

SPRING 2021 #291

OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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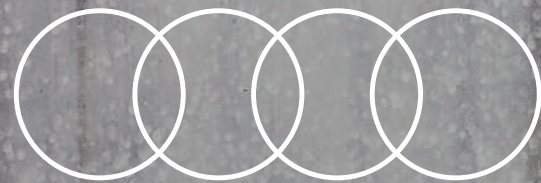
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CLUBHOUSE

The CYCA is open seven days a week. For the latest on opening hours, please visit our website.

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COVER PHOTOGRAPHY

The CYCA Winter Series proved a hit. Credit – David Brogan

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Commodore Noel Cornish AM

At the helm



Dear Members,

Only a few months ago, it felt like we were finally picking up some real momentum with large fleets on the Harbour each Sunday for the Winter Series and Women's Winter Series, a record number of entrants received for the Noakes Sydney Gold Coast Yacht Race and strong attendances at the many regular social events and activities held at our Club.

Then suddenly, Sydney was back in lockdown and sadly the Clubhouse doors were closed once again.

Amidst continued uncertainty around COVID-19 restrictions and with no guarantee that the Queensland border would reopen, the difficult decision was made to cancel the 2021 Noakes Sydney Gold Coast after an initial postponement to mid-October. A favourite hit-out for so many sailors, the trip north and the post-race celebrations at Southport will be greatly missed again this year.

With our sharp focus on running as many offshore races as possible this season, we continue to adjust and reschedule race dates. The Flinders Islet Race is now slated for 16 October and this will be followed a fortnight later by the new Tollgate Islands Race. Should it be needed, two reserve dates have been scheduled in November to allow for postponements. The Bird Island Race in mid-November and the Cabbage Tree Island Race in early December remain as originally planned.

The Club was thrilled to be named host of the inaugural 2021 Australian Maxi Championship to be held from 3 to 7 December. The Championship will be comprised of four races: the Cabbage Tree Island Race, two passage races and the SOLAS Big Boat Challenge. This is an exciting new regatta open to boats over 60 feet in length, which will showcase the cream of Australia's maxi yachts and is designed to be a drawcard for international crews in future years.

And then there's our 'Great Race' on Boxing Day. Planning for the Rolex Sydney Hobart Yacht Race is already well underway, with the media and production arrangements being finalised, meetings with various government and health officials being held, the creation of COVID-19 plans and the Sailing Office undertaking the massive job of coordinating the race arrangements as usual. It's an extensive program of work that's keeping the staff very busy throughout lockdown.

At the time of writing, we have already received 71

entries for the 2021 Rolex Sydney Hobart. With a closing date not until late October, there are high hopes that more local and interstate crews will join the growing entries and we will have another strong fleet at the start line, albeit with fewer international teams in the line-up.

Through lockdown, the CYCA has been producing a variety of online offerings to keep Members entertained and engaged with fellow Members. Peter Shipway's 'An Evening With ...' interview series has been very warmly received, as have Jesper's and Magnus' cooking classes, selected wine tastings, CYCA Trivia Nights and the eSeries.

Café 44 has been open for takeaway, serving coffees and food to passers-by at the Sunset Gate, as well as to Members using their boats for exercise. The weekend offerings of paella and steak sandwiches have proven popular and have sold out quickly.

As we move into Spring, the Board and Management are looking forward to reopening the Clubhouse to Members and guests once the NSW Government commences easing restrictions.

We are eagerly looking forward to the YSA's Noakes 7 Series, Sharp EIT Monday Twilights, Wednesday Twilights, Short Haul, SOPS, Harbour racing and return of cruising events. Mid-December will see the running of the CYCA Trophy and the Sydney Hobart Classic Yacht Regatta. It will be a wonderful return to sailing and celebrations.

There will inevitably be some changes to how we do things: new entry procedures will probably be required at Reception and the capacity of different areas in the Club will likely be impacted by physical distancing requirements, at least in the short term. Function numbers may be capped and masks may be required. Social gatherings of five are currently permissible but only two people from different households are permitted to sail at present. The guidelines are constantly in a state of flux depending on prevailing conditions.

As the restrictions progressively lift, it will be great to return to the Club and to be out on the water again.

Please stay safe.

Welcome...

to our new Members

- Waleed Al Muhanna
- Michelle Attenborough
- Indy Beck
- Peter Boundy
- Fiona Broadhurst
- Bob Buman
- Paige Caldecoat
- Frederic Chanut
- Anton Colak
- Shane Collins
- Amanda Cook
- Gillian Davidson
- Diego De Una Gomez
- Jason Dyki
- Michael Earwaker
- Brendan Edgeworth
- David Fair
- Malcolm Fuller
- Aleta Gooley
- Mikal Greaves
- Luke Ingeman
- Rodney Jones
- Danielle Kennedy
- Stuart Kennedy
- Jaye Leigh
- Mario Marfella
- Gabrielle Mccabe
- Arkie Milin-Byrne
- Giuseppe Musmeci Catania
- Andrew Myer AM
- Edwina Patterson
- Marco Prayer Galletti
- Chris Rath
- Ian Roberts
- Mike Seargent
- Elia Sellers
- Oliver Slobodetsky
- Ashley Stewart
- Brian Wardrop
- Vince Wise

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- Photo galleries
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- Video Archive Project
- Information evenings



Aussies shine in Tokyo

Australia's proud Olympic sailing history continued at Tokyo 2020, with two more gold medals and a string of standout performances.

Matt Wearn sparked the celebrations by cruising to the Men's Laser title with a race to spare.

The 25-year-old had a tough start on the opening day of racing but bounced back with two wins and three second-placed finishes from his next six races.

Wearn had wrapped up the gold before the Medal Race, finishing second to cap his standout campaign on the world stage.

"It has been quite a long journey and a particularly stressful week," Wearn told the Australian Sailing Team.

"It wasn't the ideal start to a regatta, so I couldn't have felt better than locking away a gold medal before the Medal Race.

"In the last fleet race, I had a pretty vague idea (that I'd won the gold) when I was rounding that last top mark and I was in that leading group.

"That was probably when it started to feel a little bit more real, but it wasn't until I crossed the line and confirmed it with Blackers (Michael Blackburn) that we were 22 points in front and had sealed the deal."

Mat Belcher and CYCA Member Will Ryan continued the party by reclaiming Australia's Men's 470 Olympic title.

Belcher had won the gold in London alongside Malcolm Page, before winning silver with Ryan in Rio.

The favourites did it comfortably in the end, securing gold before the Medal Race, which they went on to win.

Australia have now won four of the nine Men's 470 Olympic golds on offer and may forever hold onto that piece of history, with the class moving to a mixed event at Paris 2024.

After winning his third Olympic medal, Belcher was handed the honour of being Australia's Closing Ceremony flag bearer.

You can read more about the journey of Belcher and Ryan on Page 43. [📄](#)

CYCA goes virtual

The return to lockdown in late June changed the way we operated through Winter and beyond.

Although racing was put on hold and we couldn't enjoy being down at the Club with friends, there was still plenty going on virtually.

The CYCA's 'Evening with' series returned, with Life Member Peter Shipway again doing a commendable job interviewing key figures in the sailing community.

Among Peter's guests were Olympic champion Will Ryan; past and present members of the Youth Sailing Academy; the teams from North Sails and Doyle Sails; and 1998 Sydney Hobart winner Ed Psaltis.

Members were also kept entertained from the comfort of their lounge with virtual trivia nights, wine tastings, the Reed & Mackay Spring e-Series, workout videos and cooking classes with Blond Catering Executive Chef Jesper Hansen.

The Club would like to extend its thanks to all Members for their support as we continue to adapt to the ever-changing circumstances.

You can view past episodes of our lockdown series on the CYCA TV YouTube channel. [📺](#)

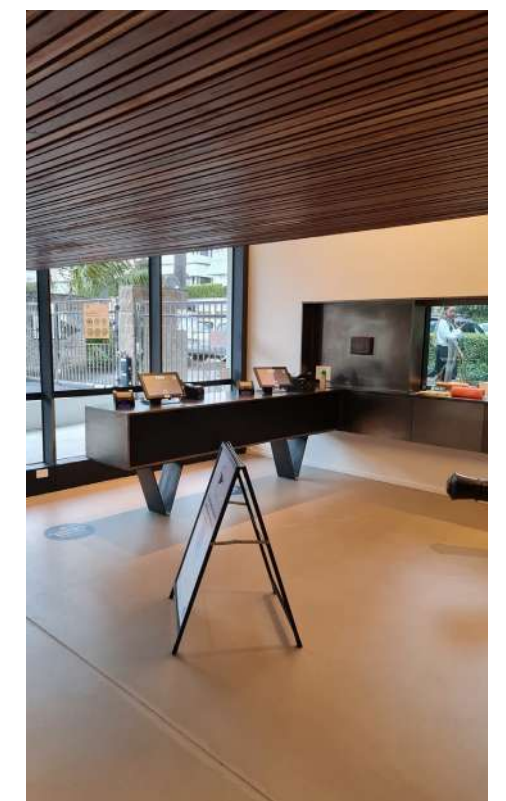


Clubhouse upgrades

The CYCA continually works to improve the experience for our Members and their guests.

On your next visit to the Club, you will notice a few great initiatives of the Member Engagement Committee, including:

- **Reception:** The sign-in desk has been moved away from the window to ensure a smoother flow of patrons entering the Club. Our Concierge Team will now be positioned behind the desk to deliver a greater level of service to Members checking in their guests, and guests visiting the Club.
- **Lower deck:** The installation of festoon lighting creates a warm atmosphere on the lower deck and is sure to brighten your evening drinks with friends. [📍](#)



New date for Hall of Fame dinner

The CYCA Hall of Fame and Member Anniversary dinner has been rescheduled to Friday 11 February 2022.

Members and their guests are invited to join us for a wonderful night of celebration, honouring our Club's rich and extensive history.

We will recognise our past and present Members, as well as reveal the latest Hall of Fame inductees.

You can find out more and purchase tickets by scanning the QR code. [📄](#)





THE 2021-2022 CRUISING YACHT CLUB OF AUSTRALIA BOARD



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Jackie Sapir

The CYCA's 2021 Annual General Meeting was held virtually on 13 July due to the COVID-19 pandemic.

The Club's Flag Officers were elected unopposed, with one new Director welcomed to the Board.

After seven years of service on the Board of Directors - including roles as Director, Treasurer and Rear Commodore - Janey Treleven stepped down from her position of Treasurer.

Commodore Noel Cornish AM thanked Janey for her "tremendous contribution to our Club".

Dr Sam Haynes is the new Treasurer, while Jackie Sapir joins the Board as a Director.

The Board members began the new term dealing with the challenges of COVID-19, working together to ensure the Club remained in a strong financial position and is well placed for the return of racing and other activities.

The existing Standing Committee structure continues, with the following appointments made:

- *Sailing Committee:* Chair - Treasurer Dr Sam Haynes; Deputy - Rear Commodore Bradshaw Kellett
- *Member Engagement Committee:* Chair - Vice Commodore Arthur Lane; Deputy - Director Jackie Sapir
- *Premises Committee:* Chair - Vice Commodore Arthur Lane; Deputy - Rear Commodore David Jacobs
- *Audit Planning & Risk Committee:* Chair - Rear Commodore David Jacobs; Deputy - Director Peter Gothard

Welcome Jackie

The CYCA welcomes Jackie Sapir to the Board of Directors.

In 2015, Jackie became a CYCA Member and in 2018 she joined the Member Engagement Committee,

currently focusing on the Club's volunteering programme.

Jackie has volunteered as an international boat liaison and pre-race helper for the Rolex Sydney Hobart, currently enjoys volunteering on the start boat and assists with the Audi Centre Sydney Blue Water Pointscore websites and online race management when she is not out sailing herself.

Jackie's professional career started at Accenture in the technology division, working as a programmer and then manager on major government and banking projects. She moved to the United States for 11 years, working at various start-ups in San Francisco and Boston in project management and customer relationship roles. Now at a boutique software company, Jackie is a product owner for bespoke data modelling and transactional data systems. She holds a B. Sc. (Hons) in Information Systems from UNSW.

Her interest in sailing commenced at Woollahra Sailing Club on Manly Juniors and she progressed through 420s to keeled boats, crewing for her father on the family's Sonata 8 on Sydney Harbour until the end of high school. Whilst in the United States, Jackie spent most weekends cruising on the bays and harbour. On returning to Sydney, Jackie joined the 5.5 racing fleet as a crew member and secretary of the association, competing in several Australian National Championships.

Venturing down to the CYCA for a Wednesday Twilight race in 2007, she found herself crewing on *Elusive*, and has competed in both the inshore and offshore programmes at the CYCA ever since, including skippering *Defiant* to a win in the 2016 Women's Winter Series. In 2019, Jackie crewed on *About Time* for the full Audi Centre Sydney Blue Water Pointscore, culminating in the 75th Rolex Sydney Hobart Yacht Race. ⚓



Sharp Australia joined as the sponsor to the AYMR in 2016.
Photos: CYCA/Hamish Hardy



CYCA's Eric Sparkes, Emma Harrison, Tom Grimes, Jess Grimes and Dante Olivieri won their second consecutive AYMR in 2018.

Sharp support helps youth sailing flourish

In early 2016, Australian Sailing appointed the CYCA as the host yacht club of the Australian Youth Match Racing Championship for 2016, 2017 and 2018. Endeavouring to bring new life to the event, a new partnership in sailing between Sharp Australia and the Club was formed.

Sharp Australia joined the CYCA Sponsor family as the Title Sponsor to the Youth Nationals and a YSA sponsor on a five-year contract.

With only five teams attending in 2013, a non-contested event in 2014 and six teams from two states in 2015, the CYCA sought to grow participation in youth match racing across all states.

From the humble beginnings of the partnership, the incredible support from Sharp for youth sailing was evident. Their commitment enabled the Club to rejuvenate the event, with success from the opening year.

The 2016 event featured nine teams from New South Wales, Queensland, Victoria and Western Australia, with New South Wales dominating the event.

The 2015 champions - Harry Price, Ben Robinson, Harry Morton, John Cooley and Hugo Stoner - convincingly defended their title for the CYCA against a fellow New South Wales team from RPAYC, skippered by William Dargaville.

In 2017, the event continued to grow with 10 teams representing five states. For the CYCA, it was an opportunity for a three-peat victory.

In a State of Origin final between NSW's Tom Grimes (CYCA) and QLD's James Hodgson (MYC), an extremely close series eventually saw NSW once again come out on top. The two skippers built a solid friendship, which led to them winning a World Championship together.

Ten teams from five states again featured in the 2018 event, with a complete whitewash of the podium positions for the CYCA. Tom Grimes, Dante Olivieri, Jess Grimes, Emma Harrison and Eric Sparkes defended their title from James Hodgson, Ryan Wilmot, Charlie Gundy and Harry Hall. Finn Tapper, George Richardson, Max Cottier, Jake Liddell and James Pagett secured the final podium position.

Following the event sponsorship of the Championships, Sharp Australia became an Elliott 7 Boat Sponsor for the fourth and fifth years of their contract.

However, such was the success of the CYCA's management and partnership with Sharp Australia for the Youth Nationals, the contract was extended for a further two years to the Club by Australian Sailing.

The CYCA won its fifth consecutive title in 2019, now with James Hodgson at the helm. Hodgson was joined by Harry Hall, Louis Schofield and Nick Rozenauers; a crew which also went on to win a World Championship together.

Unfortunately, due to the COVID-19 pandemic and inter-state border closures, the 2020 and 2021 Australian Youth Match Racing Championships were cancelled by Australian Sailing. The event will make a welcomed return to the calendar when South of



Sharp Australia became an Elliott 7m boat sponsor in 2019.

Perth Yacht Club plays host in July 2022.

Sharp Australia continues to play a pivotal role at the CYCA and will continue to sponsor the Monday Twilight Series, of which it became the title sponsor in 2019.

The CYCA Youth Sailing Academy would like to take this opportunity to extend its gratitude to Sharp Australia for their support to youth sailing over the past five years. ⚓



Corporate sailing. Photo: Drew Malcolm



Photos: Drew Malcolm



CHOOSE THE CYCA FOR YOUR NEXT CORPORATE EVENT!

CYCA launches Corporate Sailing Experience

The CYCA is pleased to launch the 2021 Corporate Sailing Experience season.

The CYCA Youth Sailing Academy's fleet of 10 identical Elliott 7m keelboats are available for the exclusive corporate sailing days.

During daylight savings, companies can book a unique corporate experience for their employees, clients or guests on Friday afternoons at the Club.

Each package can be tailored to specific needs, with pre or post-function spaces available, and food and beverage packages offered by Blond Catering.

The fun, team building afternoons incorporate an on-water session for up to 40 guests for approximately 2-3 hours.

Each Elliott can cater up to four guests, with an on-water instructor from the Youth Sailing Academy on-board to guide each guest through the fundamentals of our sport.

Short 10-minute sprint races can be conducted across the Harbour, making for a spectacular backdrop and a bit of friendly in-house competition between guests.

Following the on-water experiences, guests can experience our Club's hospitality through a range of venue spaces for a formal or informal function. ⚓

“
 These yachts are fast, stable and fun, with an open skiff style cockpit meaning they are easy to sail and great for teamwork development.
 ”



The short sprint races add a competitive edge to the Corporate Sailing Experience. Photo: Drew Malcolm



The CYCA Corporate Sailing Experience is available on Fridays from October-April.

CYCA Members can enjoy a 15% discount on each Corporate Sailing Experience they book through the Club.

Scan the QR code to find out more and book now, or email the Youth Sailing Academy at ysa.admin@cyca.com.au.



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Blue water battle

The 2021-22 Audi Centre Sydney Blue Water Pointscore is set to begin in October.

The COVID-19 pandemic forced a reshuffle of the 2021-22 Audi Centre Sydney Blue Water Pointscore.

The CYCA Board determined that it was not possible to conduct the already-postponed 2021 Noakes Sydney Gold Coast Yacht Race due to the restrictions on community sport and ongoing closure of the Queensland border. The race will return in 2022 to much anticipation.

A plan was put in place to ensure competitors could end the year with as much blue water racing as possible, starting with the Flinders Islet Race on 16 October.

Two reserve dates – 5 November and 20 November – have been set aside to allow flexibility in rescheduling races should government restrictions require the Club to do so.

The CYCA would like to thank Race Sponsors Noakes, Rolex and Audi Centre Sydney for their ongoing cooperation and support, as well as all competitors for their understanding as we comply with the Government Health Orders.

Excitement will be high for the opening race of the Audi Centre Sydney Blue Water Pointscore and the *Gweilo* crew will be determined to defend their title as Kings of the blue water.

Owners and co-skippers Matt Donald and Chris Townsend were crowned CYCA Ocean Racing Yachts Persons of the Year after guiding their TP52

to the 2020-21 pointscore win, on the back of their overall win in the 2020 Bird Island Race.

“We put a lot of time and effort into last year’s series,” Donald says.

“Owning a TP52 is not a cheap exercise, so we managed to navigate our way through that. We’ve looked after the boat really well and I think that’s the key.

“When we get out there and start racing, we feel confident that we’re not going to have too many issues and I think that’s a big part of us being successful.



Gweilo scooped plenty of silverware in 2020.

Local Hero at the start of the 2020 Cabbage Tree Island Race. Photo: CYCA/Hamish Hardy



Rupert Henry's Burning Palms was the pick of the two-handed competitors in the 2020 Bird Island Race. Photo: CYCA/Hamish Hardy



Christian Beck's Infotrack was in top form during the 2020 Cabbage Tree Island Race. Photo: CYCA/Hamish Hardy



Photo: ROLEX/Carlo Borlenghi



"It's a very competitive series - on any day, any boat that leaves the dock can win. Once you get offshore, it's different than sailing around the cans in the harbour, which gives everyone a chance."

**All dates are subject to change.*

Flinders Islet Race (Saturday 16 October)

The 2021-22 Audi Centre Sydney Blue Water Pointscore will open with the 92 nautical mile Flinders Islet Race.

The race start is near Point Piper on Sydney Harbour, with the fleet proceeding out of Sydney Heads and tracking south down the coast to round Flinders Islet, which is approximately one nautical mile east of Port Kembla Harbour, and finishing in Sydney Harbour.

For this year's Pointscore, the finish lines for all races that finish in Sydney Harbour have been moved to Watsons Bay.

The last edition of the Flinders Islet Race as part of the Blue Water Pointscore was in 2019, when David Griffith's JV62 Whisper won Line Honours, and Matt Allen's TP52 Ichi Ban claimed the overall win.

Much of the fleet will be familiar with the course, having taken on the Flinders Islet sprint as part of the 2021 Summer Offshore Series.

Gweilo, *Sail Exchange* (Carl Crafoord), *Celestial* (Sam Haynes) and *Mistral* (Rupert Henry and Stacey Jackson) were among the winners in that race.

