) and *Celestial* (CYCA Director Dr Sam Haynes) all claimed first-place finishes across the Pointscore. 📌

### OCEAN CREW PERSON OF THE YEAR

**Kyle Dodds**

### OCEAN RACING ROOKIE OF THE YEAR

**Jiang Lin**

### OCEAN RACING VETERAN OF THE YEAR

**Gordon Ketelbey**

### OCEAN RACING NAVIGATOR OF THE YEAR

**Andrea Green**

### YOUTH OCEAN RACER OF THE YEAR

**Charles Gundy**

### OCEAN RACER YACHTS PERSONS OF THE YEAR

**Matt Donald and Chris Townsend**



*A 51-strong fleet enjoyed a picture-perfect start to the Cabbage Tree Island Race.*



*Ocean Racers of the Year Matt Donald and Chris Townsend, with CYCA Commodore Noel Cornish AM*



## 2020/21 Audi Centre Sydney Blue Water Pointscore

BOAT	SKIPPER	RESULTS
Gweilo	Matt Donald and Chris Townsend	<ul style="list-style-type: none"> <li>• 2020-21 Audi Centre Sydney Blue Water Pointscore champion (Jack Halliday Perpetual Trophy for finishing 1st IRC Overall)</li> <li>• 3rd Line Honours – Bass &amp; Flinders Series</li> <li>• 1st IRC Bird Island Race (Janzoon Trophy)</li> <li>• Noel Drennan - Tony McLean Memorial Trophy (Awarded to the mainsheet hand of the Audi Centre Sydney Blue Water Pointscore Champion)</li> <li>• Justin Mulkearns - Roger Hickman OAM Memorial Trophy (Awarded to the Bow Person of the Audi Centre Sydney Blue Water Pointscore Champion)</li> </ul>
Ichi Ban	Matt Allen	<ul style="list-style-type: none"> <li>• 2nd IRC Overall and 2nd IRC Division 1 – Blue Water Pointscore</li> <li>• 1st ORCi Overall and 1st ORCi Division 1 – Cape Byron Series (Cape Byron Perpetual Trophy)</li> <li>• 2nd Line Honours – Bass &amp; Flinders Series</li> </ul>
Quest	Craig Neil and Bob Steel	<ul style="list-style-type: none"> <li>• 3rd IRC Overall and 3rd IRC Division 1 – Blue Water Pointscore</li> <li>• 2nd ORCi Overall and 2nd ORCi Division 1 – Cape Byron Series</li> </ul>
Moneypenny	Sean Langman	<ul style="list-style-type: none"> <li>• 3rd ORCi Overall and 3rd ORCi Division 1 – Cape Byron Series</li> <li>• 2nd PHS Division 1 – Tasman Performance Series</li> <li>• 1st Line Honours – Bass &amp; Flinders Series (Pat Cooper Memorial Trophy)</li> </ul>
Burning Palms	Rupert Henry	<ul style="list-style-type: none"> <li>• 1st IRC Two-Handed Division - Blue Water Pointscore</li> </ul>
Min River	Jiang Lin	<ul style="list-style-type: none"> <li>• 1st ORCi Two-Handed Division and 1st PHS Two-Handed Division – Blue Water Pointscore</li> </ul>
Sail Exchange	Carl Crafoord	<ul style="list-style-type: none"> <li>• 1st IRC Division 2 - Blue Water Pointscore</li> <li>• 1st ORCi Division 2 – Cape Byron Series</li> </ul>
Minerva	Timothy Cox	<ul style="list-style-type: none"> <li>• 2nd IRC Division 2 - Blue Water Pointscore</li> <li>• 2nd PHS Overall and 2nd PHS Division 2 – Tasman Performance Series</li> </ul>
Ariel	Ron Forster	<ul style="list-style-type: none"> <li>• 3rd IRC Division 2 - Blue Water Pointscore</li> <li>• 2nd ORCi Division 2 – Cape Byron Series</li> <li>• 1st PHS Overall – Bird Island Race (George Barton Trophy)</li> </ul>
Infotrack	Christian Beck	<ul style="list-style-type: none"> <li>• 1st IRC Overall – Cabbage Tree Island Race (Halvorsen Brothers Trophy)</li> <li>• 1st PHS Overall – Cabbage Tree Island Race (Woollahra Cup)</li> </ul>
Arch Rival	Steve Connors	<ul style="list-style-type: none"> <li>• 1st PHS Overall and 1st PHS Division 2 – Tasman Performance Series (Malcolm Halliday Memorial Trophy)</li> </ul>
Black Jack	Peter Harburg	<ul style="list-style-type: none"> <li>• 1st ORCi Overall – Cabbage Tree Island Race (EC “Boy” Messenger Memorial Trophy)</li> </ul>
Celestial	Sam Haynes	<ul style="list-style-type: none"> <li>• 1st PHS Division 1 – Tasman Performance Series</li> </ul>
Blink	Mark Gorbатов	<ul style="list-style-type: none"> <li>• 3rd PHS Overall – Tasman Performance Series</li> </ul>
Khaleesi	Rob Aldis and Sandy Farquharson	<ul style="list-style-type: none"> <li>• 3rd PHS Division 1 – Tasman Performance Series</li> </ul>
White Bay 6 Azzurro	Shane Kearns	<ul style="list-style-type: none"> <li>• 3rd ORCi Division 2 – Cape Byron Series</li> </ul>
Cinquante	Kim Jaggar	<ul style="list-style-type: none"> <li>• 3rd PHS Division 2 – Tasman Performance Series</li> </ul>

Sam Haynes' Celestial enjoyed a successful start to 2021. Photo: Hamish Hardy



# Summer Offshore Series

The inaugural series proved a hit with competitors.

After a disrupted racing calendar in 2020, there was an increased desire for offshore sailing as we entered the new year.

To help whet the appetite, the CYCA introduced the inaugural Summer Offshore Series, comprised of three Category 2 races.

The series opened with the Flinders Islet Race - a 90-nautical-mile course from Sydney Harbour, around Flinders Islet, and back.

This was followed by a Virtual Mark Race, which was reduced from the planned 100 nautical miles to 55nm due to light winds.

The revised course took the fleet south to Cronulla, then up towards Mona Vale and to the finish line in Watson's Bay.

Unfortunately the third and final race of the series - the Sydney Newcastle Race - was abandoned, meaning the series champions were determined by the overall pointscore standings from the first two races.







Sam Haynes' TP52 *Celestial* was rewarded for her consistency across both races, sweeping Fully-Crewed Division 1, ahead of Seb Bohm's TP52 *Smuggler* and David Gotze's RP 63 *No Limit*.

CYCA Director Sam Haynes says the series was an ideal learning curve ahead of the 2021/22 Audi Centre Sydney Blue Water Pointscore.

"We got a lot of good sailing out of the boat," said Haynes. "It's a fairly new boat to me, I haven't done a lot with it - we got it just before the 2019 Rolex Sydney Hobart Yacht Race.

"It was good to improve the performance of the boat and help us understand its best mode in different conditions.

"We just managed to get the boat in the right mode all around both courses and the crew was great across both races.

"These are excellent races to get started in; they're not too long, but long enough to be an offshore race with a fixed course.

"For us, it was really great to get back into ocean racing and give ourselves some preparation for the Audi Centre Sydney Blue Water Pointscore."

Carl Crafoord's Cookson 12 *Sail Exchange* dominated Fully-Crewed Division 2, claiming IRC and ORCi honours ahead of Kim Jaggar's Sydney 38 *Cinquante* and CYCA Treasurer Janey Treleaven's Beneteau First 45 *Finn*.

Gweilo claimed IRC honours in the Flinders Islet Race



*Celestial*, *Smuggler* and *Whisper* in action during the Flinders Islet Race

*Sail Exchange* swept all three handicaps in the Flinders Islet Race, finishing seventh in IRC overall.

*Cinquante* scooped the PHS overall title in Division 2 after a strong performance in the Virtual Mark Race.

#### Shorthanded crews shine

Two-handed racing continued to thrive as part of CYCA's sailing program, with a number of teams making their two-handed racing debuts during the Summer Offshore Series.

Two-handed racing stalwart Rupert Henry was again commanding alongside Stacey Jackson in his Lombard 34 *Mistral*.

*Mistral* clinched all honours in the Two-Handed Division, with Peter Franki's Sydney 36 *Salt Shaker* (2nd IRC and ORCi), Campbell Geeves' Beneteau First 34.7 *Speedwell* (2nd PHS) and Mark Ayto's BH 36 *Local Hero* (3rd IRC Shorthanded, ORCi and PHS) also on the podium.

#### Ready to return in 2022

Following the success of the 2021 Summer Offshore Series, the CYCA has announced the series will return in 2022.

The three races will return across February and March next year. Stay tuned to the CYCA website for more details. ⚓



*Mistral* was in a class of her own during the series.

#### FULLY-CREWED DIVISION 1

- IRC  
 1. *Celestial* (3 points)  
 2. *Smuggler* (5 points)  
 3. *No Limit* (7 points)

- PHS  
 1. *Celestial* (2 points)  
 2. *Smuggler* (5 points)  
 3. *No Limit* (5 points)

- ORCi  
 1. *Celestial* (3 points)  
 2. *Smuggler* (5 points)  
 3. *No Limit* (7 points)

#### FULLY CREWED DIVISION 2

- IRC  
 1. *Sail Exchange* (2 points)  
 2. *Cinquante* (4 points)  
 3. *Finn* (7 points)

- PHS  
 1. *Cinquante* (3 points)  
 2. *Sail Exchange* (4 points)  
 3. *Blink* (7 points)

- ORCi  
 1. *Sail Exchange* (2 points)  
 2. *Cinquante* (4 points)  
 3. *Finn* (7 points)

#### TWO-HANDED DIVISION

- IRC  
 1. *Mistral* (2 points)  
 2. *Salt Shaker* (8 points)  
 3. *Local Hero* (9 points)

- PHS  
 1. *Mistral* (2 points),  
 2. *Speedwell* (8 points)  
 3. *Local Hero* (9 points)

- ORCi  
 1. *Mistral* (2 points)  
 2. *Salt Shaker* (7 points)  
 3. *Local Hero* (8 points)





# Summer shine

Sydney Harbour was a hive of activity throughout the Summer Season.



The Summer Offshore Series headlined a busy season of racing at CYCA.

Following the disruptions to the racing calendar in 2020, competitors were able to enjoy plenty of action throughout the Summer, including the Ocean Pointscore, Short Ocean Pointscore, Short Haul Pointscore, Combined Pointscore, Two-Handed Pointscore, the Sharp EIT Monday Twilight Series and Wednesday Twilight Series.

All placegetters were celebrated in a prizegiving ceremony at the Club in late April; the full honour roll is available on the CYCA website.

Offshore caught up with three of the winners - *Local Hero*, *Crystal Cutter III* and *SOLyMAR* - to discuss how the Summer Season set them up for a busy year ahead.



## BOAT: LOCAL HERO

Owners: Mark Ayto and Anto Sweetapple

### Summer Season key results:

- Two-Handed Series - 1st IRC Overall
- Two-Handed Series - 1st ORCi Overall
- Two-Handed Series - 1st PHS Overall

The dynamic duo of Mark Ayto and Anto Sweetapple have had an eventful start to life as a two-handed crew.

After Mark purchased the BH 36 *Local Hero* in October, he quickly persuaded long-time friend Anto to join him for their short-handed debut a couple of weeks later in the Lion Island Race.

Despite having plenty of experience sailing together on fully-crewed boats, this was a different proposition.

"It was the first time we'd sailed the boat in a race - fascinating is probably not the right word," laughs Mark.

"It was really interesting, trying to figure out how to sail the boat. You learn a lot about yourself and your partner. It was a lot of fun.

"It's a great way of sailing. You miss your mates, but to get back after doing a race just with two people is a different experience.

"There are a couple of things I know about Anto now - he likes his sleep, but he also wakes on command, so that's a great trait!"

The CYCA Summer Season was a valuable learning curve for *Local Hero*; Anto believes he and Mark "play off really well against each other".

That close relationship would have been particularly useful as they battled a southerly on the way back from Cabbage Tree Island in December.

With a first full season of racing under their belts, Mark and Anto are preparing for bigger things in 2021.

They'll set off on their longest two-handed outing in the Noakes Sydney Gold Coast Yacht Race, before building as much experience as possible ahead of the Rolex Sydney Hobart.



## BOAT: CRYSTAL CUTTER III

Owner:

Charles Parry-Okeden

### Summer Season key results:

- Ocean Pointscore - 3rd ORCi Division 2
- Short Ocean Pointscore - 2nd ORCi Division 2
- Short Ocean Pointscore Spring Series - 2nd ORCi Division 2
- Short Ocean Pointscore Autumn Series - 2nd ORCi Division 2
- Combined Pointscore - 2nd ORCi Division 2

In 2019, Charles Parry-Okeden put together a crew of dads with little experience, but plenty of ambition.

Their second ever race together on *Crystal Cutter III* just happened to be the Noakes Sydney Gold Coast and they went on to complete the Audi Centre Sydney Blue Water Pointscore with a debut in the Rolex Sydney Hobart.

"We were a bunch of 50-something-year-olds who were all quite new to sailing," says Charles.

"A lot of our children went to school together - and some of the guys I actually went to school with in Melbourne. We got together and figured it was time to do something.

"It's a steep learning curve and I guess the aim for the same crew, which we're looking to keep this year, is to improve. We're racing against ourselves."

The Summer Season was a chance to bolster the crew and they certainly showed progress, with podium finishes in five different series.

"We did a lot of races throughout the Summer Season and we thoroughly enjoyed all of them," says Charles.

"We've now experienced all conditions. We're definitely sailing the boat much better and I think most people would accept that it takes at least a season to learn about the boat.

"We did the Ocean Pointscore and Short Ocean Pointscore. We love those races; it keeps the crew really busy with a lot of kite sets and gybing. It's a great way to learn a lot about the boat in that shorter format racing.

"The more time you spend on the water, the more you race, the more the crew learns. We rotate positions so everyone learns all the different aspects of the boat. You never know everything, that's the nature of sailing and yacht racing."





**BOAT: SOLYMAR**

Owners: Jason and Mary King  
**Summer Season key results:**

- Wednesday Twilight Series Spring Pointscore - 1st Division A
- Wednesday Twilight Series Summer Pointscore - 1st Division A

Jason and Mary King's SOLYMAR is almost a permanent fixture of Summer Twilight racing.

The Farr 40 featured in every race of the Wednesday Twilight Series, taking out both the Spring and Summer Pointscore trophies in Division A.

SOLYMAR was on the podium in 12 of the 19 races, but for Jason, the victories were just a bonus.

"The Twilights are great fun," Jason says. "It's always relaxing and it just breaks the week in half."

"As soon as I'm on the water, everything else is forgotten about. All the issues in life are gone and we're just on the water having fun."

"It's a great place to sail out of."



