

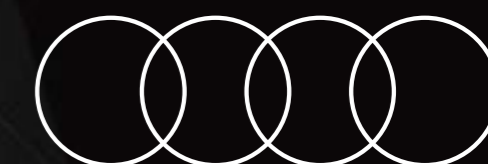
AUTUMN 2022 #293

OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

MAKING HISTORY





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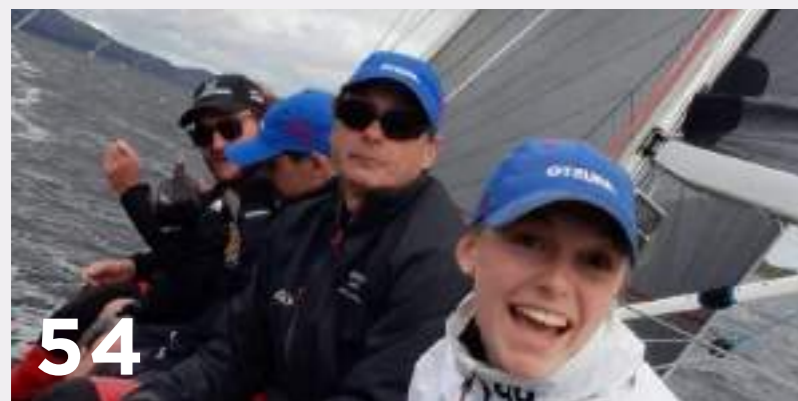
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IN THIS EDITION

FEATURES



2021 ROLEX SYDNEY HOBART REVIEW



MY FIRST ROLEX SYDNEY HOBART

Share your Offshore story or get in touch via email – media@cyca.com.au

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COVER PHOTOGRAPHY

Main: Ichi Ban approaches the Organ Pipes. Credit: ROLEX/Andrea Francolini
Inset (L): Ichi Ban owner Matt Allen and crew members receive the Tattersall Cup and Rolex timepiece. Credit: ROLEX/Andrea Francolini

Inset (M): Disko Trooper_Contender Sailcloth co-skippers Jules Hall and Jan Scholten

celebrate with the inaugural Two-Handed Division trophy. Inset (R): Black Jack owner Peter Harburg and skipper Mark Bradford receive their Rolex timepiece. Credit: ROLEX/Andrea Francolini

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COMMODORE NOEL CORNISH AM

At the helm



It was with much relief that we were able to start the Rolex Sydney Hobart Yacht Race on Boxing Day 2021 after such a difficult year. So much work went on behind the scenes to ensure that the Race could go ahead, even up to the 11th hour.

The management team are to be commended for all their dedication and perseverance. I'd also like to thank competitors for their patience and understanding. Despite the absence of so many interstate and international entrants, the fleet of 88 yachts was a significant one and certainly bodes well for this year's Race.

It was the return of a traditional tough Hobart, with a strong southerly and sharp sea state knocking out almost a third of the fleet in the first 24 hours before then transforming into a tactical one where the challenge became successfully navigating the wind transitions and then negotiating the vagaries of Storm Bay and the Derwent.

History was made with Matt Allen's *Ichi Ban* becoming only the third boat to have won the Tattersall Cup on three occasions. Going back-to-back was a great achievement, particularly given how impressively so many other crews sailed. The 100-foot maxi, *Black Jack*, was also a popular Line Honours winner after so many years chasing the dream.

The inaugural Two-Handed Division proved a huge drawcard for media and spectators and the camaraderie displayed by all 17 teams provided an unforgettable experience for the competitors. Jules Hall and Jan Scholten didn't put a foot wrong on *Disko Trooper_Contender Sailcloth* to take two-handed overall honours whilst Rob Gough and John Saul came home strongly on the Tasmanian entry, *Sidewinder*, for two-handed Line Honours victory.

It is with heartfelt thanks that we acknowledge all the hard work of our many indispensable volunteers both in Sydney and Hobart and acknowledge the Royal Yacht Club of Tasmania for its continuing extraordinary assistance as Race Finishing Partner. Thank you to our many government and corporate

partners whose assistance is truly valued. A special thank you of course, to Rolex for their continued support of the Rolex Sydney Hobart and blue water racing worldwide.

And so on to 2022.

We're already two months into the new year and much has been achieved.

We have hosted two of the three Summer Offshore Series races, concluded the Ocean Pointscore Series (congratulations to Sebastian Bohm and the crew of *Smuggler*), run numerous SOPS and Short Haul events and are wrapping up the Sharp EIT Monday and Wednesday Twilights over the coming weeks.

The Making Waves Foundation and PIF Regattas are just around the corner and in another month, we'll be kicking off the 11 divisions of Winter Series racing on Sundays and the Breakfast Club will be feeding the masses. The Great Veterans' Race will be back again.

Our sailors are determined to return to the water wherever possible.

Our Club has hosted several key social events over the past months. We have honoured the latest CYCA Hall of Fame recipients and Anniversary Memberships at a special evening in February, held a thank you BBQ for the Rolex Sydney Hobart volunteers, and wound up another year of Badge Draw.

Preparations are being finalised for the 2021/22 Ocean Racer of the Year Award/Audi Centre Sydney Blue Water Pointscore Prizegiving, Clean Up Australia Day and the 2022 International Women's Day Breakfast.

Information Evenings for both racers and cruisers will be returning in March. In April, we will be welcoming many at the New Members' Cocktail Party and the Associates Committee will roll out an array of social events and activities.

It is wonderful to see so many Members back on the water and in the Clubhouse. 🍷

WELCOME... TO OUR NEW MEMBERS

- Mark Alden
- Adrian Amer
- Marc Amour
- Jon Anderson
- Greta Archbold
- Jo Armstrong
- Juliet Ashworth
- Theo Baisi
- Alexander Barrat
- Nic Bastock
- Adam Beasley
- Mitch Bellingham
- Jim Bennett
- Jane Beresford
- Dyson Bogg
- Nick Bonich
- George Booth
- Tom Booth
- Simone Bouch
- Neil Boyd-Clark
- Kurt Brauteseth
- Royce Brennan
- Rino Brindisi
- Jeremy Brink
- Mark Burgess
- Jonathan Callaghan
- Kirsten Caly
- Aleis Carline
- Matthew Carnachan
- Anna Cearnez
- Gail Cheesman
- Colleen Chen
- Marta Clark
- Vaughan Cloros
- Margot Coleman
- Dave Cornford
- Annette Cragg
- Jeremy Cross
- Harry Cui
- Haydn Dare
- Sarah Dart
- Will Davie
- Christina Davie
- Ron de Wit
- Katherine Dong
- Rachel Donovan
- Chris Drake-Brockman
- Ashley Driver
- Mick Drower
- Howard Duncan
- Dee Jay East
- Sam Ebrahim
- Kelly Fagan
- Nick Falloon
- Tom Fenton
- Steve Firkin
- Allan Forbes
- Glenn Forrest
- Wally Freeman
- Ben Gandy
- Sarah Geddes
- Sophia Gherardesca
- Emma Gillman
- Neil Glynn
- Ludwig Golzar
- Susie Graham
- Kirsty Graham
- Janease Graham
- Veronica Guidera
- Melinda Haifa
- Jenny Harrison
- Charlie Hart
- Christopher Hartcher
- Mike Haybittel
- Paul Heller
- Liam Hickey
- Nicole Hile
- Patrick Houle
- Nina Howell
- Jane Huang
- Ray Hudson
- Trish Hudson
- Jen Humphry
- Robin Jackson
- Robert Jervies
- Adriana Johnson
- Dennis Kalofonos
- Susanne Kaye
- Tim Kelaher
- Ros Kelly AO
- Elle Kennedy
- Alexandra Ketelbey
- Ryan Kevelighan
- Damien King
- Jocelyn Klug
- George Knight
- Eugenie Knight
- Bill Koumis
- Irene Latoa
- Sam Lehain
- Mark Levi
- Georgina Lichaa
- Mark Loader
- Troy Loh
- Leo Lopez
- Eleonore Lorentzon
- Kam Macdonald
- Anna Mackay
- Mark Mackay
- David Mackinnon
- Steven Maguire
- Lea Maitland
- James Manning
- Julian Martin
- Andrew McBride
- Paul McCann
- Bev McCann
- Angus McLennan
- James McNamara
- Victoria McNeill
- Matt Mears
- Erin Middlehurst
- Toby Miller
- Julie Ann Morrison
- Nigel Natrass
- Jenni Neary AM
- David Nicholas
- Conrad Nixon
- Glenda Nixon
- Christopher O'Neill
- David Pallot
- Natasha Parker
- Annemarie Parkes
- Tiffany Partington
- Mel Patterson-Gray
- Chris Pearson
- Frank Peronace
- Riley Phillips-Harris
- Andrew Powrie
- Jessica Pozniak
- Jono Pryke
- Clive Rabie
- Penny Ransby
- Stacy Raymond
- Stuart Richardson
- Katie Richmond
- Hamish Riddell
- Farhad Rismanchian
- Kelly Robinson-Hicks
- Lisa Rush
- Caroline Saunders
- Kashi Saunders
- Elizabeth Sheppard
- Alistair Sinclair
- Sam Smith
- Sharon Smith
- Louise Snowden
- Arahni Sont
- Alexandra Spallek
- Alexandra Steadman
- Patrice Steer
- Michael Taranto
- Steve Taylor
- Narve Thakrar
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- Simon White
- Viv Zhu



FIND OUT MORE ABOUT THE
BENEFITS OF CYCA MEMBERSHIP



NEWS IN BRIEF

Clubhouse back to full capacity



Following the NSW Government's easing of COVID-19 restrictions in February, we are pleased to have the Clubhouse operating at full capacity once more.

Members and guests are no longer required to check-in using a QR code upon entry to the Club and singing and dancing is permitted.

The removal of density restrictions means the function rooms are back to their pre-COVID capacity limits and masks aren't mandatory.

Masks are still encouraged when Members and guests are indoors at the CYCA and cannot maintain a safe distance from others.

Thank you for your cooperation as we have navigated COVID-19 restrictions. 🇺🇦

AUSTRALIAN SAILING LAUNCHES 10-YEAR STRATEGIC PLAN



Photo: Australian Sailing

Australian Sailing has launched a 10-year strategic plan - Sailing 2032 - which aims to get "more people on the water, in more ways, more often".

Sailing 2032 is built on three strategic pillars:

- **Support** - Ensuring all clubs and Discover Sailing Centres access Australian Sailing programs and support to help them deliver sailing to their communities and achieve their goals.
- **Grow** - Making sailing more visible, accessible, relevant and rewarding for all.
- **Win** - Uniting and inspiring the sailing community and nation, by making Australia the number one Olympic sailing country in the world.

"Sailing is an iconic part of Australian culture and Sailing 2032 charts the future direction of sailing in Australia, ensuring our sailing community continues to thrive," said Australian Sailing President Daniel Belcher.

"We passionately believe that sailing is something that more Australians should love to do. Sailing 2032 is a plan for Australian Sailing, however critically, it is also a call to action for our sailing clubs, Discover Sailing Centres, class associations, volunteers and sailing stakeholders to embrace and align with our plan, to collectively benefit us all."

Visit sailing.org.au to learn more about Sailing 2032. 🇺🇦

Vale



From left: Joe, with his sons Joe Jnr and Peter aboard Willi Willi in 1975.

JOE GODDARD (1931-2021)

Joe, a CYCA Member for more than 40 years, always loved the ocean – it was in his blood.

Joe notched up 15 Sydney Hobarts, 10 Lord Howes and numerous races in Queensland, Tasmania and the Pacific Islands. It was rare not to see Joe on Sydney Harbour holding court on weekends with friends and relatives – always with a glass of champagne close by. Many down at the CYCA called Joe “a colourful man” with his Czech accent, a raconteur with a formidable knowledge of European history, navigation, politics, sailing, wine and food.

They don't make them like Joe anymore.

Excerpt of the Vale provided by Joe's son, Joe Jr. Full story on cyca.com.au.



Norman in 1967

NORMAN RYDGE (1928-2022)

Norman served as Commodore of the CYCA from 1967-1969 and was a stalwart of ocean sailing both in Australia and around the world.

He competed in many Sydney Hobart Yacht Races, most notably finishing third overall on his Alan Payne-designed *Lorita Maria* in the 1963 race.

Norman, a CYCA Member for 58 years, was part of the committee which conceived Australia's first Admiral's Cup challenge in 1965.

In 1966, *Lorita Maria* became the first Australian yacht to participate in the Bermuda Race and the Trans-Atlantic Race.

Norman also owned the Kaufman 41 *Koomooloo* when she competed in the 1971 Admiral's Cup.



Hamish on Lass O'Luss in 1961.

HAMISH LINDSAY (1937-2022)

Hamish joined the CYCA in 1962, having first become involved in sailing on the Derwent in the 1950s through the Royal Yacht Club of Tasmania.

He crewed on *Malohi* in the 1960 Sydney Hobart Yacht Race, when the yacht finished third, and crewed on *Lass O'Luss* in the 1961 race.

Hamish will be remembered for his vast historical sailing knowledge and his insistence on doing things on a boat properly. He will be sadly missed by his family and friends.

Excerpt of the Vale provided Hamish's son, Craig. Full story on cyca.com.au.



Maurice ahead of Witchdoctor's 26th Sydney Hobart

MAURICE CAMERON (1939-2022)

Maurice Anthony Cameron, known as 'The Bear', joined the CYCA in 1980 and became an institution at the Club as a Board member and offshore racer, with 32 Sydney Hobarts to his name.

In 1985, five friends (Charles Troup, Geoff 'Hagar' Barter, Ian 'Big Foot' Manley, John 'Doddsy' Dodds and Maurie 'The Bear' Cameron) formed 'The Rum Consortium' and bought *Witchdoctor*.

Hagar and The Bear sailed together for over 30 years, doing their first Hobart together on the famous maxi *Helisal* in 1974, and remained friends to the end.

They were great sailing characters on that boat, one and all. The well-named Rum Consortium made 'Mutton Birds' famous. A Bundaberg rum and bitter lemon drink ("bugger the ice", The Bear would say if drinking them on *Witchdoctor*), they were used as Muttonbird repellent.

Maurie joined the CYCA Board in 1987, and in 1988, became Chairman of the Youth Sailing Committee. He was a Rear Commodore in 1989 and 1990 and Vice Commodore in 1992.

Maurie was the inspiration for the Youth Sailing Academy, a lasting legacy of his.

Excerpt of the Vale provided by Di Pearson. Full story on cyca.com.au.



CYCA Sailing Foundation



The vision of the CYCA Sailing Foundation is a simple one – to ensure the benefits of sailing can be appreciated by everyone in the community.

The foundation has been developed with a focus on youth, women and those who are disadvantaged - whether by demography, geography or other circumstances.

A board featuring Past Commodore John Markos, CYCA Vice Commodore Arthur Lane, Past Commodore Kerry Roxburgh AM, Professor Sarah Hosking, Andrew Milne and CYCA Director Tom Barker has been working to establish the foundation's first steps.

The CYCA Sailing Foundation has four key strategic priorities:

- To grow sailing infrastructure, both on water and onshore.
- To create and enable opportunities to sail for those with limited or no access.
- To identify and support disadvantaged sectors of the community.
- To promote a community focus.

"We all know that sailing plays an important role in developing our life skills, particularly resilience and leadership," Past Commodore Markos said.

"That is one of the key drivers for the CYCA Sailing Foundation.

"We want sailing to be a sport for all and to share opportunities with the broader community.

"I thank a number of people apart from the Foundation Board who have been involved in the journey to this stage, including CEO Justine Kirkjian and Commodore Noel Cornish, Past Commodore Paul Billingham, as well as Michael Pelosi, Arthur Lane, David Jacobs and Daniel Belcher."

The CYCA Sailing Foundation will look to partner with Members and industry experts to create

programs that assist various groups within our community.

The generosity of CYCA Members already ensures new arrivals into the Club have a pathway to get onto the water, and the support shown for the Youth Sailing Academy continues to help young sailors thrive.

Reducing the barriers to sailing is one of the key objectives for the CYCA Sailing Foundation, which will work to improve the wellbeing of the community through participation in our sport.

The foundation is working with the Australian Sports Foundation and has launched its first fundraising program – the Elliott 7 Fleet Refurbishment and Sustainment Campaign. ⚓



Keep an eye on the CYCA channels for updates and scan the QR code for more information about the CYCA Sailing Foundation.





BLUE WATER BRILLIANCE

The 2021/22 Audi Centre Sydney Blue Water Pointscore delivered four exciting races in varied conditions. Despite the challenges of emerging from the COVID-19 lockdown, the Pointscore began with the 88 nautical mile Flinders Islet Race on Saturday 6 November.

A compressed schedule meant the fleet was back out on the water a week later for the 83 nautical mile Bird Island Race, before stepping up their programs with the 172 nautical mile Cabbage Tree Island Race at the start of December.

After the Rolex Sydney Hobart Yacht Race provided a thrilling climax, we take a look at some of the big winners from the 2021/22 Audi Centre Sydney Blue Water Pointscore.

Ichi Ban

Matt Allen's Botin 52 *Ichi Ban* was crowned the fully-crewed Audi Centre Sydney Blue Water Pointscore champion for a third time.