Tollgate Islands Race (Friday 29 October)

The Tollgate Islands Race has been introduced as Race 2 of the Audi Centre Sydney Blue Water Pointscore, replacing the Newcastle Bass Island Race.

The Tollgate Islands sit off Batemans Bay on the NSW South Coast.

The fleet will compete in a 260 nautical mile race, starting in Sydney Harbour, rounding Tollgate Islands and returning to Sydney Harbour.

As a qualifier for the Rolex Sydney Hobart, the Tollgate Islands Race will provide competitors with

a perfect training opportunity in the lead up to the Great Race.

Bird Island Race (Saturday 13 November)

The sprint around Bird Island returns with another Saturday morning start this year.

The fleet will head up the coast to Bird Island - located approximately 3 nautical miles north east of Norah Head - and return to Sydney Harbour to finish.

For the TP52s, the 2020 Bird Island Race was described as "effectively an eight-hour match race" and this year's edition is sure to deliver another exciting climax.

Gweilo edged out *Khaleesi* (Rob Aldis and Neal Farquharson) and ORCi winner *Ichi Ban* for the IRC win, while Rupert Henry's *Burning Palms* led the Two-Handed division.

Cabbage Tree Island Race (Friday 3 December)

The CYCA's festival of racing in December begins with Race 4 of the Blue Water Pointscore - the always enthralling Cabbage Tree Island Race.

Starting on a Friday evening, near Point Piper, the fleet heads north to Cabbage Tree Island (just north of Port Stephens) and returns to finish in Sydney Harbour.

Many competitors use this 180 nautical mile race to qualify to enter the Rolex Sydney Hobart and as vital crew training just weeks out from the trip south.

This year's race will also hold added significance for some of the fleet, as the opening race of the inaugural Australian Maxi Championship.

Christian Beck's super maxi *Infotrack* stole the headlines in the 2020 Cabbage Tree Island Race, winning an impressive treble of line, IRC and PHS honours.

Similarly, Shane Kearns' S&S 34 *White Bay 6 Azzurro* dominated Division 2, claiming IRC, ORCi and PHS wins.

Both *Infotrack* and *White Bay 6 Azzurro* are back in this year's fleet, looking to go back-to-back.

Rolex Sydney Hobart Yacht Race (Sunday 26 December)

A race that introduces itself.

The Great Race will be rightly restored to the centre of Australia's Summer sporting calendar in 2021.

The build-up to this year's race will again be different as the CYCA consults with the NSW and Tasmanian State Governments regarding ongoing COVID-19 restrictions.

But the excitement for the return of the Rolex Sydney Hobart was reflected in the early interest after entries opened in mid-June.

It was just over a month later that the fleet passed the 50th entry milestone, before quickly climbing into the 60s despite the ongoing uncertainty around the pandemic.

History will be made with the introduction of the Two-Handed Division and the growth of shorthanded sailing in Australia is clear, with more than 10 crews already signed up to take on the race two-up.

Stay tuned to the CYCA social media channels,



A strong fleet is expected for the return of the Rolex Sydney Hobart. Photo: ROLEX/Carlo Borlenghi

website and YouTube to meet the Rolex Sydney Hobart fleet over the coming months.

Overall Pointscores

The five races in the Audi Centre Sydney Blue Water Pointscore will allow the best blue water racers to rise to the top.

There are five overall Pointscores up for grabs, in addition to the various overall and divisional trophies for each race:

• **Audi Centre Sydney Blue Water Pointscore** - Awarded to the overall IRC winner

• **Cape Byron Series** - Awarded to the overall ORCi winner

• **Tasman Performance Series** - Awarded to the overall PHS winner

• **Bass & Flinders Series** - Awarded to the line honours winner

• **Wild Rose Pointscore** - This inaugural Pointscore encourages female participation across all boats in the Audi Centre Sydney Blue Water Pointscore

Visit bwps.cycaracing.com for all the latest news and results from the Audi Centre Sydney Blue Water Pointscore. 📍

Sunny days ahead



Entries are open for the CYCA Summer Season 2021-22.

The CYCA's Sailing Committee was kept busy through the winter months, planning to deliver all prizes for as much racing as possible over the Summer Season in the face of ongoing COVID-19 restrictions.

Despite the cancellations through July to September, there is plenty to look forward to as we return to racing over the coming months.

All races will be subject to Public Health Orders and government advice, with the safety and health of CYCA staff, volunteers and competitors of utmost importance.

We can't wait to get back to doing what we love and the CYCA Summer Season 2021-22 is packed with opportunity.

The popular summer series are set to return, including the Sharp EIT Monday Twilight Series, Wednesday Twilight Series, Short Haul Pointscore, Short Ocean Pointscore, Ocean Pointscore, Two-Handed Pointscore and Summer Offshore Series.

As a result of consultations with Members and competitors, the following changes will be implemented for Summer Season 2021-22:

Wednesday Twilight Series

- A compulsory series briefing, including racing rules components, will take place ahead of the opening race of the Series.
- The Wednesday Twilights will also return to a non-pointscore series in 2021-22.

Short Ocean Pointscore

- Our survey showed widespread support for more course variation, particularly the inclusion of more passage racing.
- The Sailing Office contacted the SOPS fleet directly and has included an additional Botany Bay Race on Saturday 23 October.

Two-Handed Sailing

- Following the success of the Two-Handed Pointscore in 2020-21, competitors have expressed a desire for more racing. This year's Two-Handed Pointscore will feature three Category 4 races and three Category 2 races. The Category 2 races will again be held in conjunction with the Summer Offshore Series.
- The Club will also introduce a Two-Handed Division into the Ocean Pointscore. This will provide an additional eight Category 4 races across the season for two-handed sailors to compete against a larger fleet. The Ocean Pointscore is the perfect training series for our Audi Centre Sydney Blue Water Pointscore or Summer Offshore Series and will allow two-handed sailors more opportunity to build their experience.

Summer Offshore Series

- The Summer Offshore Series will return in 2021-22 following a successful inaugural series. The Summer Offshore Series not only provided our fleet with some blue water style racing after a reduced Audi Centre Sydney Blue Water Pointscore but was also found to be a great training series for competitors looking to build experience in longer offshore races.
- The majority of competitors expressed support for the inclusion of a longer race and the Montague Island Race will now feature as Race 3 in the Series. This race has been moved away from the traditional date in October, which encountered difficult wind conditions, to late March and will introduce a new challenge to the Summer Offshore Series.

We hope to see you out on the water soon for another successful Summer. 🇦🇺

Twilight rum fun with Brix

We are proud to be partnering with Brix Distillers to deliver the 2021/22 CYCA Wednesday Twilight Series.

Twilight racing is always a hit and our friends at Brix are helping to add some spice to the post-race celebrations.

We sat down with the team at Brix to get some tips on mixing drinks and find out more about the partnership.

WHY WE PARTNERED WITH THE CYCA

Brix has partnered with the CYCA to align with a fantastic group of people who enjoy sailing, fun times and a few drinks.

We all know that rum and sailing go hand in hand, so being a local Sydney distillery, we wanted to tie ourselves to an organisation that brings people together to enjoy themselves and celebrate community.

The CYCA is the perfect example of this, having operated for nearly 80 years. There is a solid history in Sydney of bringing people together to sail and have a bloody good time!

OUR FIVE FAVOURITE RUM COCKTAILS

1. **Dark & Stormy** – Brix Spiced Rum, Ginger Beer, fresh lime, dash of bitters and mint
2. **Spiced Rum Espresso Martini** – Brix Spiced Rum, coffee liqueur, cinnamon syrup and freshly brewed coffee
3. **Spiced & Dry** – Brix Spiced Rum, dry ginger and fresh lemon
4. **Mojito** – Brix White Rum, muddled lime, sugar and mint, topped with soda
5. **Rum Old Fashioned** – Brix Gold Rum, stirred down with ice, orange bitters, a dash of sugar and an orange twist

AUSTRALIA'S RUM SCENE

Rum has had a sordid past (mainly from being associated with pirates on the high seas!).

But it's definitely gaining recognition in Australia and is seeing huge growth around the world. We are starting to see some great craft rum distilleries open up around the country and Brix is excited to be at the forefront of this movement.

Our biggest mission is to show people that when you use great ingredients and have a fantastic team of people making the product, rum can be appreciated alongside the best gins and whiskies in the world.

BRIX AND THE WEDNESDAY TWILIGHT SERIES

We've committed some great prizes to each Wednesday Twilight Series race over the 2021/22 season.

There will be bottles of Brix Spiced Rum, our craft RTDs and loads of merch being handed out to all placegetters every week.

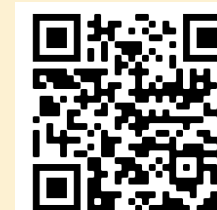
We're also excited to be offering the chance to win a 5 litre barrel of rum and an amazing distillery experience to one of the winning yachts each week.

Along with this, we'll be teaming up with the Sydney Hobart Bar team to design some great drinks that will be available on race day.

The Brix crew will be out on the water at every opportunity we get! We can't guarantee any sailing skills from our team, but we will definitely be showing off at the bar after the race.



SCAN THE QR CODE TO CHECK OUT BRIX'S COCKTAIL RECIPES AND FULL COLLECTION



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Visit brixdistillers.com



B R I X S Y D X R U M

PARTNERS OF THE CYCA WEDNESDAY TWILIGHT SERIES



Congratulations to the 11 divisional winners from the 2021 CYCA Winter Series

The 2021 CYCA Winter Series brought Sydney Harbour to life, with incredible turnouts in all conditions. There were regularly more than 100 boats on the start line, providing plenty of competitive racing across the 11 divisions. The final two races of the series were abandoned due to the COVID-19 lockdown imposed on Greater Sydney. However, with seven pointscore races completed, 11 boats separated themselves from the rest of their fleet to secure divisional honours. *Offshore* caught up with the skippers to find out what they took away from the Winter Series.

DIVISION: A1 WINNER: *Wild Thing* SKIPPER: Adam Lavis

Adam Lavis' *Wild Thing* edged out *Zen* (Gordon Ketelbey) and *Triton* (David Gotze) to win Division A1 honours.

Having won the final race of the 2020 Winter Series, *Wild Thing* picked up where she left off, opening with victory in the first pointscore race of 2021.

Lavis' Ingliss/Dovell 50 was on the podium a further four times, with a second-place finish in Race 8 proving decisive.

"The last 12 months on *Wild Thing* have been a lot of fun, and we've been lucky that the results have come with it," Lavis said.

"We are so fortunate to have a fantastic crew who are committed to the boat week in week out.

"Every single person is invaluable, and we start every race wanting to win, but only if we are having fun along the way.

"*Wild Thing* is a family boat in so many ways. We've had three generations do a Noakes Sydney Gold Coast together and most of the crew have sailed together for over 10 years; I've sailed with some of the crew for nearly 30!

"We genuinely are a family and I think that builds a camaraderie that delivers results, and some of the best post-race parties on the dock!"

Zen and *Triton* were just a point behind, level on 17 points.



RESULTS		
1.	<i>Wild Thing</i> (Adam Lavis)	16 points
2.	<i>Zen</i> (Gordon Ketelbey)	17 points
3.	<i>Triton</i> (David Gotze)	17 points

DIVISION: A2 WINNER: *Indi* SKIPPER: Noel Cornish

CYCA Commodore Noel Cornish celebrated a debut win for *Indi*.

This was Commodore Cornish's first series with his Farr 40 and she made a strong first impression.

Division A2 provided some entertaining racing, with *Indi*, *Khaleesi* (Sandy Farquharson and Rob Aldis), *Shape* (Dean Harrigan), *Never a Dull Moment* (Colin and Denise Wilson), and *Amazingrace* (Andrew Banks and Malcolm Roe) recording pointscore race wins.

"We weren't really expecting success in this first series, because half the crew had not done much sailing," Commodore Cornish said.

"We were fortunate that we had people like Bradshaw Kellett and some of the old *St Jude* crew sailing with us. They were very generous with teaching new crew how to sail and not only did we have success, but the newer members enjoyed the experience of getting on the boat each week and they were very enthusiastic.

"The series was very close. There was one race when three of us went over the finish line and there was a boat length between us.

"*Khaleesi*, *Shape*, *Never a Dull Moment* and *Amazingrace* pushed us and we seemed to battle all the way which was terrific."

Among the new crew members on *Indi* was Commodore Cornish's daughter, India, after whom the boat was named.



RESULTS		
1.	<i>Indi</i> (Noel Cornish)	13 points
2.	<i>Khaleesi</i> (Sandy Farquharson/Rob Aldis)	15 points
3.	<i>Shape</i> (Dean Harrigan)	18 points

"That was a particular thrill for me," he said. "India lives in the Illawarra but she came up to sail with us and it was lovely for her.

"Being out there with my adult daughter enjoying the sport was wonderful. She's looking forward to doing more racing with us."

DIVISION: B WINNER: *Wax Lyrical* SKIPPER: Les Goodridge

Les Goodridge's *Wax Lyrical* was the most consistent performer in Division B. She was on the podium in five out of the seven pointscore races and never finished lower than fifth.

With victory in the Women's Winter Series securing an impressive seasonal double for *Wax Lyrical*, Les is optimistic as the X50 builds towards her seventh Rolex Sydney Hobart Yacht Race.

"As it turned out, we had a mixture of conditions so there was something for everyone," Goodridge said.

"Whilst we did not get a race win, we were consistent, which turned out to be the key to success with a reduced number of races.

"We had a steady core crew for most races, with friends and visitors sharing the marvels of winter sailing on Sydney Harbour.

"As always, a significant proportion of female sailors ensured a competent and unruffled team, maintaining great concentration throughout the series.

"My thanks to Dinah, Lulu, Tubby, Doc, Greta, Prince Harry, Judge Mick, Turtle, Cesca, Carl and Lady Jane."



RESULTS		
1.	<i>Wax Lyrical</i> (Les Goodridge)	15 points
2.	<i>Secret Men's Business</i> (David De Coster)	20 points
3.	<i>Llama II</i> (Jonathan Linton)	23 points

David De Coster's Murray 42 *Secret Men's Business* was second after winning Races 4 and 5, while Jonathan Linton's Dehler 46 *Llama II* was third.

DIVISION: D WINNER: *One More No More* SKIPPER: Ian Guanaria

One More No More relished the light conditions on display throughout much of the Winter Series, rising to the top of the second biggest division.

Ian Guanaria's Beneteau First 35 took the overall lead after winning Race 4 and never looked back, reclaiming the title she won in 2019.

"We've had *One More No More* for 10 years and we know she is a very competitive yacht in light weather," Guanaria said.

"Add to that the fact that I love racing in light winds, as does our very consistent and talented team, and the Winter Series was tailor made for us.

"A special thanks to all our team: My wife Jean, Jackie Sapir, Teresa Lane, Clare Woods, Robert Speedy, Trevor Baillie and Ben Hunter. Plus those friends who filled in when we were short: Ali Higgins, Julian Farren-Price and David Eastwood.

"We have sailed with these talented friends for many years and they are all a delight to have on board."

Much of the Division D fleet had their moment in the spotlight throughout the series, with 12 of the 13 competitors recording at least one podium finish.

RESULTS		
1.	<i>One More No More</i> (Ian Guanaria)	20 points
2.	<i>Philosopher</i> (David Henry)	26 points
3.	<i>Speedwell</i> (Colin Geeves)	27 points

David Henry's Sydney 36 *Philosopher* was second overall, a point ahead of Colin Geeves' Beneteau First 34.7 *Speedwell*.



DIVISION: E WINNER: *Roger That* SKIPPER: David Ingram/Brad Hastings

The *Roger That* crew had their hands full after finishing on the podium in all seven pointscore races in Division E.

In fact, they weren't far off their goal of winning a pair of Bolle sunglasses for each crew member, with three race wins in an impressive series for the Melges 24.

Skippers David Ingram and Brad Hastings were pushed all the way by Don Young's Young Super 30 *Krakatoa*, which recorded two wins and four second-place finishes.

"It turned into a great bit of competition," Ingram recalled. "We didn't think we would be much competition after watching *Krakatoa* sail past us like she still had her motor running, while we were left floundering around as usual in the wake of some stinkpot in one of the early races!

"But it was great to be a regular spot on the podium in all competitions.

"Melges 24s are so much fun, from the super light to planing conditions. The Winter Series required a lot of concentration, especially in the light stuff.

"I think we also proved that having a crew that had fun sailing together consistently outweighed having any rock stars on board.

"I'd like to say a big thank you to my co-skipper Brad Hastings and the crew - Cally, Marc, Peter, Jason and Ben - we had a lot of fun."

RESULTS		
1.	<i>Roger That</i> (David Ingram/Bradley Hastings)	10 points
2.	<i>Krakatoa</i> (Don Young)	10 points
3.	<i>Rapid Transit</i> (Andrew Wyllie/Beth Abbott/Michael McLean)	15 points



Next up for *Roger That* is the Monday Twilight Series, with Ingram excited by the growing fleet of Melges 24s at the CYCA.

DIVISION: F WINNER: *Sagacious V* SKIPPER: David Hundt

Sagacious V claimed the Division F title on a tiebreaker after finishing level on points with *Crystal Cutter III*.

David Hundt's Farr 40 IOR continued to make excellent progress after a lengthy period away from the racing scene, winning three of the first four pointscore races.

"The Winter Series provided us with ideal opportunities to race *Sagacious V* and establish her place in the fleet," Hundt said.

"We were able to learn our advantages and disadvantages, and set a program for continued development and optimisation.

"Each of the crew of 17 who sailed on board through rotations during the series never failed to enjoy the racing and afters together.

"We'll take this series as a positive and a learning experience heading into the offshore CYCA summer program."

This was David's first Winter Series title since he took out Division B in 1983 with *Dancing Mouse*, alongside Brad Stephens, who remains a key member of his crew today.

"It would not be as it is now for *Sagacious V*, without Brad's generous and valued inputs," Hundt added.

"Likewise to my Queenslander mate Bruce Dickson, to Bruce Hollis (you genius), my sons James and Matt, and crew. *Sagacious V* would not have been the sailing experience it has been this Winter without you being involved."



The *Sagacious V* crew had a GoPro rolling to capture the highs and lows throughout the series. Check out their Instagram page - @sagaciousv.

Congratulations also to Charles Parry-Okeden (*Crystal Cutter III*) and Ted Tooher (*Chancellor*) for their podium finishes.

RESULTS		
1.	<i>Sagacious V</i> (David Hundt)	24 points
2.	<i>Crystal Cutter III</i> (Charles Parry-Okeden)	24 points
3.	<i>Chancellor</i> (Ted Tooher)	32 points

DIVISION: G WINNER: *Checkmate* SKIPPER: Fernando Tiglio

Fernando Tiglio's *Checkmate* and John Griffin's *Zara* were engaged in a riveting climax to Division G.

Checkmate enjoyed a perfect start to the Winter Series, winning the first four pointscore races.

The Cheoy Lee 47ft Ketch *Zara* fought back with wins in Races 6, 7 and 8, but *Checkmate* was right behind in each race to secure top spot overall with arguably the most impressive record across all divisions.

Skipper Tiglio was guided by Terry Wise and Sean Kirkjian on Pacific Sailing School's J24 and gained plenty of experience throughout the series.

"We learned a lot about racing tactics and competitive sailing under the coaching of Terry and Sean; we had a great time," Tiglio said.

"It was very exciting to compete with the other boats in our division and particularly with *Zara*.

"It was very close and interesting to compete under different weather conditions.



"Many thanks to Terry and Sean for coaching us and teaching us so much; they're world class guys and we had great support from Pacific Sailing School."

RESULTS		
1.	<i>Checkmate</i> (Fernando Tiglio)	8 points
2.	<i>Zara</i> (John Griffin)	15 points
3.	<i>Pacatack</i> (Wendy Tuck)	17 points

DIVISION: J1 WINNER: *SOLyMAR* SKIPPER: Jason King

Competition was strong in Division J1, with five different boats claiming a pointscore race win.

Just one point separated each of the top three in the overall standings, with *SOLyMAR* (Jason King) pipping *It Happens* (Craig Young) and *Marloo* (George Girdis).

The light conditions through much of the series provided opportunity for Jason and Mary King's Farr 40.

SOLyMAR reclaimed the Winter Series crown she won in 2019 and there was plenty of adventure along the way.

"In one of the earlier races in the series, we had separated from the rest of the fleet to chase the smallest ripples that might indicate wind," Jason King recalled.

"We found ourselves going backwards and forwards with a couple of TPs and eventually went on to win our division.

"Mary was our helm, as she was in most races, and afterwards plenty of people told me that I probably shouldn't touch the helm again!

"The conditions generally suited us, but there were plenty of times that we were separated from our fleet chasing wind; sometimes it was fruitful, other times not so."