## 2020/2021 Summer Season results

Boat	Owner	Results
Amante	Dennis Cooper	Short Ocean Pointscore 1st ORCi Division 2 Short Ocean Pointscore Spring Series 1st ORCi Division 2 Short Ocean Pointscore Autumn Series 1st ORCi Division 2
Calibre	Richard Williams	Wednesday Twilight Series Spring Pointscore 1st Division B
Caravelle	Les Pongrass	Wednesday Twilight Series Spring Pointscore 1st Division C
Crosshaven	Sean Rahilly and Justin Pelly	Short Ocean Pointscore Autumn Series 1st PHS Division 2
Forty	Phil Tomkins and Michael O'Brien	Sharp Monday Twilight Series 1st PHS Division 1 Sharp Monday Twilight Series Spring Pointscore 1st PHS Division 1
G-force	Edward Strike	Sharp Monday Twilight Series Spring Pointscore 1st PHS Division 2

Boat	Owner	Results
Gweilo	Matt Donald and Chris Townsend	Ocean Pointscore 1st IRC Overall "John Borrow Memorial Trophy" 1st IRC Division 1 1st PHS Overall 1st PHS Division 1 Ocean Pointscore Spring Series 1st IRC Overall 1st PHS Overall
Hunky Dory	Cam Wayland	Short Haul Passage Pointscore 1st PHS Sydney Pittwater Race 1 "Paul Royle Trophy"
Khaleesi	Rob Aldis and Sandy Farquharson	Short Ocean Pointscore 1st IRC Division 1 Short Ocean Pointscore Spring Series 1st IRC Division 1 Short Ocean Pointscore Autumn Series 1st IRC Division 1 1st PHS Division 1
KOA	Andy Kearnan and Peter Wrigley	Ocean Pointscore 1st ORCi Overall 1st ORCi Division 1 Ocean Pointscore Autumn Series 1st ORCi Overall 1st PHS Overall

Boat	Owner	Results
La Vela	Chris Pentland	Wednesday Twilight Series Spring Pointscore 1st Division D
Local Hero	Mark Ayto and Anto Sweetapple	Two Handed Series 1st IRC Overall 1st ORCi Overall 1st PHS Overall
Morag Bheag	John Maclurcan	Short Ocean Pointscore 1st PHS Division 2 Short Ocean Pointscore Spring Series 1st PHS Division 2
Morag Bheag	Simon Wain	"The Julius Charody Trophy" 1st PHS Div 2 SOPS Mainsheet Hand
Next	Rob Hunt, Jon Short, Miles Bastick and Greg Gleeson	Sharp Monday Twilight Series Summer Pointscore 1st PHS Division 1
One More-No More	Ian Guanaria	Short Haul Pointscore 1st IRC Overall 1st PHS Overall Short Haul Pointscore Spring Series 1st IRC Overall 1st PHS Overall Short Haul Passage Pointscore 1st IRC Overall
Phoenix	Gabrielle Lecka	Sharp Monday Twilight Series 1st PHS Division 2
Quest	Craig Neil	Ocean Pointscore Autumn Series 1st IRC Overall
Ragtime	Steve Watson	Ocean Pointscore 1st PHS Division 2
Sail Exchange	Carl Crafoord and Tim Horkings	Ocean Pointscore 1st IRC Division 2 1st ORCi Division 2
Scarlett O'Hara	Robert Skol-Wiggins	Sharp Monday Twilight Series Summer Pointscore 1st PHS Division 2
Smuggler	Seb Bohm	Short Ocean Pointscore Autumn Series 1st ORCi Division 1 Combined Pointscore 1st IRC Division 1 1st ORCi Division 1 1st PHS Division 1

Boat	Owner	Results
SOLYMAR	Jason King and Mary King	Wednesday Twilight Series Spring Pointscore 1st Division A Wednesday Twilight Series Summer Pointscore 1st Division A
Star Ferry	John Conroy	Wednesday Twilight Series Summer Pointscore 1st Division D
Stormaway	Jack Stening, Colin Gunn and Ian Thomas	Short Ocean Pointscore 1st IRC Division 2 "CYCA Trophy" Short Ocean Pointscore Spring Series 1st IRC Division 2 Short Ocean Pointscore Autumn Series 1st IRC Division 2
Superfine	George Waldthausen	Wednesday Twilight Series Summer Pointscore 1st Division B
The Goat	Mitchell Gordon, Tony Clift, Daniel Hawkins	Sharp Monday Twilight Series Spring Pointscore 1st IRC Overall
Vento	Walter Lewin	Short Ocean Pointscore 1st PHS Division 1 Short Ocean Pointscore Spring Series 1st PHS Division 1
Victoire	Darryl Hodgkinson	Sharp Monday Twilight Series 1st IRC Overall Sharp Monday Twilight Series Summer Pointscore 1st IRC Overall
Wax Lyrical	Les Goodridge	Combined Pointscore 1st IRC Division 2 1st ORCi Division 2 1st PHS Division 2
White Noise	Dave Klees	Wednesday Twilight Series Summer Pointscore 1st Division C
Wild Thing	Adam Lavis	Short Ocean Pointscore 1st ORCi Division 1 Short Ocean Pointscore Spring Series 1st ORCi Division 1
Yputakiteup	Robyn Drew	Short Haul Passage Pointscore 1st PHS Overall "Cherana Trophy"
Zen	Gordon Ketelbey	Ocean Pointscore Spring Series 1st ORCi Overall



# Great Veterans wind back the clock



Caprice of Huon and Lolita tamed the wild weather in the Great Veterans Race.

Photos: Andrea Francolini



David Champtaloup at the helm of Caprice of Huon.



The Fidelis crew battle the wild weather.

After weeks of light wind racing, at last there was a forecast to get boat owners excited as the annual Great Veterans Race approached.

The fleet was a who's who of legendary classic yachts, including line honours and overall Sydney Hobart winners in *Fidelis* (Nigel Stoke), *Kialoa II* (Patrick Broughton), *Love and War* (Simon Kurts), *Margaret Rintoul* (Bruce Gould), *Nerida* (David Hardy), *Anitra V* (Philip Brown) and *Solveig* (John Whitfeld).

For many classic boat owners, the Great Veterans is one of the few races on their sailing calendar, alongside the two-day Sydney Hobart Classic Yacht Regatta in December.

Bill Ferris' Boden 60 *Archina* is etched into Australian offshore sailing folklore, having raced in the inaugural Sydney Hobart, the 50th anniversary and many others.

Long-time CYCA Member Bill now primarily enjoys 'pleasure sailing' on *Archina*, but relishes the thrill of lining up against other historic boats.

"Everybody is generally relaxed and enjoying it all, then when the five-minute warning goes, you can smell the adrenaline rushing through the harbour," Bill laughs.

"It's all very friendly, but when the gun goes, it's still a race with pumping energy, anxiety and good fun.

"We're normally just out cruising with our friends, but people around *Archina* have always supported the club and veteran/classic yacht races.

"She's a lovely thing and we're caretakers while we're alive, looking after her. It's a great credit to the shipwrights of old - she sails well and is a treasure."

Despite a relatively mild west-sou-westerly of 11-18 knots for the pursuit start, the fleet of 21 were prepared for the change in their midst.

As predicted, 25 knots from the SW soon arrived, with gusts of up to 34 knots reported around Shark Island.

But a good-spirited and tactical race provided for an exciting day on Sydney Harbour.

David Champtaloup, owner and skipper of the Division 1 winner *Caprice of Huon* provided some insight on how he approached the race.

"We were sailing with a full main and number 3, and like most of the fleet, our sail choice had more to do with conditions at the start than some imagined in future, as you do," Champtaloup said.

"Clearly a pulling headsail and a flogging main is not ideal, although a happy characteristic of our longer keel fleet is that the boats tend to maintain directional stability as the centre of effort shifts all over the place.

"In the end, we got around the course with no harm done and some souvenir moments for my younger crew members. I chose to granny around our second to last mark at EC2, and then watched in admiration as David Salter's *Mister Christian*, on the run from Clark to Shark Islands, smoothly gybed in close to 30 knots.

"Maybe I'll get bolder as I get older.



"Part of the joy of classic yacht racing is to look around and marvel at the on-water company we find ourselves in, and on my boat we are so thrilled by a division one leaderboard that reads "Caprice of Huon first, Love and War second, Kialoa II third and Lolita, Plum Crazy and Nike at the top of Division 2" that we are thinking of having a commemorative tea towel made!"

The three-time Tattersall Cup winner Love and War was second in Division 1, ahead of 1971 Sydney Hobart Line Honours winner Kialoa II.

Nick Cassim's Robert Clark-designed 10.4m timber sloop Lolita was first across the line to take home the Vic Meyer trophy as Division 2 winner.

Cassim has been a CYCA Member for more than 60 years and first competed in the Sydney Hobart with Lolita in 1964.

"I regard her as a working boat, rather than a showpiece," Cassim said.

"I've always made it my policy to do things that make the crew like the boat, to want to be part of the boat. My crew all have an affinity with Lolita.

"Some of my crew have been with me for over 30 years and the balance have been with me for at least 8-10.

"On one occasion we had the cabin top in the water, she went over so far. I'm just so proud of the boat, the way she carried the gear that day.

"I race with the classics all the time and I've raced in nearly all of the Great Veterans Races.

#### GREAT VETERANS RACE - DIVISION 1

- 1st - Caprice of Huon (David Champtaloup)
- 2nd - Love and War (Simon Kurts)
- 3rd - Kialoa II (Patrick Broughton)
- 4th - Fidelis (Nigel Stoke)
- 5th - Archina (Bill Ferris)
- 6th - Fair Winds (Mark Chew)
- RET - Defiance (Nicole Shrimpton)
- RET - Electra (Bradshaw Kellett)
- RET - Margaret Rintoul (Bruce Gould)
- RET - Nerida (David Hardy)

#### GREAT VETERANS RACE - DIVISION 2

- 1st - Lolita (Nick Cassim)
- 2nd - Plum Crazy (Angus Clarke)
- 3rd - Nike (Samuel Hunt)
- 4th - Boongown (Eddy Vinks)
- 5th - Anitra V (Phillip Brown)
- 6th - Mister Christian (David Salter)
- 7th - Jasnar (Gordon Ingate)
- 8th - Suraya (Carl Striber)
- 9th - Solveig (John Whitfeld)
- 10th - Maris (Tiare Tomaszewski)
- 11th - Cardinal Puff (Martin French)
- RET - Duet (James Dalgliesh)

"In this modern age when there is a focus on speed rather than elegance, I give my compliments to the Club for embracing the art and grace of classic yachts."

Plum Crazy (skipped by Angus Clarke) finished second, with Samuel Hunt's Nike - the 2019 Great Veterans Race Division 1 champion - third.

The Sydney Hobart Classic Yacht Regatta has been scheduled for Saturday 11 December (scratch) and Sunday 12 December (pursuit). ⚓



A sou-westerly put Suraya to work



Nick Cassim's Lolita



Patrick Broughton on board Kialoa II

# Youth Sailing Academy Winter Squads return to action



After the disruption to last year's season, the Youth Sailing Academy Winter Squads resumed at the beginning of May with the Advanced Squad, Development Match Racing Squad and Talented Sailor Squad returning for another year.

Conducted from May through to August each year, the YSA Winter Squads are the breeding ground for future Club Members and blue water sailors. This year, the program will see over 65 participants hone their skills weekly in the Club's fleet of Elliott 7m keelboats.

Last year, the Talented Sailor Squad (TSS) was cancelled due to COVID-19 and has been a welcome return for our youngest Members. Sailors aged 13-16 are currently taking part from eight different dinghy clubs in New South Wales.

TSS is supported by the Sun Foundation, which offers half-scholarships to over a dozen dinghy clubs. Up to 40 scholarships are awarded annually, with eight awarded to TSS sailors and the remainder to be awarded to School Holiday Course participants in September, December, and January 2022.

The Development Match Racing Squad is our largest squad for 2021, with 28 participants. The program includes both a fleet and match racing component, with local regattas throughout the program across both disciplines. The squad will be looking to secure their fifth consecutive Interclub Challenge title this year.

The Interclub Challenge was introduced in 2001 to help identify and build youth sailors' experience in fleet racing events. The Challenge is a fleet racing series contested by the Cruising Yacht Club of Australia, Royal Prince Alfred Yacht Club, Newcastle Cruising Yacht Club and Royal Sydney



Yacht Squadron with each club hosting a stage of the series. Two teams from each Club are invited to compete in each stage of the series, which consists of up to six fleet races.

Finally, the 2021 Advanced Squad has 26 participants who train every Saturday through to the end of August. The squad may not be travelling overseas anytime soon but will have their sights firmly set on defending their Australian Open, Women's and Youth titles towards the end of the year.

Many of the Advanced Squad sailors can also be found scattered across the Winter Series fleet, developing their skills to progress towards offshore sailing and the Audi Centre Sydney Bluewater Pointscore. ⚓



# Vamos claims J70 national crown

Three CYCA teams dominated the podium at the 2021 J70 Australian National Championship hosted by Blairgowrie Yacht Squadron (BYS), securing all three places with Tim Ryan's *Vamos* crowned national champions.

In the largest J70 fleet ever assembled in Australia since the class landed in 2016, 14 yachts from NSW and Victoria took part in the three-day competition over the Easter long weekend.

Tim Ryan's *Vamos*, with CYCA Members Rob Greenhalgh and YSA Alumni Jess Grimes and Charlie Gundy, won six of the nine race series. The team's strong form placed them squarely at the top of the standings from Day 1 to become the 2021 J70 national champions after Tim's fourth attempt at the title.

New to the class this year and securing second place was CYCA Director Dr Sam Haynes' *Celestial*. The team, which had only acquired their J70 weeks prior to the event, were delighted with second overall.

Rounding out the podium was defending champion Reg Lord and his team on *Juno*.

The three-time J70 national champions featured YSA Alumni Murray Jones and YSA sailors Tom Grimes and James Hodgson as crew.

The opening two days saw strong winds and tidal flow, making for a very tactical race course.

*Vamos* excelled in the stronger winds, taking three bullets in the opening races from *Celestial* and *Juno*. Day two saw Dr Sam Haynes fire off in the first race of the day, whilst *Vamos* bounced back to secure races 5 and 6.

The final day saw light and variable winds create a challenging scenario for the Race Committee to conduct racing. Three final races were completed, with wins going to *Vamos* and *Juno*.

For Tim Ryan and Dr Sam Haynes, the result has also qualified each team for the 2022 J70 World Championship in Monaco. ⚓

Photos: Sailor Girl HQ



*Vamos* in action



*Juno* and *Celestial* battle it out



*Vamos* was crowned national champion

# Podium in Perth

Finn Tapper led the team to third place in the City of Perth Youth Cup.

Photos: Drew Malcolm



The YSA sailed on a Foundation 36



The YSA crew gained valuable experience in the bigger match racing boats



Keeping Perth clean

The YSA took part in its first interstate match racing competition in more than 12 months at the beginning of April, when a team flew to Perth for the City of Perth Youth Cup, hosted by Swan River Sailing (SRS).

The YSA Team, led by Finn Tapper and crewed by James Hodgson, Louis Schofield, Will Sargent and Nick Rozenauers, finished in third position after the three-day competition.

The regatta was sailed onboard SRS's fleet of Foundation 36s in front of the city of Perth, and our YSA team competed in a triple round-robin, semi-final and final against five strong Western Australian teams.

Like many events over the past 12 months, SRS made the decision to host an alternative event to their annual Warren Jones Memorial Regatta, which is usually conducted in February each year. The event was originally slated for February 2021, but unfortunately was delayed due to a COVID case in Western Australia.

As part of the regatta, the youth teams also took part in a beach clean-up initiative set up by SRS, with over 18 bags of rubbish collected along Elizabeth Quay and Perth's waterfront.

The City of Perth Regatta gave teams the opportunity to participate in a smaller event while gaining valuable experience in the largest match racing boats used on the youth sailing circuit.

The opening day saw a light sou-west breeze of 5-7 knots, making it ideal conditions for the newer teams who sped around the confined racetrack in Elizabeth Quay.

The lighter conditions saw our CYCA team come out firing, finishing the first round-robin in second position behind Alpha Racing (Will Boulden).

The following two days saw a strange, gusty westerly breeze fill in, condensing the racing area even further, with an approximate leg length of 350 metres. The short track put more emphasis on good starting and crew work.

In a hard-fought semi-final, the YSA team trailed early in the series, losing the opening two races.

However, better starting and overall race strategy saw them claw back their semi-finals to level the series at 2-2. Unfortunately, in the winner-takes-all, final race, the team lost 2-3 to Ethan Prieto-Low and his SRS team.

In the petit-final, the YSA team managed to claim the final podium position, winning 2-1 over Marcello Torre. ⚓



# PATHWAY MEMBERSHIP

The wonderful new way to enjoy CYCA!



Many of us are passionate about sailing and racing but unfortunately find it difficult to belong to a Club due to the cost. CYCA would love to have you on board so we've created a new, lower-cost option as your pathway into membership with us.

Pathway Members receive plenty of the amazing benefits of belonging to CYCA but pay just half the entrance fee upfront and half the annual subscription of Full Members!

For more information visit:  
[www.cyca.com.au/pathway](http://www.cyca.com.au/pathway)



Meet our crew

## Philip Pembroke

Get to know our new Marina Administrator, Philip Pembroke.

If you've been out on the water on a weekday over the last few months, you've probably run into Phil.

He's a friendly face around the marina, always offering a smile and keen for a chat.

We sat down with Phil to learn a bit more about his role in the team.

**OFFSHORE: Tell us about your sailing background.**

**PHIL:** My sailing experience is mostly through social sailing and cruising, with a sprinkling of racing.

I feel innately drawn to the ocean, as my late father was a keen sailor and boatie. He owned a 48ft Ketch and he often sailed up and down the east coast of Australia for holidays with friends.

In my younger years, during school holidays, I sailed on lasers around Birchgrove and did some sailing aboard Kelpie - an old 30ft gaff cutter.

Through my teenage years and early 20s, I sailed on my family's Beneteau Oceanis 50 and participated in the cruising division of several Hamilton Island race weeks.

Prior to joining CYCA, I was employed at EastSail for two years, where I further developed my skills and passion for sailing, most recently racing in the RANSA Friday twilight series aboard EastSail's Force 24.

**OFFSHORE: How do you spend your weekends?**

**PHIL:** Weekends are an important time to unplug from work and devote time to my family and friends.

A recent father to my 16-month-old son, George, I like to spend quality time with my wife Jane doing various bonding activities with our little man.

I am a Wests Tigers tragic, having grown up in Drummoyne and Rozelle, so please don't mention this rabble of a football team if you see me on the dock!

On Sundays during winter, I play soccer in the Sutherland Shire Over 35s competition and enjoy a few cold beers with friends and teammates.

**OFFSHORE: What does your role involve?**



**PHIL:** My broad responsibility at the CYCA is to manage the Club's marina operations. You will see me each morning conducting a dock walk, iPad in hand, checking on all the boats and any maintenance issues that need attention.

You may also see me doing tender transfers from time to time. When I'm at my desk in the John Messenger Building, I am taking bookings and raising invoices, as well as preparing marina plans and managing the wait list. I also follow up berth holders to ensure all insurance certificates are up to date.

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

**PHIL:** I especially like the atmosphere at the CYCA. I am fortunate to have a waterfront office and no matter who you are dealing with, whether an employee on the dock or someone in management, everyone works as a team and takes equal pride in the Club.

When a problem does arise, everyone is willing to pitch in to do whatever is necessary to resolve the problem.

I enjoy engaging with people and this role provides me the opportunity to engage with Members, guests and colleagues.

**OFFSHORE: How can Members and guests get in touch with you?**

**PHIL:** I believe in open communication and am very approachable. You will find me either on the ground floor of the Sailing Office or walking the dock.