It was a solid start to the Pointscore for *Ichi Ban*, finishing just two minutes behind David Griffith's JV62 *Whisper* on corrected time (IRC) in the Flinders Islet Race.

She was back on top in the Bird Island Race sprint, taking overall honours in a statement win from *Gweilo* and *URM*.

"The Audi Centre Sydney Blue Water Pointscore is a really big thing for us. It's one of the main focuses of the boat - that and the Rolex Sydney Hobart are intertwined," Allen said after the Bird Island Race.

"To have a second and a first place sets us up well, because we know the Pointscore is going to be really tight at the top and it's hard to get points on the others."

There was a third IRC fully-crewed winner in as many races as Gordon Ketelbey's TP52 *Zen* took out the Cabbage Tree Island Race, but consistency was key for *Ichi Ban*, another second-place finish asserting her dominance atop the standings.

A historic third Tattersall Cup win in the Rolex Sydney Hobart (read more in our race review from page 40) wrapped up the Audi Centre Sydney Blue Water Pointscore for *Ichi Ban*, awarded the



Ichi Ban at the start of the Cabbage Tree Island Race. Photo: Andrea Francolini

Jack Halliday Perpetual Trophy as the fully-crewed winner on IRC.

Ichi Ban took home the Cape Byron Series Pointscore as the overall fully-crewed winner on ORCi handicap, and finished third on PHS.

Allen also won the Audi Centre Sydney Blue Water Pointscore in 2004/05 with his previous *Ichi Ban*, a Farr 52, while this *Ichi Ban* won the Pointscore in 2018/19 and 2019/20.

Disko Trooper_Contender Sailcloth

Three IRC wins from four races meant Jules Hall and Jan Scholten cruised to the Audi Centre Sydney Blue Water Pointscore in the Two-Handed Division.

In their debut on Jules' J/99 *Disko Trooper_Contender Sailcloth*, the pair made a quick impression by winning the Flinders Islet Race.



Matt Allen's *Ichi Ban* has won the Audi Centre Sydney Blue Water Pointscore in three of the last four years.

They backed up with victory in the Bird Island Race, learning on the go as they fast tracked their preparations for the Rolex Sydney Hobart.

Being able to train together for much of the lockdown period proved a real benefit for Jules and Jan, but there was no match for race experience.

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

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

A long and varied Cabbage Tree Island Race - in which she placed third on IRC behind *Speedwell* and *Crux* - was a good springboard for *Disko Trooper* just three weeks out from the Great Race.





It was a memorable first Audi Centre Sydney Blue Water Pointscore campaign for *Disko Trooper_Contender Sailcloth*. Photo: Andrea Francolini

A clean sweep of handicap wins in the Rolex Sydney Hobart wrapped up the Two-Handed Division's IRC and ORCi honours in the 2021/22 Audi Centre Sydney Blue Water Pointscore.

Highly Sprung

Mark Spring's Beneteau First 45 *Highly Sprung* scooped the Malcolm Halliday Perpetual Trophy as the overall fully-crewed winner on PHS.

Highly Sprung opened the Audi Centre Sydney Blue Water Pointscore with victory on PHS in the Flinders Islet Race and finished five points ahead of *Whisper* on the final standings.

Spring and his crew had some impressive results across the Pointscore, winning IRC Division 2 and ORCi Division 2, as well as finishing eighth on IRC in the Rolex Sydney Hobart.

Pretty Woman

Richard Hudson and David Beak's IC 45 MOD *Pretty Woman* won the inaugural Wild Rose Pointscore, awarded to the highest-ranked IRC boat with a crew featuring at least 10% females.

13 boats were entered into the Wild Rose Pointscore and *Pretty Woman* was in the top three for the Flinders Islet Race, Bird Island Race and Rolex Sydney Hobart, in which she finished 14th overall on IRC.

Richard Hudson and David Beak's *Pretty Woman* at the start of the Flinders Islet Race.



Highly Sprung completed her second Rolex Sydney Hobart in 2021.

Pretty Woman was also the Audi Centre Sydney Blue Water Pointscore's top Corinthian boat on IRC. She beat out 12 other fully amateur crews, with that result cemented by a fifth-place finish in the Corinthian division of the Rolex Sydney Hobart.

Crux

Carlos Aydos and Peter Grayson really found their groove on Carlos' S&S34 *Crux* as the 2021/22 Audi Centre Sydney Blue Water Pointscore evolved.

A win on PHS in the Flinders Islet Race was followed up by a difficult Bird Island Race, in which they finished at the back of the Two-Handed Division fleet on all handicaps.

The pair made a real statement in the Cabbage Tree Island Race, though, winning on PHS and ORCi, and finishing second behind *Speedwell* on IRC.

As many similar size boats looked to be charging to the top of the leaderboards during the latter stages of the Rolex Sydney Hobart, *Crux* successfully navigated the light winds to finish second behind *Disko Trooper_Contender Sailcloth* on IRC, ORCi and PHS.

That result secured the Audi Centre Sydney Blue Water Pointscore win on PHS in the Two-Handed Division for *Crux*. ⚓

Crux starred in the 2021/22 Audi Centre Sydney Blue Water Pointscore.



2021/22 AUDI CENTRE SYDNEY BLUE WATER POINTSCORE

FULLY-CREWED	
IRC overall	
1	<i>Ichi Ban</i> (Matt Allen)
2	<i>Whisper</i> (David Griffith)
3	<i>Smuggler</i> (Seb Bohm)
IRC Division 1	
1	<i>Ichi Ban</i> (Matt Allen)
2	<i>Whisper</i> (David Griffith)
3	<i>Smuggler</i> (Seb Bohm)
IRC Division 2	
1	<i>Highly Sprung</i> (Mark Spring)
2	<i>Wings</i> (Ian Edwards)
3	<i>Cinquante</i> (Kim Jaggard)
IRC Corinthian	
1	<i>Pretty Woman</i> (Richard Hudson)
2	<i>LCE Old School Racing</i> (David Elliott & Mark Griffith)
3	<i>Wings</i> (Ian Edwards)
Wild Rose Pointscore (IRC)	
1	<i>Pretty Woman</i> (Richard Hudson)
2	<i>Wings</i> (Ian Edwards)
3	<i>Khaleesi</i> (Rob Aldis)
ORCi overall	
1	<i>Ichi Ban</i> (Matt Allen)
2	<i>Whisper</i> (David Griffith)
3	<i>Quest</i> (Craig Neil)
ORCi Division 1	
1	<i>Ichi Ban</i> (Matt Allen)
2	<i>Whisper</i> (David Griffith)
3	<i>Celestial</i> (Sam Haynes)
ORCi Division 2	
1	<i>Highly Sprung</i> (Mark Spring)
2	<i>Cinquante</i> (Kim Jaggard)
3	<i>Supernova</i> (Alex Seja & Felicity Nelson)
PHS overall	
1	<i>Highly Sprung</i> (Mark Spring)
2	<i>Whisper</i> (David Griffith)
3	<i>Ichi Ban</i> (Matt Allen)
PHS Division 1	
1	<i>Ichi Ban</i> (Matt Allen)
2	<i>Whisper</i> (David Griffith)
3	<i>Gweilo</i> (Matt Donald & Chris Townsend)
PHS Division 2	
1	<i>Highly Sprung</i> (Mark Spring)
2	<i>Wings</i> (Ian Edwards)
3	<i>Cinquante</i> (Kim Jaggard)

TWO-HANDED	
IRC	
1.	<i>Disko Trooper_Contender Sailcloth</i> (Jules Hall & Jan Scholten)
2.	<i>Speedwell</i> (Campbell Geeves & Wendy Tuck)
3.	<i>Crux</i> (Carlos Aydos & Peter Grayson)
ORCi	
1.	<i>Disko Trooper_Contender Sailcloth</i> (Jules Hall & Jan Scholten)
2.	<i>Crux</i> (Carlos Aydos & Peter Grayson)
3.	<i>Rum Rebellion</i> (Shane Connelly & Graeme Dunlop)
PHS	
1.	<i>Crux</i> (Carlos Aydos & Peter Grayson)
2.	<i>Speedwell</i> (Campbell Geeves & Wendy Tuck)
3.	<i>Local Hero</i> (Mark Ayto & Anto Sweetapple)

For full results, visit [bwps.cycaracing.com](https://www.bwps.cycaracing.com).



Gordon Ketelbey's TP52 *Zen* won the Cabbage Tree Island Race.



Campbell Geeves and Wendy Tuck on Colin Geeves' Beneteau 34.7 *Speedwell*. Photo: Andrea Francolini

INCOME ASSET MANAGEMENT

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MAXI SHOWDOWN



The inaugural Income Asset Management Australian Maxi Championship proved a popular addition to the CYCA's racing calendar in 2021.

Nine boats across the Maxi and Mini Maxi Divisions took on the four-race series, which was particularly valuable in the build-up to the 2021 Rolex Sydney Hobart Yacht Race.

Photo: Andrea Francolini

The Cabbage Tree Island Race served as the opener to the 2021 Income Asset Management Australian Maxi Championship.

The fleet set off for the 172 nautical mile race in gloomy conditions on Sydney Harbour, with Christian Beck's Juan-K 100 *LawConnect* - skippered by Tony Mutter - leading Seng Huang Lee's Dovell 100 *SHK Scallywag 100* (with David Witt at the helm) out of the Heads.

LawConnect clinched Line Honours and the handicap win in the Maxi Division, while the Mark Richards-skippered *Wild Oats X* was first over the line in the Mini Maxi Division as Anthony Johnston's Reichel/Pugh 72 *URM* (skippered by Marcus Ashley-Jones) moved atop the overall standings.



LawConnect leads the Cabbage Tree Island fleet out of the Heads. Photo: Andrea Francolini



Testing conditions to get the Income Asset Management Australian Maxi Championship underway. Photo: Andrea Francolini



The Oatley Family's *Wild Oats X*. Photo: Andrea Francolini





A successful series for Wild Oats X. Photo: Andrea Francolini

After a day off to recover from the Cabbage Tree Island Race, the Income Asset Management Australian Maxi Championship fleet was back on the water on Monday 6 December for two passage races.

Race 2 in the series was a 19 nautical mile bearing course, while Race 3 was a 23 nautical mile combination course, featuring virtual and inflatable marks.

LawConnect again secured the Line Honours and handicap double in Race 2, to extend her lead over SHK Scallywag 100 in the Maxi Division.

Another handicap win in Race 3 effectively handed LawConnect the division's overall win in the Championship, but SHK Scallywag 100 crossed the line just 33 seconds ahead to remain in the hunt for the Line Honours prize.

Whisper secured back-to-back handicap wins in the Mini Maxi Division, while Wild Oats X was first over the line in both passage races.



Sean Langman's Reichel/Pugh 69 Moneypenny. Photo: Andrea Francolini



Jim Cooney's Volvo 70 Willow. Photo: Andrea Francolini



Wild Oats X. Photo: Andrea Francolini



David Gotze's Reichel/Pugh 63 No Limit was back on the water for the passage races after an injury forced her retirement from the Cabbage Tree Island Race. Photo: Andrea Francolini



Back-to-back wins put David Griffith's JV62 Whisper in control of the Mini Maxi Division. Photo: Andrea Francolini



LawConnect and SHK Scallywag 100 enjoyed a good tussle in both passage races. Photo: Andrea Francolini



Alive and URM battle it out in the Mini Maxi Division. Photo: Andrea Francolini



Duncan Hine was at the helm of Philip Turner's Reichel/Pugh 66 Alive. Photo: Andrea Francolini

It was a glorious day on Sydney Harbour for the annual SOLAS Big Boat Challenge – the finale to a gripping Income Asset Management Australian Maxi Championship.

Two laps around the Harbour – 14 nautical miles – decided the inaugural trophies, with a grandstand finish off the world-famous Sydney Opera House.



Spectators got an early preview of the 100-foot maxi battle in the Rolex Sydney Hobart. Photo: Andrea Francolini

A proud partnership



SHK Scallywag 100 soaks in the spectacular finish to the SOLAS Big Boat Challenge. Photo: Andrea Francolini

2021 INCOME ASSET MANAGEMENT AUSTRALIAN MAXI CHAMPIONSHIP RESULTS

MAXI DIVISION	
Handicap (IRC)	
1	LawConnect (Tony Mutter/Christian Beck)
2	SHK Scallywag 100 (David Witt)
Line Honours	
1	SHK Scallywag 100 (David Witt)
2	LawConnect (Tony Mutter/Christian Beck)
MINI MAXI DIVISION	
Handicap (IRC)	
1	Whisper (David Griffith)
2	Wild Oats X (Mark Richards)
3	URM (Marcus Ashley-Jones)
4	Moneypenny (Sean Langman)
5	Alive (Duncan Hine)
6	No Limit (David Gotze)
7	Willow (Jim Cooney)



SHK Scallywag 100 and LawConnect exchanged the lead on a few occasions, but the Royal Hong Kong Yacht Club boat coasted clear after the penultimate rounding mark near Cannae Point to take the win on the line and handicap.

LawConnect wrapped up the handicap win in the Championship, while SHK Scallywag 100 scooped Line Honours.

Wild Oats X was again first over the line in the Mini Maxi Division, making it a clean sweep of wins.

A third consecutive handicap win for Whisper ensured David Griffith and his crew were crowned Mini Maxi Division champions.

"The owners I've spoken to thought this was a great regatta," CYCA Director Griffith said.

"Finishing on the Harbour is exciting and it will be wonderful if we can attract more international boats next year.

"These races help crew work and you get good practice in. Sailing up and down off the Heads is glorious; we're privileged to do it." ⚓



Income Asset Management (IAM) was proud to become the first sponsor of the Australian Maxi Championship.

IAM was established to transform the way Australians invest for income by delivering a complete income investment service. They provide investors and portfolio managers with a trustworthy and capable platform to research, execute, and manage their income investments.

IAM provides a diverse and complete solution for fixed income investors across Treasury Management, Cash, Bonds, Debt Capital Markets, and Asset Management. Their businesses span across the income spectrum, enabling investors to compare, choose, and execute, in the most efficient, transparent and cost-effective way.

When it comes to the investing psyche, sailing has had a huge influence. Think about the commonly used expressions in investing - all hands-on deck, to be at the helm, to chart one's course, to show someone the ropes, to lose one's bearing, to go with the flow, to swim against the tide, to make headway, to change tack, to barge in, to stay on an even keel, to sail close to the wind and, the most relevant for IAM and fixed income - slow and steady wins the race.

While fixed income might not be the 'fastest' part of an investor's portfolio, it's certainly the most dependable and transparent.

IAM's Chief Executive Officer, Jon Lechte, is a passionate sailor, albeit only later in life and definitely still learning. Jon has more than 30 years' experience in Australian and international fixed income markets.

He joined IAM as CEO in March 2020 after a hiatus in his career of five years or so. In that break, he



Income Asset Management Chief Commercial Officer Matthew Loughnan with Mini Maxi Division winner David Griffith. Photo: Andrea Francolini

competed in the 2014 Rolex Sydney Hobart Yacht Race aboard the Cookson 12 *A Cunning Plan*, as well as numerous ocean events in Melbourne, sailing from Sandringham Yacht Club.

He also competed in several Hamilton Island Race Weeks, aboard his Hanse 50 *Ciao Bella*, which he sold and now resides at the CYCA.

Through connections Jon has with the CYCA, the team at IAM approached the Club to look for an appropriate event to launch our partnership with the Club.

IAM was delighted to be able to be the major sponsor of the Australian Maxi Championship. The high technology and excitement of the event drew audiences far and wide, and we loved being associated with it.

Jon and IAM look forward to its partnership with the CYCA in 2022, meeting the Members and getting out on our beautiful harbour. ⚓



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The Summer Offshore Series returned for a second edition, with the three-race series again providing valuable blue water racing for the fleet.

Race 1 - Bass Island Race

The series opened with the 90 nautical mile Bass Island Race on Saturday 5 February, as a 20-25 knot squall in Sydney Harbour made for a wet and wild start to the series.

Seven boats were on the start line, with the only two-handed entrant, Mark Ayto's BH36 *Local Hero* (co-skipped by Anto Sweetapple), forced to retire early on due to gear failure.

Seb Bohm's TP52 *Smuggler* led from the outset and charged back from Bass Island in 20-25 knots of SSE breeze.

Smuggler crossed the line in just under eight hours, more than four hours clear of her nearest challengers, Mark Gorbатов's Beneteau First 40 *Blink* and Kim Jaggars's Sydney 38 *Cinquante*.

The *Smuggler* crew celebrated Line Honours and wins on all three handicaps (IRC, PHS and ORCi).

David Henry's Sydney 36 *Philosopher* recovered from a setback at the start to finish second on IRC, while there was a grandstand finish as midnight approached, with *Wild Oats* (Marc Skjellerup) crossing just eight seconds ahead of *Reve* (Kevin Whelan).

Race 2 - Virtual Mark Race

Next up was the 100 nautical mile Virtual Mark Race, with David Griffith's JV62 *Whisper* and six two-handed boats - including Rupert Henry's Lombard 34 *Mistral* - among the 13 boats.

The course sent the fleet down to a virtual mark near Cronulla, back up towards Terrigal and to the finish line off Watsons Bay.