RESULTS		
1.	<i>SOLyMAR</i> (Jason King)	20 points
2.	<i>It Happens</i> (Craig Young)	21 points
3.	<i>Marloo</i> (George Girdis)	22 points

With much of *SOLyMAR*'s crew participating in other winter sports, they were left with just three or four on board some weeks and only Alison Carlton participated in every Winter Series race.

A testament to the crew's versatility!

DIVISION: J2 WINNER: *Trim* SKIPPER: Bryan Moore

In a sign of the competitive nature across the board in Division J2, Shaaron Walsh's Northshore 369 *Trim* was the only boat to claim multiple pointscore race wins.

With Bryan Moore at the helm, *Trim* claimed five podium finishes to hold off the challenge of John Conroy's Adams 10 *Star Ferry*.

"I am immensely proud of *Trim*" Walsh said. "The finishes were always highlights; *Baltic Lady* and *Star Ferry* battled us most weeks to the finish line and there were some weeks my heart would just stop until we heard the gun or crossed the finish line.

"My crew and myself learnt so much about trimming and the importance of concentration in light winds. Our skipper Bryan Moore's calm and kind approach and encouragement paid off. We never stepped off *Trim* without a smile on our face.

"I owe a huge tribute and thanks to Bryan. His commitment and devotion, not to mention his never-ending faith and patience in our novice crew was relentless."

Shaaron scooped a couple of new crew members through the CYCA's Concierge Program, showing the first-time sailors the ropes.



RESULTS		
1.	<i>Trim</i> (Shaaron Walsh)	15 points
2.	<i>Star Ferry</i> (John Conroy)	19 points
3.	<i>Salona</i> (Phil King)	24 points

"Their eagerness and commitment to each race was rewarded some weeks with a place on the podium, which was very satisfying," she added.

Phil King's Salona 37 *Salona* made a late surge to round out the podium, with a first and second place finish in the final two races.

DIVISION: K WINNER: Danielle SKIPPER: Christopher Taylor

An “experimental lunch” of hot pies, “putting labels on everything” (don’t ask!) and “a healthy dose of good humour” were among the secrets to success for Division K champion *Danielle*.

The crew on Christopher Taylor’s Beneteau Oceanis 34 found their groove midway through the series and stormed home with three consecutive wins to round out the series.

“Our crew is essentially comprised of a bunch of old (and some new) mates,” Taylor said.

“We have enjoyed trying to figure out how to get *Danielle* to go as fast as she can. We discovered she is very patient with us, yet as impatient as us in light air. She loves a bit of pressure.”

While the final three races of the series proved decisive for *Danielle*, races 4 and 5 stand out for the skipper.

“We thoroughly enjoyed the race with David Jacobs and Roy Melick’s *First Light* in Race 4,” he said.

“Even though we were jostling for fourth and fifth place, it was neck and neck for much of the race. *First Light* took it just before the finish line to claim the micro-line honours, but it was a lot of fun nevertheless.

“By about Race 5, the crew had settled into self-determined roles and our prior trim experiments were coming together well.”



Danielle was pushed all the way by Chris Pentland’s Beneteau Oceanis 37 *La Vela* which was second in each of the last three races, while David Jacobs and Roy Melick’s Dehler 41 *First Light* secured third place overall.

RESULTS		
1.	<i>Danielle</i> (Christopher Taylor)	13 points
2.	<i>La Vela</i> (Chris Pentland)	15 points
3.	<i>First Light</i> (David Jacobs/Roy Melick)	21 points

DIVISION: Sydney 38 WINNER: The Goat SKIPPER: Mitch Gordon/Tony Clift/Daniel Hawkins

The Goat is certainly living up to her name. With podium finishes in each pointscore race, the boat owned by Mitch Gordon, Tony Clift and Daniel Hawkins wrapped up back-to-back Winter Series titles in the Sydney 38 division.

Gordon puts the winning formula down to two things: “Good crew and good crew”.

“[We learnt] that some on board are from, and of, an age where all racing yachts were entertaining to sail downwind,” he joked.

“We can sail by the lee faster than most, but Pete Sorenson can still somehow sail one point higher upwind!

“A big thank you to all the Sydney 38 owners for making it a fleet of nine so we could have a one design start. It was good fun!”

Phil Herscovics’ *Shine On* enjoyed three race wins to finish second overall, from Larki Missiris’ *Dal-Trans Wld1*. ⚓



RESULTS		
1.	<i>The Goat</i> (Mitch Gordon/Tony Clift/Daniel Hawkins)	13 points
2.	<i>Shine On</i> (Phil Herscovics)	15 points
3.	<i>Dal-Trans Wld1</i> (Larki Missiris)	17 points

Join our volunteer crew



The Breakfast Club returned for the Winter Series.

The CYCA is proud of its amazing crew of volunteers, who give their time selflessly to make our many events (on and off water) throughout the year possible.

We’re always looking for new volunteers to join our crew in a number of roles, including:

- Race Officer
- Auditor
- Umpire
- Race Committee
- Protest Committee
- Event Support
- Breakfast Club
- Rolex Sydney Hobart Yacht Race Event Support

There are plenty of pathway opportunities available for our volunteers, who are supported with additional training and accreditation opportunities.

FIND OUT MORE



“Volunteering at CYCA is fun. You meet a lot of new friends and get to make a valuable contribution to the Club we all love. I encourage any Members who have some spare time to get involved in one of the many volunteer opportunities the Club offers.”

Val Mallett



“It’s thrilling to be a part of the team. I’m surrounded by great people, each single minded in doing their best. Volunteering is an amazing way to enjoy our magnificent Sydney Harbour. I love it!”

George Astudillo

Contact the Sailing Office via email at: sailingoffice@cyca.com.au.



Showcasing our female sailors

The strength of female sailing in Sydney was spotlighted as more than 50 female skippers featured throughout the 2021 CYCA Women's Winter Series.



Marike Koppenol at the helm of Wild Oats.

From experienced Rolex Sydney Hobart Yacht Race veterans to first-timers at the helm, the series celebrated the opportunities sailing provides for women of all ages and abilities.

The Farr 43 *Wild Oats* – owned by Gordon Smith, Marc Skjellerup and Brett Eagle – was a fitting winner of Spinnaker Division 2.

Previously named *Wild Rose* under the ownership of the late Roger Hickman, the two-time Overall Rolex Sydney Hobart winner has a proud history of supporting women in sailing.

For both races of the Women's Winter Series, more than 60 per cent of the *Wild Oats* crew was female.

Marike Koppenol skippered *Wild Oats* to consecutive podium finishes, which was enough to secure the overall victory from *Zara* (Theresa Seargent) and *Pacatack* (Wendy Tuck).

"We have so many capable, strong, talented women, who have a huge amount to offer the sport," Koppenol said.

"They bring a new dimension to sailing and this is a small, but great, opportunity for them to demonstrate their skills.

"We're a really close-knit group; having fun and sailing well are right at the top of our list.

"It's been challenging over the past 12 months, but the team really looks out for each other and we will continue to campaign hard, yet also make time to have fun."

NON-SPINNAKER DIVISION 1			
Position	Boat	Skipper	Points
1	Vamp	Leander Klohs	4
2	SOLyMAR	Mary King	5
3	It Happens	Bridget Canham	8
NON-SPINNAKER DIVISION 2			
Position	Boat	Skipper	Points
1	Star Ferry	Alexandra Conroy	3
2	Krakatoa	Janet Whitfeld	5
3	Salona	Paula Dock/ Beth Morley	8
SPINNAKER DIVISION 1			
Position	Boat	Skipper	Points
1	Wax Lyrical	Louise Stevenson/ Cesca Leverkus	6
2	Zen	Clare Costanzo	7
3	Gweilo	Tara Blanc-Ramos	8
SPINNAKER DIVISION 2			
Position	Boat	Skipper	Points
1	Wild Oats	Marike Koppenol	5
2	Zara	Theresa Seargent	6
3	Pacatack	Wendy Tuck	6



Cesca Leverkus is guided by Les Goodridge on Wax Lyrical.



Les Goodridge's X50 *Wax Lyrical* again enjoyed success, winning Spinnaker Division 1 thanks to her Race 2 victory.

The opportunity to gain experience at the helm was shared around on *Wax Lyrical*, with Louise Stevenson the skipper for Race 1 and Cesca Leverkus taking over the reigns for Race 2.

It was a family affair for Non-Spinnaker Division 2 winner *Star Ferry*. John Conroy's *Adams 10* was proudly helmed by his daughter Alexandra.

She led *Star Ferry* to second-place in Race 1 and victory in Race 2.

"*Star Ferry* is an easy, light boat to sail. It's a bit like sailing a Laser, but with people to talk to," Alexandra said.

"We enjoyed some exhilarating broad reach sailing and a particular highlight was catching up yachts from Bradley's Head Buoy to Beashel Buoy in Race 2.

"The predominance of light conditions afforded an excellent opportunity for new sailors to learn and gain confidence in racing.

"It is fabulous to spend a few uninterrupted hours on the water with great new and old friends, but the best part for me is the special time I get to spend with my Dad."

Don Young's Super 30 *Krakatoa* (skipped by Janet Whitfeld) and Phil King's *Salona 37 Salona*



(skipped by Paula Dock and Beth Morley) rounded out the Non-Spinnaker Division 2 podium.

Past CYCA Director Leander Klohs was at the helm of Don Graham's *Corby 49 Vamp*, which claimed Non-Spinnaker Division 1 honours.

Leander credited the crew's camaraderie for the decisive victory in Race 2.

"I'm not an experienced helmsperson, so it's great to be able to get out there and get a bit of experience under my belt," she said.

"The crew were very good at supporting me. They were calm, they were collected and they gave me good advice, which was great."

Congratulations also to Mary King (*SOLyMAR*) and Bridget Canham (*It Happens*) who finished second and third overall respectively in the division.

The Women's Winter Series will return in 2022. ⚓



John Griffin's Zara welcomed some new crew members during the CYCA Winter Series.

Jump on board

The CYCA Concierge Program is helping to forge new relationships.

The CYCA Concierge Program was in full swing during the 2021 CYCA Winter Series.

Led by the Sailing Office and valued CYCA volunteers, the program is an ideal conduit between crew members who don't have a boat on which to sail, and skippers who are in need of crew.

Skippers like John Griffin, who welcomed some new faces on board his Cheoy Lee 47ft Ketch, *Zara*, throughout the Winter Series.

Zara finished the season with three consecutive wins to take second place overall in Division G and John picked up some fresh talent along the way.

"Sailing really is a team sport," he says. "Some of them were novices who were just working out if they wanted to get into sailing."

"I usually pair them up with somebody and they work up the line."

"I try to give most people a good time so they enjoy it and come back next time. That's an important aspect and I find that most of my crew members will take people under their wing."

"People love teaching others how to sail because it's such a wonderful sport. It's rewarding when everything and everyone comes together."

The program is particularly beneficial for anyone new or returning to the area.

After more than a decade living abroad, Andrew Vass recently returned to the Eastern Suburbs and seized the opportunity to get back into sailing.

Through the Concierge Program, Andrew was introduced to Peter White and joined the crew of the Hanse 505 *First Light* for much of the Winter Series.

"The first weekend I went down, I got on the boat with Peter and he was very kind to give me an opportunity as effectively a novice," Andrew recalls.

"They threw me in the deep end on the winches, so it was good to reacquaint myself."

"They gave me a second shot and I managed to show I was a fast learner. The *First Light* crew are great - very accommodating and if I asked a silly question, they answered it."

"I tried to throw myself in and take on as much as I could. I'm grateful to Peter and the crew for giving me the opportunity."

When Bob Plenty moved to Australia from Canada in the 1990s, he built a crew from scratch, embracing keen sailors from around the CYCA.

While it was a necessity initially, Bob continues to invite new crew members onto his Beneteau Oceanis 41, *Great White*.

"I'm glad there is a formal program," he says. "If someone comes by and wants a race but I don't have a spot, I'll still put them on."

"Without exception, I'll always invite them back the following week as well if they want to come."

"We always find them a job and by the middle of the race, they usually show what they can do."

That welcoming culture has always been a feature of Bob's boats over the years, contributing to the harmony that keeps the crew members coming back for more.

"Even people who have dropped off from racing come to our crew party, because of that chemistry that builds up over time," Bob says.

"I think crew chemistry is really important. I'd say that all of my crew joined initially on an ad hoc basis, but decided they liked the camaraderie on the boat."

If you're looking for crew opportunities during a CYCA race, or looking to welcome some new members to your crew, get in touch by:

- Contacting the Sailing Office by phone (02 8292 7800) or email (sailingoffice@cyca.com.au)
- Visiting the Club and speaking with the Reception team, or Sailing Office team in the John Messenger Building
- You can also pop down to the Club on the day of a race and look out for a member of the Concierge Program team, who will be wearing a red branded shirt. ⚓



Spirits are always high on Bob Plenty's Great White.

Andrew enjoyed rekindling his passion for sailing on board First Light.



The CYCA Concierge Program is a great way to get back into sailing or try it out for the first time.



Black Jack will feature in the inaugural Australian Maxi Championship

All photos: Andrea Francolini

Introducing the Australian Maxi Championship

3-7 December 2021

The build-up to the 2021 Rolex Sydney Hobart Yacht Race will have a new dimension thanks to the introduction of the Australian Maxi Championship.

The Cruising Yacht Club of Australia is the proud host of the inaugural series, which has been introduced by Australian Sailing to provide additional racing for Maxis and Racer Cruisers.

To be held from 3-7 December 2021, the Australian Maxi Championship will be conducted over four races, featuring Maxis (80-100 foot), Mini Maxis (60-79 foot) and Racer Cruisers (60+ foot).

Each division will compete over four races, starting with Race 4 of the Audi Centre Sydney Blue Water Pointscore, the Cabbage Tree Island Race.



Christian Beck's InfoTrack won the 2020 SOLAS Big Boat Challenge.

After two passage races on Monday 6 December, the Maxis and Mini Maxis will compete in the SOLAS Big Boat Challenge. Meanwhile, the Racer Cruisers will close out their series with a third passage race.

The concept has been driven by a working group featuring *Black Jack* skipper Mark Bradford, CYCA Director and *Whisper* owner/skipper David Griffith AM, CYCA Rear Commodore Bradshaw Kellett, and with input from many others across the maxi scene in Australia.

"It's been a long conversation over a lot of years," Bradford said. "One thing you spot with the bigger boats is that they only really sail at the end of the year when it comes time for the Rolex Sydney Hobart.

"This was about providing another regatta of credit that goes hand in hand with the Rolex Sydney Hobart for two reasons.

"One is that we're usually training in the lead up to the Rolex Sydney Hobart and it's all a bit disjointed, so to get everyone on the water together is really important.

"The other part is when a European or a US team comes down, this is another thing they can compete in and make the trip all the way down to Australia worthwhile."

DATE	RACE	RACE CATEGORY	TIME OF WARNING SIGNAL
Friday 3 December 2021	Audi Centre Sydney Blue Water Pointscore Race 4 - Cabbage Tree Island Race	2	1855 (AEDST)
Monday 6 December 2021	Up to two Passage Races	4	0955 (AEDST)
Tuesday 7 December 2021	SOLAS Big Boat Challenge (Maxi and Mini Maxi divisions only)	7	1225 (AEDST)
Tuesday 7 December 2021	Passage Race (Racer Cruiser division)	4	0955 (AEDST)
Tuesday 7 December 2021	Prizegiving	N/A	As soon as possible after racing

Among the early entries were *Black Jack*, *Whisper* and the 2018 Rolex Sydney Hobart overall winner *Alive*.

Conversations will continue ahead of the series to discuss the future format of the Australian Maxi Championship and the formation of an Australian Maxi Owners Association.

With no such body representing maxis domestically, there is a collective desire to have an Australian group with affiliation to the International Maxi Association.

Owners will get together during the 2021 Championship for a discussion on taking the series forward.

"Ultimately what we would like to have is a week-long event that's a standalone, which would be the Australian Maxi Championship, but we could link in with a bunch of other events," Bradford said.

"The sky is the limit, but this is about bringing together the owners and working out what we want to do, because I think it's got a lot of potential.

"I've been with this from the beginning and the conversation has been going for a few years. Before it was announced, I wasn't sure what to expect, but everyone is enthusiastic and positive. I've been pleasantly surprised by the reaction."

Bradford expects the Racer Cruiser division to be a crucial component of the Australian Maxi Championship.

The division's first ever entrant was the 1971 Sydney Hobart Line Honours winner, *Kialoa II*.



David Griffith's Whisper in action during the 2020 SOLAS Big Boat Challenge.

"The Rolex Sydney Hobart is obviously the pinnacle, but in days gone by it was always good fun doing a few regattas in the run-up to it," said Paddy Broughton, owner of the S&S Yawl.

"It's very useful in terms of preparation for the crew by doing that sort of racing, checking out how you're going, working on your processes. It will be a lot of fun and useful as a proper tune up for the Rolex Sydney Hobart.


"Being able to build on the Big Boat Challenge and have a series for big boats will be quite a spectacle."

Broughton believes the Championship will also provide a more comparative marker for *Kialoa II*.

"It's very important to have our own division, because in the 60s, *Kialoa II* was a state-of-the-art maxi, but she's a bit behind the technology game these days and us racing the equivalent of our handicap means we end up racing 45-50 footers," he said.

"To be able to race larger racer cruisers will be a bit more fun. Passage-type racing is brilliant for us, so we try to do as many of those as we can.

"There are quite a few racer cruisers that turned out for the Summer Offshore Series and we hope the same will be true for the Australian Maxi Championship."

If you would like more information on the Australian Maxi Championship, visit cyca.com.au or contact the Sailing Office via email at sailingoffice@cyca.com.au. 



Paddy Broughton is looking forward to some competitive racing in the Racer Cruiser division.



Member Spotlight

Cesca Leverkus

Five years after arriving in Australia from the UK, Cesca Leverkus proudly calls the Cruising Yacht Club of Australia home.



Cesca on board Wax Lyrical during the Rolex Sydney Hobart Yacht Race.

In that time she has made many friends and memories, not least living out her 'dream' of competing in the Rolex Sydney Hobart Yacht Race.

OFFSHORE: Why did you join the CYCA?

CESCA: I moved to Australia as an opportunity to spend more time outdoors, whilst balancing with a professional role.

I was keen to properly learn to sail (I'd done a little bit of dinghy sailing when I was young).

I had already researched the CYCA and Pacific Sailing School before I moved, so I was keen to join as soon as I could!

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

CESCA: I've done everything from twilight races to two Rolex Sydney Hobart Yacht Races. I love the variety of racing you can do at the CYCA.

I was also fortunate to have a year when I was working part-time and I absolutely blitzed the



Cesca was at the helm of Wax Lyrical in Race 2 of the 2021 CYCA Women's Winter Series. Photo: Sail Media

sailing then. When the twilight racing was on, I was racing up to six times a week!

Being English, I do love a formal event, so I really enjoyed the Commodore's Ball and have attended lots of events.

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

CESCA: I love the sailing community. Having no family in Australia can be tough at times, but knowing I can go to the CYCA and I'll always know a few people who I can have a chat with reminds me of being back in my village in the UK.

It's nice to have a sense of belonging, and having been here for over five years now, some Members are like family to me here.

OFFSHORE: How have you been supported by your fellow Members?

CESCA: From finishing my sailing lessons, to wanting to try out a race in the harbour, to offshore day races, regattas, blue water races, sailing deliveries, one design racing, and doing the Rolex Sydney Hobart, fellow Members and sailors have helped with introductions and supported my progress and ambitions.

Just to name a few of the boats I've been fortunate to race on over the last five years: *Scarlett O'Hara*, *Into the Mystic*, *OCL Too*, *Finn*, *Denali*, and *Wax Lyrical*.

Scarlett is where I started and is a great incubator of female sailing talent. That helped give me the confidence to go and achieve what I have on other boats.

OFFSHORE: What's your fondest sailing memory?

CESCA: There are so many! I love it when you really get to know your fellow crew and boat, and everything just flows perfectly. There have been a few boats, and times when it's felt like that.

A recent one has to be helming in a race for the first time....and we won! (Thank you Les Goodridge for letting me take over *Wax Lyrical*) That was fantastic.

I also realise how many people on helm are actually doing several jobs, including helm, tactician and on smaller boats, sometimes main too. Sticking with just helm was a good start for me.

Obviously the Rolex Sydney Hobart is a standout and it is an awesome event to be a part of.

In my first Sydney Hobart, we won PHS on *Wax Lyrical*. The funniest moment was being halfway across Bass Strait and our spinnaker sheets had got all tangled during the night, so up I went on the harness to untangle it. It was quite a surreal moment!

Of course the Rolex Sydney Hobart isn't the Sydney Hobart without the big party at the end! When I moved to Sydney, the Sydney Hobart seemed like a distant dream, so actually completing it and coming first on PHS with an awesome crew was just magic.

OFFSHORE: What are your short-term sailing goals?