If there is anything marina-related that requires my assistance, please let me know. You can contact me on my mobile (0418 733 933) or email ([marina@cyca.com.au](mailto:marina@cyca.com.au)). 📍



# Winter warmers

The Women's Winter Series and Winter Series are in full swing at CYCA.

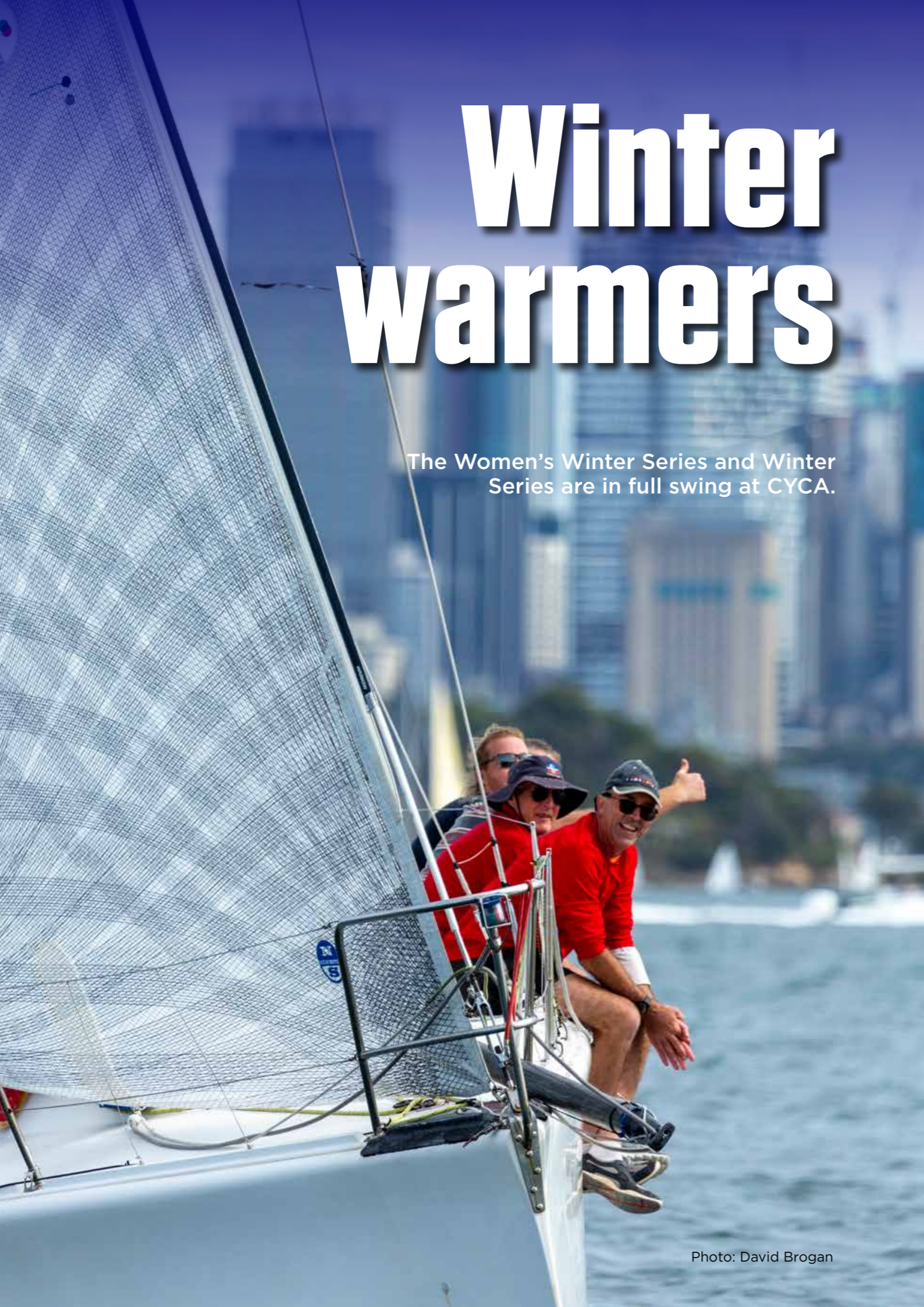


Photo: David Brogan



All smiles aboard Arietta. Photos: David Brogan

Winter racing at the CYCA got underway with the first of three Women's Winter Series races in April. As in 2020, interest was high as a strong fleet of 45 boats took on the pursuit start.

It marked the return of the Winter Series we know and love, following the shortened COVID-interrupted series last year, which resulted in some races being non-spinnaker and others being abandoned altogether.

Steph Lyons is putting together an all-female crew on the Sydney 38 *Thirlmere* for the Women's Series and the opener provided a glimpse into *Thirlmere's* potential.

"The series is a bit of a training ground for us," Steph says.

"This was the first race for us all, so for the next race we want to have a 100 per cent female crew,

"Mike Logan, the skipper, has been a wonderful supporter of me and the crew. We want to become really tight-knit and do well not just inshore, but offshore as well."



*Thirlmere* won Spinnaker Division 1 in the Women's Winter Series opener



Marike Koppenol at the helm of *Wild Oats*



CYCA Rear Commodore David Jacobs with Daniela Ludwig on *First Light*



The Women's Series also provides an opportunity for female sailors with less experience at the helm to learn the craft.

Aboard +GST, there was a fresh face behind the helm, in Tatiana Cardoso.

Tatiana became the 18ft Skiff Queen of the Harbour on *Kitchen Maker-Caesarstone* earlier in the year and she took on a new role with +GST.

She had previously crewed on the Melges 24, but this was Tatiana's first stint as skipper. The move paid dividends as +GST won the Non-Spinnaker Division 2.

"I've done the Winter Series and the Summer Series, but I'm always a crew member," she says.

"It was exciting. We got very close to some of the other boats, which was exciting, but I really enjoyed it. It was a beautiful sail."

Light wind has provided a challenge over the first few races of the Winter Series, but more than 120 boats are vying for divisional honours. ⚓

## 2021 WINTER SERIES

- Sunday 13 June  
Women's Winter Series (Race 2)
- Sunday 20 June  
Winter Series (Race 8)
- Sunday 27 June  
Winter Series (Race 9)
- Sunday 4 July  
Winter Series (Race 10)
- Sunday 11 July  
Women's Winter Series (Race 3)



*Skipper Beth Abbott guided Rapid Transit to Spinnaker Division 2 honours*



*Light wind racing for Race 1 of the Women's Series*



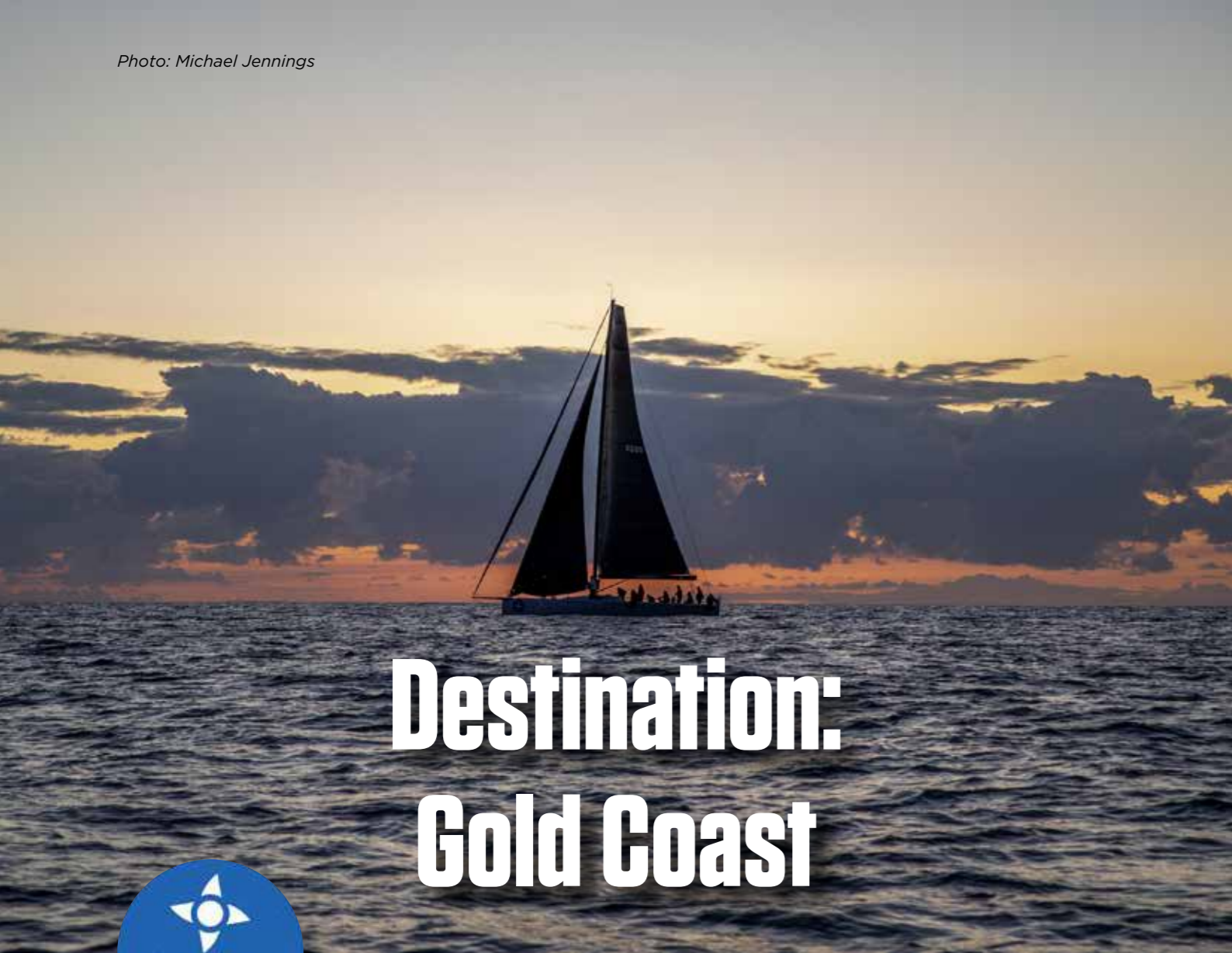
*Nicola Wakefield Evans at the helm of Whistling Kite*



*Photos: David Brogan*







# Destination: Gold Coast



By Lisa Ratcliff

The 2021 Noakes Sydney Gold Coast Yacht Race starting on Saturday 31 July on Sydney Harbour will mark the long-awaited comeback to major east coast offshore events for the keyed-up southern fleet and crews itching for an overdue interstate reunion.

Cruising Yacht Club of Australia Commodore Noel Cornish said: "As the first in a series of ocean races that make up the Audi Centre Sydney Blue Water Pointscore, the Noakes Sydney Gold Coast has a long and proud history and always attracts a great fleet across its divisions. The Club is excited to see over 70 crews already entered and we expect many more NSW and interstate yachts to join in the coming months."

A majority Queensland line-up contested the tough Queensland Cruising Yacht Club's Brisbane to Gladstone Race in April and back in February it was mostly the southerners who enjoyed what is traditionally a key interstate event, the Teakle Classic Lincoln Regatta.

Now the great northern migration is set to resume en masse, all the way to the Queensland Whitsundays where organisers of Hamilton Island Race Week capped entries at 260 and a waiting list was established at the beginning of May.

The Noakes Sydney Gold Coast Yacht Race originated in 1983 when the Gold Coast seaway opened to deeper draft vessels. The 83-foot aluminium *Apollo*, owned by the late Jack Rooklyn, marked the inauguration with the rare double of line and handicap honours.

IOR heavyweights of the 1980s, including John Eyles' *Indian Pacific* and Bruce Staples' Farr designed 40-footer *Witchcraft II*, feature in early results. In fact, Staples remains the most successful competitor in race history. Between 1986 and 1994 he recorded a first, second and three thirds overall under the old IOR rating. Then, rated under IMS, *Witchcraft II* scored a third overall and a first and second in Division B. Back again in 2001 with *Dark and Stormy*, Staples landed another division win.



Solveig is preparing for the biggest test of her modern era. Photo: Andrea Francolini

The 2021 fleet contains a raft of production boats along with the usual smattering of TP52s and a few one-off designs and classics such as Paddy Broughton's S&S designed yawl, *Kialoa II*, and Annie Lawrence and John Whitfeld's 73-year-old *Solveig*, a Halvorsen 36 and past Sydney Hobart line honours (1953) and overall (1954) winner.

A look back over IRC overall results from 2014 shows a TP52 in the top three IRC overall results for four out of six races, including two fast running and reaching races when they owned the podium. In the 2015 race, Shane Kearns' displacement S&S 34 *White Bay 6 Azzurro* sailed away with the major corrected time trophy having encountered variable winds, mostly from the W-SW quadrant. Peter Harburg's V70 *Black Jack* was second that year.

Two years later Kearns' team did it again, this time playing to the Monday evening wind shift from north to south that shortened up their corrected time on the bigger boats already tucked away at Southport Yacht Club.

Peter Harburg's supermaxi *Black Jack* is a no-show this year after mast failure during the same heavy-weather Brisbane to Gladstone race that delivered Bill Barry-Cotter's *Maritimo* a surprise line honours win, a result that "fell our way due to attrition - a 300 to one chance," admitted sailing master Michael Spies.

Given the absence of hundred footers, *Wild Oats X* is signed on for the eastern seaboard winter circuit including the Royal Queensland Yacht Squadron's Brisbane to Hamilton Island Race leading into Hamilton Island Race Week. Boat captain Paul Magee said: "The core crew, minus internationals other than the Kiwis, will take the 66 north.

Everyone's excited - it's been a long time with a lot of false starts. We've got some new sails but other than that the boat's unchanged."

The Oatley's supersized *Wild Oats XI* holds the Noakes Sydney Gold Coast race record of 22 hours 33 minutes 46 seconds set in 2012.

Bill Barry-Cotter's 1996 launched Schumaker 54 called *Maritimo*, after the business he founded, enjoyed a first decent outing in the country following the unprecedented cancellation of the 2020 Rolex Sydney Hobart Yacht Race.

Barry-Cotter bought what was *Swiftsure II* out of San Francisco last year; Michael Spies tells the story: "Bill and his brother Kendal were out of the sport for 38 years until the Katwinchar program (a tiny ketch built in 1904 and restored to contest the 2019 Rolex Sydney Hobart). The boat was too small to enjoy the sailing aspect and the decision was made to get a bigger boat. Bill is in his 70s and wanted a degree of comfort, so we didn't run down the TP52 route. We couldn't find anything suitable in Australia so went to the US looking at maxis and then we figured this boat - given draft restrictions at the Gold Coast - made more sense."

After missing the 2020 Transpac Tahiti Race due to the pandemic, *Maritimo* was shipped to Australia to undergo a five-month inhouse refit and freshen up, "a birthday for the 24-year-old boat including a new engine and nice new interior," Spies said. "It will have an afterlife... there are two microwaves and a genset to run the kettle and jaffle maker - most of things 90% of the fleet would like to have on board."

An IRC and line honours victory in January's Surf to City Yacht Race reinvigorated the team after



the disappointment of the Rolex Sydney Hobart cancellation and key crew member Robbie Case kept developing the program. "Robbie is the nucleus of the Gold Coast component of the team. There are no gold medallists on board but they are guys who can get the job done and keep the boat in one piece," Spies said.

Murray Spence is navigator and Spies, a 42-time Hobart campaigner including a Tattersall Cup win in 2003, knows a trick or two.

He sees their sweet spot being an upwind hike, when they should be on pace with a DK46 or similar size boat. "We aimed for a boat that doesn't just suit one window. If you get a screaming nor'easter in the Rolex Sydney Hobart the TPs will take out one to seven on handicap. Outside that we like to think we have a chance."

The 11m *Enchantress* from the Royal South Australian Yacht Squadron has a massive program queued and the crew is looking forward to sizing up Kearns' favourably-rated and well-sailed *White Bay 6 Azzurro*, their key offshore rival.

Kangaroo Island winemaker and eye surgeon John Willoughby OAM will miss the Gold Coast Race due to his humanitarian cataract surgery work in the Pacific Islands. He is leaving his boat in the capable hands of skipper Geoff Tomlins, who started on the boat as the bowman, and will join the crew at Hamilton Island.

Following the cancellation of the Rolex Sydney Hobart, the South Australian entry remained in NSW, moving between Botany Bay and Newcastle then up to Brisbane where Tomlins lives and where

the boat had work done and is contesting the RQYS's winter series.

Willoughby and Tomlins have a full calendar for *Enchantress*, which was designed by Adelaide GP John Muirhead in the early 1980s and built in his backyard over three years. Muirhead constructed the hull using three layers of cedar planking and held it together with the then-revolutionary epoxy glue. It remains the only Muirhead design in the world.

Following the Noakes Sydney Gold Coast Yacht Race, *Enchantress* will contest the Brisbane to Keppel Race then Airlie and Hamilton Island Race Weeks before returning south for the CYCA Audi Centre Sydney Blue Water Pointscore and a Tasman crossing in the Royal Prince Alfred Yacht Club's Sydney to Auckland Ocean Race in January 2022. Tomlins is hoping for a reaching and running trip up the coast in late July, when the 3.5-ton *Enchantress* shifts into high gear.