Kim Jaggars's Sydney 38 Cinquante.



Philosopher recovers from a rough start to the Bass Island Race.



Rupert Henry and Greg O'Shea were back in action on Mistral.



Whisper was the first boat across the line and claimed all three handicap wins from *Smuggler*, as the rest of the fleet battled light winds.

A shut down of breeze from Saturday evening through to Sunday morning meant a big gap in finishing times.

Rupert Henry and Greg O'Shea were the first two-handed crew over the line on *Mistral* at 9:04am to finish third on all handicaps behind *Whisper* and *Smuggler*.

Those behind them continued to navigate frustrating holes with the Heads in sight, but seemingly out of reach.

At least it was a glorious day to be on the water! *Disko Trooper_Contender Sailcloth* (Jules Hall and Jan Scholten) - the Two-Handed Division winner in the 2021 Rolex Sydney Hobart - finished fourth on IRC, while *Blink* also impressed in the tricky conditions with a fourth place finish on PHS and fifth on IRC.

Smuggler led *Blink* on all handicaps in the overall pointscore standings heading into the series finale - the Montague Island Race.

Visit cyca.com.au for more news and results. ⚓



Ian Edwards' Dehler 46 Wings.



A strong start to the series for Blink.



Whisper leads the fleet out of the Heads in the Virtual Mark Race.



Jules Hall and Jan Scholten on Disko Trooper_Contender Sailcloth.



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STAYING SHARP

Our thanks to sponsor Sharp EIT for its support throughout the 2021/22 Sharp EIT Monday Twilight Series.

We've had some great evenings on Sydney Harbour as crews sharpen their skills.

The divisional placegetters from the Spring and Summer Pointscores will be recognised at the Summer Season Prizegiving on Friday 29 April.



Vamp rounds Clarke Island.



1. Ivan Resnekov's Elan E5 Tula. 2. Richie Cunningham's Melges 20 Space Invader. 3. Unreal and Checkmate at the start of a Sharp EIT Monday Twilight race. 4. A silhouetted city skyline. 5. Spinnaker sailing down the Harbour. 6. The crew on Bob Penty's Beneteau Oceanis 41 Great White.



B R I X
S Y D X R U M

PARTNERS OF THE CYCA WEDNESDAY TWILIGHT SERIES

Twilight's a treat



The Wednesday Twilight Series continues to prove popular, with more than 60 boats regularly taking to Sydney Harbour each week for some picturesque mid-week sailing.

The races provide a good platform for newcomers to sailing and the CYCA's Sailing Concierge program provides a link between boats and crew looking to get out on the water.



There were some great Brix cocktail specials on offer in the Sydney Hobart Bar.

There have been some great prizes on offer during the Wednesday Twilight Series thanks to Brix Distillers, including bottles of spiced rum, pre-mixed drinks, caps, t-shirts and more.

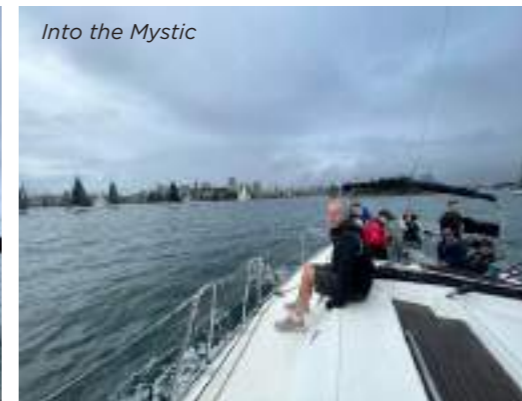
All divisional winners each week go into the draw to win a tantalising grand prize.

One lucky crew will get to enjoy a tour, rum tasting and dinner at Brix's distillery in Surry Hills, as well as a 5 litre barrel of Brix Barrel Aged Rum, with custom labels for each crew member.

The winner will be drawn at the Summer Season Prizegiving, so stay tuned! 🍹



The crew on Iluka enjoy the spoils from a podium finish.



Into the Mystic



MWF - Kayle

From the rail



Nelita



Smuggler



CYCA Hall of Fame

Vic Meyer, Alan Payne AM, Gordon Ingate OAM and Sir James Hardy OBE were welcomed into the Cruising Yacht Club of Australia's Hall of Fame in February.

They join the 11 other members of the Hall of Fame, seven of whom were inducted at the inaugural dinner in 2018 and four of whom were inducted in 2019.

VIC MEYER



Vic Meyer joined the CYCA in 1950, when he owned the motor sailor, *Lauriana*.

He assisted the Club in purchasing its first property, the Rushcutter Yacht Service, for 10,000 pounds, with a loan guaranteed by Vic, Merv Davey and Colonel Albert Saafeld.

In 1952, Vic offered *Lauriana* for use as the Radio Relay Vessel in the Sydney Hobart Yacht Race. On the cruise back from Hobart, the engine was shut down and Vic experienced the joy of sailing. From then, he was hooked.

In 1954, Vic approached a young naval architect, Alan Payne, to design him a cruising yacht. A 57-foot steel-hulled sloop was built by Vic and his son. They named her *Solo* – a born winner.

Vic was a hard driving skipper and never expected his crew to do anything that he would not do himself. Vic and *Solo* enjoyed incredible success in the 1950s and 1960s.

In eight Sydney Hobart Yacht Races between 1955 and 1962, *Solo* won two Tattersall Cups, two John H Illingworth Challenge Cups and was second on line four times.

She won many other major ocean races, including six Line Honours wins and four overall wins in the Montague Island Race, as well as five Line Honours wins and two overall wins in the Brisbane Gladstone Race.

Vic circumnavigated Australia in 1962 and retired *Solo* from racing the following year, spending the next decade cruising around the world, often with an all-female crew.

Vic retired to Maroochydore, where he passed in 1991.

ALAN PAYNE AM



After competing in the inaugural Sydney Hobart Yacht Race aboard *Horizon*, Alan became one of the CYCA's earliest Members in the late 1940s.

He was a cadet draughtsman during World War II while

training as a naval architect, and established a naval architect practice following the war.

Alan enjoyed early success with his designs *Nocturne*, *Solo* and *Cherana* – three overall wins and three Line Honours wins between them in the Sydney Hobart Yacht Race.

Alan was commissioned to design *Gretel*, Australia's first challenger for the America's Cup in 1962, as well as *Gretel II* for the 1970 America's Cup.

In the 1980s, Alan was co-opted by the CYCA, along with Professor Peter Joubert and Gordon Marshall, to assess the construction of ocean racing yachts. They recommended the American Bureau of Shipping Rules be adopted in Australia and eventually, with Alan's support, they were used as a worldwide reference for construction standards.

Aside from being a most talented designer, Alan was known as a thorough gentleman, never pursuing financial success, nor trading on his reputation. He was unflappable, meticulous, warm, sincere, patient, understanding and always good for a laugh.

Alan was a Member of the CYCA until he passed away in 1995.

SIR JAMES HARDY OBE



Sir James has been a Member of the CYCA since 1971, celebrating his 50th anniversary last year.

As one of the first committee members

of the CYCA Youth Sailing Academy, he played a key role in establishing the YSA, which has become an institution of our Club.

A successful sailor from an early age, he was Australian champion in the 12 square metre Sharpie class in 1959, Flying Dutchman class in 1964 and world 505 champion in 1966.

Sir James represented Australia in two Olympic Games, skippered three America's Cup challenges and competed in four Admiral's Cups.

His name is deeply etched in the history of the America's Cup, having competed as crew, then skipper aboard *Gretel* in 1967, skipper of *Gretel II* in 1970, on *Southern Cross* in 1974, on *Australia* in 1980 and as relief skipper and advisor to John Bertrand for *Australia II's* win in 1983.

As helmsman aboard *Impetuous* in the 1979 Admiral's Cup, Sir James assisted the Australian team in winning the prestigious trophy for the CYCA.

He also enjoyed many Sydney Hobart Yacht Races over the years, from his first in 1955 with Norm Howard on *Southern Myth* to those as skipper of his own yachts – *Nyamba*, *Police Car* and the famous family yacht *Nerida*, on which he raced in the 50th Sydney Hobart in 1994.

Sir James was appointed an Officer of the Order of the British Empire in 1975, knighted for his services to yachting in 1981 and inducted into the America's Cup Hall of Fame in 1994.

GORDON INGATE OAM



Gordon served as the CYCA's Rear Commodore in 1965. He is currently the second longest serving Member of the Club, having joined in 1949.

A year later, he competed in his first Sydney Hobart Yacht Race, aboard the 29-foot *Jasnar*.

In 1962, Gordon purchased *Caprice of Huon*, and competed in four Sydney Hobarts, his best result being second-place overall in 1972.

Gordon and *Caprice of Huon* qualified for the 1965 Admiral's Cup, where she recorded the exceptional result of three wins in four races, resulting in the team placing second.

Gordon qualified *Caprice of Huon* again for the 1967 Admiral's Cup team. As he was campaigning with Sir Frank Packer's team for the '67 America's Cup, he lent the boat to Gordon Reynolds, assisting that famous Admiral's Cup win.

Gordon sailed on a wide range of yachts, from ocean racers to one-design Dragons and 5.5s. He won the

5.5m Australian Championship in 1961, 1962 and 1969, also winning the Scandinavian Gold Cup in 1969.

Following the 1967 America's Cup campaign, Gordon went back to one-design sailing in the Tempest class, winning a national championship and selection to the Australian team for the 1972 Olympic Games in Munich.

In 1976, Gordon purchased *Gretel II* from Alan Bond and challenged for the 1977 America's Cup. He continued to race *Gretel II* on Sydney Harbour and in 12m World Championships, before returning to the Dragon Class, where he has had exceptional results. In 2018, at the age of 91, Gordon won his fourth Prince Philip Cup, a remarkable achievement.

For his many services to sailing, Gordon was awarded the Medal of the Order of Australia.



Gordon (L) with Wendy Payne and Sir James Hardy at the CYCA's Hall of Fame and Member Anniversary Dinner.

AMMONITE TAKES FLIGHT



The Australia Day Regatta celebrated its 186th edition in 2022, with the City of Sydney Cup headlining the offshore component of this historic event.

13 CYCA boats were among the fleet of 18 competing in the race around Botany Bay as part of the City of Sydney Cup.

Marcus Blackmore's SW96, *Ammonite*, cut a striking figure on Sydney Harbour, the 96-footer catching the eye of onlookers lapping up the sunshine.

The 2021 winner - Matt Donald and Chris Townsend's TP52 *Gweilo* - was first out of the Heads, but was soon chased down by *Ammonite*.

She claimed line honours in 2 hours, 18 minutes and 3 seconds, with two TP52s - *Gweilo* and Seb Bohm's *Smuggler* - the closest challengers.

Ammonite also scooped overall honours on the PHS handicapping system, with John Griffin's Cheoy Lee 47ft Ketch *Zara* in second and Damian Barker's MacConaghy 50 *Satori* third.

For *Ammonite*'s efforts, Blackmore took home the Geoff Lee Ocean Race Trophy (awarded to the line honours winner) and the City of Sydney Sesquicentenary Trophy (awarded to the overall winner). ⚓

Overall results - 2022 City of Sydney Cup (186th Australia Day Regatta)

1	<i>Ammonite</i>	Marcus Blackmore	RPAYC
2	<i>Zara</i>	John Griffin	CYCA
3	<i>Satori</i>	Damian Barker	CYCA
4	<i>Eye Appeal</i>	John Markos & Michael Delaney	CYCA
5	<i>Borderline</i>	Andy Offord	CYCA
6	<i>About Time</i>	Julian Farren-Price	CYCA
7	<i>Smuggler</i>	Sebastian Bohm	CYCA
8	<i>Odyssey</i>	Simon Oliver	BSC
9	<i>Amante</i>	Dennis Cooper	CYCA
10	<i>Utopia</i>	John Amos	CYCA
11	<i>Gweilo</i>	Matt Donald	CYCA
12	<i>Wild Oats</i>	Brett Eagle	CYCA
13	<i>Shaya Moya</i>	Gregory Barter	CYCA
14	<i>Salt Shaker</i>	Peter Franki	CYCA
15	<i>Morag Bheag</i>	John Maclurcan	RSYS
16	<i>Stormaway</i>	Jack Stening & Col Gunn	MHYC
17	<i>Big Blue</i>	Stephen Phillips	WYC
18	<i>Windhover</i>	Andrew Silk	CYCA



Local Hero



Gweilo



Amante



Wild Oats



Smuggler



Thank you!



8



4



7



5

A team of passionate and dedicated volunteers helps bring the Rolex Sydney Hobart Yacht Race to life each year.

The Cruising Yacht Club of Australia thanks all volunteers who gave their time to ensure the smooth running of the 2021 race.



6

1. Cathie Mulherin and Charlie Tisher. 2. Deborah Wallace and Pam Messenger. 3. Justine Anson, Pam Messenger and Jennifer Dahl. 4. Trevor Baillie and CYCA Director Jackie Sapir. 5. Guest speaker Wendy Tuck shared some brilliant stories about her 2021 Rolex Sydney Hobart experience. 6. Life Member Gail Lewis-Bearman. 7. Commodore Noel Cornish AM and Life Member Gail Lewis-Bearman. 8. Fiona Ashley



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CLASSIC SAILING



Margaret Rintoul takes flight in the blustery conditions. All photos: Andrea Francolini

Some of the Sydney Hobart Yacht Race's most historic boats took to Sydney Harbour for the 2021 Sydney Hobart Classic Yacht Regatta. David Champtaloup, owner/skipper of *Caprice of Huon*, recounts an eventful celebration of classic yachts.

We had a windy three days and the Sydney Hobart Yacht Race heritage of the classic fleet was there to be seen by all who were out on the water.

The 2021 Sydney Hobart Classic Yacht Regatta was held Friday through Sunday, 10-12 December.

Thirty boats entered the regatta, with the criteria being a pre-1976 launch date and having competed in at least one Sydney Hobart Yacht Race.

Friday's forecast showed a significant front around midday, and with reports of 40 knots at Albion Park, the decision was made to not start the race.



Martin French's Swanson Carmen 31, Cardinal Puff.



1



2



3



4



5

1. Gabe Kemeny's Masters 33 Malveena.
2. Paddy and Keith Broughton's S&S Yawl Kialoa II, the 1971 Sydney Hobart Yacht Race Line Honours winner.
3. Maurie Evans' Lion 35 Malohi.
4. Steve Capell's Division One winner, Eve.
5. David Champtaloup at the helm of Caprice of Huon.
6. Nicole Shrimpton's 8-metre Defiance.



6



Simon Kurts' S&S 47 Love & War battles the wild weather for Race 1.

By Saturday, the southerly had settled in and skippers were able to make their own informed race plan.

There was a pursuit start and we raced in 30+ knots with the confused swell across the Heads making the work back from Manly one to remember.

It was not surprising that the boats placing in the three divisions were remarkably well ordered and well sailed, and all looked ready to race south once again.

There were lots of stories to swap at the dinner on Saturday night, with the highlight of the evening being the remarkable Sean Langman's on-stage conversation with Peter Shipway.

Sean sailed us through his early trips to Hobart, his adventures aboard the almost 9m Maluka, and his hopes for Money Penny in the 2021 race.

On a day that had already provided much to remember, it was Sean's description of his heroic restoration of Morna/Kurrewa IV and his plans to race her to Hobart and in the legendary Fife

Regatta that stayed with this listener.

On Sunday, the race started from the same Cannae Point start line as the 1945 Sydney Hobart fleet.

We raced in 20+ knots from the south, a great sailing breeze for the classic fleet, with the first beat back toward Point Piper showing the Harbour at its finest. Commodore Noel Cornish AM was out on the water, sailing aboard Love & War.

The overall winner of Division One was the magnificent Eve, followed by Love & War and Fidelis. In Division Two it was Zara, Nike and Mister Christian, and in Division Three, Nirvana followed by Suraya and Margaret Rintoul.

The next CYCA classic yacht event is the Great Veterans Race on 14 May. For the first time, IOR-era boats are invited to race alongside the classics.

The IOR-era criteria for entry are a launch date after 1975 and prior to 1991, and to have competed in at least one Sydney Hobart Yacht Race.

We'll see you on the water! ⚓

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Any decent pair of eyes can spot a kangaroo or a deer but you try finding wild spinach in dense foliage. Or asparagus amongst miles of waist high grass. Foraging is no walk in the park. Just ask anyone who's walked a Sirocco South Foraging Tour. The prey is a master of camouflage. It never gives itself away because it never moves. And pick the wrong thing and you could poison yourself. But get it right, and you've got just about the tastiest produce you can find in the south.

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2021 ROLEX SYDNEY HOBART YACHT RACE OFFICIAL REVIEW

Ian Edwards' Dehler 46 *Wings* sails past the iconic Organ Pipes. Photo: ROLEX/Andrea Francolini



AN INSTANT CLASSIC

A sizzling start on Sydney Harbour. Photo: ROLEX/Andrea Francolini

Passion. Determination. Resilience.
The 2021 Rolex Sydney Hobart Yacht Race was a true celebration of human endeavour.

This year, more than any other, simply getting to the start line was an achievement.

The COVID-19 pandemic continued to present a significant obstacle a year on from the race's first ever cancellation.