CESCA: I did a Skiff course recently, which was a lot of fun, so I'm thinking about progressing that.

Also, once you start doing the Sydney Hobart, it's hard to stop!

Unfortunately I injured myself earlier in the year (not from sailing) so I've been using lockdown to try and work hard with my physio to get back to normal, and not overdo it (always a challenge!). ⚓



Cesca's Australian sailing adventure has been full of variety and smiles.

My sailing inspiration

(Part 2)



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

PETER JENKINS

My dad was the catalyst for me becoming a sailor. He was an avid sailor, which helped, but the fact I had an inner ear infection and couldn't learn to swim when I was an infant meant that at family holidays my brothers would go to the beach with mum and I'd jump on the laser with dad and hang on for my 4-year-old life!

He would also take me to boat shows and sailing clubs, as well as buy countless sailing magazines which fostered my obsession for all things yachting to this day.

These factors lead to me leaving school at 15 with aspirations of becoming a professional sailor and a sailmaker, and from that point I have been heavily influenced by the team I work with. My former boss, Ian Broad, and current boss, Ben de Coster, have taught me everything I know about what it takes to be a sailmaker and industry professional. I'll never be a full-time sailor, but at this point that doesn't bother me one bit!

My career has provided me with the opportunities to meet key people and learn what it means to be an offshore sailor and an industry professional.

Getting to know so many influential businessmen and women has become my favourite aspect of the sport.

Listening to yacht owners who have retired at 40 discuss their careers and background to sailing is always fascinating. Relationships with owners such as Bernie Van-t Hof (*Swan 45 Tulip*), Sam Haynes (*Celestial*) and Seb Bohm have also provided many valuable learnings which go far beyond the racetrack.

A key influence of mine at a time when I was very close to giving up the sport was Bradshaw Kellett. The teachings of showing up to a boat on time, ready to do a job and sail your best whilst maintaining a professional attitude and keeping your cool, really helped me get my focus and love for the sport back.

The try-out process of becoming a crewman for him on Jim Cooney's *Brindabella* was an enormous challenge for such a green 21-year-old who was in way over his head. We haven't sailed together for a few years now, but him and his partner Tor are always there for a chat and check in down at the club.

BRADSHAW KELLETT

Speaking of Bradshaw Kellett, we caught up with the CYCA Rear Commodore to find out more about his influences.

David Kellett AM

My first ever memory was welcoming Dad home after he won the 1981 Sydney Hobart Yacht Line Honours on *Vengeance*. Now, in my mind, he is the old man of Aussie yachting. He sits at his desk at Woolwich Dock nowadays, but he was the man who ruled the world to me. For decades of our lives, he was flying across the globe organising Olympic regattas or the world of sailing, year after year, making sure the sport of sailing was on good track for the future. Just endless and tireless devotion to our sport.

Dad had a little boat by the name of *Jemima Puddleduck* when he was a boy. It was like a Manly Junior, only a bit bigger with seats in her. She was red and when Dad restored her and gave her to me as a five or six-year-old boy, I was hooked. That was me, sailing the bays and seas, looking back at my family and their friends as they enjoyed the freedoms of the waterways.

Iain Murray AM

I remember spending Sunday afternoons out on *Vengeance* in the 1980s, drinking too much Fanta and all the stuff that kids do on yachts, but I loved 1500hrs, time for the 18s. *KB*, *Tia Maria*, *Chesty*, *Singapore Airlines* and *Colourbond* are a few of the teams that I remember, but watching the Big Fella throw his red hulled skiff around, Bucko and The Admiral fight with the 20 foot long spin pole, set their kite and then send it down the harbour ahead



Iain Murray on *Cambria* on the final day of the 2001 America's Cup Jubilee in Cowes.



Watching over Dad and Uncle John Mulderig from Marblehead USA, drive the 55' Pelagic away from our visit to Cape Horn in 2005.

of the trailing fleet, I wanted some of that (that's another story John Harris Jnr). Iain then went on to drive *Advance* for Syd Fischer in the 1983 America's Cup (every good hand has to work or sail for Syd at least once in their life) and then be in charge of the *Kookaburra* campaign for the 1987 Cup in Fremantle.

It was at this time in life that I loved yacht design (and still do) and the Big Fella was designing his own 12 meters and they were gold. Now that was cool, you are the top of the charts to this day mate. One of the softest-spoken people I have ever had the pleasure of chatting to and no matter what you face at sea, you are there. B-F-A-M, thanks for the America's Cup Jubilee and the pleasure of having *Cambria* and her spars in my life. Iain's recent additions in RORC's *Seahorse* magazine are a testament to the professional he has become and why he is at the top of my ranks.

Joe "Black" Akacich

What a guy. Thank you Bondy for introducing this guy to the Americas Cup and ocean racing. We are all better off for it. An ex navy clearance diver, come white boat captain, Black loves boats. Big, small, old, new, he just lives, breathes, feels, BOATS. I love his attitude, love his persona, love his morals, love his seamanship, but most of all love him like an older brother. He is the man.

Almost everything I do in my professional career, I think, "how would Black handle this?". Now for someone to have such a presence in your life, he would have to be someone to look up to. I recently created a list of all the people I had been to Hobart with over my 28 years of starting the great race. Out of 277 known characters that I have started the race with, I have had the pleasure of heading south with Black a chart topping six times between 1992 and 2019, my complete SHYR career. ⚓

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That golden moment



CYCA Member and YSA Alumni Will Ryan reflects on the incredible journey to being crowned Olympic champion alongside Mat Belcher.

Ahead of the Tokyo 2020 opening ceremony, Will Ryan looked in awe at the inside of his grey blazer. It was lined with the names of the 320 Australians who had won an Olympic gold medal, including his Skipper Mat Belcher.

If the tradition is preserved, he'll undoubtedly try to get his hands on the Paris 2024 blazer, after adding his own name to that illustrious list.

Will and Mat went into Tokyo as clear favourites, having won five Men's 470 World Championships together and a silver medal at Rio 2016.

But Olympic golds aren't won on paper.

They needed to deliver in the Olympic cauldron, and they did so emphatically.

After a cagey start, Will and Mat took control from Race 3; back-to-back wins giving them some breathing room at the top of the leaderboard.

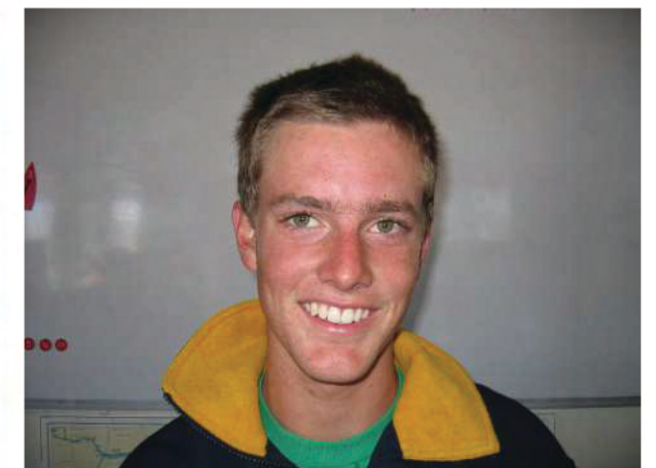
They were ruthless in their pursuit for gold, consistently executing their race tactics and setting the standard for an elite fleet.

Having the gold medal all-but secured before the Medal Race did nothing to disrupt their competitive desire.

Will and Mat started conservatively before flicking a switch, signing off with one final victory to celebrate in style.

"It was very special," Will recalls. "I probably put more pressure on myself for that race than on some other days of racing."

"I'm a super competitive person, as my three sisters will tell you. I wanted to go out there and finish that Medal Race in the way Mat and I knew how ."



A beaming Will during his time in the YSA Advanced Squad.

"We knew it was the last race not only of that Olympics, but the last Men's 470 race, potentially ever.

"It was a really cool day, bringing to a close what's been an amazing journey for us as a team.

"There were so many people that put so much into getting us to that moment. I think it was satisfying that it was a reward for them as much as us, which made that last day really special."

The foundations

Will and his siblings picked up a passion for sailing from their Grandfather.

Will was enthralled by the various types of sailing, but it was upon joining the Youth Sailing Academy – under the tutelage of Jenni Bonnitcho – that his path to Olympic success began.

"I was more interested in doing yacht sailing and racing on the east coast of Australia, doing big races like the Sydney Hobart," he says.

"Jenni showed me the bigger picture of what was possible in the sport and it was the YSA that opened those doors for me to get overseas."

His focus narrowed to the Men's 470 class after meeting the legendary coach Victor Kovalenko.

"He probably saw something in me that I didn't see myself," Will admits.

"When I look back on it, there were plenty of testing moments he put me through over those early years to see what I was made of and to push me to challenge myself to be a better person."

The heir

London 2012 proved the first step in Will's Olympic ambition.



Will and Sam Kivell worked closely with Belcher and Malcolm Page, who went on to win gold in Weymouth.

It wasn't exactly a glamorous experience. Will recalls many nights sleeping in his car and putting pieces of bread into pasta dishes, pretending it was chicken, because money was tight.

But it gave Will invaluable life skills and the mental resilience to prepare for what was to come.

"That's what an Olympic campaign is – it's the university of life," he says.

"It's something you can never replicate in any other aspect of life, I think, and it makes you unique in that you have this different perspective."

The transition

After Page retired from Olympic class sailing with his second consecutive Men's 470 gold, Will was well prepared to step into the sizeable shoes.

The new Aussie pair were in good shape heading towards Rio 2016, winning three consecutive World Championship titles.

That success took much sacrifice and by the time Will set foot in Rio de Janeiro, he'd decided he was preparing for both his Olympic debut and swansong.

"Going into Rio, I'd made up my mind that that was it," he says. "It had been a pretty tough journey just to get to the Olympics.

"For me, the physical requirements of the boat were really strict, I had to be quite skinny and light.

"I was probably 67-68kg and I'm 193cm tall. So for me to be that skinny was taking a toll on the body and I was looking forward to the next challenge."

The resilience

After adding silver to Australia's incredible medal tally in the Men's 470, Will was conflicted.



It takes a village! Will and Mat celebrate with their team in Tokyo. Photo: World Sailing/Sail Energy

He had already contemplated moving on, but his competitive edge and a light-hearted moment with his team ensured another chapter would be added to the story.

"Although we came away with a cool piece of silverware, it wasn't the medal we were looking for and that was the toughest part for us," he says.

"A little bit inside of me knew I wasn't going to be content until I was on top of the podium.

"I felt that Mat and Victor wanted to continue and I knew I'd be envious of anyone who got to sail with them if it wasn't me.

"They approached me before we even got to the closing ceremony. They sat me down in the food hall, gave me a piece of pizza and I think that was persuasive enough for me to consider staying on."

The change

The road to Tokyo was different in many ways for Will and Mat.

They spent more time training on the Gold Coast so Mat could be closer to his family, while Will also benefitted from the freedom to take on sailing opportunities outside of the 470.

The pair were in top condition, both mentally and

physically, when the COVID-19 pandemic forced them to rush back to Australia from Europe.

Will was in the unique position of having a sibling, Jamie, who was also preparing to compete at the Olympics (in the 49erFX class).

They kept each other focused on the ultimate goal and in competitive shape.

All signs pointed towards the top of the podium for Will and Mat. After all they'd been through, together and individually, they received just reward.

"We had a nice lead in for the last two months," Will remembers. "We were racing really well and developing some skills we thought could make a difference.

"I think with the mindset on board and the network we had, we couldn't ask for better people to give us confidence on race day.

"We knew we had a great team and that helped us to know there were a lot of people behind us."

With the Men's 470 class making way for the Mixed 470 at Paris 2024, Will and Mat's successful Olympic partnership looks to have ended on the perfect note.

We can't wait to see what's next for Will! 🇦🇺



Joy and relief as the pair clinched gold. Photo: World Sailing/Sail Energy

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Meet our crew

Tara Blanc-Ramos

Get to know our Sailing Manager,
Tara Blanc-Ramos.



A proud Youth Sailing Academy graduate, Tara Blanc-Ramos has long been part of the fabric of the Cruising Yacht Club of Australia.

She made a seamless transition into the role of Sailing Manager in March 2020 and has taken the challenges presented by the COVID-19 pandemic in her stride.

We sat down with Tara to find out what fuels her passion for sailing.

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

TARA: I started sailing at Drummoyne Sailing Club in Sabots when I was in primary school and then moved into Flying 11s.

When I was in high school, I received a scholarship to a CYCA School Holiday Course.

From there, I joined the Women's Squad, then Development Match Racing Squad and finally the Advanced Squad. After five years in the Advanced Squad, I now mainly sail Etchells and MC38s.

OFFSHORE: What is your proudest sailing achievement?

TARA: In 2017, I was fortunate enough to travel to Balboa, USA with Harry Price and Angus Williams to compete in the Youth Match Racing World Championship.

We managed to come away with the win, which was great! We had previously won the Governor's Cup as a team at Balboa, so it was exciting to win with the boys again.

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

TARA: Being able to work in an industry and a sport which I love myself is always a lot of fun.

I love the atmosphere at the Club. Many members of the staff and the Club are some of my closest friends, so that always makes work easier!

OFFSHORE: How do you spend your spare time?

TARA: Funnily enough, I spend a lot of my spare time sailing. I currently sail on Leslie Green's *Ginger*,



Tara was on board *Gweilo* during the 2021 CYCA Women's Winter Series.

and have been sailing on Etchells with a couple of other Youth Sailing Academy graduates.

OFFSHORE: What is your focus for the rest of 2021?

TARA: I am very excited to try and get some racing underway. After the cancellation of the Rolex Sydney Hobart Yacht Race in 2020, my biggest goal is to see the start on Boxing Day for the first time in this role at the Club.

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

TARA: You can more often than not find me on the ground floor of the admin building in the Sailing Office – you will just have to make it past our Marina Administrator Phil first!

Otherwise, everyone is more than welcome to contact me on my mobile (0411 334 99) or via email at tara.blancramos@cyca.com.au.

Life Member David Champtaloup



David Champtaloup's name is now etched alongside an illustrious list of men and women who have made an indelible mark on the Cruising Yacht Club of Australia.

Just 39 Life Members have been elected over the years, with Peter Luke, Merv Davey, Captain John Illingworth and Erl Le Brun the first Members to be recognised in 1957.

The CYCA is extremely proud of its history and the people who have helped to drive the Club forward over the last 77 years.

Since joining the Club in 1997, David has been a most valuable contributor to the Club, though the Life Membership proved to be a humbling moment.

"I was somewhere between shocked and embarrassed to be nominated; it was quite lovely," he said.

"Until I was surprised by the nomination, I never really thought about it as work.

"I just wanted to be at the Club and wanted to be sailing, which grew into doing various things around the Club.

"This is my recreation, it's what I love to do."

David's affiliation with the Club began many decades before he formally joined.

From his formative days watching the Sydney Hobart Yacht Race, to sailing Manly Juniors from Clontarf Beach under the mentorship of the late Life Member Peter Green, the Club has long played a role in fuelling his passion for the sport of sailing.

It was Peter Green who gave David a dream school holiday job of working at Joe Pearce's Ship Chandlers in Crows Nest, during his teenage years.

That continued to light the spark and set up a chance meeting that would lead David to ultimately become a CYCA Member.

"Come December, all of us young sailors would talk endlessly about the Sydney Hobart and everyone had their favourites," he said.

"Mine were based more on the name rather than the performance potential of the boats and I still remember some of the names from way back then: *Joanne Brodie*, *Lass O'Luss*, *Southerly* and *Lolita*, who we sail against now.

"Working at the Ship Chandlers, I was able to watch an endless parade of famous Sydney Hobart sailors come into the shop.



David at the helm of *Caprice of Huon* during a classic yacht race in 2013.

"One day when everyone who knew anything was busy, I tried to help Ted Kaufman with an impossibly complex marine engineering problem.

"That was the beginning of a relationship with Ted that had him nominate me for Membership of CYCA over 30 years later."

David has embraced many roles over the last 24 years, serving on the CYCA Board as a Director from 2009-2013, as well as the Cruising Committee, Members Services Committee and History and Archives Committee.

His knowledge of cruising and classic yachts has proved invaluable in his roles on the Organising Committees of the 2017 Admiral's Cup 50th Anniversary Regatta, CYCA Sydney Hobart Classic Yacht Regatta and CYCA Great Veterans Race.

David was also the co-initiator of the CYCA Cruise to Hobart, which began in 2008.

As co-founder of the CYCA Video Archive Project alongside Peter Shipway, David has already produced and edited more than 35 interviews with legendary figures of sailing.

"It was as a member of the Cruising Committee that the idea for the Video Archive Project was developed," David said.

"I conducted the first interview with Ted Kaufman in his home

LIFE MEMBER	YEAR
Peter M. Luke *	1957
Mervyn E. Davey *	1957
Capt. John H. Illingworth R.N.*	1957
Erl G. Le Brun *	1957
Jim S. Samson *	1960
Harry Watkiss *	1964
George Barton *	1972
Joseph P. 'Joe' Diamond *	1979
Alan D. Campbell *	1980
David R. Goode *	1980
Ray D. Hollingsworth *	1982
Gordon E. Marshall *	1982
Gordon C. Reynolds *	1982
Keith H. Storey *	1982
Peter Rysdyk *	1987
Peter Green *	1990
Alan Brown *	1992
E. C. 'Boy' Messenger *	1995
Richard Grubb *	1997
David Lawson *	1997
John Keelty	1998
Peter Bush	1999
Bill C. Psaltis	1999
Jeannette York *	2002
Phil Grounds *	2004
Anthony L. 'Tony' Cable	2005
Denise Van Ewijk	2007
John Messenger *	2008
David B. Kellett AM	2011
Gail Lewis-Bearman	2013
John Kirkjian	2014
John Winning AM	2015
Alan Green	2017
Kendall L. 'Kendi' Kellett	2017
Peter Shipway	2019
Matt Allen AM	2020
Martin James	2020
David Champtaloup	2021

*Deceased



David (C) with wife and CYCA Member, Janna Tess (L), and Gordon Ingate OAM (R) – a CYCA Member since 1949 and previous owner of *Caprice of Huon*.

in September 2009. From this first experience it was apparent to me that I didn't know enough about the Club and its history to do future interviews and so I asked Peter Shipway to join the project.

"As it happened, Peter, with encouragement from Matt Allen, had been considering a similar undertaking. The first interview that Peter Shipway and I did together was in March 2010, with Richard 'Sighty' Hammond. And we went on from there.

"We've had the opportunity to interview some of the great performers and characters of our Club.

"Amongst the interviews fixed in my mind are Peter's interview of the incomparable Trygve Halvorsen and later of the remarkable Gordon Ingate."

Beside his many achievements off the water sits David's proudest achievement on it.

When he returned to Sydney after more than 20 years abroad, David knew exactly the type of boat he was looking for.

"Something fast, modern in design, low maintenance, good for some offshore racing and the occasional overnight," David recalled.

But after seeing an ad in the Sydney Morning Herald

for the sale of the *Caprice of Huon*, David admits he 'completely lost his focus'.

The Robert Clark-designed classic is certainly in safe hands.

"In what's now 22 years of ownership, we've raced and cruised *Caprice of Huon* and my daughters have grown up on board," David said.

"Through ownership of *Caprice*, I've become part of the developing racing classic yacht community and it has been a rewarding experience.

"It's a remarkable piece of Australian sailing history. What you are buying in this boat is the responsibility to maintain a piece of Australian sailing history."

The CYCA is grateful to David and the many Members who share their passion, time and knowledge with the Club.

We'll leave the final word to our newest Life Member. Congratulations, David.

"It's a remarkable Club. I now live within walking distance and if I'm not sailing, I'm down at the Club 3-4 times a week," he said.

"Not being able to access the Club and Sydney harbour for those 23 years I was away makes it all the more precious to me now." ⚓

Vale Peter Hill 02/12/1927 - 27/08/2021

Vale provided by Peter's son, James.

Peter Hill, who joined the CYCA in 1961 and served for nearly 60 years, has sadly passed away at the age of 93.

Peter was a successful businessman who made his mark in the private and licenced hotel business world.

He also made an impact in the sport of offshore yacht racing, with a veteran harbour racer called *Windward 1*. This yacht proved unsuitable for offshore racing, so Peter purchased a new S&S 36-footer *Maria van Diemen* to contest his first Sydney Hobart Yacht Race in 1966.

This was to be the first of many Hobarts for Peter skippering his own yacht, plus the beginning of a long offshore career that included the Sydney Noumea Yacht Race in 1991.

Peter owned and skippered several well-known yachts of the era, including the revolutionary foam-fibreglass *Boomerang VII* and three yachts bearing the *Ruthless* name, a play on the name of his late wife, Ruth. The first *Ruthless* gained fame as one of the first Doug Peterson designs built in Australia and a winner of the Montague Island Race, as well as winner of the Short Ocean Pointscore Division 2 in 1976/77.