Melbourne based Melanie Walden will embark on her first blue water passage as part of the *Enchantress* crew, likely in a foredeck role. "This is my first blue water trip. I've been sailing in Port Phillip for a couple of years and am so excited to expand my skills. I've always loved the ocean so I'm really looking forward to being out in the elements and the sense of achievement at the other end.

"In my experience your crew becomes your family and getting to know each other well, and hopefully like each other, makes for a better experience. I'm a people person and find I tend to fit in. I know when to speak my mind and when not to."

Walden admits she is less enthusiastic about the lack of a hot shower and sleep for four days.

Managing Director of principal race sponsor Noakes Group, Sean Langman, will be at the helm of his RP69 *Money Penny* sailing for the host club. He is a Gold Coast race regular and a three-time line honours winner with *Xena* (2001-2003), bagging the double of line and IRC overall top honours in 2003. The well-known yachtsman shares a couple of his favourite race memories.

"The first is when we won overall on *Half Hour* and arrived to a standing ovation from the yachties at the club. *Half Hour* was a tinny half-tonner and we beat most of the three-quarter tonners over the line. When we started walking into the club we were stopped because I hadn't let the crew take shoes, to reduce weight. I remember it was a freezing race. The other crews decided to all throw one shoe out at us - there were about a hundred shoes to select from for six crew.

"The other moment was when we first won line honours with *Xena*. I expected huge cheers when we walked into the club but instead a woman yelled BINGO! There was a group playing Bingo and nobody was the least bit excited that we'd won."

Langman says the annual 384 nautical mile northern race is his favourite, partly because it coincides with his dad's birthday. "He lives on the coast so it's a great way to celebrate. It's a challenging race as conditions generally are either blowing a gale downwind or very light reaching or even lighter upwind."

*Money Penny* will carry essentially what would have been its Rolex Sydney Hobart crew, racing north with ten and a minor keel bulb change.

Noakes' sponsorship initially aligned with a greater presence with the RAN initiative at the time, to improve seamanship. More recently, Noakes' focus in partnering with the CYCA is fostering equal opportunity through yachting. "The Noakes Blue and CYCA Pathways initiative, I believe, shall grow over the next two years with the Noakes Sydney Gold Coast Yacht Race its centrepiece," Langman predicts.

The CYCA will conduct the Noakes Sydney Gold Coast with the cooperation of long-time partner Southport Yacht Club, which provides outstanding club and marina facilities and hospitality for weary sailors.

"We warmly thank our long-term partners and great friends at Noakes Group and the Southport Yacht Club for their continued support to help make the journey north so memorable and rewarding," Commodore Cornish added. ⚓



**HOW TO FOLLOW THE NOAKES SYDNEY GOLD COAST YACHT RACE**

[www /goldcoast.cycaracing.com](http://www.goldcoast.cycaracing.com)

[f /SydneyGoldCoastYachtRace](https://www.facebook.com/SydneyGoldCoastYachtRace)



*Maritimo* enjoyed a successful first outing in Australia. Photo: Andrea Francolini



Sean Langman will be at the helm of his RP69 *Money Penny*. Photo: CYCA/Hamish Hardy



# ALL KINDS OF DIFFERENT.



Proudly supporting the CYCA Concierge Program.



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## CYCA Concierge Program



The CYCA Concierge Program, introduced over the latter races of the Wednesday Twilight Series and currently running throughout the 2021 Winter Series, is a key component of the broader Sailing Pathways Program. It was designed by the Sailing Office to provide more opportunities for Members and guests to get out on the water and experience the joys of sailing in Harbour races.

It is available for individuals new to our sport as well as more experienced sailors.

The Program was developed to assist people looking for a ride on race days to more easily connect with CYCA yacht owners to join their crews: a modern-day version of the ubiquitous "whiteboard" found in so many sailing clubs.

For people looking, it's as simple as filling out an online form or calling the Sailing Office on 8292 7800 and they will then endeavour to best match levels of experience, skills and interests with a suitable crew each week so that the best possible pairings can be made. (*Placement is subject to availability and is not guaranteed*).

Alternatively, interested Members can come down to the Club on race day, ideally a few hours before a scheduled start, and register their interest with the Office then.

A dedicated Sailing Concierge volunteer will be located on the corner of the hardstand on each race day to direct people to boats, introduce them to owners or answer any other questions they might have about the program or race series.

We welcome all sailors, whether new or experienced and look forward to you joining us at the CYCA. Owners are encouraged to support the Concierge Program by letting the Sailing Office know when you have places available on your boat.





Helen with her son Jack aboard Hector at the end of Sail Port Stephens.



Helen Springer with Steve Brady, Commodore of Drummoyne Sailing Club, on his J70 Why Not.

## Member Spotlight

# Helen Springer

Our Pathway Membership is providing a world of opportunity

On 31 August 2020, Helen Springer became the CYCA's inaugural Pathway Member.

After moving to Australia from the UK, Helen discovered her passion for sailing and hasn't looked back. She aims to compete in her second Rolex Sydney Hobart Yacht Race later this year.

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

**HELEN:** I'm really passionate about sailing and I sail at quite a few clubs. But when I heard about the Pathway Membership, I thought it would be a good time to join the CYCA.

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

**HELEN:** Before becoming a Pathway Member, I was very involved with the CYCA on the sailing side.

I started a few years ago when I came to Australia by jumping on boats for twilight racing, trying to copy what other people were doing. I then worked out that boats also raced out of the heads, so I turned up one Saturday morning for a race to Newcastle and was totally thrilled to find a boat and to be out on the ocean, grinding the main.

When we got to Newcastle, I was a bit blindsided to realise that the trip finished there and that the train trip back from Newcastle wasn't an awful lot faster than sailing there!

I've sailed on quite a lot of boats since then and normally say yes to an offer of a sail, on the grounds that you can always learn something.

More recently, I've been doing weekend racing with super skipper Ian Guanaria on *One More No More* and Wednesday afternoon often sees me out racing with *The Red Hand*, which is a powerful McConaghy 60 with no guard rails.

It's great fun to sail as it's often really heeled over, with the crew all finding different ways to cling on to the high side.

**OFFSHORE: What are the benefits of being a Pathway Member?**

**HELEN:** The Pathway Membership has opened up the more social side of the Club for me.

I'm looking forward to getting a team together for quiz nights. It also gives me access to all of the activities in the lead up to the Sydney Hobart, which I'll be doing on *Admiral* (a Sydney 38 on which most of us did our first Sydney Hobart in 2019).

I just love the buzz when it comes around again and the race village opens up!

The best thing about being a CYCA Member is dashing through reception, tapping to sign in and getting discounted drinks at the bar!

I'm looking forward to going to informative Members nights on sailing related stuff, so I can expand my knowledge. I'm really interested in weather and navigation.

**OFFSHORE: What are your sailing goals?**

**HELEN:** When I started sailing, I had a few goals, some of which were pretty unrealistic at the time.

I wanted to go and do a regatta and somehow bluffed my way as a novice on to Sail Port Stephens. I sailed with the lovely French guys on *Hector* and then got on to a neighbouring boat for the rest of the race week, which was a bird-splattered, diesel-drenched wreck from Dangar Island with a disproportionately huge spinnaker. We had a ball and they've now upgraded to a Farr 30.

Another big early goal was to do the Sydney Hobart and I started my campaign by offering my services as a volunteer. I found myself dressed up smartly in my Rolex polo shirt doing a meet and greet at the race village for a VIP lunch. Being new to sailing, I didn't know who anyone was, but my job was to say hi and try to sell raffle tickets with various donated prizes.

A tall, dark-haired man approached me, so I put on a big smile and asked sweetly whether he would be interested in winning a sailing lesson on the harbour for himself and 15 guests.

He stopped, shot me a puzzled look and strode off. I later found out that it was *Wild Oats XI* skipper Mark Richards, who has won line honours in the race nine times. He probably doesn't need any lessons!

I did the 2019 Sydney Hobart with *Admiral*, which was everything I could have wished for and more. We had a great team, it was a great challenge and we enjoyed a glorious match race up the Derwent River as the sun came up.

I've got new sailing goals now; to put in a good performance in the Noakes Sydney Gold Coast Yacht Race on *Admiral*; to carry on improving on the J70 *Why Not*, which I sail on over at Drummoyne; to win our division of the Winter Series on *Foreign Affaire*; and to do Airlie Beach race week, which I did in 2019 on *Black Sheep* in the trailable yachts division.

I got in to road cycling/racing during lockdown and it's really improved my sailing as I've become fitter and stronger, so I'm working hard on that too.

**OFFSHORE: What's your fondest sailing memory?**

**HELEN:** I've got a bank of great sailing memories from these last three years and one that makes me smile is the invite I got to sail on a new TP52 so that they could qualify for the Hobart.

I found myself helming during the night. The wind and waves got bigger and bigger and went past 25 knots, so I was having a lot of fun as if I was playing a virtual reality game.

I worked out that if I steered over the top of the waves, gently steered down the face and didn't wake anyone up, everyone would be happy and the helm would be mine until dawn. That's how it stayed. ⚓



Helen flying the kite aboard *Admiral* during the 2019 Rolex Sydney Hobart Yacht Race.

Helen and some members of the *Admiral* crew after the 2019 Rolex Sydney Hobart.





# My sailing inspiration

(Part 1)



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 gave the chance for some fellow sailors to pay tribute to the person who got them into our great sport. If you have a story to share, please get in touch with us at [media@cyca.com.au](mailto:media@cyca.com.au).

## CRAIG YOUNG

My grandfather, Robert Young, was navigator and tactician on *Lorita Maria* in 1967, when they won the Admiral's Cup. He was presented with a Rolex watch by the Duke of Edinburgh as a navigator's prize.

My father, Robin Young, did three Sydney Hobarts at ages 15, 16 and 17. The last race he did was in 1963 on *Lolita*, with my grandfather as skipper and tactician. They were rolled and ultimately rescued by a submarine.

Fast forward to 1985; I was 17 and was trying to find *Lolita*. I discovered that she was parked at the CYCA and I managed to contact the owner, Nick Cassim.

I asked if, as a surprise for my Dad's birthday, we could take him to see *Lolita*. Nick immediately offered to take my father and family out on the harbour for the day.

The look on my father's face when Nick appeared out of the hatch and invited him sailing is something I will never forget. It was such a fantastic day; they talked of *Lolita*, the 1963 race and all things sailing.

My father showed me all he could during the day and I took an immediate liking to the sport.

Coming from the Western Suburbs, there was no opportunity to sail locally.

Nick advised that if I went to Middle Harbour Yacht Club, I could sign up as crew and be picked up.

Surely enough, a train and two buses later, I was at MHYC and put my name down. Laurie Green from the Endeavour 24 *Dumaresq* took me on board and spent an hour teaching me the basics of tacking etc. The next week, it was a Compass 28, then an Adams 10, then an S&S 39.

I jumped from boat to boat, sailing on some yachts as regular crew and others as a fill in.

In the 90s, I did some two-up offshore racing, then settled into family life. I would never sail with my dad again as he passed away suddenly in 1986.

Two years ago, a friend and I bought the modified Payne Skiff 38 *It Happens* and we now enjoy racing that around the harbour.



*Lolita* has been restored and continues to race out of CYCA today

So I would like to offer a huge shout out to Nick Cassim and all of the skippers who invested time in me to teach me this sport.

If not for Nick's generosity, I would not have had the opportunity to go sailing.

Nick has recently offered to take me out on *Lolita* again. If my son comes with me, that will be four generations of our family that have enjoyed that beautiful yacht.



*Lolita* is rescued by a submarine during the 1963 Sydney Hobart Yacht Race



Craig's *It Happens* on the water during the Wednesday Twilight Series





Peter Howes showed Sue-Maree the ropes on Hoo Ha

### SUE-MAREE OLSEN

I'm the face behind the sign "I'd rather be sailing". I designed the sign for sailing magazine guru Bob Ross, who is my inspiration, many years ago while I was working in publishing.

I was fresh out of university and the sign was stuck on the rear windows of cars.

My first trainer was CYCA Member Peter Howes of *Hoo Ha*. Peter used to take me three nautical miles out from the heads and have me raise the spinnaker ("pole out, gybe, gybe") until I got it right.

I raced with Peter on *Hoo Ha* and we have remained friends for many years; he is a great asset to the CYCA.

I handled a spinnaker so well that when I crewed a J109 and the young crew hoisted the spinnaker upside down, I trimmed it back across the heads to Shark Island while we remained in first place. There was no time to drop it and raise it again.

### WILL SARGENT

I first got into sailing when my father and I built a small wooden dinghy, called a Firebug, together at our local sailing club.

As I was only 11 at the time, I got to learn a range of new skills relating to boat building. I also gained valuable knowledge about how sailing boats work.

After finishing and launching our Firebug dinghy, I slowly started to realise that sailing, and especially competitive sailing, was my ultimate passion.

During my learn-to-sail journey, and then while getting onto the racing pathway, I have had many people inspire and motivate me.

One of my biggest sailing role models, and someone that has inspired me throughout my sailing career so far, is Tom Slingsby.

Tom won a gold medal at the London Olympics in the same year that I built my Firebug dinghy.

Tom is someone who inspired me to become the best sailor that I can be in as many disciplines of sailing as possible.

I believe that this is what makes him stand out from so many other high-level sailors; he is constantly striving to be the best in a range of sailing disciplines.

After joining the CYCA's Youth Sailing Academy, I got the opportunity to train on the same boat as Tom leading into a CYCA match racing event. This was an awesome opportunity and learning experience for me.

To add to this, I managed to get a race win off Tom in the regatta, sailing with



Will first met Tom Slingsby in 2012

my own team - although he did go on to beat everyone and win the regatta!

While people like Tom have inspired me to strive to become the best sailor that I can be, my other big inspirations are my parents.

They have been massive supporters throughout the highs and lows of my short sailing career. They have always helped me to find a bit of inspiration when I have had a bad day on the race course. ⚓



Will in action during the 2020 Bolle Australia Match Cup

# Join our volunteer crew



The Breakfast Club has returned for the Winter Series.

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.

FIND OUT MORE



“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

Contact the Sailing Office via email at: [sailingoffice@cyca.com.au](mailto:sailingoffice@cyca.com.au).





that stuff, and I'm getting it for free!"

Eric admits volunteering comes with responsibility, particularly with "90 yachts, all under spinnakers, sailing up Sydney Harbour".

But there is no shortage of reward.


"If you want to own a boat here and sail in races, you should do a bit of work on the CYCA's committee vessel, because it gives you an understanding of how we do what we do," Eric says.

"The icing on the cake is the people - the Members, the crews. The yachts come close to the committee vessel just to yell 'thank you' to us.

"It's the culture here - it's the people, the Members, the friendliness, the welcoming (that makes the Club great).

"The great thing about this sport is that everyone is a participant. It's not like rugby or football where you stand in the crowd and yell.

"Here, you're actually involved in the sport and doing it. It teaches everyone that we're all in the same boat, so it's fantastic."

If you would like to join our amazing crew of volunteers, contact the Sailing Office via email at [sailingoffice@cyca.com.au](mailto:sailingoffice@cyca.com.au). 



*Eric (yellow tee) on his way from Lavender Bay to Gymea Bay after picking up Born Free.*

# Why I volunteer

**"The icing on the cake is the people."**

On his daily walks through Rushcutters Bay Park, Eric Blake couldn't help but admire the joy being had on the water.

Drawn in particularly by the camaraderie of a crew celebrating another successful sail, he knew it was time to join the fun.

"I saw all the boats out there and people having a great time, so I thought to myself 'how the heck can I get involved? I don't have a boat, so how can I get involved?'" Eric reminisces.

"There was only one way - to volunteer. I picked up the phone and said 'I'm a 75-year-old, so if you can hack that, I'm in'.

"The CYCA welcomed me in, and away I went!"

Sailing has been in Eric's blood since he was a boy, when he sailed in Port Hacking on a small Gunter Riggd Heron.

He first joined as a Member in the early 1980s, thanks to a recommendation from his then-boss.

After moving away from Sydney for a couple of decades, Eric returned to the CYCA as a Member in 2019 and began volunteering at the start of the 2020-21 Twilight Series.

Now a regular fixture on the committee vessel during race days, he is making the most of the knowledge shared by his fellow volunteers.

"They're showing me the ropes," Eric says. "I've been out on the committee vessel more than 30 times over the last year, both inshore and offshore.

"It's been an absolute experience. I love the guys, everybody is professional.

"Some of the people I'm meeting have sailed around the world doing big races and they're on this committee vessel, teaching me how I should be doing the things I need to be doing. You can't buy



*The committee vessel on the water during the Winter Series.*





Noakes 26 on Sydney Harbour by Noakes Group

# Noakes Blue

by Lisa Ratcliff

Sean Langman, a Cruising Yacht Club of Australia partner since 1999, has bolstered the longstanding collaboration by making three Noakes 26 class boats available to the club to support the CYCA Sailing Pathways Program and facilitate specialist regattas designed to create access to the sport.

Noakes Group's philanthropy arm started as Noakes Youth in 2005, with a mission to create opportunities and choice for young Australians. Over 15 years Noakes Youth has successfully supported the sailing pursuits of many young and promising sailors and facilitated the completion of 45 shipwright apprenticeships.

Noakes Blue is the replacement and expansion of Noakes Group's philanthropic activity and stands for inclusiveness. "For men and women of all ages and nationality, Noakes Blue, through both yachting and the arts, aims to enhance understanding and communication," says Langman.