There were sacrifices aplenty to be ready for the 2021 race, particularly from competitors outside of NSW, who navigated the ever-changing border restrictions.

Although there were some late casualties due to positive COVID-19 cases or concerns – including Jim Cooney's Volvo Open 70 *Willow* and Quentin

Stewart's Infiniti 46R *Maverick* on Christmas Day, as well as *Protagonist* and *Vamp* on the morning of the race – it was an incredible accomplishment to have 88 boats on the start lines on Boxing Day.

The Great Race south is on

The sound of the starting cannon – fired by Sydney Hobart veteran Bruce Gould – would have been music to the ears of every sailor on the water.

After two years of preparation, they were finally competing once again in the iconic Rolex Sydney Hobart.



SHK Scallywag 100 led the fleet out of the Heads. Photo: ROLEX/Andrea Francolini



Crux (Carlos Aydos and Peter Grayson) was one of 17 starters in the Two-Handed Division. Photo: ROLEX/Andrea Francolini

But any sentimentality about the journey that preceded the start quickly paved way for focus on the challenge that loomed.

The 88 starters (including 17 two-handed crews) were braced for a strong southerly and storms as they began the trip south.

Seng Huang Lee's Dovell 100 *SHK Scallywag 100* (skipped by David Witt) led the fleet out of the Heads before surrendering the early lead to *LawConnect* after an issue with the J2 foresail tack fitting.



A joyous sight to see a bumper fleet on Sydney Harbour. Photo: ROLEX/Andrea Francolini

As the fleet headed offshore, the testing conditions quickly took a toll.

Rough and tumble

Before the sun had set, the first withdrawals were reported as *Money Penny* (broken headstay), *Blink* (damaged mainsail), *Mako* (damaged mainsail), *URM* (damaged mainsail) and the two-hander *Hip-Nautic* (damaged mainsail) all succumbed to the rough seas.

By midnight, more than 20 per cent of the fleet had withdrawn, mostly due to boat damage.

Among them were some of the serious contenders for the Tattersall Cup, including Matt Donald and Chris Townsend's TP52 *Gweilo*.

The 2020/21 Audi Centre Sydney Blue Water Pointscore winner suffered forestay damage around 10 hours into the race.

"It wasn't anything major, but it wasn't something we could attend to at sea, so we just made sure everyone was fine and turned the boat around," Donald recalled.



Flying Fish Arctos and Kayimai at the start of the race. Photo: Salty Dingo



Rupert Henry's Lombard Class 40 (co-skipped by Greg O'Shea) was one of the favourites in the Two-Handed Division. Photo: ROLEX/Andrea Francolini

"We were definitely pushing the boat hard, that's the way we race it. The sea state was very heavy and it was just the bashing all the time that caused issues.

"We knew we had another 10-20 hours more of it to come. We tried to look after the rig as best we could, but things were inevitably going to happen in those conditions.

"We were expecting low 20 knots, maybe some gusts in the mid to high 20s, but we weren't expecting 30 knot winds and that heavy sea state. We were expecting 2-3m swells and got 3-5m swells!"

A rough first night at sea led to another wave of withdrawals on the second day and a total of 38 boats (almost half the fleet) would ultimately have their race cut short.

'21 - Black Jack!

Racing upwind also meant the competitors were buckled in for a long journey south.

More than two days and eight hours of racing had passed before the first boat rounded Tasman Island - Peter Harburg's Reichel/Pugh 100 *Black Jack*, skippered by Mark Bradford.



Black Jack glistens on the approach to Tasman Island. Photo: ROLEX/Andrea Francolini



LawConnect and SHK Scallywag 100 ensured a gripping tussle for Line Honours down the Tasmanian coast. Photo: ROLEX/Andrea Francolini



On the morning of the race, Harburg had made the difficult decision to vacate his spot on the boat in anticipation of the light winds down the Derwent.

But he was on hand for the procession after Bradford and the crew had shaken off the valiant challenges of *LawConnect* and *SHK Scallywag 100*.

Having been on board for *Black Jack's* second place finish in 2018, third in 2017 and heartbreaking fifth place over the line in 2019, Harburg was full of elation at his first Line Honours win as owner.

"This is the first time our journey has been successful," he said. "It's very emotional. It's the grand prize of yachting in Australia.

"It's the first time I've been involved in a winning team, so it's very special."

Bradford, a Line Honours winner on *Investec Loyal* in 2011, insists there was no luck involved in *Black Jack's* win.

"Peter and I have been working on this for 14 years, so it means a lot to us," he said.

"It wasn't a super tough race physically, but racing on the wind is always hard. To get through the first night was the first part of our plan and then we knew we could sneak away from there.



(L-R) Benoit Falletti (Rolex Australia), Peter Harburg and Mark Bradford.

"This is a professional sailing team, a well-prepared boat. Everyone who supports us is at a really high level, so we expect to get through those conditions unscathed.

"These are really complicated boats and the preparations we put into this project really showed."

All eyes on the Tattersall Cup

After the 100-foot maxis entered Constitution Dock, in the early hours of 29 December, focus turned to the battle for the Tattersall Cup.



Ichi Ban sails past the Organ Pipes. Photo: ROLEX/Andrea Francolini

The Grant Wharington-skippered Botin 80 *Stefan Racing* was closely followed over the line by David Griffith's JV62 *Whisper*, who held the clubhouse lead as a tight tussle played out back on the Derwent.

Less than 20 minutes separated Matt Allen's Botin 52 *Ichi Ban* – the 2017 and 2019 Tattersall Cup winner – and Sam Haynes' TP52 *Celestial* on the water, with *Celestial* taking the lead on corrected time.

However, two protests were lodged against *Celestial* (one by the Race Committee and one by *Ichi Ban*) over an incident during which a crew member's personal locator beacon had been inadvertently activated.



Celestial in full flight. Photo: ROLEX/Andrea Francolini

As both crews awaited a decision, three of the boats further back in the fleet firmed into contention to challenge for the overall win.

Simon Kurts' S&S 47 *Love & War* – a three-time winner of the Tattersall Cup – Ed Psaltis' Sydney 36 *Midnight Rambler* and Shane Kearns' S&S 34 *White Bay 6 Azzurro* were all chasing down the clock.

White Bay 6 Azzurro – third overall as *Quikpoint Azzurro* in 2015 – was the last remaining challenger, needing to finish around 7am on New Year's Eve.

But the much maligned, but ever reliable, shutdown on the Derwent put an end to the dreams of Kearns and his crew.



So close again for White Bay 6 Azzurro. Photo: ROLEX/Andrea Francolini



Matt Allen lifts the Tattersall Cup for the third time as owner/skipper of Ichi Ban. Photo: ROLEX/Andrea Francolini

After both protests were upheld against *Celestial*, she was given a discretionary penalty of 40 minutes for failing to maintain a listening watch on VHF 16.

Ichi Ban, having deployed two flares to attract *Celestial's* attention, was given a three-minute redress.

The revised standings meant *Ichi Ban* secured a record-equalling third Tattersall Cup.

She is now one of just three boats – alongside *Love & War* and *Freya* – to win the coveted trophy three times.

It was a fourth win for Matt Allen, who crewed on Lou Abrahams' *Challenge* in 1983.

"This year's race was the hardest race we've done in many years," Allen said.

"It was a really tough, long Rolex Sydney Hobart. The first night was absolutely brutal.

"It's an amazing feeling to have gone back-to-back.

"It's a lifetime dream to win one, let alone more than one Sydney Hobart. We know it's an incredibly difficult race to win.

Disko Trooper_Contender Sailcloth sails to victory. Photo: ROLEX/Andrea Francolini



John Saul (L) and Rob Gough (R) ahead of a history-making race. Photo: Salty Dingo

"I think as the fleets become more diverse over the years, it becomes a more difficult race to win because you need to be the best boat in your part of the race track, but you also need the weather Gods and the luck of the winds to assist.

"We've got a very tight knit crew. They're all determined and they never gave up. We knew it was going to be a tough race.

"There are moments in this race where you are looking good and there are moments in this race when your position doesn't look so good.

"It's essential to not give up in those moments and that showed in this race."

Two-handers make history

One of the most rousing arrivals into Hobart was that of Rob Gough and John Saul on Rob's Marc Lombard-designed Akilaria RC2 *Sidewinder*, which sails out of the Royal Yacht Club of Tasmania.

After just over four days and seven hours of racing, *Sidewinder* was the first ever two-handed boat to finish the Rolex Sydney Hobart.

"We knew we had a boat that would get through the conditions of the first night or two," Rob reflected.

"It's a really powerful boat. It can be difficult if you don't manage it right, but it's so much fun.

"The first two days were tough. We steered the whole time, so we each had really long stints of steering.

"You try to think ahead and about what's going on before you do a manoeuvre because any error just spirals, so you try to get it right."

Next over the line in the Two-Handed Division was Jules Hall's J/99 *Disko Trooper_Contender Sailcloth*.

Jules and co-skipper Jan Scholten were always fancied as one of the frontrunners for the division's handicap honours and they lived up to their billing, scooping wins on IRC, PHS and ORCi.



Speedwell (Campbell Geeves & Wendy Tuck) finished third on IRC in the Two-Handed Division. Photo: ROLEX/Andrea Francolini

They may have drifted into a quiet Constitution Dock in the early hours of New Year's Eve, but there was no doubting the magnitude of what the pair achieved.

"We had a plan that we executed," Jules said. "I think it will sink in. It's a big old thing to sail a boat two-handed from Sydney down to Hobart in that open ocean."

"The big thing about this year's Hobart was that there were a lot of races within the race."

"The first night was windy and rough, but then we went into Bass Strait and through a massive transition into a big trough, which we sat in going nowhere!"

With many fully-crewed boats for company throughout the race, Jules and Jan believe they were sometimes at an advantage with fewer bodies on board.

"When it got really light, a puff would come and because we didn't have the weight on board, with only two people, we'd accelerate a few boat lengths. That was an interesting observation for us," Jules said.

Jan added: "We have probably 600kg less on the boat, so our acceleration in a stop/start event is remarkable, and there were lots of variations in wind strength this race."

"I think our acceleration is astounding. What we pick up with a tiny gust compared to a fully-crewed boat is huge."

"Full credit to all the two-handed boats. We practised a lot and the boat is new. I think we have a good balance and we trust each other, so it all fell into place."

Ten of the 17 two-handed boats that started the race finished and all offered an exciting glimpse into the division's future in the Rolex Sydney Hobart.



Steve Capell's Swan 65 Eve basks in the sunlight on her journey down the Derwent. Photo: ROLEX/Andrea Francolini



Welcoming in the new year. Photo: ROLEX/Andrea Francolini

New Year celebrations

This race was truly a test of endurance.

Some boats made it across the line in perfect time to kickstart their New Year's Eve celebrations, including *Navy One*, *Bowline* and *Luna Blue* on the evening of the 31st.

Others had a prime viewing spot for the midnight fireworks, like Kevin Whelan's Beneteau 45F5 *Reve*, which finished at 21 minutes past midnight, and the final Two-Handed Division finisher, *Local Hero* (Mark Ayto and Anto Sweetapple).

Alex Seja and Felicity Nelson's Sydney 36 Supernova enjoys Tasmania's breathtaking scenery. Photo: ROLEX/Andrea Francolini



It was befitting of the longevity of this race that, after more than five days and 19 hours, Annie Solveig's Halvorsen 36 *Solveig* (skipped by John Whitfeld) was the final boat across the line, on New Year's Day.

A history-making race in many respects was brought to a close and it was difficult to not immediately look forward to the 2022 Rolex Sydney Hobart with great anticipation.

One of sailing's greatest traditions was restored and there is so much more to come. ⚓

2021 ROLEX SYDNEY HOBART YACHT RACE Honour Roll



Ichi Ban

- 1st IRC overall:
 - Tattersall Cup
 - RORC Plaque
 - Government of Tasmania Trophy
 - Rolex Yacht Master timepiece
- 1st IRC Division 0:
 - Rushcutter Trophy
- 1st yacht under 18.5m LOA across the finish line - Apollo Trophy
- 2nd ORCi Division 1
- Navigator of the winning yacht - Will Oxley
 - Bill Owen Memorial Trophy
- Designer of the winning yacht - Botin
 - Alan Payne Memorial Trophy

Celestial

- 2nd IRC overall:
 - City of Hobart Trophy
 - Bass Strait Cup
 - Solo Trophy



Celestial

- 1st IRC Division 1:
 - George Barton Trophy
- 1st ORCi Division - Charleston Trophy

Love & War

- 3rd IRC overall:
 - RYCT Trophy
 - Storm Bay Cup
- 1st IRC Division 4:
 - Sir Arthur Warner Trophy
- 1st ORCi Division 3 - TasPorts Trophy

Black Jack

- Line Honours
 - John H Illingworth Challenge Cup
 - Rolex Yacht Master timepiece
 - Cannon
- 1st yacht due south of Tasman - F&J Livingstone Trophy
- 3rd IRC Division 0

LawConnect

- 2nd over the line



Black Jack. Photo: ROLEX/Andrea Francolini

SHK Scallywag 100

- 1st yacht out of Sydney Heads:
 - Jack Rooklyn Memorial Trophy
 - Cannon
- 3rd over the line

Chutzpah

- 1st IRC Division 2
 - Peter Allsop Memorial Trophy



Love & War. Photo: ROLEX/Andrea Francolini

Highly Sprung

- 1st IRC Division 3
 - RORC Trophy
- 1st ORCi Division 2
 - TasPorts Trophy

White Bay 6 Azzurro

- 1st Corinthian IRC
 - Graeme Frizzle Freeman Memorial Trophy
- 2nd ORCi Division 3
- 2nd IRC Division 4

Solera

- 1st PHS:
 - RANSA Trophy
- 1st Corinthian PHS:
 - York Family Trophy

Whisper

- 2nd IRC Division 0
- 3rd ORCi Division 1

Midnight Rambler

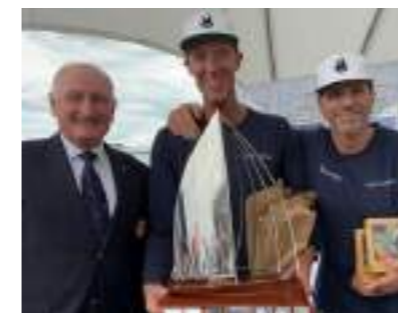
- 2nd Corinthian IRC
- 3rd IRC Division 4
- 1st small boat across the line - Battery Point Trophy and half model
- 1st Tasmanian yacht on IRC - TasPorts Trophy
- Navigator of 1st Tasmanian yacht on corrected time - Andrew Davison
 - City of Hobart Trophy and plaque

Smuggler

- 2nd IRC Division 1

Quest

- 3rd IRC Division 1



Disko Trooper_Contender Sailcloth

Cinquante

- 2nd Corinthian IRC
- 2nd ORCi Division 3
- 2nd IRC Division 3
- 2nd Corinthian PHS

Supernova

- 1st female skipper - Felicity Nelson
 - Jane Tate Memorial Trophy and half model

Disko Trooper_Contender Sailcloth

- 1st Two-Handed Division IRC:
 - Two-Handed Division IRC Trophy
- 1st Two-Handed Division ORCi
- 1st Two-Handed Division PHS
- 2nd Two-Handed Division Line Honours

Crux

- 2nd Two-Handed Division IRC
- 2nd Two-Handed Division ORCi
- 2nd Two-Handed Division PHS

Speedwell

- 3rd Two-Handed Division IRC

Salt Shaker

- 3rd Two-Handed Division ORCi
- 3rd Two-Handed Division Line Honours

Euphoria II

- 3rd Two-Handed Division PHS

Sidewinder

- 1st Two-Handed Division Line Honours

Wings

- 3rd IRC Division 3

Maritimo

- 2nd IRC Division 2
- 3rd ORCi Division 2

Pretty Woman

- 3rd IRC Division 2

LCE Old School Racing

- 2nd ORCi Division 2

She's the Culprit

- 2nd PHS

B52

- 3rd PHS

Navy One

- 1st Armed Services yacht on corrected time - Oggin Cup and plaque

Team Australia (White Bay 6 Azzurro, Love & War, Maritimo)

- 1st Southern Cross Cup:
 - Southern Cross Cup

Solveig

- 3rd Corinthian PHS

40th race medallion

- Bruce Taylor

Oskana

- Seamanship Award - Rani Trophy: For standing aside Denali during their Pan-Pan call, despite Oskana having just retired themselves due to damage.

Sam Hughes

- Meritorious Service Award

25th race medallion

- Stephen McCullum
- Felicity Nelson
- David Witt
- Andrew Buckland
- Graeme Taylor
- Gordon Maguire



Felicity Nelson. Photo: ROLEX/Andrea Francolini



Hartbreaker



Navy One



JUMP ON BOARD

The competitors undoubtedly have the best view in the Rolex Sydney Hobart Yacht Race!

We enjoyed a glimpse of the journey south for some of the crews in this year's fleet - from the delectable menu on board Damien King's Frers 61 MRV to the cosy confines of Annie Lawrence's Halvorsen 36 Solveig. ⚓



Solveig



Eve



Wax Lyrical



Gun Runner



MRV



Reve



My first Hobart

Anne Stewart checked off a bucket list item after completing her first Rolex Sydney Hobart Yacht Race. The 19-year-old shares the story of her maiden voyage in the Great Race, on Ed Psaltis' Sydney 36 *Midnight Rambler*.