Peter was an internationally renowned sailor, being one of the first Australian yacht owners to contest the One Ton Cup with *Maria Van Diemen* in 1967 in Le Havre, France.

Well-known CYCA sailors who sailed with Peter

at the time included now 50-Year Member Bill Ratcliff and Life Member Boy Messenger. He was also a close friend of Past Commodore Bill Psaltis, whom Peter credited with encouraging him to try ocean racing.

After representing CYCA at Le Havre, Peter contested many more One Ton cup events in the Mediterranean throughout the 1970s, including Sardinia in 1973 with his two sons James and Martin.

He always had Ruth as his supporter, and later his daughter Caroline. As a family, the Hills also enjoyed cruising.

Ruth sailed the Ladies Day events and became a founding member of the CYCA Ladies Auxiliary. Firm friends were made between skippers and their partners that would last a lifetime.

Peter loved sailing and, even after the death of his beloved wife, was going out on his Beneteau Oceanis 45 *Ruth Magic* right up until two months before his passing.

Peter was a larger-than-life character with a treasure trove of yarns and an indomitable spirit.

He will be missed not only by friends and family but the many people who sailed with him over five decades.



Peter loved both racing and cruising.

Vale Pam Neate

Vale provided by Margaret Keelty, Associates Committee

The CYCA mourned the passing of past Sailing Associate Member Pamela (Pam) Neate in July.

Pam joined the CYCA in 1994 when she moved to Elizabeth Bay. I remember meeting her at the New Member Cocktail Party that year and how excited she was about joining the Club.

Pam became active in the Club very quickly, joining the Associates Committee in 1996 and serving on the committee for over 20 years.

She was the Associates' champion raffle ticket seller. Pam Messenger and Kaye Brookes remember her as a great help with the sale of tickets, especially for the Christmas Hamper. Pam was also an active fundraiser for the Arrow Bone Marrow Transplant Foundation.

She enjoyed getting out on the water, particularly for the Parade of Sail, whether in the crew on *Cherana* or aboard the review vessel. Pamela Emerson remembers her always looking the part in her navy jacket when on *Boomerang*.

In more recent years, Cathie Mulherin recalls sailing with Pam on Shaaron Walsh's *Trim* and how she shone whenever on the water.

Pam loved dancing. Her family remember her as their 'dancing queen' and she certainly demonstrated this at the CYCA whenever she got the chance. She loved to have a dance at the Clubhouse crew parties and any other social functions that had a dance floor when she attended.

Pam resigned from the Associates Committee in 2018 due to ill health. She passed away peacefully on Thursday 15 July, aged 84.

Her smile, positive outlook, sense of humour and love of fun, along with her contribution to the CYCA, will always be remembered.

She will be missed.



Taking on the world



CYCA Member Rupert Henry gives us an insight into the motivation behind his latest endeavour.

When you look at Rupert Henry's CV, it's hard to believe he has only been racing shorthanded for three years.

In that time, he has become a pioneer for the growing two-handed community in Australia, leading the group both at home and abroad.

The fresh challenges available in shorthanded sailing has motivated Rupert's latest adventure.

He is now the proud owner of just the 169th yacht to be designed and built to the Class40 rules.

Introducing *Eora*

The boat has been named *Eora*, in acknowledgement of to the traditional owners of the land in Sydney, who are referred to collectively as the Eora Nation.

"Sailing is a pure sport; it's an art form that uses natural resources," Rupert says.

"So I wanted it to serve as a reminder that there were people loving this harbour and living off it thousands of years before settlement.

"I think behaviour needs to be slightly changed out of respect for the long-term usage of Sydney Harbour."

Class40

The Class40 was created in France in 2004, with a unique framework and set of design rules, aimed to encourage the build of affordable and performance-based offshore racing boats.

Boats built to the box rule are fast and designed to be sailed safely in extreme offshore conditions – the perfect combination for shorthanded sailors.

"Within the box rule, the naval architects learn and get pretty creative," Rupert says. "Although they're all designed to the same rule, this latest generation is a hell of a lot faster than boats that were designed to exactly the same rule fourteen or fifteen years ago, just because of advancements in naval architecture principles.

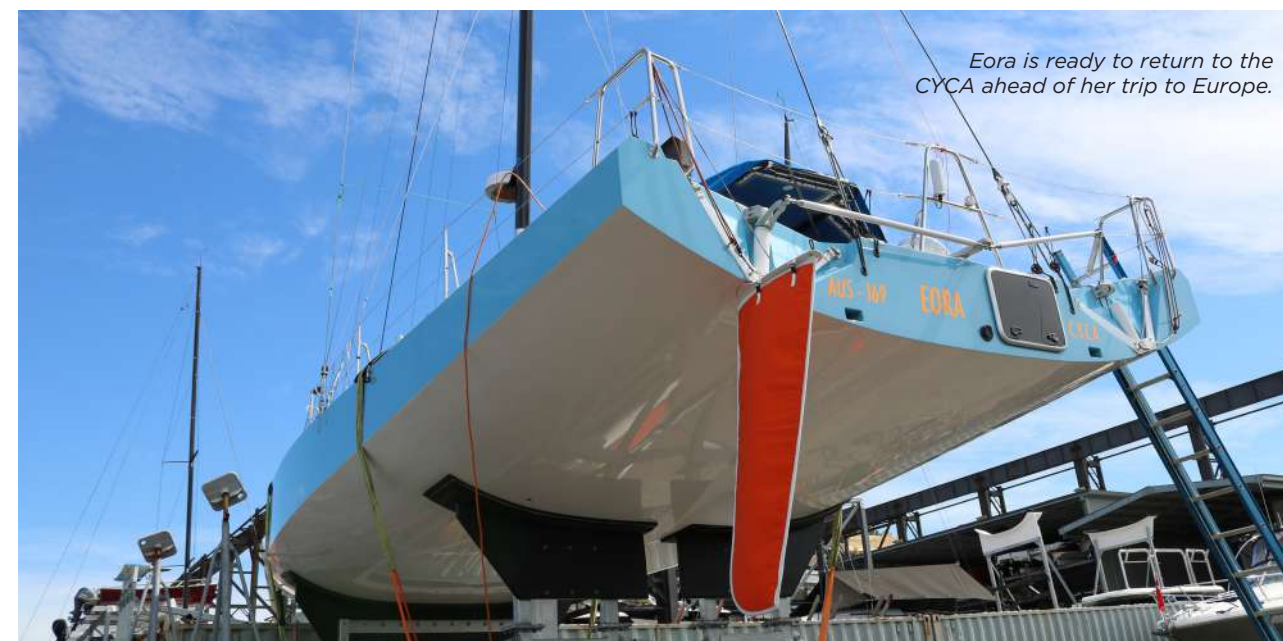
"There are limits on sail area, boat length, beam, draft etc. There are restrictions on cost to prevent things like canting keels, carbon fibre in the hulls, wind masts and deck spreaders, to make the boat relatively affordable for a race boat."

The popularity of the Class 40 was on display in the 2021 Rolex Fastnet Race, where the number of Class entrants almost doubled from the previous race, to 35.

Eora was designed in France, with various parts of the build taking place in Australia, New Zealand and the USA.

After a three-year process from concept to delivery, Rupert is ready to take on the world.

"I've done a lot of training on *Eora* single-handed,



overnighters," he says. "Hopefully once state borders reopen, I'll do some longer single-handed trips.

"I was blown away by two things – first of all, the performance. It's highly powered up. The performance and the roughness of the ride are scary.

"The second thing that really astonished me was how much of a violent ride the boat is.

"It's really wide. When you're sailing in a big seaway, it's like a big surfboard because it carries its beam a long way forward."

A global campaign

Rupert will send *Eora* over to Europe in late 2021 or early 2022, before following her out there in April and embarking on a six-month campaign.

He'll sail two-handed with Irish friend Shane Diviney, before reaching a bucket list race – the single-handed Route du Rhum on 6 November 2022.

The transatlantic race takes the fleet 3,452 nautical miles from Saint-Malo, France to Guadeloupe, with



Rupert and Greg O'Shea celebrate their 2018 Melbourne Osaka Cup triumph.

more than 60 Class40 boats expected to start the 2022 race.

"I didn't know a lot about the class," Rupert admits. "I had been an enthusiast following it, so when I decided to go for it, I commissioned the guys that had designed the previous winner of the Route du Rhum.

"There had been some developments in the rule along the way and I commissioned these guys to try and leapfrog that.

"I'm really excited about spending six months in Europe next year and racing single and double-handed against the best boats in the world, because I feel I'm going to learn a lot from those guys.

"That's the home of shorthanded sailing, around the Atlantic coast of France and the English Channel.

"Hopefully I can be in some sort of competitive shape for the Route du Rhum."

Starting at the top

Rupert already has good pedigree in the international two-handed scene, making his mark in the 2018 Melbourne Osaka Cup.

In his first major shorthanded race, Rupert won line honours and claimed a race record with Greg O'Shea on the modified JV62 *Chinese Whisper*.

"What we wanted to do was set a record, because some IMOCA 60s and other fast boats had tried to set a record but didn't get there," Rupert says.

"We got that and, looking back on it, that was probably the most enjoyable race.

"That was the best adventure of my life so far, it was so exciting. It was exhausting, but it's a great race.

"I think the real appeal for shorthanded racing is that it combines racing with adventure.

"It provides a way to compete and always be busy, which appeals to me. I like to have a lot to do."

Good luck to Rupert as he takes on the world's best shorthanded sailors in 2022. ⚓



BOAT MAINTENANCE

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Hull penetration

By Sean Langman

In the Winter issue of *Offshore*, we explored maintenance of underwater surfaces - from preparation, through to application and the various coatings available.

Possibly a little more exciting, in this edition we explore hull penetrations and parts that attach to the hull - those being the keel and rudder.

Simply put, hull penetrations are holes in the hull. Each hole has a potential risk and, generally, each hole is hidden away from view and thus receives little attention.

Attention is generally aroused when the automatic bilge pump springs to life or a crew member notes that the floor boards are floating.

The fittings used to maintain any hole through the hull of a boat are called skin fittings. Skin fittings come in three principal materials: bronze, stainless steel and plastic. I have found the choice of material to be possibly a little confusing.

My personal choice for my cruising yacht is bronze over stainless steel, and plastic for my race boat. The reason for this is I have found the life expectancy of a bronze skin fitting outweighs that of stainless steel in the order of 2:1.

Stainless steel has variations and suffers from the effects of both corrosion and oxygen starvation in salt water. Oxygen starvation in stainless steel promotes crevice corrosion.

It manifests as roughness, valleys, pitting and takes on an appearance of having borer holes. In extreme cases, the skin fitting hull flange may breakaway, leaving an exposed hole and hull breach.

Bronze must not be confused with brass. Unlike brass, bronze contains little to no zinc in its alloy and as such is ideally suited for underwater use. Brass is found, along with copper, in some commercial vessel applications.

Brass suffers dezincification, whereas copper falls prey to hydrogen sulphide, which is found

commonly in black water. Plastic, principally nylon or polypropylene, is also suitable for skin fittings and is becoming more commonplace.

The New Zealand-based company TruDesign produces skin fittings in glass-reinforced nylon composite. Given technology around composites today, I believe utilising a complete package of skin fittings and associated fittings from the same material is the future, here and now.

For me, I just need to get my head around installing plastic fittings in older historic vessels. Given the elimination of any electrical current transfer from metal to hull, I really should cross over to composite.

Electrolytic concerns leads to the question of electrical bonding, which is found on many vessels with metallic skin fittings. Bonding effectively joins all metallic parts within the vessel to a common sacrificial source such as a zinc anode.

Most yachts in Australia are not bonded. An easy way to check if there is electrical current breaking down a bronze skin fitting is to check for a film of noticeable green substance about the fitting. Bilge seawater will also create this appearance.

A hole in a yacht's hull is detrimental to performance. However, today such a hole does not need be permanent.

Some years back, ocean racing yachts had interceptors fitted in front of hull penetrations, looking more like weed catches.

These knife-like extensions were placed in front of a hole to break the water flow and divert it from the open hole. Today, fortunately, race boats can "enjoy" the flush fitting skin fitting. Flush fittings are plastic and have a lock mechanism. It's often debated which is closed: red or green!

Moving away and inboard of the humble skin fitting, the next component is the seacock. A seacock is simply a valve that can allow or shut off the flow of liquid.

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Like the skin fitting, the seacock comes in a variety of materials and differing functions. Seacocks come in bronze, stainless steel, and plastics. To confuse matters, I have found using a specific 316 stainless steel seacock, combined with a bronze skin fitting, has proven the best combination for my cruising boats.

Even though electrolytically, bronze and stainless steel go OK together, ensuring you use the best barrier material between the dissimilar metals of bronze and stainless steel is best practice.

Seacocks generally come with either a ball valve or a gate valve. The gate is a screw function mechanism, whereas the ball uses a lever type handle. The ball type is my preference as the ball is Delrin or nylon and essentially self-lubricating.

The gate type on yachts is typically a bronze fitting and, in most cases, comes with a steel mechanism attached to a bronze sliding gate in a bronze housing.

Unless the gate is lubricated and used often, they may break and on many inspections they are found locked open. Gate types are used where access is difficult. They are often found on raw water engine systems, well down in the bilge in a moist environment.

The third type of seacock found predominantly in race boats is the plunger type. Arhhh, the race boat flush seacock does come with some confusion. Especially in a bumpy seaway when needing the loo!

Simply with these, green is good. Green means locked, which is good. But to go, or raise, stop (red) is go! Note that the race boat flush seacock specifically requires and states DO NOT LUBRICATE.

The function of a skin fitting and seacock is for the passage of fluid or gas; the list of fluids typically being fresh/sea/wastewater, hydraulic fuel oils, exhaust, and LPG gases, for each application.

Each requires specific hose or tubing to connect the functions. Fuel and hydraulic fluids require materials that do not perish from chemicals and heat. Black water hosing is typically a non-see-through colour, whereas I prefer for engine raw water to have a reinforced clear hose to check water flow visually.

Thankfully, there are rules around hose connections to the seacock tail. A snug fit onto a braided hose tail using the persuasion of a hot water dip for the hose to expand and soften is desirable. After some words of encouragement, our snugly fitting hose now requires not one but two stainless steel hose clamps or, better still, Supa Clamps.

After final connection and double clamping, a correctly sized wooden bung is tied to the hose tail for emergency use in the event of a hose or seacock failure. Regulations in effect have three risk



An example of corroded assembly.

reductions: firstly, the seacock allows flow to be shut off in the event of hose failure; secondly, double clamping reduces the risk of hose dislodgement; and thirdly, if the complete assembly were to breakaway, the mandatory timber plug is at hand to stop water ingress.

Ensure the plug is tapered and soft wood. The taper allows to fit the sizing of both skin fitting and seacock. Hammering in the soft wood plug ensures a tight fit. Once the soft wood (essentially dry) comes in contact with seawater, it will swell, which makes for a good waterproof solution.

Plumbing solutions vary dependant on the application. A cockpit drain will typically cross from one side to the other on outlet. The reason for this is to minimise water ingress into the cockpit as the yacht heels. Most yachts leave these seacocks open. In most cases, cockpit drain seacocks suffer from non-use and non-service. Best practice is to check cockpit drain as frequently as checking sinks and WC outlets.

The Head (WC) is recommended to have a vented loop. A vented loop is essentially a syphon break. A syphon break is an absolute essential for raw water supply to auxiliary engines on yachts to ensure raw water does not fill the engine.

However, I depart on vented loops for Head usage. I prefer to have minimum obstruction to black water flow from Heads and manage the potential risk of water filling the yacht by ensuring seacocks are closed after use. To my mind, the best way to know a seacock is working, is to use it and the best way to keep it operational is also to use it.

Gas and fuel oil require special attention. Gas requires a licenced gas fitter to install the system. LPG, unlike propane, is heavier than air. LPG gas containers must be left externally to the cabin and have a drain to outboard of the vessel.

A notice inside the cabin to **TURN OFF GAS AT BOTTLE** is required. On my yacht, I fit two stop cocks - one at the bottle and one inline of the appliance and bottle. On *Money Penny*, we use small

propane camping gas bottles fitted directly to the stove. It is not legislation, however my company Noakes sponsors the fitment of a small gas detector to every vessel coming to the boatyard. Carbon inhalation has been dubbed "The Silent Killer". A gas leak, or simply depletion of oxygen below from cooking or running the engine, can be fatal.

Ok, so we have gone over some variations to skin fittings and seacock valves. To maintain the components, it's best to start with a list. The list must be logged, and the crew be made aware of each skin fitting location and function. Curiously, the yachts that suffer offshore skin fitting failure are generally racer cruisers that have many fittings and many not easily accessible. The more inaccessible, the less prone they are to being maintained.

After compiling the list, set an age base line. Any fitting from visual inspection that looks corroded, replace and refresh the age base line to reflect its change out date. For plastic components, establish a make and age date. Contact the manufacturer to establish an expected life expectancy.

I recommend all hosing be replaced a maximum of every ten years. Hose clamps must be checked physically annually, as well as seacock service. I conduct visual inspections weekly.

I have a habit of raising floor boards before I leave my boats, so the checks are routine. The exhaust hose is generally replaced when it fails. I urge it be replaced every five years.

It's far more sensible, as the gas that it carries can be fatal. It is more cost effective to replace when the hose is still flexible as the exhaust hose hardens with age and must be cut away, rather than being removed in one section. Given access is never easy for exhaust hoses, a simple remove and replace is less costly than cutting away.

Service of metallic seacocks is carried out by dismantling, cleaning and greasing. Grease of a winch servicing type works well. The seacock service is carried out during annual haul out and after the hull has been pressure washed. Typically, a pressure wash shall avail any external skin fitting degradation.

As a teaser, I shall move to keels and rudders. A teaser, as I wish to go into more structural and performance considerations in the next article. It's a baby step and a great move that Australian Sailing now stipulates keel and rudder inspections.

To be fair to inspectors, they are required to do an as-built survey and compare that to the original engineering drawings. In most cases, this is more than difficult. Generically, both keel and rudder structures are designed for worst case scenario and have a factor of safety built in. Successive groundings and cyclic loadings are, however, difficult to determine a finite life expectancy.



Rudder removal is required to inspect stock.

Failures are almost exclusively at the hull keel connection and, whether modern or classic, is the interface of a moving load (keel flex) and a more ridged structure than that of the hull. To ensure integrity, a full inspection is required.

To inspect a keel of a fin keel type, it is required to surpass a fitted visual check. It requires removal and, like our seacock baseline, an age date is recorded. What we look for on dismantling is fastening degradation. A slight keel leak to stainless steel keel bolts will most certainly lead to oxygen starvation and degradation of the keel connection.

Older classic boats suffer at the garboard plank connection. Over the years, my yard has replaced garboard fastenings in many yachts. Their owners request leaks be fixed as an indicator of something not being right. One major classic refit being carried out currently is going as far as a full keel floor/keelson and lead keel refasten.

She shall compete in the 2023 Rolex Sydney Hobart, but not until she qualifies to modern scantling rules and Australian Sailing-mandated keel and rudder checks. The modern race boat *Money Penny* was designed with a centreboard. Essentially now fixed, it is a nice solution to dissipate the load from the hull keel connection.

The most common rudders nowadays are either a stainless steel or carbon fibre stock with a composite closed cell foam or GRP blade. Again, it's all but impossible to check in the yacht and a good thing to remove annually. It's good economy to remove the rudder each year. Countless times, my yard will spend many hours attempting to remove a rudder with corroded bearings and often the rudder bearing housing requires cutting out.

The good news is that there are now few but very good bearing suppliers and once again on our baseline band wagon we can maintain to a required frequency to minimise possible failure.

In the next edition of *Offshore*, we'll have some fun with keel and rudder opportunities, as well as engine installs and charging options.

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Jack and Jude's travels



All photos: Phil Ross

Phil Ross shares his favourite cruising spots around Tasmania.

After miles of adrenalin-pumping drama fighting for the advantage, racing across a blue ocean, celebrate a job well done. Take time to relax.

After all, Tasmania is the right place for that—a sailor's paradise known the world round for World Heritage splendour, healthy food, uncluttered space and friendly, easy going folk.

Jack and Jude, who host a website and blog devoted to the pleasures of cruising, discovered this corner of heaven in 2009, after a peaceful passage across the Great Australian Bight from Albany. When entering Macquarie Harbour through Hells Gate, instead of the horror felt by convicted felons heading for Sarah Island, we kept pinching ourselves as towering mountains shimmered in reflections on the calm waterway six times larger than Sydney Harbour.

And with no development in sight, it's been our home-base ever since.

We still sail round and round Australia, but we always return to the Apple Isle to recharge and repair. We love the place so much, we're now residents. And to help others enjoy it too, we produce a travel cruising guide and several feature films showing Tassie's rarely visited exquisite locations.