One recipient of Noakes Blue's support is Yvette Heritage, skipper of the 18-foot skiff called

Noakes Blue, and her crew. Jacqui Bonnitca was the original recipient of support and financial assistance, sailing Noakes Youth in the 2007 JJ Giltinan Championship. Ash Rooklyn received similar support and Yvette is Noakes' third beneficiary. Alongside the NoakesSailing 18ft campaign led by Sean, which placed third overall in the most recent JJ Giltinan series, Yvette steered her second Australian 18 Footer League season. Both parties are committed to a third round.

On the assistance and experience Heritage says: "Sean and Noakes Blue have provided me with an opportunity to compete on an even playing field in the 18s. The sponsorship has given me a competitive boat, access to experienced 18ft skiff sailors for both training and racing and included me in the Noakes sailing family. I am grateful for Sean's generous support."

Under the Noakes Blue banner, and in addition to Langman's Sydney Gold Coast Yacht Race naming rights sponsorship, Noakes Group's loan of three



Frank Quealey pic of Yvette

Noakes 26 yachts will augment the CYCA Sailing Pathways Program.

The club will use the boats to introduce people new to sailing in a safe, nurturing and educational environment. Conceptually the idea is to use the 26-foot keelboats for weekly bookings by individuals or small groups who show interest in the winter and Wednesday twilight series. Down the track, they may be used to target specific community groups as part of a multicultural sailing program.

Sean also plans to use the boats and club facilities to facilitate access to yachting over the next two years, committing to an Indigenous sailing program as well Pacific Nations women, a group he partnered with for last year's Biennale of Sydney when his Rosman ferry Radar was spectacularly transformed into a floating tribal artwork.

Two million dollars and 20,000 work hours were invested in the refit and repaint of Langman's heritage ferry Radar, renamed Nirin Haiveta, from Federation burgundy and cream colours to tribal tattoo markings celebrating and honouring Pacific Islands women.

"The Rosman fleet was very much built in a man's world and now Nirin Haiveta symbolises a woman's world - each symbol tells a story and reactivates the memory of women's tattoo practise outlawed through colonisation," Langman said. "For Noakes Group this project is inclusive of different cultures; to connect with First Nations communities in our region is an important project for us."

On the collaboration, Partnership Manager at Biennale Katrina Rae says, "Sean and Noakes make a difference for good to the Biennale, our artists, community and arts ecology. The selflessness of Sean is inspiring, and his efforts to enrich the lives he touches. The Biennale is grateful to have long-term supporters like Sean, who believe in our vision and want to leave a legacy for the good of our nation."



Radar's restoration



Utilising the Noakes 26s, Langman intends to host several two-day regattas for less privileged groups, First Nations people and women from all walks of life. All regattas will be run according to the tried and tested Noakes Youth format whereby each participant helms a race then a nominated helm drives for the last double-points race, followed by a prizegiving.

Another Blue initiative Noakes Group has committed to is mangrove foreshore greening and rehabilitation works within Sydney Harbour. ⚓



## Underwater hull maintenance

By Sean Langman



Wet sand hull preparation



Hard antifoulant V.C offshore applied by airless spray

Welcome to a new Offshore initiative. Over the course of the next issues, I hope to bring to readers insights of boat maintenance. My views shall be both technical and those that I have formed over the past 42 years working within the marine industry. Some may know that I began working after school in the marine industry on the factory floor of Allspar. However well before then I would be found most weekends and school holidays about the CYCA and RANSA slipways. It was on those slipways my appreciation for yacht design and differing underwater shapes was born. I felt myself fortunate that the race crews of the day would allow me to “help”. To be allowed to clean the hulls and wet sand the likes of *Love and War*, *Salacia*, *Balandra* and *Pacha* to me was pure elation. Like most things there is one way and a better way to do things. So lets get started where I did - Underwater hull maintenance.

The slipways of the 1960s and 70s were vastly different from the workplaces of today. Our understanding today of Personal Protection Equipment (PPE) and Material Safety Data sheets (MSDS) and Job Safety Environment Analysis (JSEA) are all integral, in today's time, to the

practices of maintenance. Boatyards use materials that can be commonly found at ship's chandlers. However, the yard operator's duty of care to both him/herself and his/her employees, ensures the users are conversant with the risks of using materials and put in place measures to mitigate that risk. I urge that DIY must also be conversant with correct WHS protocols.

A yacht's underwater area is generally coated in a biocide commonly known as Antifoulant paint. In simple terms Antifoulant paint is developed to prevent marine growth. The most potent of which was tributyltin (TBT). TBT, being very harmful to the environment, has now a worldwide ban. The most common biocide now used is copper specific antifoul and is designed for alloy. Copper antifoul can not be used on alloy such as saildrives or rudder bearings. Some may say the future is here with silane/siloxane and polysiloxane coating technology. However, as I have these systems currently under trial, I can not presently put my hand on my heart as a convert. One new such biocide free silicone technology known as propspeed, which is used on propellers, I can very much endorse. Propspeed, to be effective, requires usage. The revolutions of the



Non copper antifoulant on alloy sail drive and propspeed silicone on propellor

propeller being a force that marine growth cannot 'grip' onto the slippery silicone surface. Be warned however that propspeed silicone topcoat in itself requires a base to stick too. That base is a chromate based primer. Chromate is carcinogenic and as such requires extreme caution on application and removal.

Yachts people as a whole have a general understanding of the importance of underwater surfaces free of growth. For those with aspirations of being at the winning end of the fleet, bottom preparation and maintenance often does not receive the respect it deserves. In dollar terms perfection of underwater surfaces is the least expensive and easiest to achieve boat speed available. As a comparison; if compared, the wind in your face, if considered windage or drag, is around 1000 times greater for water. Efficiency of keel and rudder significantly increases when maintained correctly.

Step one to a fast and efficient hull is a surface free of growth. The removal of growth and correct application of bottom paint shall ensure a faster more efficient vessel as well as a longer period between haul outs. A longer period between haul outs saves money and is also advantageous to the environment.

*So, let's get started and let's tick all the boxes. Reduce cost, safety, environment, performance.*

**1. Select a facility.** In order to tick our four boxes, the facility should have a known track record of providing marine service. A Boating Industry Association (BIA) member and a yard or facility

that has an Environmental Protection Licence (EPL) shall cover the four bases.

**2. Haul out by slipway or travelift.** A travelift ticks all four boxes. A slipway falls short on all four. Some may question why slipways fall short on performance. Simply put, a travelift allows that last piece of attention to remove growth under the keel and apply antifoulant whereas a slipway does not.

**3. Underwater preparation.** Firstly I recommend a waterblast, wearing ear and eyewear to eliminate risk of barnacle injury. For wooden hulls a fan head blaster is best to reduce risk to plank seams. For all other materials a rotary head applies more force to remove growth.

**4. Wet Rub.** There is a good reason to highlight this activity. Although the cost of labour increases to correctly wet sand a hull, the performance gain and the longevity of the reapplied product far outweigh the initial cost. The removal of old non effective antifoulant ensures the fresh paint lasts longer and is more effective. In simple terms, the biocide contained within the antifoulant paint shall take the path of least resistance. The chemical biocide effectively leaches inwards towards the old coating rather than outwards to combat marine growth. A built up layer of paint may reduce the recoated antifoulant by as much as 50%. Correct surface preparation requires the use of a sanding block and a motion typically the same direction as waterflow. By using a block or in race boat preparation, a sanding board, the ultimate result is less resistance which equates into a faster yacht.



**5. Antifoulant Material choice.** Firstly consult the boatyard or chandler as to whether a high performance or long lasting coating is required. Curiously high performance can be long lasting, however to achieve both long lasting and high performance requires a high level of maintenance. High performance coatings are hard non ablativ coatings. Typically the harder the coating the more a diver is engaged to wipe the hull. Hull wiping is not an environmentally sound practice and is by the letter of the law illegal. Hard coating by nature of their ability to remain intact are to my mind environmentally sound as long as marine growth is cleaned without loss of surface paint into the environment. Ablative coatings are designed to freshen up the surface by the movement of water slowly removing microns of surface which in turn removes marine growth.

**6. Application.** By far the best means of application is by airless spray. The increased longevity of the antifoulant as well as a smoother surface. Again outweigh the cost of masking/tenting and final clean up of the airless gear. Due to airborne particles during this procedure correct WHS involves volatile organic compound (VOC) readings to be carried out. Applicators to wear breathable air is recommended as application within a tented enclosure to protect the environment creates a confined space. The end result of a sprayed finish makes for a faster yacht as well as a surface less prone to marine growth.

**7. Launch time.** Modern antifoulant paint requires time to dry hard. Launching before the correct air drying process is complete creates solvent entrapment (SE) of the antifoulant paint. SE



*Sling time to access and antifoul under keel areas*

degrades the performance of the coating. Once dry and the yacht is lifted. Request sufficient time in the travelift to ensure the underside of the keel is cleaned/prepared and correctly coated. Typically the best yards shall hang overnight once the underside of keel is cost for the launch the next morning.

There is an alternative to antifoulant paints. The best known solution being to apply an epoxy coating such as durapox and keep moving! Yachts such as the fully crewed around the world and IMOCA single handers do not have antifoulant. Offshore race yachts such as *Wild Oats XI*, *Ichi Ban* and *Money Penny* are stored out of the water and launched before each race. These owners recognise the importance of fast underwater surface and also realise there is no rating penalty for such preparation.

Next issue, we shall move onto thru-hull fittings, appendages and engine maintenance. ⚓



*Durapox epoxy hull coating*

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# ... Perfect the Next



Great Keppel Island

## Cruising Queensland – Mooloolaba to Airlie Beach By Phil Ross

Heading north from the New South Wales border to Airlie Beach for the various race weeks, I assume sailors will not lose time by entering Moreton Bay, the Great Sandy Strait or the Narrows.

My suggested anchorages allow for SE trade winds expected at that time of the year. It should be noted that most of the anchorages heading up the Queensland coast are prone to the southeast swell unless security is sought by entering creeks or rivers.

Leaving Point Danger on the New South Wales/ Queensland border, vessels should take a wide offshore course well clear of Moreton Island and head directly for Mooloolaba Harbour.

It is important to note that the GPS co-ordinates given here should not be taken without proper due diligence by the navigator.

### **MOOLOOLABA** GPS 26.6818°S 153.1190°E

Be aware of a sandbar outside the entrance to the breakwater that shifts and is constantly dredged. The entrance is buoyed and well-lit but be alert for a large swell that washes across the entrance in strong weather.

Continue through the harbour keeping to the port side. Keep Minyama Island to your port side and

stay clear of the area in front of the Wharf Marina where anchoring is illegal.

Once past Minyama Island anchoring is allowed up to, and to the west of, Mooloolah Island in the western lagoon where good holding in a mud bottom will be found. This is not a permanent anchorage, but visitors are permitted to anchor here for several days.

While this is generally a good all-weather harbour the anchorage can become lively in the occasional sudden brief squall so ensure your anchor is dug in adequately with plenty of swing room to avoid colliding with other vessels in wind/tide conditions.



### **DOUBLE ISLAND POINT** GPS 25.916667°S 153.2°E

The Point lies 45 nautical miles north of Mooloolaba and ten miles south of Wide Bay Bar. The anchorage is secure but can be uncomfortable in strong S-SE winds. The holding is generally good but ensure you dig your anchor in well as dragging does sometimes occur.

From here continue up the eastern side of Fraser Island. Breaksea Spit extends north from Sandy Cape for approximately 18 nautical mile. Ensure you round Breaksea Spit's north cardinal mark safely before setting course for the Burnett River.

### **BURNETT HEADS** GPS 24.7637°S 152.4056°E

Head upriver where good holding will be found south of the sugar sheds out the front of some houses and jetties.

Another more comfortable anchorage will be found by continuing further upstream north of the Bundaberg Sailing Club; but, for a brief overnight stop, the first anchorage will offer good security.

### **ROUND HILL HEAD** GPS 24.1617°S, 151.8882°E

Round Hill Creek is 46nm northwest of the Burnett River. After rounding Monument Point, good holding will be found in a clean sand bottom all the way down to the town of 1770. However, the anchorage can become crowded; in which case you may need to shorten the scope on your chain to avoid contact with other vessels.

### **PANCAKE CREEK** GPS 24.02.68°S 151.43.04°E

The creek lies 12nm northwest of Round Hill Creek and is an alternate anchorage if Round Hill Creek is crowded. After rounding Clews Point an anchorage in sand offers good holding but it will be active in strong southerlies.



Leeke's Beach

### **CAPE CAPRICORN** GPS 23.5000°S, 151.2167°E

The Cape is on the northern tip of Curtis Island, which has a lighthouse on the conspicuous headland. The anchorage, once you have rounded the cape, is off the first small bay and, while it can be lively in strong southwest winds, it offers good holding in sand.

### **GREAT KEPPEL ISLAND** GPS 23.1717°S 150.9567°E

On the northern side of the island there are some bays with excellent holding, however the ever-present southeast swell manages to invade them all.

Leekes Beach is probably the best towards the eastern end of the bay. Second Beach, to the east of Leekes Beach, is another alternative and even Fisherman's Beach on the western side offers protection if the prevailing wind is from the east through to northeast.

### **SHOALWATER BAY TRAINING AREA**

Encompasses a large section of the coast, taking in secure anchorages including Port Clinton, Pearl Bay and Island Head Creek. If the training area is active it will be necessary to skirt the whole area, which extends seaward.

If the military area is not active all three anchorages offer safe, secure anchorages.

### **PORT CLINTON** GPS 22.5000°S 150.7500°E

Remain clear of Round Island as you approach, continue swinging to port passing Holtness Point and you will find a narrow shelf southwest of Mt. Flinders.

If an uncomfortable swell invades and you need more security, continue further in until you reach South Arm where the creek turns to starboard and offers excellent security.



Aerial of Blue Pearl Bay



### PEARL BAY

**GPS 22.4189°S, 150.7181°E**

There is lots of room here with plenty of swing room but it is a popular anchorage so the bay can become crowded. In which case new arrivals can move further into the western end of the bay.

Good holding is found all through the bay; however, in strong winds a constant surge from invading swell can make it a bit uncomfortable.

### ISLAND HEAD CREEK

**GPS 23.9002648°S 152.4048291°E**

The first beach on the starboard side after entering the creek offers good holding in light winds. Security however, especially in strong southeast winds, improves the further you head into the creek.

Better protection can be found by moving into any of the arms, where you will find relief from the wind and swell but not from the mozzies and midgies.

### MIDDLE PERCY ISLAND

**GPS 21.40°S and 150.15°E**

West Bay is the largest island in the Percy Island group. While it has the least protection of all three islands, in strong SE winds it is the one most often visited.

Although the swell enters almost constantly the water is clear and clean, the holding is good enough and the beach has no fringing reef.

For shallow draft vessels that can take bottom there is a lagoon accessed by a deep and narrow entrance. Keel boats have been known to anchor in the entrance in the worst conditions.

### SCAWFELL ISLAND

**GPS 20.8614°S 149.6008°E**

This island lies 60nm NW of Middle Percy Island and its north facing Refuge Bay offers a protected and comfortable anchorage with excellent holding in all winds from the southwest through south to even the northeast when surge invades during developed trade winds.

### BRAMPTON and CARLISLE ISLANDS

**GPS 20.8080°S 149.2736°E**

In southeast winds the more comfortable anchorages are in Maryport Bay to the west of Carlisle Island and another smaller bay south of Pelican Light between the two islands near Brampton Island off the drying ground that connects the two islands.

The latter is not as comfortable as Maryport Bay in wind/tide conditions.

### SHAW ISLAND

**GPS 20.30°S 149.03°E**

Several anchorages suitable in the prevailing trade winds can be found right along the north western side of the island.

There is good holding on a narrow ledge the length of the island. The southernmost section is the best; however, it is illegal to go ashore from October through to March as it is a bird nesting site.

### GULNARE INLET

**GPS 20.3000°S 148.9500°E**

This inlet on the southern face of Whitsunday Island offers safe anchorage and protection from winds from all directions. The entrance is shallow so enter and leave on the last half of a rising tide.

### CID HARBOUR

**Cid Island GPS 20.2633°S 148.9150°E**

Just a short distance from Gulnare Inlet, on the western side of Whitsunday Island through Hunt Channel with Cid Island to the west, is Cid Harbour aka Dugong Inlet where comfortable anchorage will be found with good holding.

The anchorage lies east after rounding Hughes Point but beware of the large expanse of shallow reef in the southern section of the inlet that dries at low tide.

### AIRLIE BEACH

**GPS 20.2678°S 148.7156°E**

Be alert for Pioneer Rocks as you approach Airlie Beach before rounding Pioneer Point. Caution is advised as you pass Funnel Bay as it is well known for strong bullets, which can catch some yachties unawares. ⚠



*Aerial views of reef inlet in the Marine Park, Nara Inlet*

*Photo credits: Tourism and Events Queensland*

*All GPS coordinates printed in this story are approximate. Please do not rely on these coordinates for navigational use.*



*Second Beach*



*Shaw, Gabirra and Baynham Islands*





# Simplifying the physics of anchoring

By Phil Ross

Mathias Wagner has lived for almost two years on his yacht, mostly at anchor. In that time, he has seen the odd boat sink due to mistakes made from choices in anchor chain length and type of anchor. Many more has he seen dragging past.