Midnight Rambler at the CYCA ahead of the 2021 Rolex Sydney Hobart Yacht Race.

After arriving in Sydney late December 2020 as an 18-year-old, having delivered *Midnight Rambler* for what I thought was going to be my first Rolex Sydney Hobart, and experiencing the disappointment of the race's cancellation, I again arrived in Sydney, this time as a fly in, on 25 December 2021.

I was stoked to be finally competing in my first ocean yacht race alongside my Dad, Glenn, and my partner, Daniel (who was also preparing for his first major ocean race).

We stayed at a beautiful hotel close to the CYCA, as advised by Dad, knowing we were going to be without creature comforts for the next few days and choosing to enjoy the simplicities of a working, non-moving toilet and a freshwater shower. How right he was!

On the morning of 26 December, the CYCA was a place of hyperactivity and I was super excited. The weather forecast was in the back of my mind the whole time, knowing it was going to be a tough one.

I was looking at the older guys in the crew who looked completely unfazed, like it was any other race for them, whilst I was extremely nervous.

As a pre-start lunch, Ed provided Christmas leftovers, which included some cherries. I am very partial to this fruit and, in hindsight, it was not a good idea to indulge as heavily as I did. Later on that night, it was just like the scene from the *Witches of Eastwick* movie from the 80s, (Google it, not a good look right near the primary winch!).

From the beginning of the start sequence to reaching the Heads, it was everything I expected; full of adrenaline, boats, noise and some usual yachting yelling. We had a glamour start, with a nice kite run down the Harbour's eastern border markers putting us in a good position up amongst the Division 3 boats.

After we were out of the Heads, the media helicopters and all the spectator boats had dispersed and the adrenaline wore off, I was preparing myself for the expected forecast and the hard slog south.

We had a solid 25 knot southerly for a fair while. We got hit with a thunderstorm squall late on the first night, with 40+ knots on the nose, the sea state becoming much more aggressive, torrential rain and at times hail, with almost zero visibility.

It was at this point our No. 4 headsail was completely obliterated and was ceremoniously retired as a *Midnight Rambler* sail forever (stowed in the bow).

Whilst I am inexperienced and new to major ocean racing, I have been exposed to heavy offshore breeze and sea states in Tassie. However, the first night was just plain uncomfortable and the waves were short and sharp, with the cockpit sometimes being full of water.

We were punching into waves for the first 50 hours, which was only supposed to be 36 hours. Fair to say we were saying bad things on the rail about our navigator's predictions and what Hughie had dished up for us!

I remember sitting on the rail getting cold at times because of the breeze, hoping another wave would come over the deck to warm me up.



Great camaraderie aboard Midnight Rambler.

The water felt tropical, which is the complete opposite in Tassie, where the water takes your breath away because it's so cold.

There were occasional things during the race south that broke up the monotony of rail life, including a fish suddenly appearing on the deck in a wave (which our mast-man picked up and shoved in my face!), and the never-ending company of dolphins.

I was also counting down my on-watch hours until I was able to have a kip downstairs, where it was relatively comfortable. The rough weather also meant the closure of our head; wedging myself in a small space with a bucket so I could urinate (a bit messy).

I remember reaching 29 December and we had been upwind for what seemed like forever, and our bowman said to me 'we have hit Bass Strait now, we will see Tassie soon'. However, I kept asking why I could still see the mainland for a good while after that.

It was a tough race and it certainly challenged me mentally, but I also knew that being a part of the *Midnight Rambler* crew ethos means there is no surrender and no retiring.

The weather eventually abated and we started eating again. The older experienced guys on the boat appeared completely unaffected by the past 50 hours. A couple didn't even experience sea sickness, whilst all rail crew had red eyes from copping so much salt water.

We thankfully had a sedate Bass Strait crossing after the preceding 50-hour washing machine, followed by a high-speed crossing of Banks Strait. There were confused, nasty sea conditions again, but with a strong westerly, we were regularly cracking a solid 20 knots of boat speed.

It then turned light to a north westerly, which was meant to carry us down the Tassie coast. However, it changed into a light south easterly forecast that hit us 25 knots+ off Bicheno, which was the last thing we needed. We soldiered through and got around the bottom at Tasman Island in light conditions.



The Midnight Rambler crew celebrate after finishing in the early hour.

I have never been so happy to see Tasman Island, knowing it's 40nm until home. The same goes for the Iron Pot, however, I saw it for way too long, having parked just short of it when the river shut down.

Just prior to crossing the finish line, Ed invited me back to the VIP section of the boat. He then let go of the wheel and said 'you take us home, Annie'. I steered us over until the gun went off, which was beyond an amazing way to end my first Hobart.

Post-finish embraces with my Dad and then Daniel were memorable moments etched into my mind forever.

We finished at 4am on 31 December, being greeted by our little welcome home squad consisting of our closest family and friends, with a loud shout of "Ramblers!" to welcome us home.

We had some COVID-19 tests and then enjoyed a few cold beers (or a lot for others) and the traditional jugs of rum and coke at Customs House.

We were proud with what *Midnight Rambler* achieved as a crew and boat, performing well across the board.

Suffice to say, the rumour is true: the start and finish were awesome, everything else in the middle was forgettable. I am drawn back to race again for the massive sense of achievement I felt after I finished, the feeling that it changed me as a person and like nothing could top what I had just done.

Will I sail in anger to Hobart again? I have competing priorities now, as I am currently serving as a Police Officer in Tasmania.

If my career allows, and Ed and the *Midnight Rambler* crew will have me back, hell yes, I'll be doing it again and again and again! 🇺🇸

Cruising home from Hobart

Ian Roberts is a Regional Member of the CYCA and owner/skipper of the Beneteau First 44.7, *Bowline*.

After completing the 2021 Rolex Sydney Hobart Yacht Race, Ian and some of his crew took the scenic route back to Adelaide, sharing the story of a memorable cruise.



Ian (front) with the *Bowline* crew at the CYCA before the 2021 Rolex Sydney Hobart. Photo: Salty Dingo



There was a bit more time for cooking on the cruise than during the race.

Close consideration of the Rolex Sydney Hobart Yacht Race's Notice of Race included at 8.1 the following: "A boat shall carry the charts (in paper form) and the books (in paper or electronic form) listed in Appendix A". The books referred to in Appendix A were *Cruising Tasmania* by J Brettingham-Moore or *Tasmanian Anchorage Guide* by the Royal Yacht Club of Tasmania.

Being a first-time entrant to the Rolex Sydney Hobart Yacht Race as an owner/skipper, this was interpreted as compulsory that each yacht must cruise back from the race.

Given that my yacht *Bowline* is from South Australia, this seemed appropriate. Indeed, we were somewhat surprised to notice the maxi yachts returning immediately to Sydney before we had even arrived. Obviously, they had not considered the compulsion of cruising!

In order to be thorough, both books were purchased and whilst both subsequently had their good points, the book *Tasmanian Anchorage Guide* proved to be the more useful of the two. Coupled together with Navionics, navigation proved not a problem.

After reprovisioning and seeing the sights of Hobart and being dazzled by MONA, a refreshed crew (minus some of the racing crew and plus some cruisers) set sail from the Royal Yacht Club of Tasmania on 4 January bound for the west coast of Tasmania.

In order to simply cast the lines off, the first port of call was in Richardson's Bay - an easy two hours or thereabouts from the marina. A delightful night was had settling into cruising mode as opposed to racing mode. This involved a civilised meal, accompanied by wine; something unheard of during the race.

Over the next 24 hours, *Bowline*, depending on the wind, sailed or motor sailed quietly down through the D'Entrecasteaux Channel, taking in a leisurely stop in Quarantine Bay (where *Young Endeavour* was to be found cruising after her Sydney Hobart duties) and subsequently sailing up the Huon River to Port Cygnet. One eye on the depth gauge at all times was essential.

After a leisurely day dodging salmon farms, we ultimately anchored in a cove known as Mickeys Bay, snugged in behind Curlew Island which forms part of the Great Taylors Bay off Bruny Island. All anchorages were determined by the prevailing winds at the time. Most anchorages had an alternative very close by if needed.

From Mickeys, we proceeded to Recherche Bay, which was to be the final jump off around South-East Cape before heading for Port Davey and Bathurst Harbour.

The coastline was suitably rugged and imposing. Reasonable swells but without a lot of wind meant for solid sailing. Two of the crew had spent



"Summer" cruising on the west coast of Tasmania.

an extended period as lighthouse keepers on Matsuyker Island and they were fascinated to see it from a different perspective. From a crew's point of view, it was fabulous to have this local knowledge on board and to hear stories of their six months on the island.

Large pods of dolphins and some seabirds were seen, but there was not a lot of other activity save for the odd crayfishing boat.

For remote and imposing coastlines, this area certainly is daunting and impressive. Arriving at Port Davey and ultimately entering Bathurst Channel gave all on board a sense of real achievement.

Safely tucked up in Schooner Cove, the crew again enjoyed an entrée of previously caught fish accompanied by a Riesling made by Reid Bosward of Kaesler Wines, a regular crew member.

Several days were spent in and about Bathurst Harbour with some of the crew climbing adjacent peaks. At all times, the depth gauge was very much the friend of *Bowline* as we spent some leisurely time in and about this beautiful, pristine, and remote waterway of Tasmania.

Seizing a weather window and leaving Port Davey in the late afternoon for a night sail to Macquarie Harbour seemed the right thing to do.

Little did we know that this would result in the coldest, darkest, and wettest (without actual rain) sail of the whole trip, which started in Adelaide

when we sailed to Sydney, before completing the race to Hobart and then returning to Adelaide - a total distance of some 2,700 miles.

On a very dark night relying upon your instruments, it is very easy to become disorientated if close attention is not paid to the environment. The light of Cape Sorell was a very welcome sight when it finally hove into view.

Approaching Hells Gate, the entrance to Macquarie Harbour at first light was not for the fainthearted, but ultimately proved to be easily navigated. Again, the Notice of Race cruising notes came to the fore.

With close eyes again on the depth gauge, *Bowline* traversed the channel through Macquarie Harbour to the delightful town of Strahan, where the crew enjoyed a day of mooching about enjoying the tourist attractions and preparing for a relaxing and evening meal in the local hotel, a very short walk from the boat.

All members of the crew took the opportunity of chatting to the locals and fielding questions of our Rolex Sydney Hobart experience. It was remarkable to note how many had followed the race, even in a casual manner.

After refuelling with diesel and water, it was resolved that it was time for *Bowline* to become a "river yacht". Again, we traversed the harbour and with only .1 of a metre under the keel at the shallowest spot, we entered the Gordon River and



The entrance to Port Davey.

motored approximately 30 miles upstream to the first impassable rapid.

An evening rafted up with a Melbourne to Hobart competitor, *Alien*, at the pontoon at Sir John Falls enabled both crews to share that unique fellowship that only comes from having completed a tough ocean race in difficult circumstances that leaves the crew sunburnt, tired, and very, very satisfied as to their private achievements.

Even in Tasmanian wilderness, it was fabulous to hear the laughter abound between the two crews, with ocean racing being very much the common denominator (not to mention the wine that was consumed).

After retracing our way down the Gordon, navigating the shallow entrance to the river, a night was had on anchor at Hawks Nest Cove before again revisiting Strahan to refuel and top up with water, ready for the direct sail home to Adelaide via Kangaroo Island to drop off my brother, who had joined us for the cruise.

Exiting Hells Gate again was an experience not to be forgotten. The GPS said that we were travelling

at 10.3 knots over the ground and yet the boat only showed speed of 6.5 knots. It was certainly a tidal race.

A relatively uneventful sail was had from Hells Gate directly to Penneshaw on the coast of Kangaroo



Bowline outside Hamers Hotel in Strahan.



Bowline in Bathurst Harbour.

Island. It was here that we were able to hail a yacht who was in the process of ferrying some of their crew to shore for them to collect my brother and deliver him safely to the beach. Much to our amusement, he was able to saunter up the beach where his wife and sons collected him.

A spanking sail with fresh winds, a following sea and incoming tide ensured that *Bowline* made great time up the Gulf St Vincent to dock at about 2am on 16 January 2022 to be greeted by some of the Rolex Sydney Hobart crew who did not cruise home and the son of two of the crew who had flown out from England to surprise his parents upon their arrival.

This completed a 43-day sail which involved three states, surviving three significant storms and seeing some of the most pristine wilderness waterways one can imagine.

We have noted that the compulsory cruising notes also include directions for the east coast of Tasmania!

Discussions have already commenced as to *Bowline's* participation in the 2022 Rolex Hobart Yacht Race, if only to complete the cruise back via the east coast of Tasmania and to justify

the purchase of both books of cruising notes of Tasmania.

Bowline looks forward to being accompanied on this cruising section of the Rolex Sydney Hobart by yachts of all states (maxis included) as they return to their home ports. Surely, they would wish to benefit from the purchase of these cruising notes to comply with the Notice of Race requirements. ⚓



A still morning on the Gordon.

2021 RACE RESULTS

FULLY-CREWED IRC

PLACE	YACHT	OWNER/SKIPPER	DIVISION	HANDICAP	CORRECTED TIME
1	Ichi Ban	Matt Allen	0	1.4040	04:10:17:39
2	Celestial	Sam Haynes	1	1.3980	04:11:14:36
3	Love & War	Simon Kurts	4	1.0180	04:14:21:49
4	White Bay 6 Azzurro	Shane Kearns	4	0.9320	04:17:38:26
5	Whisper	David Griffith	0	1.5200	04:17:47:05
6	Smuggler	Seb Bohm	1	1.3730	04:18:18:00
7	Midnight Rambler	Ed Psaltis	4	1.0310	04:18:25:24
8	Highly Sprung	Mark Spring	3	1.1220	04:19:28:43
9	Cinquante	Kim Jagggar	3	1.0940	04:19:58:01
10	Black Jack	Peter Harburg/Mark Bradford	0	1.9480	04:22:05:26
11	Chutzpah	Bruce Taylor	2	1.2040	04:22:42:53
12	Maritimo	Bill Barry-Cotter/Michael Spies	2	1.2190	04:23:07:29
13	Supernova	Alex Seja & Felicity Nelson	4	1.0400	04:23:09:33
14	Pretty Woman	Richard Hudson & David Beak/Richard Hudson	2	1.2030	04:23:24:50
15	LCE Old School Racing	David Elliott/Mark Griffith	2	1.1850	05:00:21:42
16	Quest	Craig Neil/Mike Green	1	1.3720	05:00:25:48
17	Mayfair	James Irvine	2	1.2680	05:00:47:19
18	MRV	Damien King	2	1.2240	05:01:33:04
19	Wings	Ian Edwards	3	1.1400	05:02:39:15
20	Dodgeball	Leith Group Developments/Ray Sweeney	4	1.0340	05:02:46:35
21	Eve	Steve Capell/Benjamin Roulant	3	1.0850	05:03:03:22
22	Fruit Salid 3	Mark Drobotko	4	1.0670	05:03:30:21
23	Secret Mens Business 1	David De Coster & Sally Armati/David De Coster	3	1.1540	05:03:41:24
24	Flying Cloud	David Myers	4	1.0800	05:03:45:12
25	LawConnect	Christian Beck	0	1.9800	05:05:07:38
26	Wild Oats	Brett Eagle, Marc Skjellerup & Gordon Smith	4	1.0490	05:05:26:40
27	SHK Scallywag 100	Seng Huang Lee/David Witt	0	1.9880	05:06:16:00
28	Oroton Drumfire	Will Vicars/Phillip Neil	2	1.2160	05:06:16:40
29	Carrera S	Gerry Cantwell	2	1.2390	05:07:37:02
30	Solveig	Annie Lawrence/John Whitfeld	4	0.9380	05:11:01:09
31	Stefan Racing	AUS 80 Pty Ltd/Grant Wharington	0	1.7660	05:11:17:45
32	Navy One	Royal Australian Navy/Nathan Lockhart	4	1.0750	05:14:52:13
33	Bowline	Ian Roberts	3	1.0990	05:19:01:11

FULLY-CREWED PHS

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Solera	Stuart Richardson	0.9931	04:13:20:05
2	She's The Culprit	The Culprit Syndicate/Glen Picasso	1.0295	04:22:02:20
3	B52	Daniel Farmer	1.0479	05:03:33:14
4	Reve	Kevin Whelan	0.9454	05:04:11:32
5	Flying Fish Arctos	Flying Fish Online/Drew Hulton-Smith	1.0290	05:05:48:54
6	Luna Blue	David Watson, John Turnbull & Andrew Silk/John Turnbull	1.0295	05:13:00:16