So let's see if we can entice you to linger a little longer in Tasmania. Some of you may want to head home by the shortest route; others will have time to explore the wild, less visited places; so we'll tell you about our favourite spots heading north back to Sydney, and south from Hobart.

Links: This article contains several references to online videos and additional material. Scan the QR

code to find all active links on the Jack and Jude website.

Guide: Complete anchorage details and additional information will be found in our online cruising guide (LINK 1). Copy all you need. But, because the internet is not widely available beyond built-up areas, we recommend our premium version that displays perfectly on most device (download at LINK 2).

Park Pass: Many of Tasmania's iconic locations are in National Parks, requiring a Park Pass to enter. Day passes are available, but best buy the annual pass that can be assigned to your vessel.

Weather: In Tasmania, the weather is always a factor. The more pleasant weather is in January, February, and March, with average daytime temperatures between 20° C and 25° C. From our experience, the east and south coast can expect easterly winds around five to 12 days in January, the same for February.

GOING NORTH

Port Arthur is a scenic 40 mile sail to a rather spooky anchorage right off the World Heritage prison built in 1830. There's a quieter spot around the point in Stewards Bay. And from Safety Cove, near the entrance, you can walk to the Remarkable Cave in about 30 minutes. Nubeena is also an attractive first-day stop.

Along the way to **Fortescue Bay**, in good conditions you can pass between Tasman Island and Cape Pillar. But watch out for opposing swells meeting midway, and have your camera fully charged to capture the amazing dolerite columns, caves, and historic landing.

Fortescue Bay, 20 miles from Port Arthur, is a large forested bay with a narrow east-facing opening that occasionally experiences a long easy swell. Most vessels anchor in the least swell affected eastern corner of the beach. But we prefer a spot away from the campground against the gorgeous rock cliffs on the west side. If that's a bit rolly, we look for a spot behind the wreck of the William Pitt in Canoe Bay, where there's enough room for two vessels, maybe three if one is shallow draught.

The major attraction at Fortescue is the walk to Cape Hauy, famous for its soaring sea cliffs and impressive rock formations. I lost count, but there must be 500 steps on the 5 kilometre track starting from the campground. We take a lunch and make a day of it. Last time, we watched abseilers rappel. Another spectacular track that's easier than Cape Hauy runs behind Canoe Bay, going north along the dolerite cliffs.

We next make the 30 mile run to the abruptly rising **Maria Island**, with free moorings off the historical remains at Darlington. Maria Island is a National Park with sweeping bays, dramatic cliffs, and the most intact example of a convict station in Australia. The stone Commissariat Store, 150 metres from the Darlington jetty, is the island's oldest building and hosts a visitor centre with information displays.

Short walks explore the buildings and ruins of Darlington. The Painted Cliffs and Fossil Cliffs are other popular destinations for day visitors, where walkers might encounter wombats, as well as pademelons, Forester Kangaroos, Bennetts wallabies and Tasmanian Devils.

Chinamans Bay, seven miles before Darlington, is less busy, with good flathead fishing and less impressive ruins a thirty-minute walk away. (Check out LINK 3 for a glimpse)

Schouten Island, dangling from the **Freycinet Peninsula**, has a delightful walk up Bear Mountain for views over Schouten Passage to Wineglass Bay (Watch LINK 4).

Wineglass Bay is famous for its red and pink granite formations that make it Instagram Heaven. The jewel of Tasmania's eastern coastline, picture-perfect Wineglass is far more than just a place to anchor off a crescent of sand curling round glittering blue-green ocean framed by forested mountains. The Lookout Walk to the top of The Hazards is the photo everyone wants. Or explore the other walks, too many to describe here. One drawback; the anchorage is exposed to easterly weather.

The final destination before departing Tasmania, the **Furneaux Group**, contains over 50 islands enjoying a Mediterranean climate subjected to the Roaring Forties and Bass Strait volatility. Sculpted by the sea, they are nature's beauty and the beast. Dense bushland, crisp white sand, and turquoise waters teeming with wildlife, wrecks, and

historical artefacts. Tempestuous winds and weedy anchorages beset them.

Straddling latitude 40°S, their isolation, turbulent history, and free-spirited independence add unique flavour to the group's unspoiled natural beauty. The estimated population of 1004 live mainly on the three largest islands; Flinders, Cape Barren, and Clarke. Whitemark is the administrative centre. Lady Barron is its fishing centre and only port.

Our go-to island in the Furneaux Group is Preservation Island in the shadow Cape Barren Island at the western end of the Armstrong Channel. Why? A wreck began reshaping Australia there. It's an intriguing story. Google "*The Sydney Cove 1797*", or enjoy seeing the island and hearing the story in our film, Summer Sixteen. (Watch LINK 5)

Next, climb the dramatic Strzelecki Mountains, seen from Preservation, for spectacular views over the islands. Start from Trousers Point, where there are two Mast moorings. Protection from NW thru N to SE. It's a big hike, so start early.

North from there, find diamonds on the beach of Killiecrankie Bay, sheltered from E through S to W. On shore, there is a fishing village with restaurant. It's a good place to depart for home.

GOING SOUTH

Straightaway there are two routes: A meander down the d'Entrecasteaux Channel or a sail outside Bruny Island to Recherche Bay or South East Cape. Then the south coast and Port Davey.

When going south around Tasmania, it's wise to have plenty of **fuel, water and food** on board, because summer winds can be feast or famine. They're available in Hobart, then easily obtained at the Kettering Marina and Van Diemen Seafood on the jetty at Dover, where there's a supermarket. Next supplies not until Strahan.

"The Channel" is what the locals call the 30 mile protected slot inside Bruny Island containing heaps of anchorages in sandy bays surrounded by grassy slopes dotted with sparse stunted woodlands. The Huon River enters about halfway, giving access to the attractive villages of Cygnet and Huonville in forested valleys. Further along lie Port Esperance and Southport. If a kayak paddle on picturesque waterways is your thing, ring our mates at Esperance Adventures (more information at LINK 6), for tours including all the gear. This around the world sailing family has massive local knowledge.

Frankly, if a northerly is blowing, we prefer the straight run outside Bruny Island to avoid the fish farms and busy boat traffic in the Channel. Another possibility is a side trip to Port Arthur, then on to Recherche Bay.

Recherche Bay is your last anchorage before rounding South East Cape into the never-never. There are several anchorages—refer to our guide.

The road ends there, and the famous South Coast

Track begins. But an easy stroll along the quiet beach takes in the peace and feeling of this remote place rich in history. Continue walking to reach the big bronze whale sculpture commemorating the early colonial days of whaling. Or take the well-marked track at Cackle Creek, 8 kilometres to South Cape Bay for stunning cliff-top views of the Southern Ocean.

Tasmania's entire **South Coast**, the 70 miles between Recherche Bay and Port Davey, is part of the Southwest National Park. The largest park in Tasmania, over 600,000 hectares of amazingly wild, inspiring country. Many vessels make the passage in one long day. But, weather permitting, several places are brilliant stops.

The Southwest National Park is extremely remote, which helps preserve this fragile area from over development. Please treat the area with the respect it so deserves.

In March 2021, we took a lovely northerly non-stop out of civilisation, rounding **South East Cape** as the glorious red sun dipped below the sheer walls of the southern shores. Spume and mist faded in one last rainbow as the lighthouse on the last corner of humanity came alight, marking our passage into the wild abyss.

We gave South East Cape a wide berth, avoiding the chance of snagging a cray pot, and to keep away from the backwash of Southern Ocean swells. A wide berth also helped hold the fading north breeze that took us halfway across Tasmania's 40 mile south coast before leaving us floating through the heaven's glittering stars with the single flash atop Maatsuyker Island seven miles ahead.

Louisa Bay lies below the formidable Ironbound Range where the famous South Coast Track takes walkers from Cackle Creek to Melaleuca. Within that bay lies a calm weather anchorage alongside an island of swirling colours connected to the coast by a low sandy isthmus. Dive for abalone and crays, investigate the caves, and hear penguins calling.

De Witt Island is another visual feast worthy of a quiet motor past superb scenery.

New Harbour is a good anchorage in most conditions. Although open to the south, Entrance Island protects. A formed track found near the west corner of the beach goes to Hidden Bay, Ketchem, and SW Cape. Long pants and stout shoes recommended.

Enjoy a lunch at **Maatsuyker Island** anchored in the cove under the old haulage line with seals bobbing about. Overnight anchorage between Flat Island and Maatsuyker in 12 metres outside the kelp.

Port Davey is exposed to the Great Southern Ocean to Antarctica and only the narrow Bathurst Channel leads to safety. But it's hidden until abreast of Breaksea Island, by which time rock cliffs surround. Best advice: Plan your voyage to arrive in daylight.

Entering during strong onshore weather can be hazardous.

In 1798, Matthew Flinders, with his friend George Bass, set sail aboard the tiny *Norfolk* to prove Tasmania was indeed an island. As their frail craft pushed further into the icy Southern Ocean, both lads looked ahead to what appeared to be gigantic seals' teeth erupting from turbulent water. Beyond them, they perceived, "the appearance of a considerable opening. The mountains, the most stupendous works of nature ever beheld, are the most dismal and barren. The eye ranges over these peaks with astonishment and horror." Wisely, with a gale rising at their backs, they chart what they see and round South West Cape.

There are far too many anchorages to describe here, so grab a copy of our Tasmania Guide for full details, and download the Port Davey Reserve map that shows no-go zones and anchoring areas (LINK 7).

The following is a short list of our favourite stops and things to do (Click LINK 8 to view the Port Davey YouTube video playlist).

On a sunny calm day, dinghy or kayak five miles up the Davey River to the gorge. Anchor vessel in Bond Bay or Payne Bay (watch LINK 9 for tips).

Bramble Cove, just inside Breaksea Island, is not the best all-weather anchorage but has a track up Mount Stokes for magical panorama over Port Davey and Bathurst Channel. Alternative route from NE corner of Wombat Cove (Watch LINK 10).

Dinghy up the Old River into towering mountains and mirror reflections.

From Spain Bay, walk to Stephens Beach on the west coast to behold the humongous midden created by the Needwonnee People, who occupied southwest Tasmania for 30,000 years or more. Please respect this area; they may have been the most southerly people on earth during the last Ice Age.

Dinghy to **Melaleuca** and experience local Aboriginal culture on the Needwonnee Walk, then visit the Deny King Heritage Museum (Watch LINK 11).

Good storm anchorages at King Bay and Frogs Hollow with splendid views of Mt Rugby. Avoid Schooner Cove in strong winds.

Best books to read:

- King of the South West—The life of Deny King, by Christobel Mattingley.
- Wyn and Clyde, by Janet Fenton.
- *The Shank Revisited*, a sailor's guide to Tasmania's southwest, by Ian Johnstone.

Macquarie Harbour, 90 miles north of Port Davey, is the second-largest natural harbour in Australia after Port Phillip Bay. It's six times the size of Sydney Harbour. However, the real glory is not its size, but its setting. The surrounding wilderness, mountains and the Gordon River are otherworldly.

A superb cruising area, the nearly 20 mile-long Macquarie Harbour offers many isolated anchorages within a landlocked body of water. Some are quiet hideaways surrounded by pure nature; others offer outings and historical remnants (A list of Macquarie Harbour videos is available through LINK 12).

Hells Gate was given that name by convicts being interned on Sarah Island. The name stuck because Hells Gate lies exposed to Southern Ocean swell and can have an extraordinary outpouring of water that is not based solely on tide, but a combination of wind, atmospheric pressure, and how much water is released by the Gordon River Power Station. Do not attempt after dark.

Cape Sorell protects Hells Gate from west and southwest winds making Pilot Bay a good anchorage (Watch us sail through the Gate on YouTube - LINK 13)

Once inside, anchor directly off the picturesque village of **Strahan** or moor inside the jetty for a wonderful experience among seafaring folks steeped in history. There's a pub opposite the wharf and directly up the hill is a well-stocked IGA and pharmacy. For entertainment, head to the Morrisons Mill at 2:45PM for a fascinating demonstration of their antique equipment in action.

Step back in history and take the West Coast Wilderness Railway deep into thick rainforest, crossing forty-two bridges to incredible wilderness vantage points. Or splash out for a fabulous meal at the Bushmans, Regatta Point, or View 42° on the hilltop overlooking the village and harbour. Then before heading down harbour, grab Trevor Norton's splendid charts at The Crays. They show the harbour, river, and interests in great detail.

Favourite stops and things to do

From Betsys Bay, walk to the wild west coast for an awesome day (check out LINK 14). If fit, scramble up Table Head for outstanding harbour and mountains views (LINK 15).

Then rise early for an evocative atmosphere amongst the prison remains on Sarah Island before tour boats arrive. Or wait to follow a group to hear the guide. In Kelly Basin, explore the abandoned port and town of Pillinger, and then walk through exquisite rainforest up the Bird River Track.

In the Gordon River, stay overnight alongside Heritage Landing after the last tour boat departs. Then at Sir John Falls, walk through ancient rainforest on the historic Goulds Track (Watch LINK 16). And, if river flow is slow, dinghy upstream past Big Eddy to the Franklin River. Please, safety first in these very remote areas.

King Island, Australia's seventh largest island, is best known for its superb dairy produce, seafood, and beef, which are among the world's best. KI's pace of life is far slower than about anywhere in Australia, and the locals, around 2,000, boast the

only traffic delays are from wallabies, turkeys, and pheasants.

Warning: King Island's changeable weather and treacherous currents have claimed hundreds of ships and far more than a thousand souls. Play it safe. Do not add your ship to this record.

Our port of choice is **Grassy Harbour** for its relatively easy entry and all round protection (Watch LINK 17). Although it lacks transport and facilities outside of a welcoming weekend yacht club, hiring a car solves the problem. In one or two days, a crew can visit all KI's outstanding sights.

Our special outing is a picnic at Seal Rocks with magical coastal views. Then a wander round the nearby Calcified Forest or Copperhead cliffs trail. After visiting the cheese factory for tasting, take time for a clubhouse lunch with ocean views or a round of golf at the award-winning Ocean Dunes, overlooking Australia's tallest lighthouse at Cape Wickham.

Currie, the island's principal town, is quaint and artistic, bustling with local colour. Catering for your needs are two supermarkets and grog shops, plus a bakery featuring crayfish and scallop pies. Also worth a visit is the maritime museum overlooking the port displaying memorabilia from wrecks and island life.

When you head east, **The Kent Group** in Bass Strait is a handy stop. Be mindful of the katabatic winds that sometimes blast out Murray Pass separating the main islands. East Cove, off **Deal Island**, seems unaffected. From there, a track leads to the caretaker's cottage and museum with expansive views from its front lawn. On the way is Telstra bench, the best place to reach a mobile tower.

An excellent exercise before the coming days of sailing is the forty-minute walk through casuarina woodlands to the lighthouse. Or a morning's walk to Garden Cove across open grasslands, where wildlife abounds. Anchor off Erith in favourable conditions to stroll along the sandy shore amongst Cape Barren Geese to the exposed wreck. Full anchoring details in our guide.

Enjoy, and Bon Voyage from Jack and Jude, SY *Banyandah* (home on the water). ⚓



Visit the Jack and Jude website for anchorage recommendations.

History & Archives Annual Raffle presents the



©Alice Bennett

'ACROSS FIVE DECADES'

Raffle

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

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

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

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

Some of the prizes include:

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

TICKETS ARE AVAILABLE FOR \$20 EACH, 3 FOR \$50 OR 7 FOR \$100 AND SALES WILL BE LIMITED TO A MAXIMUM OF 1,000 TICKETS



Scan the QR code to purchase tickets

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

The draw will take place on Saturday 11 December 2021 at the CYCA Sydney Hobart Classic Yacht Regatta Dinner.



Fortuna in June 1966. Photo: Seacraft Magazine

The Life & Adventures of the Yacht Fortuna

CYCA Member Chris Iacono and Julie Hodder recently researched and wrote a booklet detailing the history of *Fortuna*, which competed in seven Sydney Hobart Yacht Races from 1947-1961 and two circumnavigations around the world.

They very generously gifted a copy of *The Life & Adventures of the Yacht Fortuna* to the CYCA's History and Archives Committee, of which they are both members. The book will be available for Members and guests to view in the Club's Library when it's reopened.

We've selected some excerpts from the book to share with Offshore readers, focusing on *Fortuna's* Sydney Hobart record.

About Fortuna

The 37-foot yacht *Fortuna* was built in 1944 in Tasmania by Dr Ralph Whishaw, and was officially launched in 1946.

It is generally agreed that she was designed by Percy Coverdale from the half model of his boat *Chloe*. Many of Coverdale's boats did not have drawings and were built from carved half-models.

Fortuna has had seven owners. She sailed in seven Sydney Hobart Yacht Races under Sail #2, with her best position being fourth in the 1950 and 1951 races. After that, she sailed twice around the world with two different owners.

Maiden Sydney Hobart

With Dr Ralph Whishaw at the helm, *Fortuna* competed in the 1947 Sydney Hobart Yacht Race and finished fifth out of 28 boats, in just under 6 days and 6 hours.

At the start, it was reported: "When the starter's flag went up, the 28 yachts were spread out over almost a mile and several were badly left at the Heads. *Fortuna* was lightly rammed by a private yacht, whose jib went through the *Fortuna's* rigging. She lost some time freeing herself".



Dr Ralph Whishaw owned Fortuna from 1947-1949.



An early image of Fortuna. Photo: Maritime Museum of Tasmania

Museum website: "*Gretel II's* navigator Bill Fesq piloted the yacht around the course in total confidence of their position, while the French yacht got lost and retired."

Fortuna, under the ownership of Bill, competed in the 1949, 1950, 1951 and 1952 Sydney Hobart Yacht Races. On 27 March 1949, it was reported she made her first Sydney appearance, sailing with Royal Naval Sailing Association and winning the race on the Harbour in boisterous conditions.

The 1956 Register of Yacht shows Bill Fesq registered her as *Fortuna Redux*, meaning "One who brings another safely home".

1949 Sydney Hobart Yacht Race

In the 1949 Sydney Hobart, *Fortuna* (W Fesq), was reported as coming fifth with a time of 6 days, 2 hours, 5 minutes and 7 seconds.

Sailing with Bill were crew members T. M. Wayland, Ron DuChateau, brothers Archie and Ron Robertson, as well as two skippers of previous Hobart races - Colin B. Haselgrove (*Nerida*), and G. L. Carter (*Gynea*).

1950 Sydney Hobart Yacht Race

The 1956 Sydney Hobart Yacht Race Official Program reports that in the 1950 race: "*the fleet would find itself sailing into howling southerly from the crack of the starting gun. Their prediction proved correct; for the first time in the history of the contest, crews bore into headwinds for two-thirds of the southward course.*" *Fortuna* came a credible fourth.

1951 Sydney Hobart Yacht Race

Fortuna sailed her fourth Sydney Hobart in 1951. This was a record-breaking year, with the first three boats - *Margaret Rintoul*, *Lass O'Lass* and *Struen Marie* - all breaking the course record set by *Morna* in 1948.

The 1947 race was won by *Westward* (GD Gibson) who took a more westerly course and beam reached across Bass Strait whilst others were struggling it out in confused seas.

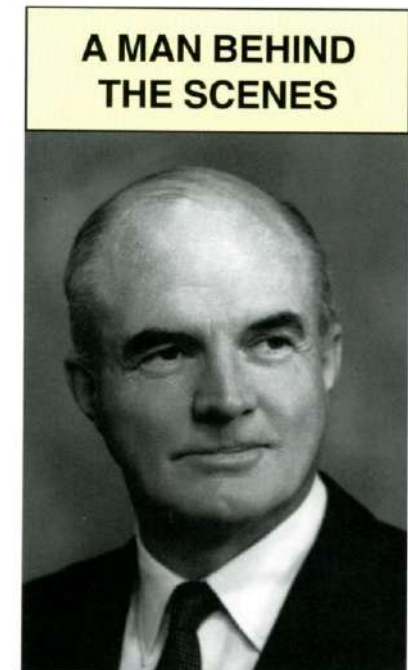
Change of Ownership

Fortuna was sold to William Leverrier Fesq (born 1916) in Sydney, February 1949. William (or Bill as he was commonly known) was a Lieutenant in the Navy during WW2 and was awarded a DSC (Distinguished Service Cross).

Bill Fesq was a Flag Officer of the Royal Sydney Yacht Squadron from 1959 to 1978 and Commodore from 1975 to 1978. He was an avid sailor and was navigator for Gordon Ingate on *Caprice of Huon* in the original Australian challenge at the Admiral's Cup.

In 1970, he represented the Squadron at Newport for the Americas Cup and became the navigator on *Gretel II*. In the trials against the French, they won four nil.

The last race was a stunning whitewash, sailed in foggy conditions. It is reported on the Australian National



A MAN BEHIND THE SCENES

Bill Fesq. . . to have great impact.