Noting the danger, not only for the yacht owners but also for vessels around them, he decided to put his training to work. Mathias is a physicist and has been sailing since his late forties, first with beach catamarans then on a Dragonfly trimaran and now, since 2019, he and his partner Birte live onboard their Neel 51 trimaran.

Noting that the German sailing association, plus many other official yachting groups and individuals worldwide, recommend a 3:1 anchor chain rode length compared to water depth, Mathias reasoned this is inadequate and requires a better understanding of all the variables.

His research has led him to design a simple app for any yacht owner to use that gives a more definitive answer on rode length, anchor chain size and snubber/bridle choice.

His analysis includes the effects of swell; why snubbers and bridles are useful in shallow water; whether you should pick an anchor chain that is long and thin or short and thick. Also considering that choice may also depend on the anchorage site.

Wagner has a PhD in physics, plus studied mathematics, so this kind of analysis was like a dream come true.

While Wagner's analysis is steeped in mathematical detail, let us look for a simpler explanation. The graph on page 59 displays the elasticity of an anchor chain according to wind strength and, although it may look complicated, the explanation is simple and important for the entire story.

On the left it is calm, on the right it is stormy. The horizontal axis is scope: i.e. the ratio of chain length

to water depth; only chain no longer in contact with the seabed is included in the calculation. Anything still lying on the seabed does not count.

The vertical axis is elasticity divided by the maximum value at the peak, which is, obviously, at 100 per cent. This graph is remarkable as it is universal: just a single curve that holds for all size chains! It turns out that the absolute value of the elasticity is proportional to the water depth at the position of the anchor.

It can be clearly seen the graph has a peak where the chain works best.

A simple example may easily explain: You anchor in a depth of five metres, measured from the bow roller. The wind is light, so you pay out 100 metres of chain, but they are not being used yet because there is almost no wind. So, currently, you are now on the far left of the diagram. The elasticity of the chain is poor, but that does not matter because there is hardly any wind.

Now the wind starts to increase, as you slowly move to the right in the diagram note how quickly the curve rises. When at a scope of 1.4, where chain lifted off the seabed will total 7m (1.4 x 5m of depth), now we are at the maximum elasticity of the chain (100%).

Of course, this is still not a lot of wind: just 7m of chain is needed so that it still pulls horizontally at the anchor in a depth of 5 metres. Now, when it blows even more, we are moving further to the right, away from the maximum where the elasticity of the chain drops steadily.

Note at the oft-recommended scope of 5:1 your chain registers around 40% elasticity.

When your 100m of chain is completely off the seabed, you have reached a scope of 20:5, about 10% elasticity, at the far right edge of the graph. From here, no matter what happens, if you pay out more and more chain it becomes less and less elastic. In other words, it is less and less able to absorb strong gusts or swells.

Sure, it can cope with large static forces of a steady wind provided the anchor still holds and the chain does not break; but gusts and swell, no way. That energy must be absorbed elsewhere and, hopefully, not by pulling out the cleats at the bow.

Consequently, you need a rather good snubber or bridle to absorb these peak loads. Because of the general bent shape of a catenary, this effect is much more pronounced in shallow water than in deep water.

For your chain to work well one needs to be close to the peak, which usually means somewhere near the right-hand side of the peak. The deeper one anchors, because of catenary, the smaller the effective scope will be that is required to keep the chain pulling horizontally at the anchor. So, consequently, this diagram suggests anchoring in deeper water, if one has enough chain and if the swell there is not worse than in a more shallow, sheltered anchorage.

Wagner points out six areas where his 'Anchor chain length calculator' app provides a better answer to the perennial question. Available in either Android or on the Apple store.

Using the fixed scope often recommended, such as three to five times the water depth as length of chain, is inadequate, claims Mathias. It is not enough in shallow water and it may be too much in

**Anchor Chain Calculator**

Basic Expert daN kp lbs

Vessel weight 12000.0 kg

Vessel length 10.0 metres mono med

Chain size 8 mm Max 50.0 metres

Wind strength 26 knots

Anchor depth 2.0 + 7.0 metres

Seabed angle 0 °

Swell energy or Vessel velocity  
571.7 Joule 0.60 knots

Snubber none

**Calculate!**

Chain length 50.0 metres

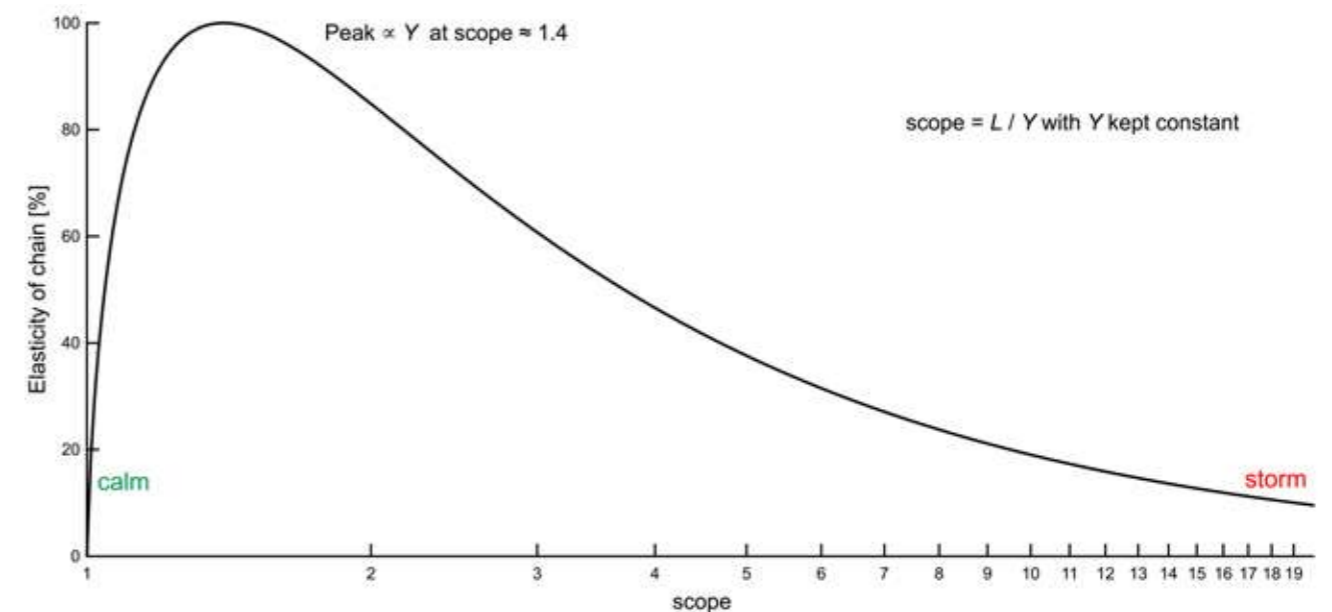
Bow swinging circle 49.2 metres

Anchor load 480.4 daN Angle 6.8 °

Bow load 491.3 daN Angle 13.9 °

Snubber stretch 0.00 metres 0.0 %

The AnchorChainCalculator interface



Graph 1: Scope & Elasticity of Chain



12000 kg weight, 8mm chain, 10m mono hull, 26kn wind, 0.6kn vessel velocity at anchor	5m ⚓ depth	9m ⚓ depth
<b>No snubber</b>	50m chain ⚓: 1322.1 daN, 4.4° 0m stretch	50m chain ⚓: 480.4 daN, 6.8° 0m stretch
<b>Excellent snubber</b>	37.9m chain ⚓: 171.3 daN, 0° 1.55m stretch	48.9m chain ⚓: 156.1 daN, 0° 1.46m stretch

deep water; plus, it does not depend on the wind strength at all, which is odd. So, his app takes a more detailed account of the variables, which are easily entered by the yacht skipper.

The app is much more than a simple catenary calculator. A simple catenary calculator cannot cope with dynamics such as gusts and swell. For shallow water and regardless of swell, a simple catenary calculator would happily spit out a certain amount of chain that is needed.

Wagner's app calculates the minimally required anchor chain length, the anchor load, the bow load, the various pulling angles, swinging radius, etc. all as a function of a number of parameters that depend on the vessel's characteristics as well as the weather. You can also limit the maximal length of the chain. It uses the graph as its guide. The app can handle seabeds with slope, it is surprising to see what strong effect that has.

In 'basic mode' the app removes complicated parameters such as windage area of the vessel. Instead, the app asks for vessel length and some basic characteristics: mono, cat, tri, and what basic shape it has. The description of snubbers/bridles is qualitatively done in this mode, but a custom field does exist where you can specify the snubber/bridle as you would do in 'expert mode'.

You can play around with all kinds of scenarios: is my anchor gear still up to it when wind and swell increase to such and such? What if I improve on the bridle? Is my bridle up to it in 60 kn of wind? Or will it be stretched too much and snap?

Let's have a look at one scenario detailed by Wagner using the Anchor Chain Calculator app, see table above. Four different scenarios are in play while, common to all these scenarios, are the following parameters: vessel weight: 12000 kg, 8mm chain, 10m monohull, 26kn of wind, a large swell, leading to a maximal vessel velocity at anchor of 0.6kn.

The chain length is limited to 50 metres, which are fully needed when no snubber is deployed. Without snubber, when anchoring in 5 metres water, the anchor load is excessively large with 1322daN, which the anchor is not likely to be able to bear.

Moving to deeper water, 9 metres, this load has come already down to 480daN, albeit with a slightly increased angle of pull at the anchor shaft. Then, adding a snubber, reduces the anchor load significantly to 171daN and 156daN, respectively, while the chain length required is less.

Clearly, moving to slightly deeper water and using an excellent snubber is making a huge difference to the anchor load. It should be noted that this snubber is more than the short snubber only too often seen. It needs to stretch by 1.55 metres and, since nylon should not stretch by more than 15% or so, this means the snubber/bridle needs to be at least 12 metres long.

Of course, if the swell in the deeper water is much higher, it is not an option to move there. But if the swell is similar at both places, it makes a lot of sense to relocate.

Such scenario play will easily convince you that anchoring in shallow water, with lots of swell but no snubber or bridle, is not a smart idea. It will increase the anchor load multiple times over.

It is better to move to somewhat deeper water, where the same swell has less impact and, better yet, use a very good snubber or bridle on top. When doing so you may not even need to pay out more chain, which might be a surprise to many.

Go to your app store and search for AnchorChainCalculator (all one word).

Also scan the QR code to check out Mathias Wagner's full explainer on the app. ⚓



## History & Archives Annual Lottery presents the



# 'ACROSS FIVE DECADES'

## Raffle

The Cruising Yacht Club of Australia, through the History and Archives Committee, is proud to have acquired a limited-edition copy of Richard Bennett's highly acclaimed book *Across Five Decades*, which will be permanently displayed in Coasters Retreat for the enjoyment of Members and their guests.

Over more than 50 years, Richard has captured the defining moments of the Rolex Sydney Hobart Yacht Race, both from a bird's eye view and behind the scenes.

*Across Five Decades* features some of Richard's incredible photos and tales from his decorated career.

The CYCA is currently holding a raffle to raise funds for the purchase of the book and its display.

Some of the prizes include:

- A framed Richard Bennett print of your choice from *Across Five Decades*
- A one-night stay for two guests at a TOGA/Vibe hotel
- Two tickets for the 2021 Rolex Sydney Hobart Yacht Race spectator vessel on Boxing Day
- Two spectator vessel tickets for the SOLAS Big Boat Challenge

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Scan the QR code to purchase tickets

*Proceeds of the Raffle will be used for the acquisition of the book and display case as well as put towards the ongoing costs of digitising the Club's extensive film and video assets.*

**The draw will take place on Sunday 12 December 2021 at the Presentation Dinner following the CYCA Sydney Hobart Classic Yacht Regatta.**



# What is a real 'classic'?



Racing on Sydney Harbour in the late 1920s. CREDIT: Australian National Maritime Museum Archive

## David Salter ponders an intriguing question of definitions

The most awkward issue the organising committee for the recent Sydney Hobart Classic Yacht Regatta had to resolve was an agreed basis for eligibility.

Participation in at least one race south was an obvious criterion. But what, exactly, is a 'classic' yacht? Is that distinction defined by age? Sailing history? Construction materials? Design style?

The simplest (and most obvious) approach is to set a chronological boundary: establish a cut-off date so that any yacht designed and built before then is, by definition, a 'classic' - and everything after is



The 1937 J-boat Ranger was built in steel - this is a contemporary replica



1971 S&S offshore veteran Mark Twain has a GRP hull and timber deck. Photo: Richard Bennett

not. In the case of the Sydney Hobart Classic Yacht Regatta event that date was set at January 1, 1976, the point at which the committee felt the Farr-inspired lightweight fractional revolution changed offshore racing forever.

But that simple inclusion/exclusion approach has some immediate difficulties.

How do we classify a boat that was built this year - but exactly to a pre-1976 design, and in the original materials? Alternatively, to what extent does the addition of more modern rigs, spars, sails and appendages compromise the 'classic' status of an older yacht?

“  
The more we ponder this issue,  
the more complicated it seems to  
become.  
”

A definition in the Notice of Race for the elite classics regatta circuit sailed in the Mediterranean offers us a starting point. Entries are invited from: *Yachts built of wood or metal and launched before 1950 (Vintage yachts) and before 1976 (Classics) as well as their replicas identified according to the Comité International de la Méditerranée rules 2018-2021 for the rating and the racing of Vintage and Classic yachts and their modification.*

Note that this is not really a definition, but more a form of words that establishes divisions and brings all participating yachts under a single measurement and rating system. "Replicas" and "modification" are, of course, both rather loose terms.

The purists insist that construction material is a defining characteristic and that any truly classic yacht needs to be made of timber. Yet some of the greatest and most beautiful yachts of the classic era were built in metal. Many of the early US J-boats were made from Tobin bronze. *Ranger*, the all-conquering 1937 Olin Stephens/Starling Burgess J-classer, had a welded steel hull and aluminium mast.

Closer to home, the majestic *Kialoa II* (1964) is aluminium, and races as a Sydney Hobart veteran. Few would deny she is a true classic yacht.



Launched in 1965, Mister Christian is still competitive. Photo: Andrea Francolini



Kialoa II is aluminium, but undoubtedly a classic





The 1933-designed Ranger class defines classic racing in Sydney. Photo: John Jeremy

At the other end of the scale we find pre-1976 timber yachts that might, because of their rather modest appearance, struggle to establish unchallenged credentials as classics. Is a Bluebird (designed in 1947) a classic? Is a Daydream (1955)? Is a Thunderbird (1958)? Do hard chines and plywood disqualify them?

Meanwhile, if we are to disregard hull construction material as a factor, what about the very popular Cavalier 28 (originally the D28 in New Zealand), designed by Laurie Davidson in 1974 to be built in

GRP? Or the 1971 S&S one-tonner Mark Twain, which has a fibreglass hull and wooden deck (but whose keel and rudder were subsequently modified)?

Style is certainly a significant, if not predominant, component of the classic ethos. There is an aesthetic dimension that anyone with a knowledgeable eye can recognise. But low freeboard, long overhangs and a sweet sheer-line do not, of themselves, make any yacht a classic. We have to look below the waterline.

The purists, again, might insist on a deep forefoot and long, straight keel with a keel-hung rudder. Yet many of the most famous Halvorsen classic Sydney Hobart winners – even as early as *Solveig* (launched in 1950) – had spade or skeg-hung rudders.

We confront the same issue today in what might be called ‘counterfeit’ classics.

The W-Class, Spirit and Martin yachts all display an undeniable classic ‘look’ above the waterline, but below they have contemporary sections, fin keels, bulbs and detached foil-type rudders. Should they be allowed to race against genuine classics?

Most yachts designed to the metre rule would be identified as unquestionable classics, yet even in such distinguished company there are exceptions that undermine that assumption. Some of the latest 6 and 5.5 metres are decidedly ugly boats – slab sided, snub nosed, and often with a harsh sheer and chines. Alongside acknowledged metre classics such as *Venger* or *Defiance* they look bizarre.

To complicate this issue even further we need to

also consider the modern ‘replica’ classics. For example, the lovely *Vanity*, built by Noakes in 2001, has the hull dimensions and rig of a traditional 24-foot Cliff Gale-designed Ranger (1933). But modern timber/epoxy construction techniques allowed the boat to have a much lighter yet stiffer hull, and consequently far better ballast ratio.

*Isabella*, the beautiful little Folkboat recently built here to the original 1942 Swedish design, enjoys similar benefits – if only marginally – from the intervening 80 years of advances in materials and technology. But if someone built an exact replica of, say, *Dorade*, *Gretel II* or *Myth of Malham* in carbon would they be accepted as ‘classics’?

There is an associated issue in ‘supercharging’. Does adding extra sail area and keel weight cross the line of admission to a classic fleet? Similarly, does weight-saving in areas that would not have been possible in the era of the original build disqualify? (For example, there is a Ranger currently racing in Sydney with a new carbon rudder that can be lifted with one hand. The original took two men to hoist off its gudgeons.)

Perhaps all of these competing factors represent a problem to which there can be no straightforward solution. Maybe it doesn’t even matter. In racing, PHS handicapping – properly applied – should be able to deal with performance differences.