Solera

FULLY-CREWED LINE HONOURS

PLACE	YACHT	OWNER/SKIPPER	ELAPSED TIME
1	Black Jack	Peter Harburg/Mark Bradford	02:12:37:17
2	LawConnect	Christian Beck	02:15:11:44
3	SHK Scallywag 100	Seng Huang Lee/David Witt	02:15:30:52
4	Stefan Racing	AUS 80 Pty Ltd/Grant Wharington	03:02:20:47
5	Whisper	David Griffith	03:02:51:30
6	Ichi Ban	Matt Allen	03:03:42:29
7	Celestial	Sam Haynes	03:04:42:43
8	Smuggler	Seb Bohm	03:11:14:54
9	Quest	Craig Neil/Mike Green	03:15:46:37
10	Mayfair	James Irvine	03:23:15:33
11	Maritimo	Bill Barry-Cotter/Michael Spies	04:01:43:24
12	Chutzpah	Bruce Taylor	04:02:36:01
13	Pretty Woman	Richard Hudson & David Beak/Richard Hudson	04:03:15:48
14	MRV	Damien King	04:03:18:23
15	Hartbreaker	Antony Walton	04:04:51:15
16	LCE Old School Racing	David Elliott/Mark Griffith	04:05:34:16
17	Highly Sprung	Mark Spring	04:06:55:20
18	Carrera S	Gerry Cantwell	04:07:00:01
19	Oroton Drumfire	Will Vicars/Phillip Neil	04:07:50:49
20	Cinquante	Kim Jagggar	04:10:00:10
21	Secret Mens Business 1	David De Coster & Sally Armati/David De Coster	04:11:11:01
22	Wings	Ian Edwards	04:11:35:29
23	Love & War	Simon Kurts	04:12:24:44
24	Solera	Stuart Richardson	04:14:05:40
25	Midnight Rambler	Ed Psaltis	04:14:58:58
26	Eve	Steve Capell	04:17:24:57
27	Supernova	Alex Seja & Felicity Nelson	04:18:34:34
28	Flying Cloud	David Myers/George Martin	04:18:35:11
29	She's The Culprit	The Culprit Syndicate/Glen Picasso	04:18:39:23
30	Fruit Salid 3	Mark Drobotko	04:19:45:02
31	B52	Daniel Farmer	04:21:54:22
32	Dodgeball	Leith Group Developments/Ray Sweeney	04:22:44:21
33	Wild Oats	Brett Eagle, Marc Skjellerup & Gordon Smith/Brett Eagle	04:23:35:05
34	White Bay 6 Azzurro	Shane Kearns	05:01:55:55
35	Flying Fish Arctos	Flying Fish Online/Drew Hulton-Smith	05:02:16:09
36	Navy One	Royal Australian Navy/Nathan Lockhart	05:05:27:39
37	Bowline	Ian Roberts	05:06:29:48
38	Luna Blue	David Watson, John Turnbull & Andrew Silk/John Turnbull	05:09:11:36
39	Reve	Kevin Whelan	05:11:21:53
40	Solveig	Annie Lawrence/John Whitfeld	05:19:40:45

FULLY-CREWED CORINTHIAN IRC

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	White Bay 6 Azzurro	Shane Kearns	0.9320	04:17:38:26
2	Midnight Rambler	Ed Psaltis	1.0310	04:18:25:24
3	Cinquante	Kim Jagggar	1.0940	04:19:58:01
4	Supernova	Alex Seja & Felicity Nelson	1.0400	04:23:09:33
5	Pretty Woman	Richard Hudson & David Beak/Richard Hudson	1.2030	04:23:24:50
6	LCE Old School Racing	David Elliott/Mark Griffith	1.1850	05:00:21:42
7	MRV	Damien King	1.2240	05:01:33:04
8	Wings	Ian Edwards	1.1400	05:02:39:15
9	Fruit Salid 3	Mark Drobotko	1.0670	05:03:30:21
10	Carrera S	Gerry Cantwell	1.2390	05:07:37:02
11	Solveig	Annie Lawrence/John Whitfeld	0.9380	05:11:01:09
12	Navy One	Royal Australian Navy/Nathan Lockhart	1.0750	05:14:52:13
13	Bowline	Ian Roberts	1.0990	05:19:01:11



2021 RACE RESULTS

FULLY-CREWED ORCI

PLACE	YACHT	OWNER/SKIPPER	DIVISION	HANDICAP	CORRECTED TIME
1	Celestial	Sam Haynes	1	1.5483	04:22:46:23
2	Love & War	Simon Kurts	3	1.0961	04:22:49:50
3	White Bay 6 Azzurro	Shane Kearns	3	0.9775	04:23:11:19
4	Ichi Ban	Matt Allen	1	1.5771	04:23:23:57
5	Highly Sprung	Mark Spring	2	1.2178	05:05:20:19
6	Cinquante	Kim Jaggar	3	1.1828	05:05:22:48
7	Whisper	David Griffith	1	1.6826	05:05:57:24
8	Black Jack	Peter Harburg/Mark Bradford	1	2.0851	05:06:24:06
9	Smuggler	Seb Bohm	1	1.5429	05:08:26:38
10	Supernova	Alex Seja & Felicity Nelson	3	1.1270	05:09:07:38
11	LCE Old School Racing	David Elliott/Mark Griffith	2	1.2807	05:10:04:56
12	Maritimo	Bill Barry-Cotter/Michael Spies	2	1.3334	05:10:18:15
13	Chutzpah	Bruce Taylor	2	1.3218	05:10:19:47
14	Pretty Woman	Richard Hudson & David Beak/Richard Hudson	2	1.3171	05:10:44:23
15	Mayfair	James Irvine	2	1.3896	05:12:22:20
16	Quest	Craig Neil/Mike Green	1	1.5187	05:13:18:25
17	Secret Mens Business 1	David De Coster & Sally Armati/David De Coster	2	1.2483	05:13:47:50
18	Eve	Steve Capell/Benjamin Roulant	3	1.1830	05:14:10:15
19	Flying Cloud	David Myers/George Martin	3	1.1730	05:14:24:35
20	Dodgeball	Leith Group Developments/Ray Sweeney	3	1.1348	05:14:44:43
21	MRV	Damien King	2	1.3595	05:15:00:25
22	Wild Oats	Brett Eagle, Marc Skjellerup & Gordon Smith	3	1.1398	05:16:18:10
23	Oroton Drumfire	Will Vicars/Phillip Neil	2	1.3276	05:17:52:02
24	Carrera S	Gerry Cantwell	2	1.3484	05:18:53:08
25	Hartbreaker	Antony Walton	2	1.3898	05:20:10:02
26	Navy One	Royal Australian Navy/Nathan Lockhart	3	1.1649	06:02:08:58
27	SHK Scallywag 100	Seng Huang Lee/David Witt	1	2.3141	06:02:58:44
28	Bowline	Ian Roberts	1	1.2034	06:08:13:34

FULLY-CREWED CORINTHIAN PHS

PLACE	YACHT	OWNER/SKIPPER	HANDICAP	CORRECTED TIME
1	Solera	Stuart Richardson	0.9931	04:13:20:05
2	Cinquante	Kim Jaggar	1.0481	04:15:06:05
3	Solveig	Annie Lawrence/John Whitfeld	0.8103	04:17:10:55
4	White Bay 6 Azzurro	Shane Kearns	0.9289	04:17:15:45
5	Midnight Rambler	Ed Psaltis	1.0420	04:19:38:39
6	Wings	Ian Edwards	1.0836	04:20:35:10
7	She's The Culprit	The Culprit Syndicate/Glen Picasso	1.0295	04:22:02:20
8	Fruit Salid 3	Mark Drobitko	1.0206	04:22:08:06
9	Pretty Woman	Richard Hudson & David Beak/Richard Hudson	1.1993	04:23:02:47
10	Supernova	Alex Seja & Felicity Nelson	1.0426	04:23:27:25
11	Hartbreaker	Antony Walton	1.2139	05:02:25:37
12	B52	Daniel Farmer	1.0479	05:03:33:14
13	Reve	Kevin Whelan	0.9454	05:04:11:32
14	Navy One	Royal Australian Navy/Nathan Lockhart	1.0283	05:09:00:41
15	Luna Blue	David Watson, John Turnbull & Andrew Silk/John Turnbull	1.0295	05:13:00:16

TWO-HANDED LINE HONOURS

P	YACHT	CO-SKIPPERS	ELAPSED TIME
1	Sidewinder	Rob Gough & John Saul	04:07:12:00
2	Disko Trooper_ Contender Sailcloth	Jules Hall & Jan Scholten	04:14:01:42
3	Salt Shaker	Peter Franki & Drew Jones	04:22:57:37
4	Joker on Tourer	Grant Chipperfield & Peter Dowdney	04:22:57:50
5	Speedwell	Campbell Geeves & Wendy Tuck	05:01:36:20
6	Rum Rebellion	Shane Connelly & Graeme Dunlop	05:01:37:00
7	Euphoria II	Marc Stuart & Richard Combrink	05:05:28:03
8	Flat White	Jen Linkova & Jason Cummings	05:06:53:38
9	CruX	Carlos Aydos & Peter Grayson	05:07:47:10
10	Local Hero	Mark Ayto & Anto Sweetapple	05:15:04:11

TWO-HANDED IRC

P	YACHT	CO-SKIPPERS	HANDICAP	CORRECTED TIME
1	Disko Trooper_ Contender Sailcloth	Jules Hall & Jan Scholten	1.0070	04:14:47:55
2	CruX	Carlos Aydos & Peter Grayson	0.9250	04:22:12:08
3	Speedwell	Campbell Geeves & Wendy Tuck	0.9920	05:00:37:58
4	Salt Shaker	Peter Franki & Drew Jones	1.0180	05:01:06:06
5	Rum Rebellion	Shane Connelly & Graeme Dunlop	1.0120	05:03:04:34
6	Euphoria II	Marc Stuart & Richard Combrink	0.9990	05:05:20:31
7	Local Hero	Mark Ayto & Anto Sweetapple	1.0310	05:19:15:25

TWO-HANDED ORCI

P	YACHT	CO-SKIPPERS	HANDICAP	CORRECTED TIME
1	Disko Trooper_ Contender Sailcloth	Jules Hall & Jan Scholten	1.0531	04:19:52:15
2	CruX	Carlos Aydos & Peter Grayson	0.9638	05:03:09:37
3	Salt Shaker	Peter Franki & Drew Jones	1.0882	05:09:27:09
4	Joker on Tourer	Grant Chipperfield & Peter Dowdney	1.0965	05:10:26:38
5	Speedwell	Campbell Geeves & Wendy Tuck	1.0738	05:10:34:48
6	Rum Rebellion	Shane Connelly & Graeme Dunlop	1.0793	05:11:15:39
7	Euphoria II	Marc Stuart & Richard Combrink	1.0658	05:13:43:24
8	Local Hero	Mark Ayto & Anto Sweetapple	1.0918	06:03:28:09
9	Flat White	Jen Linkova & Jason Cummings	1.2257	06:11:32:02

TWO-HANDED PHS

P	YACHT	CO-SKIPPERS	HANDICAP	CORRECTED TIME
1	Disko Trooper_ Contender Sailcloth	Jules Hall & Jan Scholten	1.0378	04:18:11:15
2	CruX	Carlos Aydos & Peter Grayson	0.9000	04:19:00:27
3	Euphoria II	Marc Stuart & Richard Combrink	0.9250	04:20:03:27
4	Sidewinder	Rob Gough & John Saul	1.1300	04:20:36:58
5	Speedwell	Campbell Geeves & Wendy Tuck	0.9752	04:22:35:23
6	Joker on Tourer	Grant Chipperfield & Peter Dowdney	1.0050	04:23:33:31
7	Salt Shaker	Peter Franki & Drew Jones	1.0339	05:02:59:35
8	Flat White	Jen Linkova & Jason Cummings	0.9850	05:04:59:26
9	Rum Rebellion	Shane Connelly & Graeme Dunlop	1.0336	05:05:42:11
10	Local Hero	Mark Ayto & Anto Sweetapple	0.9882	05:13:28:33

RETIREMENTS AND PROTESTS

Alive	Retired - Hull damage
Ariel	Retired - Mainsail damage
Blink	Retired - Torn mainsail
Celestial	Penalty of 40 minutes applied for a failure to maintain a continuous listening watch on VHF16 as required by Sailing Instruction 31.4
Chancellor	Retired - Sail damage
Crystal Cutter III	Retired - Mainsail damage
Denali	Retired - Damage to hull
Enchantress	Retired - Broken forestay
Eora	Retired - Broken backstay
Extasea	Retired - Engine issues
Gun Runner	Retired - Time constraints
Gweilo	Retired - Forestay damage
Hells Bells	Retired - Engine issues
Hip-Nautic	Retired - Damaged mainsail
Huntress	Retired - Torn mainsail
Ichi Ban	Redress of 3 minutes granted to Ichi Ban for giving help in compliance with RRS 1.1 in connection with an incident involving Celestial
Inukshuk	Retired - Autopilot issues
Kayimai	Retired - Engine issues
Khaleesi	Retired - Forestay damage
Kialoa II	Retired - Rigging damage
King Billy	Retired - Chain plate damage
Mako	Retired - Damaged mainsail
Maverick	Retired - Rudder damage
Mille Sabords	Retired - Torn mainsail
Minerva	Retired - Mainsail damage
Money Penny	Retired - Broken Headstay
Nautical Circle	Retired - Rigging issues
No Limit	Retired - Heading to Sydney
Oskana	Retired - Broken forestay
Oz Design Patrice Six	Retired - Engine issues
Patriot	Retired - Rudder bearing damage
Philosopher	Retired - Heading to Sydney
Rogue Wave	Retired - Autopilot issues
TSA	Retired - Mainsail damage
Management	
URM	Retired - Damaged mainsail
Wax Lyrical	Retired - Equipment damage
White Noise	Retired - Window damage
Wonderland	Retired - Equipment issues
Zara	Retired - Time constraints
Zen	Retired - Injured crew member

A VIBRANT VILLAGE

The Hobart Race Village was abuzz as locals, competitors and visitors enjoyed the action and entertainment of the 2021 Rolex Sydney Hobart Yacht Race.



On centre stage

Some of the stars of the 2021 Rolex Sydney Hobart joined Peter Gee and Peter Shipway on stage for our daily Q&As, providing superb insight into preparations for the race and the gruelling journey to Hobart. With activities for children and live music on stage every day, there was something for everyone to enjoy!



Tuck in!

Hobart turned on the good weather and we tucked into some delicious food and wine from the various food trucks and Devil's Corner bar. Scallop pie, anyone?!



Prime vantage point

The village was an ideal spot to watch the fleet cross the finish line and celebrate as they pulled into Constitution Dock.



The Musto merchandise store provided a memoir of another great race, while spectators were able to get up close to the coveted Tattersall Cup.

Thank you to our supporters who brought the Hobart Race Village to life.



TEMPTED BY TASSIE

With great food and drink, culture, art, sport and much more across the island, there is so much to love about Tasmania year-round. Take a look at some of Tassie's leading festivals and events in 2022.

Dark Mofo 15-22 June 2022

Awaken the senses with Dark Mofo, a celebration of the dark with art, food, music, fire, light, and noise that rocks your core.

Signature annual events include the Nude Solstice Swim, the Winter Feast, and the sacrificial burning of the ogoh-ogoh. Last year the three-week art and music festival presented Dark Downtown - a collection of large-scale public art, bars, food trucks, hidden nightclubs and live performances scattered throughout Hobart's CBD.

Dark Mofo has become one of Australia's most popular winter events and continues to attract the attention of winter lovers, solstice seekers, artists, and media worldwide.

Get acquainted with the unexpected at www.darkmofo.net.au



Dark Mofo. Credit: Adam Gibson

Festival of Voices 1-14 July 2022

The statewide Festival of Voices has been bringing music, harmony, and human connection to Tasmanian winters since 2004 and has become known as Australia's premier celebration of song, attracting audiences of 30,000 people over two weeks.

The 2022 festival will provide singers of all levels an extraordinary opportunity to develop their skills and find their respective voices with four workshop experiences (classical choral, a Capella, queer choir and gospel).

Start exercising your vocal cords at www.festivalofvoices.com



Festival of Voices. Credit: Lusy Productions



Huon Valley Mid-Winter Festival. Credit: Taste of the Huon

Huon Valley Mid-Winter Festival 16-17 July 2022

Held at Willie Smith's Apple Shed in southern Tasmania, the Huon Valley Mid-Winter Festival is a celebration of storytelling, winter feasting, and pagan traditions.

The festival centres around the region's apple-picking history and the wassail: the age-old tradition of scaring evil spirits from the orchard to bring on a bumper crop. Following flaming torches, the wassailers beat drums and pots and pans to dispel the spirits, then the apple trees are 'awakened' with the traditional wassail song and blessed with cider. Other much-loved festival traditions include the Burning Man, the coveted costume competition, and tales tall and true from Tassie's best storytellers.

The apple isle is calling at www.huonvalleymidwinterfest.com.au

Tasmanian Whisky Week 10-16 August 2022

Tasmanian Whisky Week is a celebration of the numerous Tasmanian distilleries, their spirits and whisky.

Meet the makers and taste some of the finest whisky in the world in distilleries, bars, barns, stables and restaurants around Tasmania. Events include exclusive masterclasses, meet the maker, behind-the-scenes distillery tours and access to unreleased whiskies.

Warm up with a wee nip at www.taswhiskyweek.com



Tasmanian Whisky Week. Credit: Lusy Productions

FIND OUT MORE ABOUT THESE GREAT EVENTS IN TASMANIA!