Bill Fesq. Photo: RSYS

THE ROYAL YACHT CLUB OF TASMANIA										
SYDNEY - HOBART RACE 1949-50										
Name of Yacht	Sail No.	Club	RIG	L.O.A.	Rated Length	Time	Correction	Factor	Skipper	Crew
						W/o Prop.	With Prop.			
"KELIDA"	OY043	OYCA	Sloop	33.75'	21.18'			.6603	J. Halliday	M. Halliday, D. Milne, D. Brind, L. Com, Blake (Nav.)
"FORTUNA"	2	OYCA	Cutter	37'	21.48'			.6945	W. Fesq.	T. M. Wayland, R. DuChateau, G. P. Haselgrove, A. Robertson, G. Carter, R. Robertson
"GYPSY QUEEN"	95	OYCA	Cutter	42'	25.57'			.7056	A. C. Eden	J. Palmer, L. Morris, J. Mcweeney, S. Gordon, F. Lambert (Nav.)
"HORIZON"	OY032	OYCA	Ketch	40'	27.03'			.7199	S. Berg	B. Hillier, P. Carroll, W. Carroll, P. Doyle, D. Berg, G. Kemp, Robinson
"INDEPENDENCE"	OY056	OYCA	Sloop	38.5'	39.37'			.8274	K. C. Messenger	Ted Orzechowski
"LASS O' LASS"	89	OYCA	Cutter	44'	24.82'			.6982	J. Colquhoun	H. Goddard, A. Carson, W. Whitehead, Bud Head
"MARGARET RINTOUL"	OY05	OYCA	Yawl	43.5'	31.96'			.7652	A. W. Edwards	S. Edwards, P. Green, M. Clark, P. Howard, J. Doyle, Ian Dawson, L. Delavau
"MISTRAL II"	OY059	OYCA	Ber. Sloop	41.71'	48.24'			.8954	F. J. Barlow	R. F. Evans, T. O'Connell (mate), J. Doney & T. Gray (Nav.), J. Morris, J. Busman, Geoff Paton, R. Cooke, P. Dillon, P. Crossin, A. Corwell, Bill Williams, A. Watkins, P. Morris (cook), S. Dougherty, (Ship's Surgeon)

A list of some of the yachts and crew in the 1949 Sydney Hobart Yacht Race.

THEY'LL FACE THE STARTER

Yachts and Crews in 1952-3 Race

At 11 a.m. on racing day, December 26, the crack of the starter's gun off Clark Island will send off yachts competing in the Eighth Hobart Race. Though the weather "Moss" and "Mosses" have not sailing from the fleet, reports say the field is more open than ever before. Yachts in 1952-53 are as fast and lively as in previous years. With fresh-line newcomers in the fleet, it's considered anyone's race.

Sail No.	Yacht	Club	Owner	Size	L.O.A.	Skipper/Crew
2	FORTUNA	H.S.A.Y.C.	J. S. Taylor	outter	35	W. Fesq., J. Love, W. Bidd and others.
RA5	IRVING	H.S.A.Y.C.	J. S. Taylor	outter	35	J. S. Taylor, M. Tomkins (Mate), L. Smith, J. Wray, N. Lockhart, G. R. Lewis, R. Dunlop, R. King (Cook).
CT1	KITFAUL	Tas. Y.V.C.	D. MacDuff	outter	40	D. MacDuff, J. Beattie (Nav.), D. MacDuff Sen., R. Voul, C. Hudson, D. Harkin, H. Wells, R. Culbert.
Kangaroo	KURUWA III	H.Y.O.V.	F. & J. Livingston	outter	36	F. Livingston, J. Livingston, Don Robertson, R. Kellaway, J. Palmer, J. Ford, D. Scholze, R. Ford, R. Harper, C. King, R. L. Thompson, S. Hall, V. Horman.
B1	KURURA	H.P.A.Y.C.	A. Clark	sluop	35	A. Clark, J. Clark, D. Clark, R. Clark, S. Clark, M. Clark.
B9	LANDFALL	Royal Geelong	D. Robertson	yawl	41	N. MacLennan (Skipper), E. Wilson, L. Oat, E. Wylie, D. Long, F. McNeil, A. MacNeil, I. Robertson, R. Linton, E. Wilson (N.).
CYC1	MOONBI	C.Y.C.	H. Brown	yawl	25	H. Brown, D. MacNeil (Mate), P. Monaghan, P. Green, R. MacNeil, C. Carroll.
CYC14	NIYANA	C.Y.C.	E. G. Hinton	outter	34	E. G. Hinton, L. Iredale (Mate), D. Powell, D. Quirk (Navigator), D. Blum, W. Wilson, D. McAlister, E. G. Hinton, A. Hinton, M. Hinton, A. Hinton, M. Hinton (Cook), M. Hinton, Norman O. Hinton.
CYC3	NOCTURNE	C.Y.C.	J. E. Ball	outter	35	J. E. Ball, B. Brown, J. and M. Eadie.
NA4	PAYANA	P.L.Y.C.	Q. Murray	sloop	32	D. Murray, G. Richardson, L. Whiston, E. Hinton, E. Whiston, H. Smith, D. McPherson, P. Warrington, R. Taylor, J. Brown.
CYC6	RIPPLE	C.Y.C.	R. C. Habano	sluop	31	R. C. Habano, T. Cooper (Nav.), J. Jackson, W. Wright, J. Jackson.
M1	RUTHEAN	Lake Macquarie	A. V. Toll	yawl	24	F. Toll, C. England, J. Fletcher, W. Turnbull, L. Long, P. Bode, W. Carroll, E. Morgan, D. Wood, R. Freeman, E. Bode.
CYC4	ROLYURIE	C.Y.C.	T. & M. Halverson	sluop	34	T. & M. Halverson, John Skipper, S. Harting, G. Garbutt, J. Burke.
B12	STORMY WEATHER	H.S.A.Y.C.	L. M. Mackay	yawl	25	E. Douglas, M. Green, D. Oiler, A. Campbell, A. Payne.
B15	TEREA NOVA	Tas. Y.V.C.	H. Goulet	outter	35	E. Mather, W. Mather, T. Christie, G. Christie, M. Stewart, D. Hinton, D. Percy, F. Brown, A. Hinton.
B18	WANDERER	Tas. Y.V.C.	H. Murrey	sloop	47	J. Bellisley (Skipper), D. Brydon (Mate), J. Johnston, J. Bellisley, S. Alexander, D. Dykeman, R. Dalrymple, V. Stewart, P. Walk, D. O'Connor.
CYC24	WHITE CLOUD	C.Y.C.	G. Breeze	outter	43	D. Connelly, E. Greenwood, D. Hill, D. Westphalen, R. Dalton, D. Langenloek, I. Ralder, D. O'Brien.
CYC55	WRAITH OF ODIN	C.Y.C.	R. H. O'Brien	keels	37	R. H. O'Brien, E. Greenwood, D. Hill, D. Westphalen, R. Dalton, D. Langenloek, I. Ralder, D. O'Brien.

The above entries had been received by the C.Y.C. by December 18. The official closing date, however, according to the circumstances, entries may be accepted between the 18th and Christmas Day at the discretion of the club authorities. In addition to the list, V. Mather's "Eve", motor-sloop "Loraine" will accompany "Fortuna" as radio mother-ship. This will ensure that the yacht is kept well-informed of the position of all yachts along the course, and it will also give "Fortuna" assistance as long as to when the different yachts can be expected to reach the finish line. The Lloyd's Register, Sydney, 1950-51, will show the main fleet along the coast of New South Wales. There will be 300 boats on the water.

The start list for the 1952 Sydney Hobart.

Fortuna again came a credible 4th out of a fleet of 14, beating her own record to Hobart. At one stage she was reported as leading the fleet.

1952 Sydney Hobart Yacht Race

The 1952 Sydney Hobart Official Program shows Fortuna sailing in her fifth Hobart. Reports say that the 1953 race was: "Unlike all other events, light variable winds, interspersed with flat calms, plagued contestants over most of the 680 mile course, resulting in a slow nerve racking race."

1958-1964 (James B Griffin)

In 1958, Fortuna was sold to James B Griffin (in some documents spelt Griffen), head of the Retailers Association of Australia. James (known as Jimmy) competed in the 1958 and 1961 Sydney Hobart Yacht Races. She was still owned by Griffin in 1963.

The 1958 Sydney Hobart Official Program shows that Fortuna was owned and skippered by J B Griffin and raced with the Royal Sydney Yacht Squadron. On board were Richard (Dick) Nossiter (son of Harrold Nossiter and navigator of Sirius on her round the world cruise prior to the war), G Riddell, J Love, R Griffin (16 year-old son of owner, racing on Moth class) and Stan Begg (aged 17, races Moths).

The 1958 race was remembered "as a testing event with the lead changing many times as crews took advantage of light winds to get the best from their boats."

Crew member Stan Begg recalls: "I

only did one Hobart. We struck the usual southerly during our first morning at sea and soon found that the boat was leaking like a sieve through the cabin sides, soon all below was awash with water over the floorboards and all bunks and bedding saturated. Griff and I spent half our watch every watch, tied down operating a little wobble pump attached to the cabin side, bloody miserable. We got to Hobart after New Year's Eve if I remember right. Most of the crew left at Hobart leaving JB, Dick Nossiter, Griff and me to bring the boat home which turned into a pleasant sail. Cured me!"

In this year, Fortuna came 15th out of a fleet of 20.

In 1961, Fortuna sailed again under J B Griffin, for the Royal Sydney Yacht Squadron.

For the first day of the race, the wind was Southerly 20-30 knots then light NE winds. A line squall 70 miles long, passed of the fleet in Bass Strait, and was followed by a moderate SW. A NE along the Tasmanian cast and a Southern near Tasman Island alter the potential placings.

She came 32nd out of 35.

The Loss of Fortuna

In 1986, Graham Copp bought Fortuna from Mike Morrish. Graham was a carpenter from Remuera, just 4 miles out from the centre of Auckland and once again Fortuna went under a major refit at nearby Panmure Yacht Club.



perience), R. Griffen (1 H.R.), H. Hunter (1 H.R.), one to be selected.

"FORTUNA"—Sail No. 2.

L.O.A., 37ft.; L.W.L., 32ft.; Beam, 11ft. 2ins.; Draft, 5ft. 11ins.

Launched in 1946, "Fortuna" first raced to Hobart in 1947 when owned by Dr. Whishaw and later competed four times when owned by W. Fesq. Under her present ownership she competed in 1958, finishing 15th. To date her best placings have been fourth in 1950 and 1951.

Crew members: J. B. Griffen (1 H.R., 1 M.I.), R. H. Nossiter (1 H.R., 1 M.I.), D. McDougall (offshore ex-

The boat notes for Fortuna in 1961.

After months of work, Fortuna was ready to be launched again. Sea Spray Magazine reports that once launched, she "still gave the impression of being sold and seaworthy; a boat to which you would trust your life".

For a while she was a familiar sight around the gulf with her twin headsails. Then Graham decided to sail her from the East Coast, around the top of New Zealand and down the west coast to her new home in Nelson. He intended to live on her in Nelson, so took all his possessions on board.

Author of the Sea Spray article, Vivien Edwards, tells the story directly from Graham: "The weather forecast had been good; north-easterlies 10 knots, and everyone said, "Go for it."

"They rounded the Cape without problems, but then the weather deteriorated. The wind came up, there was a south-westerly swell, and at some stage the wind swung to the northwest. The seas became huge and confused, but Fortuna handled it well. Visibility was 10 to 20 yards in the driving rain, and at times only to the bowsprit. In the brief moments it cleared it was hard to distinguish between hills on land and mountains at sea. Navigational calculations had been done, and after clearing Cape Reinga they'd gone well out to sea. When they'd changed sail, Fortuna made six knots under bare pole, then nine under storm jib.

"It happened in the early hours during darkness. Graham was below trying to sleep. They'd had little rest for three days and he'd just done 6½ hours on the helm. The first indication anything was wrong was when the seas suddenly changed, becoming very steep, and Fortuna felt different.



A story from The Herald on 27 January 1986.

"As Graham came on deck a massive wave landed aboard with such force it broke through the front hatch. The man on the helm would have gone had he not been harnessed. Everything inside was awash and floating, and the battery was flooded. The engine wouldn't start.

"They'd hit an outer bar off Kaipara Harbour, but did not stick. Fortuna, with a belly full of water, was unstable and to keep her on an even keel to pump her out they turned her stern to the seas, which meant straight for shore. At that stage she could have gone anyway, and to make land was probably the only chance the three men on board had.

"After about a mile she hit again. This time she went over on to her bilge and buried her mast. It was still dark, and the crew thought they were still miles off-shore. Her insides filling with sand as well as water, they left her, and found they could wade to the beach, just as dawn appeared.

"Graham stayed on the beach while the other two went for help. It was a desolate place. The nearest farmhouse was more than five hours away.

"In the meantime Graham went back to Fortuna and collected a few personal possessions. But it became too dangerous to do so again. Her stern lifted, she moved four or five yards forward and came close to trapping him underneath.

"With a knife he opened a can for something to eat. Five or six hours before the incident they'd had a couple of pieces of toast each, and a can of cold beans between them.

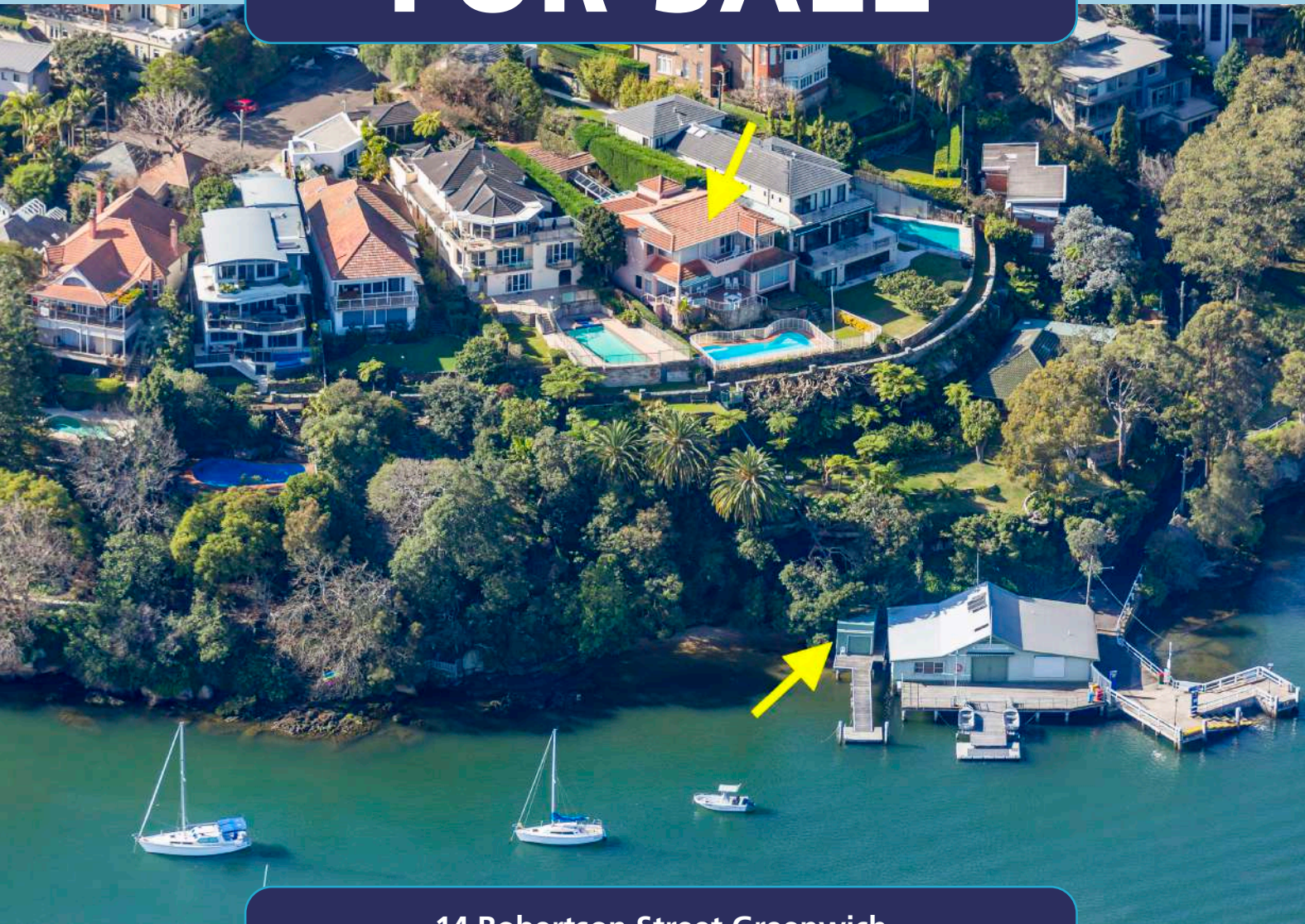
"While the men were safe, the boat was not. With six or seven hours of rising tide to go, help so far away, and the impossibility of getting salvage machinery to that remote place, Graham could do nothing but sit and watch. Fortuna, that big, sturdy, and seaworthy boat swallowed more sand, while the surf pounded her hull to matchwood.

"The final heartache was to come later: not on that lonely beach but in the insurance company's office. Fine print in the policy meant Fortuna wasn't covered for the west coast, though where it happened is within Kaipara Harbour limits.

"Apart from the few personal possessions he went back for, Graham Copp lost everything except the most important thing, his life. The rest was in his boat."

To read more about the story of Fortuna, visit the CYCA Library. ↕

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It's ~~not~~ easy being green

Like so many other sports, sailing has been focusing the spotlight more squarely on issues of sustainability over the past few decades and is now, more than ever, looking at ways that we can help reduce our carbon footprint, minimise fuel consumption and emissions and lessen our ecological impact on the oceans.

Much of the attention is driven by the work of key organisations such as 11th Hour Racing, Parley for the Oceans, Sea Shepherd, Oceana, WWF, Greenpeace, Save Our Seas, Mission Blue (and Rolex's Perpetual Planet Initiative), SeaBin Project, Love the Oceans and the Australian Marine Conservation Society.

But it is also the designers, boat builders, shipyards, engineers, equipment and accessory manufacturers who are challenging how we think about our yachts and sailing and are providing practical solutions and options for changes that boat owners can make right now.

Like everything, the good work must start at home.

In this first of a three-part series, we explore some general themes that are emerging and ideas for making yachts 'greener'.

In following issues, we will discuss some of these concepts further with a number of CYCA Members who have recently modified their race boats or cruising yachts to be more efficient and eco-friendly.

Construction

Hull and interior construction is one area where a lot of R&D is currently going into the use of innovative materials and composites to lighten structures without trading off strength or durability.

Flax and basalt fibres and plant-based resins are being used more widely by manufacturers such as Baltic to great effect. Others are exploring the possibilities of recycled plastics and 'modified' and renewable woods rather than traditional materials like teak.

Different organic materials are being used for internal cabinetry, and bamboo and cork are being used to great effect as decking materials.

ONLINE RESOURCES

World Sailing Sustainability Agenda 2030

Ratified at World Sailing's 2018 Mid-Year meeting in London, World Sailing's Sustainability Agenda 2030 outlines how the sport will contribute to the United Nations' Sustainable Development Goals.



SUSTAINABILITY EDUCATION PROGRAMME

World Sailing, in partnership with the World Sailing Trust and 11th Hour Racing, have released a Sustainability Education Programme, developed with The Ocean Race

11th Hour Racing - 11thhourracing.org

Parley for the Oceans - parley.tv/#fortheoceans

Sea Shepherd - seashepherd.org.au

Oceana - oceana.org

World Wildlife Fund (WWF) - worldwildlife.org

Greenpeace - greenpeace.org.au

Save Our Seas Foundation - saveourseas.com

Mission Blue - mission-blue.org

SeaBin Project - seabinproject.com

Love the Oceans - lovetheoceans.org

Australian Marine Conservation Society - marineconservation.org.au



The Baltic 68 Café Racer features flax fibre construction and many other innovative materials.

Solar panels are a prominent feature on Vendee Globe boats. Photo: Sail World



Propulsion and Power

The most obvious means of providing energy savings is through the installation of solar panels. Ocean Race and Vendee Globe entrants have shown what is possible over the years, using arrays of panels to great effect. Some cruisers are set up to avoid needing access to shore power at all.

Electric and hybrid power is becoming more prominent in sailing (especially on tenders) and bio-diesel has also risen in popularity. Manufacturers such as Oxe-Marine are now developing sophisticated diesel outboards which have reduced impact on the environment compared to petrol versions.

Battery selection, storage and ongoing inspections are very important. Lithium-ion batteries are extremely sensitive to high temperatures and

inherently flammable. Particular care must be taken with chargers for electronic devices.

Regular maintenance, sailing rather than motoring, an eye on reducing weight and low resistance hulls are key to an efficient yacht and ultimately have a huge impact on the carbon footprint.