But surely that’s hardly the point. Performance is just one aspect. There is a certain cachet to owning a classic yacht (or at least the owners feel they are part of a distinct cohort with shared interests and



Fidelis and Lahara show their appetite for a tough fight

ideals). So finding some agreed definition criteria is a worthwhile, if difficult, task.

Meanwhile, we can be pretty certain that the recent America’s Cup foiling monomaranas are not, and are unlikely to ever be, classics. In that context it’s revealing that when he takes the helm to go racing Patrizio Bertelli, the ‘capo’ of the Luna Rossa team, chooses instead to sail his veteran 12 metre.

And we might surely expect that the boss of Prada knows a thing or two about quality and style. ⚓



Photo: John Jeremy



The 8-metre Josephine shows off her textbook classic profile. Photo: David Salter





# From the Rail



## A selection of images from Sydney Harbour.

We love getting a close-up view of our Members in action on the water.

We've been treated to some great photos and videos this year, across our summer Twilight series and the Winter Series.

Next time you're out on the water - either during a race or socially - grab a quick snap and email it through to us at [media@cyca.com.au](mailto:media@cyca.com.au).

These images will feature on our social media platforms each week, as well as in the next issue of Offshore. Happy sailing! ⚓







Norman Rydge met with CYCA Commodore Noel Cornish and Rear Commodore Bradshaw Kellett to present the models.

# Standing proud

Two historic models take pride of place at CYCA.



The full model of Lorita Maria

The Club's Coasters Retreat is now the proud home to two beautiful vintage model boats – *Koomooloo* and *Lorita Maria*.

Past Commodore Norman Rydge generously donated the models of his two former boats to the Club, sharing tales of their rich history with CYCA Commodore Noel Cornish and Rear Commodore Bradshaw Kellett.

*Koomooloo* won the Tattersall Cup in the 1968 Sydney Hobart Yacht Race, skippered by Denis O'Neil, while Norman competed in four Sydney Hobarts with *Lorita Maria* from 1963-1967.

The model of *Koomooloo* will become the perpetual trophy for the Division 1 winner of the Sydney Hobart Classic Yacht Regatta – held annually in December – and the model of *Lorita Maria*, the perpetual trophy for the Division 1 winner of the Summer Offshore Series.

"The models were built by a fella called Phillip Andreas," Norman recalls. "I didn't commission them."



The model of Lorita Maria will be used as a perpetual trophy for the Summer Offshore Series.

"He came to me and said he'd like to make a model of Lorita Maria, and there was no charge involved. It was the same with *Koomooloo*.

"I'm glad they have a good home, it's much appreciated."

Commodore Cornish added: "We are so grateful to Norman for his generous donations.

"This Club is only what it is because of our history and our traditions."

*Lorita Maria*, named after Norman's wife, was designed by Alan Payne, built by Jeff Clist at Annandale, and launched in 1963.

The 1960s was a time of adventure for Norman and his crew.

After finishing third overall in her Sydney Hobart debut in 1963, then sixth overall a year later, *Lorita Maria* took on the world.

Norman's ambition for the custom-designed boat was for her to be a consistent performer in varying weather, which was certainly the case in 1965-66.

*Lorita Maria* became the first Australian boat to compete in the Sydney Hobart, Fastnet Race, Newport Bermuda Race and Transatlantic Race, placing in all four.

"We set ourselves up to do the three (Classic) races – Hobart, Fastnet and Bermuda – which we did, then we did a Transatlantic," Norman says.

"Before we did the Transatlantic, I went to the doctor and said 'what sort of medical equipment do we need?'. He said 'aspirin and band-aids'.

"The boats went much slower then, so they didn't hit as hard. Falling off a wave at 10 knots is a bit different to falling over one at six knots.

"We were more of a curiosity then – everyone wanted to see the mad Aussies."

Both *Lorita Maria* and *Koomooloo* have generations of stories to tell.

Well before the unfortunate sinking in the 2006 Sydney Hobart, *Koomooloo* lost a rudder in the Irish Sea during the 1971 Admiral's Cup and had to be towed in.



An archive image of Norman in 1967.

"Everyone got off in a life raft, had morning tea and got rescued," Norman remembers.

*Koomooloo* also competed in the Admiral's Cup two years earlier, skippered by Denis O'Neil.

Much of the boats' endeavour can be credited to their ambitious owner.

Norman's passion for sailing is aptly summarised in the book 'Australian Ocean Racing'.

"There is a tremendous feeling of adventure and comradeship," he says.

"The crew feel it's a chance to prove themselves. You can, for example, be in Bass Strait when the wind turns into a hard south-west gale.

"Now, you can't say you enjoy it while it's happening, but when you're having a beer in Constitution Dock, you enjoy the fact that you were there.

"You enjoy the fact that you weren't found wanting, and your boat wasn't found wanting, or your crew."

The CYCA thanks Norman for his ongoing support of the Club and generous donations. ♪



The model of Koomooloo will be used as a perpetual trophy for the Sydney Hobart Classic Yacht Regatta.





# HISTORY AND ARCHIVES

## INTO THE ARCHIVES

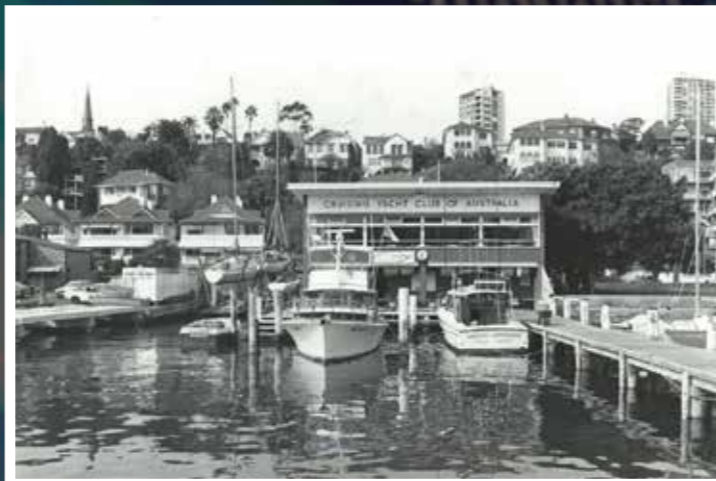
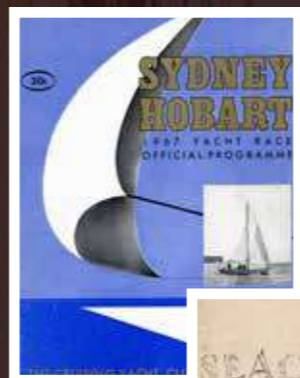
The CYCA is proud of its history and traditions.

Our History and Archives Committee ensures the Club's story will live on for generations to come.

The committee sources and displays archive materials on the CYCA website and in the Clubhouse, as well as interviewing legendary figures of sailing to document their recollections of the development of the Club and the sport of ocean racing.

On the CYCA website's History and Archives page, you can find race programs, Video Archive Project episodes, Club Honour Boards, a brief history of the CYCA and much more.

If you have stories or items to share, please email [media@cyca.com.au](mailto:media@cyca.com.au)



Celebrating the first of the Freya 'threepeats'. Left to right: Keith Brown, Trygve Halvorsen, Trevor Gowland, Magnus Halvorsen (next to Trygve), Stan Darling, Barry Gowland, Stan McRae



## Magnus Opus

By Phil Ross

During 60 years of sailing, totalling over 180,000 miles of ocean, Magnus Halvorsen was involved in three of Australia's most memorable sailing moments.

When Magnus turned 90 years of age in August 2008, he recounted his unsurpassable sailing record, with his memories as sharp as a scratch awl. This July will be the seventh anniversary of his passing.

The Halvorsen family are synonymous with sailing and the marine industry in general in Australia. Magnus, the second youngest of five brothers and two sisters passed away July 2015, a month short of his 97th birthday after being a widower since 1993. Modestly living out his last years in an apartment in northern Sydney, Magnus, along with his brother Trygve, were involved in numerous iconic Sydney Hobart victories and one energising America's Cup moment that triggered the desire to win the Auld Mug for many Australians.

Emigrating from Norway in 1925, after a short stint in South Africa, his father immediately set up a boat building business. The family became naturalised Australians after the compulsory five year waiting period.

Magnus chuckled with the memory, "we were always pointed out as being 'those Norway boys,' he recalls, "the locals would say we were taking jobs from Aussies yet, on the very first day my father Lars arrived in Sydney, he started his boat building

business." In a rented boatshed in Drummoyne, Lars built his first of many hulls.

Like most immigrants, the family wished to soak up the Australian way of life; living and working on Sydney Harbour led naturally to involvement with sailing.

Their father died in 1936 and the boys took over the boat building business, just as orders came rushing in. The war provided a rich source of work with boatbuilding listed as a Reserve Occupation.

Post-war and the news of a challenging race from Sydney to Hobart saw both Magnus and younger brother Trygve build their second boat, Saga, for the second race in 1946. In that race, they were becalmed for 12 hours just 11 miles from the Derwent finish line and beaten on handicap by Christina, a boat designed and built by their father.

It was the beginning of what is probably the most impressive individual success rate during 30 races between 1936 and 1982.

By the time the 1960s arrived, Magnus had achieved one handicap win (Anitra 1957); then followed three consecutive firsts with their beloved Freya. In total achieving five firsts and five seconds and one third placing during the 1950s and 1960s in the most famous bluewater ocean race in the world.

He had also competed in four Trans-Tasman races for three firsts. He co-skipped, with Trygve, both Anitra and Solveig to compete in three Transpac



Races; then navigated the crossing of the Pacific each time. Add to this his impressive stature at 185 centimetres and over 100 kilograms of former rugby forward muscle.

His sailing pedigree well established, Magnus's inclusion as a crewmember on the first Australian America's Cup campaign in 1962 appeared a foregone conclusion.

Considering, up to this time, Australia's presence in international keelboat racing was fairly non-striking, the crew on that historic challenge read like a who's who of Australian yachting: Colin Betts, Terry Hammond, Peter O'Donnell, Colin Rylie, Dick Sargeant, Rolly Tasker, Norman Wright, Michael York, plus Jock Sturrock, Peter Cole and Alan Payne to name a few.

It was a strange irony for Magnus and Trygve to be sailing as representatives of the Royal Sydney Yacht Squadron, the club had changed its membership rules to include naturalised immigrants just ten years prior.

That first challenge, of course, brought the America's Cup into the consciousness of the average Australian. Across the country came the news of the first win over the Americans, by any nation, in a 12-Metre race.

"Gretel was behind well into the final leg," remembered Magnus. "Weatherly broke a spinnaker pole in a manoeuvre, we surfed past her winning by 27 seconds."

While the Australian press lauded this win at the time, Magnus downplayed its significance. "She was disabled, we took advantage of it. Our time, however, over the old triangular course was a record, the fastest by any 12-Metre."

In the hallway of Magnus's apartment was a picture frame with two photographs; it includes the famous photo taken to leeward of Weatherly, clearly showing Gretel as she surges past to weather on the crest of a wave. It is signed by both crews of Gretel and Weatherly.

Magnus was to return to Newport in 1970 as a support crewmember. Meantime, there was still the Sydney-Hobart to compete in every December.

While Wild Oats XI succeeded in achieving four line honours wins in a row, no one has come close to achieving the success of the Halvorsens' seventh yacht Freya, winning three handicap honours between 1963 and 1965.

Freya was primarily a comfortable cruising boat with bunks over two metres long (seven foot), plus plush carpet as the Halvorsens' always sailed barefoot. It had a powerful engine with a 700 nautical mile range.

Designed by brother Trygve, Freya, the Norse goddess of love and song, was built at Lars Halvorsen Sons (LHS) by Trevor Gowland. Her construction would be unthinkable nowadays. At just over 12 metres in length (40 feet), according

to Magnus, she had Douglas fir (Oregon) planking with glued-spline seams. Her framing was glued laminations of Queensland maple and the deck was fibre-glassed plywood. Her mast was aluminium stepped on the coach-house over a bulkhead system.

"She never leaked a drop — dry from top to bottom." Magnus remembered fondly. "Her full length keel gave her the underwater body of contemporary 50-55 footer. However, with her large vertical rudder there was perfect control, responding to the helm at all times. Never did she broach to!"

They could keep complete control of the boat close-hauled even while the spinnaker was aback. While tank-testing models for the new America's Cup 12-Metre, Gretel II, Sydney University found that Freya was faster in all but five knots of wind.

1965 was the last Hobart race Magnus and Trygve sailed together, by 1966 several crew, including Trygve, were committed to the new America's Cup campaign and Sir Frank Packer would not release them for the Hobart race.

Maybe because of Australia's debut in the America's Cup, overseas boats by this time were starting to see the challenge and kudos of competing down under in the Sydney-Hobart. Ondine becomes the first overseas yacht (excluding Rani in the first race) to win line honours in 1962. In 1967 overseas yachts won both line and handicap.

USA property magnate, Jim Kilroy, made his debut in 1971 with Kialoa II, achieving line honours. KII can be seen once more sailing on Sydney Harbour and competing in the race.

After the race, her boat captain, Bruce Kendell from New Zealand, introduced Jim Kilroy to Magnus as a potential navigator for the race that followed the Sydney Hobart: the 1972 Trans-Tasman race to Auckland from Hobart.

Considering Magnus already had four wins from four starts in this race, Jim Kilroy was happy to leave



*That is Magnus on the bowsprit of his much loved and self-designed, Peer Gynt. Their fourth boat that sailed in the 1947 Hobart race. This photo (circa late 1940's) was taken by the famed photographer Max Dupain taken at water level while Peer Gynt sailed past testing a radical lightweight calico spinnaker.*

Magnus as skipper/navigator while he winged his way to pressing work matters back in the US. The boat took line honours with a race record and the handicap trophy as well.

It was only natural that Jim would call upon Magnus to navigate his new Kialoa III for the 1975 race. Magnus still had the original TAA Navigator's Logbook for the 31st running of the race; it made for a fascinating read.

With Kendall in charge and Kilroy keen to use Australian local knowledge, the KIII crew list reads once again like a Who's Who of Australian sailing in that epic era. Out of its crew of 19, over half were Australian, including: Greg Gilliam, Dick Neville, Robbie Vaughan and Mick York.

It had been only two years since Helsal had set the race record of just one hour over three days and nothing on the long-range forecast gave Magnus much hope of breaking it. Starting at the old time of midday, the fleet of 102 was the first time the Sydney-Hobart starting line had hit triple figures.

During the first night, the Sou-easterly of 12 knots moved easterly, gaining intensity. As a lover of boat design, Magnus was delighted to see Kialoa III hit over 10 knots with spinnaker set on the main mast.

After a noon sun sight Magnus found they had made a first day run of 245 miles in an average of 12 knots of breeze. Over the next 24 hours with the breeze increasing and moving NNE, he calculated their run to be 247 miles.

As night on the second day fell the wind backed and built in intensity, blowing from due north at 30 to 35 knots. In the pitching blackness, the storm spinnaker blew out just before Tasman Island.

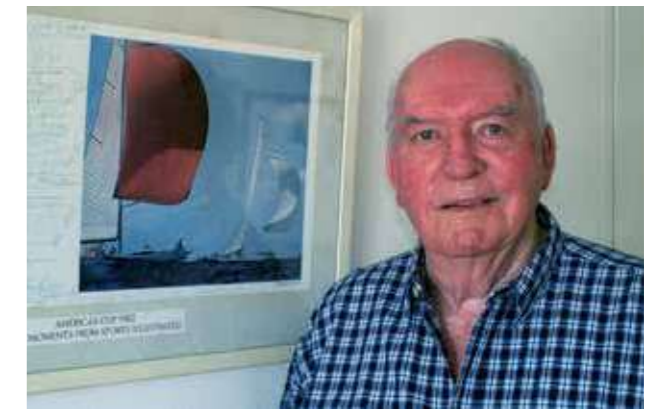
Four hours later and a series of tacks in a still, dark Derwent, KIII crossed the finish line having taken a whopping 11 hours (15%) off the race record of 1973. Final record time was two days, 14 hours, 36 minutes and 41 seconds.

In the logbook notes, Magnus wrote the average speed over the course for KIII was 10.06 knots. Just under 32 per cent of the race distance was sailed with the wind ahead of beam where they were unable to set spinnaker/s, leaving the crew to perform 22 sail changes.

South of Jervis Bay there was no current assistance and the current was slightly contrary on the Tasmanian coast. It took another 21 years before Morning Glory could better it by only 29 minutes, "thanks to a favourable current," Magnus cheekily reminded.

It was to be 40 years before Wild Oats XI could get the right conditions to reduce it by 22 hours. A recurring source of pride for Kialoa's owner, Jim Kilroy.

While his racing exploits would slowly die off from this time on, Magnus Halvorsen continued in the sport and business he loved for another seven



*An iconic photograph of an iconic yacht. Revelling in the conditions, Freya powers to windward in 1963.*

years before retiring to be a land-lubbing family man in 1982.

Magnus left his aquatic mistress as a well-known and respected yachtsman/navigator. Having travelled many sea miles, he taught himself celestial navigation and built many famous ocean-racing yachts.

His Sydney Hobart record is impeccable and, most probably, unbeatable: five handicap winners, six second placings and two thirds plus two line honours including the race record as navigator.