WHAT'S ON IN 2022

Spoke Motorcycle Festival
Little Swanport
1-6 March 2022

Southern Open Vineyards
Southern wine regions
4-6 March 2022

ECHO
Cranbrook
8-10 April 2022

TrailGraze
North West
23-24 April 2022

DerbyFest
Derby
23-24 April 2022

Targa Tasmania
Statewide
26 April & 1 May 2022

BOFA
Launceston/Tamar Valley
6-15 May 2022

Australian Musical Theatre Festival
Launceston
18-22 May 2022

Dark Mofo
Hobart
15-22 June 2022

Huon Valley Mid-Winter Fest
Huon Valley
July 2022

Festival of Voices
Hobart and statewide
1-14 July 2022

Beaker Street
Hobart
August 2022

agRICULTURED
Northern Tasmania
4-7 August 2022

Tasmanian Whisky Week
Hobart and statewide
8-14 August 2022

The Australian Antarctic Festival
Hobart
24-28 August 2022

Great Eastern Wine Week
East Coast
9-18 September 2022

Junction Arts Festival
Launceston
September 2022





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SYDNEY NEWCASTLE MELBOURNE CANBERRA BRISBANE PERTH

Member Spotlight Kevin Whelan

Kevin Whelan is one of the most prominent faces on the CYCA's race tracks.

A Member of the Club for 22 years, the owner of the Beneateau 45F5 Reve has had a busy start to the year, competing in an average of 2 races a week!



For three or four years we lived in Africa, where the children went to school. We finally arrived in Spain around 2009/10 and then eventually made it back to Australia in 2011/12.

OFFSHORE: How was the 2021 Rolex Sydney Hobart for Reve?

KEVIN: I enjoy long distance races and doing the Hobart is always interesting. To be honest, it wasn't as bad as I thought it would be and our crew did well.

We thought it might get worse after the rough first night.

We got becalmed with *Bowline* and *Luna Blue* around 2am on 31 December, then they sailed off and we were caught in a hole.

We were the first boat to finish in 2022 though. There must be an award for that!

OFFSHORE: What do you enjoy about the CYCA?

KEVIN: It's a very comfortable club and there are many Members who use the Club a lot and we know each other very well. The staff are fantastic; they're lovely people and loyal to the Members.

My wife, Jayne, and children Alexis and James are also Members here. James owns a Soling called *Nelita*, so we're all very active around the Club. ⚓

OFFSHORE: For how long have you been involved with the CYCA?

KEVIN: We sailed out of the Club in the 1960s when my father had a 38-foot sloop and there was an honesty bar at the CYCA!

I also had a J/24 in the 80s on the hardstand, then a motor boat and I bought *Reve* in 1997/98.

So I've been actively sailing and racing here for a long time, but I joined as a full Member in 1999.

OFFSHORE: Tell us about some of your sailing experiences around the world.

KEVIN: We left for a three-month cruise to the Great Barrier Reef in 2000 and competed in the Darwin Bali Yacht Race, finishing on the podium.

We sailed back to Christmas Island, but realised it was a bit tricky to get back to Sydney so we went west and kept on going!



Kevin at the helm of Reve during the Summer Offshore Series.

Warming up for Winter Series



Photos courtesy of David Brogan

The popular CYCA Winter Series returns with a full schedule in 2022, including the three-race Women's Series.

The action begins with the opening race of the Women's Series on Sunday 24 April, followed by Race 1 on Sunday 1 May.

More than 100 boats regularly turned out for the 2021 Winter Series, with big fleets again expected in 2022.

Stay tuned to cyca.com.au for photos, news and results throughout the series. ⚓

2022 CYCA Winter Series schedule	
24 April	Women's Series Race 1
1 May	Race 1
8 May	Race 2
15 May	Race 3
22 May	Race 4
29 May	Race 5
5 June	Race 6
12 June	Race 7
19 June	Women's Series Race 2
26 June	Race 8
3 July	Race 9
10 July	Race 10
17 July	Women's Series Race 3

2021 Winter Series champions	
Division A1	Wild Thing (Adam Lavis)
Division A2	Indi (Noel Cornish)
Division B	Wax Lyrical (Les Goodridge)
Division D	One More No More (Ian Guanaria)
Division E	Roger That (David Ingram/Bradley Hastings)
Division F	Sagacious V (David Hundt)
Division G	Checkmate (Fernando Tiglio)
Division J1	SOLyMAR (Jason King)
Division J2	Trim (Bryan Moore)
Division K	Danielle (Christopher Taylor)
Sydney 38 Division	The Goat (Mitch Gordon/Tony Clift/Daniel Hawkins)
Women's Series (Non-Spinnaker Division 1)	Vamp (Leander Klohs)
Women's Series (Non-Spinnaker Division 2)	Star Ferry (Alexandra Conroy)
Women's Series (Spinnaker Division 1)	Wax Lyrical (Louise Stevenson/Francesca Leverkus)
Women's Series (Spinnaker Division 2)	Wild Oats (Marika Koppenol)

Breakfast Club



The Breakfast Club's Niel Burling presented the training dummy to the Club.



All smiles at the Breakfast Club.



Tuck into a Breakfast Club feast.

The much-loved Breakfast Club will be back at the CYCA in April, serving up their traditional hearty breaky each Sunday of the Winter Series.

The BBQ will be fired up on the Club's Upper Deck from the first race of the Women's Winter Series on Sunday 24 April, featuring the famous jumbo breakfast, a bun on the run for those in a hurry and the kid's jumbo for the little ones.

A wonderful team of volunteers make the Breakfast Club possible, and they deliver more than just a delicious feast.

Over the years, proceeds from the Breakfast Club's sales have been able to provide the CYCA with much-needed equipment, such as mobile medical trauma packs, as well as going towards charitable donations.

The support shown by CYCA Members and guests last year recently enabled the Breakfast Club to purchase a water rescue training dummy.

The life-size dummy will be made available to Members for man overboard training exercises.

Niel Burling presented the dummy to the CYCA on behalf of the Breakfast Club and believes it will prove a valuable asset for the Club.

"We want to thank all the volunteers, the Club and the people who buy breakfast from the Breakfast Club," Niel said.

"Each year, we make donations to the SOLAS Trust and Eden Hospital, amongst other things.

"This year, we decided to purchase this dummy, which we hope everyone looks at as an opportunity for their training days.

"It is so hard to get a crew member back on board if they go in the water, so the Breakfast Club thought it would be a good idea to contribute to man overboard training."

To join the brilliant Breakfast Club team as a volunteer, email obrienslane@ozemail.com.au.

Members wishing to enquire about the use of the water rescue training dummy for man overboard exercises should email sailingoffice@cyca.com.au ⚓

Mike Smith

Get to know our newest Duty Manager, Mike Smith.



After joining the CYCA as a casual Duty Manager when lockdown ended late last year, Mike Smith has now taken on the job full-time.

There is no such thing as a typical day for Mike, who is a friendly and familiar face to the evening crowd in the Clubhouse.

OFFSHORE: Why did you join the CYCA?

MIKE: I lived in Brisbane but was down in Sydney to help my brother babysit his child last year.

I got stuck down here during lockdown, but I was enjoying it so I decided to stay on.

I have worked in hospitality for my whole career so I started looking for casual work, when I saw this job was available.

I had heard of the Rolex Sydney Hobart and thought it would be cool to work somewhere with such a prestigious event.

OFFSHORE: What do you enjoy about your role?

MIKE: It's a nice change of pace from jobs I've had previously. It's an iconic location and the Members are all very friendly.

It is a very versatile role. On any given day, I'll carry food to tables, be a first-aid responder, change the kegs (a very important job!), sort rosters, and just do whatever it takes to ensure the smooth running of the Clubhouse.

OFFSHORE: What is your management style?

MIKE: I don't ask anything of my team that I wouldn't do myself. I try to lead by example and do all the roles I expect of them.

I'd consider myself stern when there is a job to be done, but laidback at the same time.

OFFSHORE: How do you spend your spare time?

MIKE: Lots of babysitting! I also like watching horror movies (not while babysitting, of course!).

I actually still haven't seen much of Sydney since I moved down, so I'm trying to explore a bit more. ⚓

Associates Committee

The Associates Committee enjoyed a busy Christmas period and looks forward to an exciting year of events and initiatives in 2022.

A very CYCA Christmas

The Associates helped spread Christmas cheer right throughout the CYCA, decking out the Clubhouse with decorations.

The Associates Christmas Hamper was also drawn on 16 December at the Members' Badge Draw.

The Safety of Life at Sea (SOLAS) Trust was the chosen charity to receive proceeds from the hamper raffle and the Associates Committee was delighted to raise an incredible \$3,300 for SOLAS.

Thanks to committee member Kaye Brookes for putting together the wonderful hamper and to all on the committee for selling the tickets and raising valuable funds.

Congratulations to the prize winners from the raffle:

- 1st prize - Kendi Kellett
- 2nd prize - William Hedberg
- 3rd prize - Geoff Cowen

Market Day

Excitement is high for the annual Market Day, proudly presented by the Associates Committee.

Held at the CYCA on Sunday 20 March from 1000-1400hrs, the Market Day is a great opportunity to pick up a bargain, find a new home for your old treasure, or set up a commercial stall.

If it's not too late, email associatescyca@gmail.com to hire a stall, or get down to the Club for the buzz of Market Day. ⚓

STAY TUNED

The Associates Committee has plenty of great events planned for the coming months, including Social Tuesdays and the return of the popular Trivia Nights.

Keep an eye on the CYCA website and your weekly Onshore newsletter to ensure you can get involved.

GET IN TOUCH

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

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



The Christmas decorations and Associates-designed merchandise.



The Christmas Hamper raffle helped the Associates Committee make an incredible donation to SOLAS.





Simply ahead

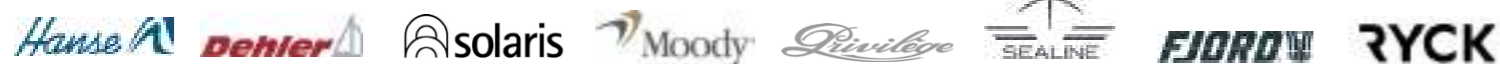
As a keen sailor we'd like to let you know about the arrival of the award-winning Hanse 460, one of the most anticipated new designs from HanseYachts AG.

The Hanse 460 combines fresh, innovative design with traditional Hanse values such as fast cruising and easy sailing while offering no fewer than 48 layout combinations including accommodation choices ranging from six to ten berths.

The Hanse 460 was recently named the winner of a prestigious European Yacht of the Year award in the 'Family Cruiser' Category, reflecting the extremely favourable reaction and reviews from the yachting press.

Windcraft Yachts, will welcome the first 460 to Australia in May, and it will be available for viewing ahead of a VIP premiere at the Sydney International Boat Show, 28 July – 1 August.

sales@windcraftyachts.com Tel: +61 2 9979 1709 www.teamwindcraft.com



Welcome Forecast Australia



The Forecast Australia crew get to work during a match race.



The winning team!



Members of the CYCA Board and administration welcome Forecast Australia.



The Cruising Yacht Club of Australia is pleased to welcome Forecast Australia as a sponsor of one of the Youth Sailing Academy's Elliotts.

The team from Forecast visited the Club in February to take part in a Corporate Sailing Experience and officially christen the Elliott.

Four Elliotts went out on a beautiful day on Sydney Harbour as Forecast team members – some experienced and others sailing for the first time – enjoyed a series of match races.

Greg Norman, Director of Forecast Australia, then had the honour of pouring champagne over the Elliott as part of the christening ceremony.

"I've been a CYCA Member for the last year or so, and I've been sailing on one of the boats here for four or five years," Greg said.

"I know the CYCA, I really wanted to be part of it and then when I saw the YSA sponsorship package, it was just a no-brainer for me.

"It was a fantastic day out. We had four crews on the water and there was some fantastic match racing."

Visit cyca.com.au to find out more about the Youth Sailing Academy. ⚓

Youth sailors make maiden voyage south

Every year, hundreds of sailors make the epic journey south for the Rolex Sydney Hobart. Each individual participating has a personal goal they are attempting to achieve.

Whether the goal is to lift some of the most coveted ocean racing trophies in the world when arriving into Hobart; or, more simply, just the achievement in itself of completing the gruelling 628 nautical mile course, everyone's journey is different and so unique.

However, whilst all the fanfare at the completion of the race may be at the Prize Giving, as Rolex timepieces and trophies are presented, other major achievements are recorded on the many Rolex Sydney Hobart honour boards located at the CYCA.

These boards record the history of our race with the great personal achievements of many Hobart legends.

One such board captures the minds and spirits of our youth sailors, who endeavour to be part of the Great Race's history - the YSA Rolex Sydney Hobart First Timers board.

To have your name etched on this special board is a unique achievement and one that does not happen without the support of CYCA Members and yacht owners.

The special Tasmanian huon pine board was brought back to the CYCA by JBW in 2012 and features the names of every YSA sailor who completed their first Rolex Sydney Hobart during their time at the Academy, since 1993.

82 sailors have been scribed onto the list, an average of approximately three per year.

Their journey to this board begins with hundreds of hours training on board the Club's fleet of Elliott keelboats. Under the guidance of YSA staff and alumni sailors, each individual participates in a full-day training program on Saturdays during YSA Winter Squads, before finding rides on Winter Series yachts on Sundays to begin their yachting careers.

This is proudly supported by many CYCA Members and yacht owners, willing to give our sailors their first taste of yacht racing.

From here, the door to ocean racing really opens, with many sailors joining crews for the Audi Centre Sydney Blue Water Pointscore and ultimately the journey south for the Rolex Sydney Hobart.

Whilst the pandemic may have halted proceedings in 2020, this year a record 15 CYCA yachts brought YSA sailors on board for the Audi Centre Sydney Blue Water Pointscore. This led to a whopping (and record) eight sailors taking part in their first Rolex Sydney Hobart in the 76th edition.



Lachy Steele at the helm of Cinquante.



Xavier Doerr soaks in his first Hobart on Mayfair.



Tom Barrington (bottom right) on Reve during the 2021 Rolex Sydney Hobart.

Whilst it may have been their first race south, many of our sailors were competing to be part of Rolex Sydney Hobart history, vying for Line Honours, overall and divisional victories.

Others were simply achieving their goal of making it to Hobart.

The Youth Sailing Academy and our sailors would like to thank every past, present and future CYCA Member and yacht owner who provide opportunities for ocean racing to the youth.

If you are interested in a YSA sailor joining your crew for CYCA racing, please contact the YSA at ysa.admin@cyca.com.au.



The honour board in the CYCA's training room recognises Youth Sailing Academy sailors who have competed in a Rolex Sydney Hobart.

YSA SAILORS IN THE 2021 ROLEX SYDNEY HOBART

- Tom Barrington** - participated on the Beneteau First 45F5 Reve (4th on PHS)
- Max Cottier** - participated on the Sydney 38 Cinquante (9th on IRC)
- Xavier Doerr** - participated on the Roger 46 Mayfair (17th on IRC)
- Tom Grimes** - participated on the TP52 Celestial (2nd on IRC)
- Harry Hall** - participated on the RP69 Moneypenny (retired due to broken headstay)
- Will Sargent** - participated on the TP52 Quest (16th on IRC)
- Lachlan Steel** - participated on the Sydney 38 Cinquante (9th on IRC)
- Timothy Westwood** - participated on the Dovell 100 SHK Scallywag 100 (3rd on Line Honours)

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AkzoNobel

WHY AIS IS A NO BRAINER



Phil Ross reflects on a memorable trip from Antigua to St Martin, when AIS proved its worth.

"Was that a light? Are we on a collision course? I can't tell if that cruise ship is coming or going"

These are the thoughts that run through your head at two in the morning when you are tired, hungry, seasick, and can only think about the flat, calm anchorage and respite you will be enjoying in the morning.

As a family new to yachting, an overnight passage is a mix of emotions - excitement, trepidation, and doubt all at once. During our 100-mile jump from the Caribbean island of Antigua to St Martin, we encountered all of these emotions.

If there is one piece of equipment that brought us a little comfort and confidence during a nervous night watch, it was our AIS.

Automatic Identification System, or AIS as it's commonly known, is a technology that has been available to the public since the early 2000s. There are two types of AIS - Class A and Class B. Class A is mandatory for ships over 300 gross tonnes, and for all passenger vessels, however, it is the class B

units that pleasure craft will be interested in.

Essentially, AIS is a system that allows vessels to exchange data at the touch of a button, using GPS to track a vessel's course, speed, and position and coupling that information with the vessel's MMSI, dimensions, and destination.

AIS uses radio frequencies on the VHF spectrum, which means boaters are restricted to the typical distances of a VHF radio. The curve of the earth and the sum of the two antennae heights are generally what determines a VHF radio's range, so this is the distance you will be able to 'see' another boat transmitting an AIS signal.

The benefit of this is that at night, an AIS target will show up on your plotter well before you see a light in the distance, giving the user ample time to obtain the course and speed of the vessel, to assist in avoiding a collision.

In terms of cost, an AIS system is a very affordable addition to a yacht's safety inventory. A base model dual-channel receiver can be purchased for less



than \$300. This unit can be connected to the boat's VHF antenna via a splitter, and, when linked to a dedicated chart plotter, will display other vessels transmitting an AIS signal.

For a more comprehensive system that allows other vessels to pick up your signal, a Class B transceiver is required. For around \$700, a reliable, brand name AIS transceiver unit with a built-in GPS antenna can be purchased. Installation of these systems is straight forward, requiring a suitable mounting position, usually in the nav station, a 12v power source, and a VHF connection via a splitter to the original vessel antenna, or a separately mounted, dedicated AIS/VHF antenna.

Most systems come with their own software package, which is used in conjunction with a PC via USB. This is needed to upload your vessel's MMSI, name, and vessel dimensions to the unit.

AIS is a vital tool to be used in the prevention of collisions, strengthening a consistent watch schedule, an accurate radar, and a rested, safety-conscious crew. It has become so popular that VHF radio manufacturers are implementing them as a standard feature; the Standard Horizon Matrix, the Garmin 210i, and the Simrad RS40-B all include AIS technology.

The Standard Horizon Matrix, for example, has an integrated dual-channel AIS receiver, which allows boaters to pick up AIS targets and displays this information in the small display of the radio.

It is important to understand that a receiver only receives signals and that with this type of radio, your yacht will not send out an AIS signal. In other words, you can see them but they can't see you. A Class B transceiver is required to allow other yachts to receive your position and details.

If you have a Class B transceiver, it is possible to disable the AIS system so you will not be seen by other boats. Why would someone wish to do this? Not all the paradisiacal cruising grounds of the world are safe places to be.

When making the run from the southern Caribbean islands to Trinidad for example, it is best not to transmit your position to potential Venezuelan pirates sitting in their 'pirogues', open fishing boats with massive outboard engines, waiting to prey on the unsuspecting cruiser making the dash to Trinidad for some cheap boat repairs.

During our overnight crossing, our AIS system gave us a lot of confidence. We were making good speed



and covering the 100-odd miles needed to reach our destination in St Martin - the famous Caribbean island where the aeroplanes land directly above the beach.

At around two in the morning, we picked up the signal of a cruise ship steaming up from behind us. Within half an hour, it was level with our starboard side, and I was a little uneasy being so close to this glowing behemoth in the night. Using the AIS data from my chart plotter, I radioed the captain to see if he needed me to change course. Of course, I was right on the wind, and couldn't head up any further without tacking. The captain returned my call and confirmed that he had my position and I was fine to continue on my heading.

I was a little stunned, to say the least, when shortly after I noticed the cruise ship fire up its ten million watt spotlight and proceed to blast my boat with what felt like the power of the sun!

With the headsail and main lit up like daylight, and my night vision completely shot, I rallied my wife out of bed, and we agreed that this was probably 'the signal' that although the ship captain was polite on the radio, he probably did, in fact, want to put some room between us. As we turned through the wind, tacked and sailed what was basically a large circle, we were now safely behind the ship, and in darkness again.

As the sun rose, the towering island of Saba could be seen in the distance. Its unmistakable peak

jutting 900 meters out of the Caribbean Sea meant that the island of St Martin was also nearby. It seemed that every cruise ship in the area had decided to make port that morning, and as we wearily dropped the sails to motor into Simpson Bay, we were confronted with another situation where our AIS came in handy.

A ship on our port side could easily be seen in the distance. What was more difficult to determine was its speed. Cruise ships can motor at 25 knots if needed, which means that with our boat speed of seven knots, if the ship is five miles away, we would collide in a matter of minutes.

Checking the ship's heading and speed on the AIS screen of the plotter, a decision was easily made to throttle back and let her pass.

With the anchor down in the pristine blue waters of the beautiful island of St Martin, we had a chance to reflect on the passage we had just completed. It seemed that we had again learned some valuable lessons on what happens in the real world, as opposed to what you read in books.

We learnt that it's best to keep more than enough distance between your yacht and large vessels at sea, that not everyone follows the rules of the road, and that certain systems on a boat, like AIS, can really help you make better decisions and hopefully become a safer passage maker. ⚓



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REVIVING MONTAGUE



Montague Island. Credit: Destination NSW

As a recent inclusion to the second year of the CYCA's three-race Summer Offshore Series, the iconic 320nm Montague Island Race once more returns to the Australian sailing calendar - a race steeped in history.

Over the years, the Montague Island Race has been widely recognised as one of the great east coast offshore races. It was originally introduced by the Royal Prince Alfred Yacht Club (RPAYC) back in 1947 and had been run with the support of the CYCA over the October long weekend up until 1986.

With a traditional start time of 1700 hrs, the race down NSW's south coast departed Sydney Harbour, headed south to Montague Island, 9nm off Narooma, before returning home. It was created to provide solid training for crews and navigators ahead of the Sydney Hobart Yacht Race. The vernal equinox and course south consistently delivered an array of challenging weather conditions for all involved.

Winner of the inaugural race in 1947 was Brian Penton's William Fife-designed 47-footer, Josephine. The following year, the fleet was featured on the front page of Sydney newspapers with Merv Davey's cutter Trade Winds taking victory in a race of attrition that was subjected to 55kt winds.

The Solo Trophy was awarded to Vic Meyer's famous 57-foot cutter for her success in the race in the 1950s. This was donated to the CYCA on behalf of Vic following his passing.

Solo had won and taken line honours in the Montague Island Race four times from five starts.

She won 80 races in total, including the Sydney Hobart in both 1956 and '62, with fastest time in 1958 and '59. She was victorious in all other significant local ocean races in her seven years competing.

Other famous yachts to have won the Montague Race include Freya, Cadence, Lass O' Luss, Janzoon and Margaret Rintoul II.

In 2014, the Cruising Yacht Club of Australia looked at the possibility to revive the race as part of its multi-race Blue Water Pointscore but it was not added to the calendar at the time.

The current race record was set in 1981 by Tony Fisher and Fred Williams in Helsal II of Our Town Newcastle in a time of 30 hours, 46 mins and 15 seconds. It is the third longest standing record in the CYCA's record books behind the discontinued Broken Bay-Flinders Islet Race and the Two Islands Race.

The Montague Island Race is the third and final race in the 2022 Summer Offshore Series and will start on Sydney Harbour at 1855hrs on Friday 18 March.

Casual entries are welcome.

Holding the event in March should present more benign conditions than for the traditional October date. ⚓

Joys of boat ownership

David Salter endures the familiar frustration of trying to source an obscure marine spare part.

It is one of the most irritating aspects of contemporary life that devices that we know have worked perfectly well for decades are replaced by an inferior, badly designed and poorly made product that does the job only half as well, and for half the time.

We owners of classic yachts have all had the intensely annoying experience of taking a broken or worn-out part to the chandlery and searching the shelves in vain for a replacement. Finally, we approach someone at the service desk.

“Oh no, sorry mate. They don’t make those anymore. But there’s something that does the same job in the second aisle.” So we waste another ten minutes trying to find this mythical equivalent. When we do, it is, of course, nothing like the original and couldn’t possibly work as a replacement.

It’s at that point we are forced to consider two options: fossick around for a second-hand part we might scrounge from somewhere, or, try to source a genuine spare from the manufacturer or their agents. (The third way – just give up – is not an option for owners of wooden boats with antique gear. We are made of sterner stuff.)

And this is where the story really begins. My 1965 Swanson sloop *Mister Christian* has a Whitlock steering system with a neat throttle and gear control mounted beside the binnacle. To engage neutral, you push your thumb against a soft rubber button about the size of a 20 cent piece. Behind that button is a small plunger that actually does the work of disengaging forward or reverse.

The design weakness in this system is that the button is only a friction fit. There’s nothing to hold it in place at the bottom of the throttle lever other than a raised lip. Over time, the rubber loses its strength and the button works loose. At some point during the very gusty Sydney Hobart Classic Yacht Regatta in December, that button dropped out and was washed overboard when *Mister Christian*’s cockpit filled during a knockdown. (Yes, it was blowing that hard, but we still raced.)

At the time it was no problem to bodgie up a quick temporary fix with electrical tape. But where to source a proper replacement? My first port of call at these moments is always The House of Sturrock at Rushcutter’s Bay. Surely long-time shipmate Johnno would be able to flick through his many catalogues, identify the part number and order one in for me pronto?



If only. After some diligent research, John came back with the kind of helpful information that drives decent men to hard liquor. No such part was available in Australia. Whitlock has been taken over by Lewmar and their local agent does not carry that part in stock. However, they advised that it could possibly be acquired “on back order” (a euphemism for “never”).

But wait! Johnno had discovered that there is a firm in the UK that offers Whitlock and Lewmar steering spares for sale online. With a bit of luck they should have my elusive rubber button.



Mister Christian during the 2021 Sydney Hobart Classic Yacht Regatta.

And indeed they did. You beauty! Click on “add to basket”, bung in the delivery details, provide my Mastercard number and Bob’s Your Uncle. Er, not quite. There were a few minor details that doused my initial enthusiasm.

First, I couldn’t buy the button on its own. You have to also buy the plunger (a small, simple part turned from alloy which I don’t need). Oh well, it could live in the nav table as a spare.

Next, the price: £25. *Twenty five quid!* That’s around \$48 in our money. Pretty damn pricey, but beggars can’t be choosers. Finally, there was the little matter of postage. To mail the two parts (total weight less than one ounce) they would charge me another £20.

It was at that point that I deleted my credit card details and went to their “contact us” page instead. My message was firm but polite: “Gentlemen, you want to charge me something like \$80 for a couple of tiny parts mailed to me in a standard envelope. For that money I can have a two-course dinner at the local Thai restaurant with my wife, plus a decent bottle of wine. Please reconsider your pricing.”

Answer came there none. Radio silence. Nothing heard. It seems they don’t appreciate a spot of robust Aussie sarcasm over there in Pommyland.

The following Saturday morning I related this whole sad saga for the amusement of the crew as we enjoyed our traditional ‘high noon’ heart-starter before the pointscore race. I opined that *Mister Christian* might have to manage without that

damned rubber button for a while.

“Hang on,” said Chris Arnold, our tireless winch tailer and kite packer. “My daughter lives in the UK and she’s flying out for a visit next month. I’ll order the part and they can mail it to her address, then she’ll bring it out in her luggage.”

Brilliant! The charge for local postage was just £5. Chris duly ordered the part and received speedy confirmation that it was being shipped to his daughter in Oxford. Total damage in our money was \$72, which I reimbursed Chris in cash. That’s still quite a price to pay for such a small part but (I consoled myself) if you can’t ignore these withering costs every now and then you shouldn’t own a classic yacht.

But hang on. \$72 isn’t really much less than \$85. What’s going on? When the envelope with the parts was finally delivered by Chris a fortnight later, the sales receipt told the story. What I’d forgotten was that all retail transactions within the UK attract Value Added Tax while a sale directly to a foreign customer does not. The VAT charged on my purchase was a hefty £6 and 10 pence. Aaaargh!

By this time, of course, I was beyond caring. All that mattered was whether it was the right part, and that it would fit the throttle control on *Mister Christian*. It did. But I’m going to glue the bugger in with Araldite so I never have to go through this fandango again. By the time it falls out either me or the boat will have gone to God long before. ⚓



Sustainability Profile

Sailors for the Sea

Sailors for the Sea is a leading conservation organisation that engages, educates, inspires and activates the sailing and boating community toward healing the ocean.

Founded by David Rockefeller Jr and David Treadway in the U.S in 2004, the organisation is currently run by Shelley Brown.

Its key activities include:

CAMPAIGNS

The global 'Stop Single-Use Plastics' campaign is perhaps the best known of Sailors for the Sea's activities and is beginning to have a profound impact on attitudes and behaviours towards the use of plastics around the world.



CLEAN REGATTAS

Now in its 15th year, Sailors for the Sea Founded by Oceana provides a clear framework to run sustainable sailing events and provides forums, best practice principles and case studies to educate sailing clubs and associations.

The CYCA has previously been awarded Silver Clean Regatta Status and is closely following Sailors for the Sea's guidelines, with the aim to attain Gold Status in 2022.



KELP - Kids Environment Lesson Plans

Preparing to help educate the next generation of sailors about sustainability. A series of YouTube videos provide valuable activities for kids to participate in at home.



GREEN BOATING GUIDE

The free download available from the Sailors for the Sea website is an invaluable resource for boaters and contains eco-smart advice on topics such as pollution prevention, eco-friendly products, reducing your impact, wildlife and habitat protection and cruising tips for greening your getaways.

OCEAN WATCH

Fascinating articles that bring ocean health issues to your backyard and share how you can take action to protect this global resource.

For more information about Sailors for the Sea, check out their website - www.sailorsforthesea.org.

Ocean Lovers Festival



The Ocean Lovers Festival's mission is to share hope and action for the ocean and a vision to use the power of entertainment, art and science to connect people and engage them in behaviour that positively impacts on our ocean.

Held over three days from 10-13 March at Bondi Beach, it is a vibrant multi-faceted festival that includes music, art, films, markets, food and drink, yoga classes, freediving lessons, 'trashion' parades and, most importantly, sea science workshops and summits.

The event was founded by Anita, Jorgen and Peter Kolni and boasts an array of ambassadors including luminaries of the sailing world Keith Musto, Lisa Blair and Bob Wilmot.

Visit www.oceanloversfestival.com for more information.



A SHORT HISTORY OF RUM AND SAILING



Rum and sailing have always been inexorably linked and the spirit has been highly romanticised in music, literature and folklore for centuries.

As a daily allotment to crews on naval ships of almost every country, rum was the drink that kept sailors warm at night and helped them to forget the day's struggles and inherent dangers at sea. A tot before battle provided the stimulus needed for heroic acts. Similarly, the term 'Dutch Courage' refers to the false courage derived from alcohol (in this case the gin of Holland).

The close association with rum was forged after the colonisation of the Eastern Caribbean Islands in the 17th Century. Previously, sailors had been issued wine or beer as staples but these were not well suited to the climate and spoiled easily.

Various navies were employed to protect the merchant ships of cane plantation owners from pirates and ships of other countries and their payment invariably included quantities of rum. Supply was plentiful as England didn't permit cane spirits to be exported whilst at the same time, Europe's high demand for sugar created an excess of molasses as a by-product from which spirits were distilled.

By 1655, when the Royal Navy captured Jamaica, the original 'unofficial' ration of rum was a pint (or half a litre) of rum per day. French brandy had also

been popular, but it was rum that became the official Navy spirit in 1687 and the allotment was to continue for almost 300 years. Over time this ration was reduced to a gill (or eighth of a litre).

The original spirit was manufactured 140 proof. However, as a consequence of uncontrollable unruliness in the ranks, Admiral Edward Vernon ordered the rations to be diluted with two parts water before being dispensed. Sugar and lime were also often given out for good behaviour. The word "grog" probably originated at this time from Vernon's nickname, named after a special type of coat he regularly wore.

The last official ration of navy rum was served in July 1970 aboard HMS Endymion.

For merchant seamen, rum has always held its own mystique and countless sea shanties have long been symbiotically linked to the drinking of rum (on and off water). Originally written and sung to help



maintain teamwork during rhythmic work on ships such as hoisting sails, songs such as 'Drunken Sailor' have become infamous.

The association of rum (both white and dark varieties) and recreational and professional sailing become even stronger from the 1960s and 70s with many brands partnering clubs or regattas through sponsorship or using yachting imagery in their advertising campaigns. CYCA's current Wednesday Twilight Series prize sponsor, Brix Distillers, continues the proud tradition of companies such as Mount Gay, who partnered the Winter Series for many years and support racing around the globe.

And what of the Club's signature drink, the Muttonbird (or Muttonbird Repellent)?

In 1985, five friends, Charles Troup, Geoff 'Hagar' Barter, Ian 'Big Foot' Manley, John 'Dodds' Dodds and Maurie 'The Bear' Cameron formed 'The Rum Consortium' and bought the Davidson 42 *Witchdoctor* (originally launched as *Sweet Caroline*).

They were great sailing characters on that boat and made 'Mutton Birds' famous. A Bundaberg, or dark rum and bitter lemon drink, were thought to ward off the pesky birds often encountered during blue water races. ⚓



WHAT'S ON AT CYCA

TREAT YOURSELF AT CAFÉ 44



MONDAY

Pizza of the day - \$15
Available from 1700hrs



TUESDAY

Pasta of the day - \$15
Available from 1700hrs



WEDNESDAY

Curry special - \$20
Available from 1700hrs



WEDNESDAY TWILIGHT

Special available from the Deck
after the race - \$15



THURSDAY - SATURDAY

Breakfast special
Available until 1130hrs



SATURDAY

Mussels
Available from midday



MEMBERS' BADGE DRAW

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

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



BOOK A TABLE

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

For the latest CYCA racing, events and functions visit
www.CYCA.com.au/whatson

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ROLEX SWAN CUP

NEVER STRAIGHT

It is said the shortest distance between two points is a straight line. But at sea, charting any course comes with a slew of uncontrollable factors. The winds, the currents, the swell... Only the strongest will, the keenest experience and a sharp intuition can overcome such overwhelming powers. Only by keeping the highest expectations and harnessing the deepest resources can one chart a course between where one is and where one aims to be. There is very little chance it will ever be a straight line. **Yet more often than not, it will be the right one.**

#Perpetual



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