Hailing originally from a country only slightly larger than Victoria, yet with a coastline equivalent to Australia's (even more if you take into account Norway's numerous, some 50,000, islands), Magnus Halvorsen was born to the sea. With Nordic toughness and Australian derring-do, he carved himself a special notch in the ring frame of Australian yachting history. ⚓



*"We should have won two races, but 'Bus' was too clever."*



# From the Archives

## The Great Winter Escape

### BAYVIEW SYDNEY TO SOUTHPORT CYCA'S SECOND HOBART RACE?

Record entries for an inaugural event

by Alan Brown

The Bayview Sydney to Southport Sprint. Or will it be? As we venture into the first Bayview Harbour Gold Coast Race with what is a record fleet for an inaugural event — over 80 entries — there is debate as to whether it will be a running/reaching sprint or a bash to windward. There are many theories and forecasts, but one thing is certain: sailing north has got to be a whole lot better than sailing south, and the faster you can do it the better.

For many years yachtsmen have been by-passing Southport because of the dangerous bar that has existed at the entrance to the Broadwater. With an expenditure of \$40 million, the Queensland Government has built a new entrance that is designed to provide an all-weather safe passage that is dredged to eight metres. However, the Queensland Department of Harbours and Marine has issued a warning to boatowners that they should always exercise caution when approaching and passing the seaway, particularly on ebb tides. Approaching the entrance from the south is considered quite safe, but due to sandbars on the northern side of the seaway, extra care should be taken when making an approach from the north-east.

The Southport Seaway (the official name of the new entrance) has given the 40-year-old Southport Yacht Club the potential to become one of the lead-

ing offshore IOR clubs in Australia. With a modern 264 berth marina facility filled with some good quality yachts, and Geoff Gale as full time sailing secretary, the club is poised to make its mark in Australian yachting. The SYC has already produced an international winner in *Gold Coast Express*, which won every race in its class at the 1980 Pan Am Clipper Cup series, as it was then called, in Hawaii (now the Kenwood Cup).

The work of Race Director Peter Rysdyk with SYC officials in organising this race has created a strong bond of friendship between the two clubs. It is predictable that the Sydney—Southport Race will become only second to the Hobart in importance on the ocean racing calendar.

The 90-some entries will compete in IOR, Arbitrary and Cruising Divisions; they come from Queensland, New South Wales, Victoria and Tasmania. The race for line honours will be fought out between Jack Rooklyn at the helm of *Apollo*, his son Warwick Rooklyn at the helm of *The Office* and Alan Tucker's *Rampant II*. IOR could be taken out by any number of boats, but to mention just a few: *Another Concubine*, *Doctor Who*, *Nodla IV*, *Seaquest*, *Boundary Rider*, *Exacet*. The navy is being represented in the race by their S111, *Alexander of Creswell*.

A large spectator fleet is expected to view the start of the race on Saturday

August 16th at 1400 hrs when it is sent on its way by Queensland Premier, Joh Bjelke-Petersen.

Immediately following the race will be the Quality Inns Gold Cup Series, three races over three days, with trophy presentation on Saturday 23rd August at the Southport Yacht Club.



Southport in the 1980s. Credit: David Colfelt



*Apollo* in the 1984 Sydney Hobart Yacht Race. Two years later she took the double victory: Line Honours and First Place on Corrected Time in the first Sydney Gold Coast. Credit: News Ltd



# Seabin Project x CYCA



“If we can have rubbish bins on land then why not have them in the water”



The CYCA and our Members are extremely proud of our association with Seabin Project, a relationship made possible through Woollahra Municipal Council with the installation of the bins a NSW Department of Planning, Industry and Environment ‘Waster Less Recycle More’ initiative.

Six units were installed in the CYCA Marina back in July 2020 and have already had a huge impact on the cleanliness of the water in Rushcutters Bay.

Started back in 2015 by two Australian visionaries, Andrew Turton, a sailor and boat builder by trade and Pete Ceglinski, an avid surfer, diver and fisherman with a career in product design, Seabin Project has rapidly become a global phenomenon.

Initial crowd funding of over US\$275K allowed the two founders to develop the product with industrial partner Poralu Marine, with their first pilot program rolling out at a marina in France in March 2016. The expansion continued across Europe and the world with assistance of an incubator grant from booking.com.

Headquarters were set up in Australia in March 2018 and the Seabin Foundation was subsequently launched: a not-for-profit fundraising organisation that addresses Education, Science, Research and Community projects that result in cleaner oceans.

Seabin Project has already won many international awards, including the 2016 and 2018 Good Design Awards (Social Impact), 2017 DAME Award,



Mestrade, 2018 Advance Awards (Sustainability), 2018 GQ Men of the Year (Innovation), and 2018 European Product Design Awards (Environment). Time Magazine included them in a list of Best Inventions of 2018.

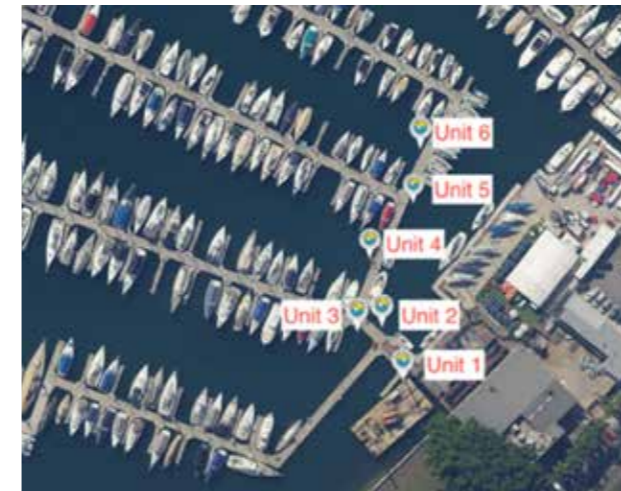
A 30-minute documentary about Seabin Project, “Saving the Big Blue”, featured on ABC’s Foreign Correspondent and the many videos available on their Vimeo channel constantly go viral.

Seabin Project’s mission is simple: To live in a world without the need for Seabins.

As they see it, marine litter shouldn’t be there in the first place and we wholeheartedly agree.

## KEY STATISTICS

- 3,403.kg of marine debris was captured in the seven months through to February 2021
- The daily average was 14kg (2.3kg per unit)
- 875 million litres of water were filtered for microplastics, plastic fibres, oils and fuels
- 32 data collections were conducted on site
- 863 plastic items were counted and recorded
- Over a quarter of items were “Foam Pieces”
- Over a quarter of items by weight were “Hard Plastics - Food Packaging”
- 827 daily empties were recorded by the Seabin Enviro Technician and volunteers



An aerial view of the CYCA Marina showing the location of our six units



The Seabin Project’s website regularly updates the key statistics of their global program, highlighting its extraordinary environmental impact



MARINE DEBRIS CATEGORY	Plastic items by Count (%)	Plastic item by Weight (%)
MICROPLASTICS <5mm (incl. PELLETS, NURDLES)	15.1%	0.1%
FOAM PIECES	26.4%	0.0%
SOFT PLASTIC FOOD PACKAGING / WRAPPERS	9.5%	0.0%
HARD PLASTIC FOOD PACKAGING (CUPS etc.)	3.5%	27.5%
PLASTIC LIDS	3.0%	5.4%
PLASTIC STRAWS	1.7%	0.7%
PLASTIC BAGS	1.3%	0.3%
PLASTIC BOTTLES	0.2%	2.7%
PLASTIC UTENSILES	0.2%	0.6%
PAPER CUPS (COFFEE, ICE CREAM etc.)	0.7%	12.4%
PLASTIC LOLLIPOP / COTTON BUD STICKS	0.7%	0.0%
UNIDENTIFIED PLASTIC ITEMS - SOFT >5mm	15.5%	0.0%
UNIDENTIFIED PLASTIC ITEMS - HARD >5mm	11.1%	1.1%
CIGARETTE BUTTS	3.2%	0.3%
FISHING GEAR (FLOATS, LURES etc.)	2.7%	26.3%
FISHING LINE	0.3%	0.0%
MICROFIBERS (plastic fibers derived from rope)	1.7%	0.0%
ROPES	0.1%	0.9%
CANS	0.1%	1.7%
TAPE	1.2%	0.1%
RUBBER	0.7%	1.4%
TENNIS BALL/TOY BALL	0.1%	6.5%
Face Mask/Gloves	0.6%	8.6%
SYRINGES	0.2%	3.4%

A breakdown of the main items captured in the CYCA’s Seabins from July 2020 - February 2021



Visit the Seabin Project website <https://seabinproject.com>





## TELL TALES

# The five-minute job

David Salter relives the agonies of do-it-yourself boat maintenance



*What quickly became a nightmare...*

Anyone who has owned a wooden boat, or been responsible for its upkeep, will know the feeling. A minor bit of damage or deterioration starts to niggle away at your conscience. You can't be on the yacht for more than a few minutes without noticing the blemish. Your eye involuntarily keeps darting back to it as if the subconscious mind were trying to scold you into remedial action.

In my most recent case it was just a small patch of peeling paint on one corner of the cabin top. Every time I went up or down the companionway that little bit of bare area – no larger than a 50-cent piece – would nag at me. 'Call yourself a classic boat lover?' it whined accusingly, 'You don't care at all!'

OK. Enough. I'll fix it. Can't be more than a five-minute job. So, after a month or two of prevarication (you can't rush these things), I finally set aside a Winter morning to tackle the repair. Let's see now, this shouldn't be too difficult...

Well, the problem with confronting faults in a wooden boat is that you inevitably notice a few other little items that need attention. One thing leads to another. There's that ding in the cockpit floor where some dullard in the crew dropped a winch handle. And the ugly scratch just above the starboard seat, not to mention an annoying bubble in the bulkhead paint beside the compass, and, and...

May as well make a start. Immediately, there's that horrible sinking feeling as you gingerly lift the exposed corner of paint with your fingernail to find that it just keeps coming off! Could there be more problem areas like this?

Before too long you've started to uncover a fistful of other issues. Areas of paint peel away with



*...ended up reasonably well.*

unwelcome ease. The whole cockpit area – which always gets a caning in any racing boat – soon begins to resemble the hide of a piebald horse.

Damn! A reluctant thought begins to form. Maybe it might be easier to paint the whole thing? No need to go crazy, though. Just rough up the surface, then a quick sand and paint. Time to dig out the heat gun, scrapers, sand paper and brushes. Shouldn't take more than a day of prep and another day or two for the primer and topcoat.

Famous last words. The cockpit area of any yacht launched half a century ago has been painted, repaired and re-painted many times, and in many ways. Trying to remove all that build-up was like travelling back in time.

On one side most of the surface lifted off quite easily because the base – when you finally got to it – was a layer of traditional red lead paint. Yet on the other side some genius had decided to apply an under-layer of epoxy. Hard as cast iron! Even with my heavy-duty heat gun set on full blast I was struggling to make an impression.

But there was worse to come. With the paint finally removed the sins of previous owners were revealed. I'd uncovered some dodgy repairs and patches, probably to fix dry rot. The shipwright had then hidden his carpentry beneath dollops of quick bog that had never quite gone off. Lumps of stickiness now came away with the scraper. Blast! All those holes would have to be scoured out, dried, sanded and filled. Another few hours of work.

The next distressing discovery was that someone had laid thick ribbons of fibreglass to seal the join

between the cockpit floor and the sides. True, we'd never had a leak there, but that broad barrier was utterly immovable and made achieving any sort of continuous smooth finish impossible. Never mind, it's not a piece of Louis XV furniture, just a boat.

The preparation part of the job had now stretched to four, tedious days. Sand and fill. Sand again. Fill again. There goes another day of unpaid labour. Any areas that had to be taken back to the wood were treated to a cautionary coat of Everdure. Surely we're getting close to the finishing line? Not quite. Two coats of primer on the cockpit and surrounding surfaces consumed another day. Would this agony never end?

The only faintly enjoyable part of the whole process was brushing on the two-pack topcoat. By sheer good luck the new cream colour was an almost perfect match to the deck paint. With the masking tape removed and seats screwed back into place the area that had been my chamber of horrors for a week finally looked quite presentable.

But what, I hear you say, about that small patch of lifting paint that had first prompted this marathon of home handiwork? Glad you asked. Distracted by the magnitude of my cockpit problems I'd overlooked it until the last day. Quick! Smear on a dab of filler, sand, undercoat and paint.

Five-minute job, really. ⚓

## Vale Russ Williams

The CYCA mourns the passing of 50 Year Member and Sydney Hobart Yacht Race winner, Russ Williams.

Russ joined the CYCA in 1958, having first become involved in sailing through the Royal Prince Alfred Yacht Club in the early 50s.

After sailing in the Sydney Hobart Yacht Race on board Caprice of Huon, Josephine and Lolita, Russ launched his own boat - Cherana - in 1959, enjoying plenty of early success.

A third-place finish in the wild 1959 Montague Island Race was followed by Overall victory in the 1959 Sydney Hobart.

Cherana also finished second in the 1960 Brisbane to Gladstone Race, before being sold by Russ in 1961.

Russ then built the 40ft sloop Fare-Thee-Well and competed in a further two Sydney Hobarts (1965 and 1967).

In 1968, Russ and wife Angela moved to the Southern Highlands for two decades, then to Queensland's Sunshine Coast.

Russ will be remembered "for his generous nature, his willingness to help others, his happy smile and his love of a good party".

Vale Russ. ⚓



*Russ Williams' 1965 SHYR crew at Constitution Dock:  
Rear: Phil Hill (NSW) and famed Sydney sailmaker George "Raw Meat" Pearce (NSW) dec.  
Middle: Jimmy Lockwood (CYCA) dec, Russ Williams (CYCA) dec. and Bill Ridding (VIC) dec.  
Front: Tony Cable (CYCA) and Dudley Burridge (TAS) dec.*



# Winter Calendar

## JUNE

- 09** Wednesday  
Trivia Night
- 13** Sunday  
Women's Series Race 2
- 15** Tuesday  
Back to CYCA Lunch
- 20** Sunday  
Winter Series Race 8
- 25** Friday  
Hall of Fame and Anniversary Dinner
- 27** Sunday  
Winter Series Race 9
- 30** Wednesday  
Sailing Information Evening -  
Digitalisation of Nautical Charts

## JULY

- 03** Saturday  
Jazz in July
- 04** Sunday  
Winter Series Race 10
- 06** Tuesday  
Sailing Information Evening -  
Boat Owners' Legal Liabilities
- 10** Saturday  
Jazz in July
- 11** Sunday  
Women's Series Race 3
- 13** Tuesday  
CYCA Annual General Meeting
- 14** Wednesday  
Trivia Night
- 17** Saturday  
Jazz in July
- 19** Monday  
Associates Annual General Meeting
- 23** Friday  
Winter Series Prizegiving
- 24** Saturday  
Jazz in July
- 29** Thursday  
Noakes Sydney Gold Coast Yacht Race  
Briefing
- 31** Saturday  
Noakes Sydney Gold Coast Yacht Race  
Jazz in July

## AUGUST

- 03** Tuesday  
Sailing Information Evening -  
Youth Sailing Academy
- 08** Sunday  
Reed & Mackay Spring Series Race 1
- 11** Wednesday  
Trivia Night
- 15** Sunday  
Reed & Mackay Spring Series Race 2
- 22** Sunday  
Reed & Mackay Spring Series Race 3
- 29** Sunday  
Reed & Mackay Spring Series Race 4



# WHAT'S ON AT CYCA



## PIZZA OF THE DAY

Join us every Monday through Winter for a delicious pizza. With a new special each week, we'll warm up those chilly Monday evenings with a feast of flavour.

*Available from 1700 each Monday*



## COCKTAILS BY THE WATER

Try the selection of salubrious cocktails, available from both Sydney Hobart and Members' Bar, for the perfect way to enjoy the sun, water and time with friends.

*Available daily*



## KINKAWOOKA MUSSELS

The cool waters of South Australia are home to some of the finest shellfish in the world. Enjoy these beautifully cooked and served Kinkawooka Mussels.

*From 1200hrs each Saturday*



## JAZZ IN JULY

The smooth sound of jazz will fill the CYCA in July! Head down to the Club every Saturday throughout the month to enjoy some live music.

*From 1400-1730hrs*



## ENTICING ANGUS

Our Thursday special is a melt-in-your-mouth 200g grilled Angus beef rump, served with potato puree, buttered greens, onion rings and red wine gravy.

*Available from 1700 each Thursday*



## BREAKFAST SPECIALS

Each week, a new delicious breakfast dish is available to get your day started in the perfect way.

*Available 0800-1130hrs Thursday-Sunday*

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For the latest CYCA racing, events and functions visit [www.CYCA.com.au/whatson](http://www.CYCA.com.au/whatson)

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ROLEX GIRAGLIA



ROLEX CAPRI SAILING WEEK



MAXI YACHT ROLEX CUP



ROLEX SWAN CUP

## ROLEX AND MEDITERRANEAN YACHTING

For over three decades, Rolex has raced with yachting's most impressive fleets across the Mediterranean. On the sea's brilliant blue waters, Rolex has celebrated the grandeur of the Maxi Yacht Rolex Cup, the classic designs at the Rolex Swan Cup, the beauty of Rolex Capri Sailing Week and the excitement of the Rolex Giraglia, the Mediterranean's oldest offshore race. Now, more than ever, Rolex celebrates the athletes and organisations that continue to bring out the best in sport.

*#Perpetual*



OYSTER PERPETUAL YACHT-MASTER II

  
**ROLEX**