Recycling

Elimination of single-use plastics should be the primary goal for all boat owners. Look for recyclable containers and repurpose plastic goods where possible.

Nothing should ever go over the rail. Many owners are now installing water makers on their yachts so there is no need for storing weighty plastic bottles.

Repurposing gear on a yacht is a skill that many cruisers have picked up over the years. If something



An Oxe-Marine diesel outboard in action.



According to Plastic Ocean, 300 million tonnes of plastic is produced globally every year.

needs replacing, you should always consider whether the original item has an alternative use or can be gifted to another owner.

End of life planning for your yacht is also an important consideration. What elements of it might be reused or recycled?

Pollutants

Environmentally-conscious sailing programs carefully monitor all the materials that might find their way into the surrounding water, on and off dock.

Where possible, refuelling should be undertaken at a designated fuel berth rather than on board, through the use of jerry cans, so as to limit the possibility of leaks and spillage.

Checks for oil spills should be made regularly and a good selection of absorbent rags should always be kept at hand.

Grey water leakage from sinks and showers needs to be considered. Eco-friendly soaps and non-toxic cleaning materials should be selected for minimal impact on the surrounding environment.

Sunscreens are an often unconsidered pollutant in harbours. If you are planning a quick swim off your boat, don't apply a liberal spread just before diving in. Try to avoid washing sunscreen spillages directly into the ocean. Mop them up with rags or towels first instead.

Antifoul and paints are particularly harmful to the environment. Nowadays, there are a number of 'green' options readily available in the marketplace. Ask your boat maintenance team what they're using.

Sewage

Be aware of the 'black water' from heads finding its way into harbours and the ocean. On larger cruising yachts in particular, the introduction of composting toilets or Marine Sanitation Devices (MSD) with holding tanks and/or onboard treatment processes helps minimise what goes into the water.

Garbage

Waste minimisation and the careful choice of disposal methods used are essential to a more sustainable program. Needless to say, whatever garbage can be recycled, should be. Most marinas have colour-coded bins available for glass and plastics as well as general rubbish.

Have bags easily reachable in all areas of the boat. Rubbish stored in rope bags can be easily washed overboard. Snack packets and cans should be taken below. Consider how you store cigarette butts.

Protecting Marine Habitats

The preservation of plant and animal life in our marine environments is paramount. Poor anchoring techniques and propeller scarring can have an enormous impact on coral structures and marine grasses and vegetation.

Boat strikes on marine life are common in rivers and bays as well as at sea where surface-dwelling whales, sharks, sunfish and many other species are commonly hit by yachts.

For those that like to catch their own meals when cruising, look to 'green fishing'. If you are purchasing supplies for a trip, choose sustainable seafood and other products where possible. ⚓



Propeller scarring on seabeds.

Propeller strikes have a great impact on marine life. Photo: Phillip Colla/Oceanlight.com

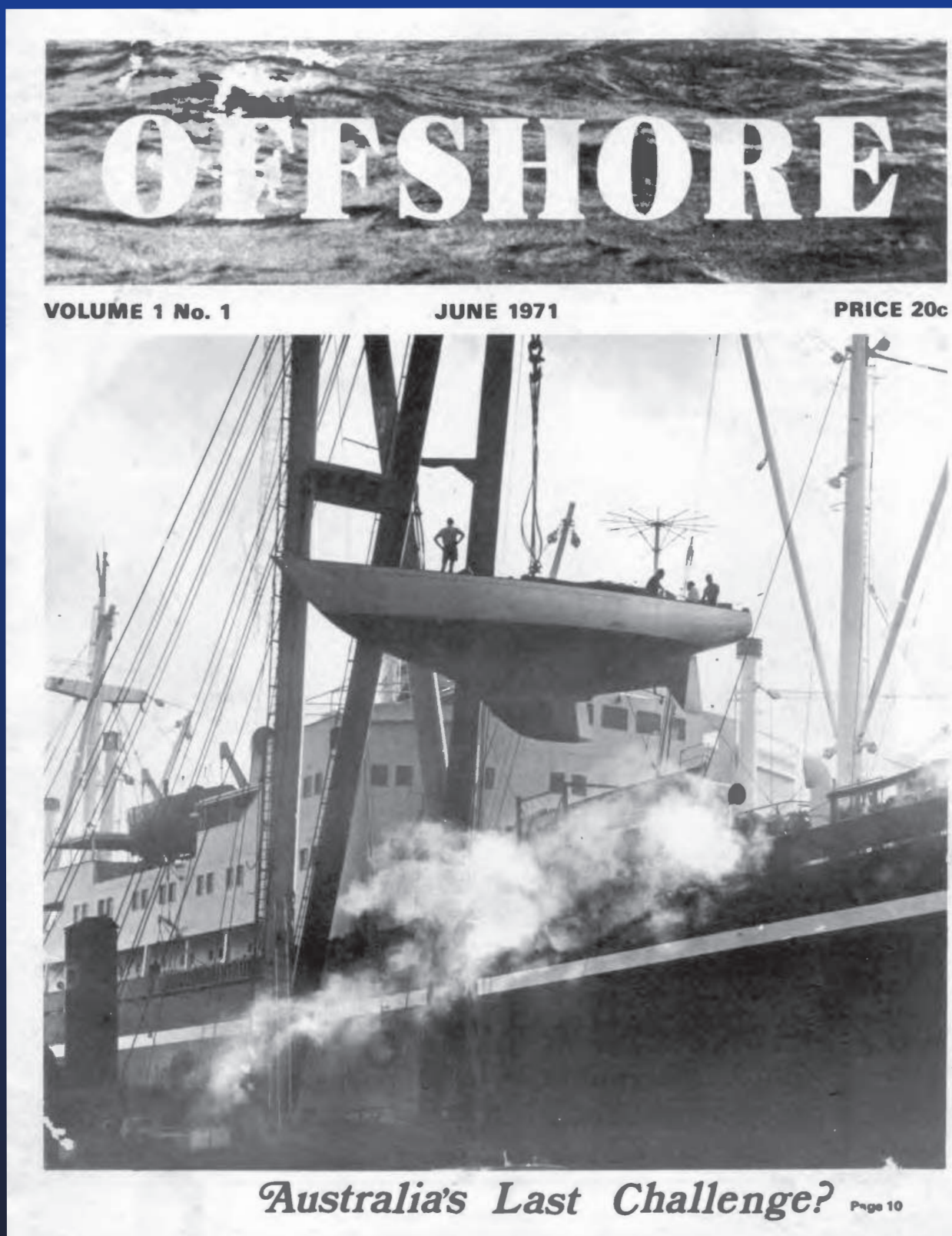


In the Summer issue of 'Offshore', we will pick up on these topics in more detail and look at how some CYCA Members are making their boats and programs significantly 'Greener'. If you would like to contribute towards this article, please contact us at media@cyca.com.au

From the Archives

The first edition of Offshore was published 50 years ago, in June 1971.

To celebrate the milestone, we're taking a trip down memory lane with a look at the issue that started it all.



You can view previous editions of Offshore at cyca.com.au.

TO BEGIN



FROM its simple beginning in 1945, with a bank balance of \$68 at the end of the first financial year, the C.Y.C.A. has become one of the leading yacht clubs in

the world. In both Olympic and classic ocean races Australian yachtsmen have established themselves as champions. The C.Y.C. has done its part in this proud achievement.

Important though our role has been and will be in the development of ocean racing it is only a part of our basic role, that is the encouragement of yachting in its own right and all those who participate in this sport of sports.

Sails and wind and water—they are the elements that bind the skipper and crew of the finest ocean racing machine in common accord with the skipper of a one man dinghy. The day that this camaraderie disappears then yachting will have finished, for there will be no crews. Part of all this is the development of social contact. Women, too, play their unsung

role in yachting and more will become activists. Maybe we shall yet see the Liberation Movement with a Yachting Sub-Committee.

The C.Y.C. in its consciousness of the need for a complete inclusive yachting concept therefore promotes social activities on a wide plane.

Now we feel the need as we have grown bigger for better communication between us, all of us. There are nearly 1000 members, we can't see each other nor sail with each other as much as we would wish.

But we all want to know what is going on. We want to know the things that will stir memories and make the nostrils quiver at the thought of the rolling sea and the sharp whip of a face full of lashing spray.

To that end we have produced this "Offshore" the first of many to come and we feel sure that it will fulfil its objectives.

Above all please regard it as a Forum. Don't wait for an official meeting to tell your story—write about it and let others air their views, too. Let us make it what we want it to be—a means of communication.

Commodore

OFFSHORE

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Letters to Editor

Duties of C.Y.C. Members

The General policy of C.Y.C.A. is formulated by your elected committee, a body of experienced men dedicated to the task of making the C.Y.C. a successful club in every meaning of the phrase.

But members have duties and responsibilities too, just as they have as citizens of Australia. It is not enough to sit back and criticise the club or indeed wait until the annual meeting to say something.

The committee are human, they are fallible and they know it. The "Letters to the Editor" column is now made available to you to say your piece. No matter how gusty it may be, say it, and that includes comments on "Offshore" itself.

As the Commodore has stated in the forward to this issue, our "Offshore" is to be regarded as a Forum. So this is a challenge to you; members, do your duty.

Editor

Are We Hospitable?

Dear Sir,

In most respects the C.Y.C. is a great club. But do first class facilities and a functional clubhouse necessarily make the hospitable, friendly club for ocean racing yachties that we would all like the C.Y.C. to be?

From my experience, this club's international reputation for hospitality to overseas visitors isn't as good as it should be.

To arrive at a foreign port under-sail, to be the guest of the yacht club of another nation is a thrill and an honour. The sheer weight of hospitality afforded to Australian yachtsmen whilst they are overseas is just sheer joy.

But I'm afraid this style of welcome isn't being experienced by many of the 'foreigners' who make our C.Y.C. one of their ports of call. That's a sad statement to make, isn't it?

Dick Logan, back from a Trans-Atlantic race and a full season at Cowes, having received great hospitality from numerous Yacht Clubs throughout America and the Mediterranean, talked a lot about this sad situation. Dick came up with a scheme which I think is a beauty.

How about forming a "welcoming committee for visiting overseas yachtsmen", a group of members who would represent our club in extending a personal welcome to the skipper and crew of every overseas yacht. Members could take it in turn, like a roster system.

Would it be too generous to suggest that the club buys at least one dinner and a round of drinks for every international crew who came to visit us.

I reckon our reputation for being the friendliest ocean racing club must at least be on a par in importance with us being the most successful, don't you?

Rob McAuley

Lookout



"Superston" open barrel turnbuckles with various end combinations made by Ronstan in Australia.

Sizes 3/8" 1/2" 5/8" prices varying from \$10.76 to \$31.81 The manufacturers state that "Superston 40" gives increased tensile strength (94,000lb/in) over stainless steel (90,000lb/in) as well as superior fatigue and shock loading strength. Also that this type of turnbuckle is the only design approved by overseas naval architects (Sparkman & Stephens) in particular. Positive locking rings avoid possibility of loosening locknuts the open construction allowing visual assurance of adjustment levels.

N.S.W. Distributor Dick Sadler Agencies the turnbuckle being available at all Marine Stores.

New Model Electric Toilet

Gross mechanical laboratories Inc. U.S.A. announce an electric "EB Model" Yacht Toilet designed to operate on either 12 or 24 volts. The manufacturers have been making electric toilets for fifteen years and claim these foot operated units are trouble free and simple to operate. A recirculator tank can be fitted later if required if and when anti-pollution laws are brought in. This will someday save someone a lot of trouble.

They are 14 1/2" high, 15" wide and 16" from front to back weighing 571 lbs. These models have already been sold in Australia at an approximate price of \$295.00 plus Sales Tax Australian Distributor is W. Kopsan & Co. Pty. Ltd., Sussex Street, Sydney, who advise that the units will shortly be available at Marine Stores throughout Australia.

New Aid to Tacking Speed

Swivelling in all directions, in addition to the conventional pivoting action, this new design of Genoa Sheet Block gives all the flexibility of a loose mounted block without its inherent disadvantages. With the sheet running off freely at any angle there is no need to use a second block in trailing the sheet in line and return to the winch. Thus there is no abrading action on the sheet. Positioning is via a spring loaded plunger pin and locking screw. With "Superston" and stainless steel construction strength is assured. Models are available for 1" to 2" ropes—all to suit 1 1/4" x 3/16" track. Prices from \$19.60 plus sales tax.

(Manufactured by A. A. Hall Pty. Ltd., Balmain, Sydney—available through marine suppliers).



ABOUT US

The Board of the C.Y.C. has appointed a House Manager, Mr. Noel Bungate, who comes to us with a background of many years hotel experience and, we are pleased to say, he is also a "Yachtie", having sailed 18 footers from Double Bay and currently sailing in a Diamond. Walk up to him and say, "Hi! Noel, I'm Joe".



The House Committee Chairman, Jim Bridgland, paid a well earned compliment at a recent meeting to members of the Yard Sub-Committee headed by John Roche. They have been doing a great job on cleaning up the outside of the Club. All they need now is more helpers—any volunteers?

The Committee was very pleased at the roll up for the S.O.R.P.S. prize giving and dinner. It was a sell-out, and from what we could see everyone had a ball including our accordionist, Gus Merzi. He must surely be one of the happiest musicians we've had in the Club for some time.

Our members with other clubs

For instance, one of our oldest standing members, Ernest Merrington, won the S.A.S.C. 1st Division Summer Points Score in "Thurloo". Ernest has been a member since 1948 and is consistently one of the best performers with the S.A.S.C. Congratulations Ernest, from the C.Y.C.

Other members to do well in the "Amateurs" last year include Fred Wrobell ("Thunderbird"), Roy Tutty ("Zephyr"), Lindsay Shaddock ("Good Intent") and E. North ("Thresher"). Keep up the good work boys.

Club member, Clive Roughley, in "Skipjack" really killed them in this year's State Bluebird Championships. For a change these races were held on the Olympic course off Palm Beach and "Skipjack" finished with three wins and a 4th place in a best of 4 out of 5 series which is great going. You may remember in the last winter series "Skipjack" cleaned up the 2nd Division.

Congratulations Clive and to your successful crew, Lionel Shipway, Bruce Young and Ian Noble.

Quite a number of our members race with the "Royals", "Middle Harbour" and the "Amateurs". Here we report what some of them have been up to.

Ladies Auxilliary

The Ladies Auxilliary was formed in 1963 with the object of giving associate members and wives of members the opportunity of getting together and entertaining their friends at the Club with the accent on an enjoyable rendezvous. It has been a great success story of many champagne luncheons, Parades, increasing numbers and memorable days at the Club (and busy Poker Machines!) Our first President was Margaret Psaltis, then Nita Cottee, Lorita Rydge, Russ Johnston and now Margaret again.

Join us on Thursday July 8th—when Lee Dalley will present an exclusive summer preview parade by leading Australian fashion designers—champagne of course, and one of Val's delicious buffets.

NOON—TICKETS \$4. Phone bookings C.Y.C.

P.S. We often sell out, so don't delay.



Mrs. Betty Findlay, Hon. Sec. to the L.A., better known to C.Y.C. members as Betty Hamer. Betty was formerly Asst. Secretary to the C.Y.C. a position she held for many years.

How to get rid of pollution—

The business luncheons at the C.Y.C. are a sheer joy, the soothing moving spars themselves are a relaxation as you watch the harbour, and only two miles from noise and pollution.

	BAR HOURS	DINING ROOM
Monday	5.00 p.m. to 8.00 p.m.	—
Tuesday	5.00 p.m. to 8.00 p.m.	—
Wednesday	10.00 a.m. to 12.00 p.m.	Luncheon & Dinner
Thursday	5.00 p.m. to 8.00 p.m.	—
Friday	12.00 p.m. to 12.30 a.m.	Luncheon & Dinner
Saturday	10.00 a.m. to 12.30 a.m.	Luncheon & Dinner
Sunday	10.00 a.m. to 10.00 p.m.	Luncheon & Dinner

The House Committee also reports that on Friday nights the regular dinner dance is now featuring the music of the Vince Blackburn Trio.



From the Rail

A selection of images from Sydney Harbour.

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

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

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

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



TELL TALES

Mind your language!

David Salter tries to get a word in edgeways.

One of the great delights of sailing is that it has a language all its own. There are so many unique terms that most books on sailing subjects feel the need to include a comprehensive glossary. There are even whole dictionaries devoted to boating words.

Most of this treasured vocabulary is well established, and well known. Many terms – especially the names of things – have not changed their meaning for hundreds of years.

“Keel”, for example, (from the Norwegian “kjøl” for the ridge of a mountain range) has been with us since pre-mediaeval times.

Most of our fundamental sailing words are of similar antiquity. Indeed, it is the sheer age of nautical language that gives it so much of its special appeal.

But sailors are no respecters of etymological purity. We mangle, distort and even replace the simplest terms.

Worse, we take a perverse delight in employing jargon to make the process of giving and following orders on a yacht all but incomprehensible to any newcomer.

This habit is a form of ‘cant’, the invented language of 19th Century criminal gangs who used rhyming slang and word substitutions so that their conversations would not be understood outside their own circle (“titfer” = tit-for-tat = hat).

Far be it from me to suggest that sailors are a cabal of scoundrels, but the effect is much the same.

Imagine, for a moment, a non-sailor suddenly being told “more kicker!” More what? Where? How?

Even if the older term “foreguy” had been used (as is common in America), the bemusement would continue.

“Downhaul” is a bit closer to describing the line’s real function, but there is always more than one thing on a boat that could be ‘hailed down’.

That’s how easily language that seems so natural to we sailors can actually be a barrier to effective communication. A simple request such as “ease the Cunno” will be met by blank stares; “snatchblock on the tweaker” might as well be in Hindustani.

Then there are the ever-so-hip contractions: a medium jib is now a “J2”; the largest spinnaker is

the “A1”. Unless the whole crew understands this shorthand, the danger of the wrong sail being handed up and set can be very real.

Things get even worse when sailors indulge their notoriously warped sense of humour by giving bizarre nicknames to conventional items of equipment.

On many of the offshore boats I’ve sailed, “elephants” did not refer to a herd of the world’s largest living land animal. Rather, it was the word for a roll of paper towels, presumably because that’s what elephants use as toilet paper.

Similarly, “Victor Bravo” (for those who know their phonetic alphabet) is a once-popular brand of Victorian bitter beer.

But conversely, in “VB cord” those same two letters stand for “venetian blind” cord, as in the 3mm braid commonly used for lashing and mouse lines. It can get confusing.

This whimsical affection for nonsense words extends to units of measurement. The smallest adjustment of trim is a “burp”.

Which brings us, inevitably, to the bitter end, which, (despite common usage) has absolutely nothing to do with the sharp, pungent taste of an unwelcome conclusion.

The “bitter end” is the part of an anchor cable or rope that is attached to the bitts – the pair of posts traditionally fixed to the foredeck. But these days, on most modern yachts, that end is more likely to be shackled or tied to a strong-point in the forepeak.

But no doubt you already knew that. ⚓

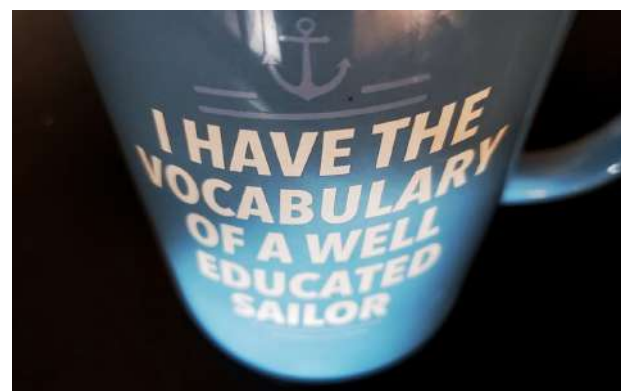


Photo: *The Humorous Sailing Glossary* – American Sailing Association

TO KEEP UP WITH ALL THE LATEST AT THE CYCA
SIGN UP TO

ONSHORE

www.cyca.com.au/onshore/

Spring Calendar

The following dates are subject to change in line with any Public Health Orders.

OCTOBER

- 11 Monday**
Sharp EIT Monday Twilight Series
- 13 Wednesday**
Wednesday Twilight Series

Trivia Night
- 14 Thursday**
Audi Centre Sydney Blue Water Pointscore Briefing
- 16 Saturday**
Flinders Islet Race (Audi Centre Sydney Blue Water Pointscore)

Short Haul Pointscore
- 18 Monday**
Sharp EIT Monday Twilight Series
- 20 Wednesday**
Wednesday Twilight Series

OCTOBER

- 23 Saturday**
Botany Bay Race (David Burke Memorial)
- 25 Monday**
Sharp EIT Monday Twilight Series
- 27 Wednesday**
Wednesday Twilight Series

Trivia Night
- 29 Friday**
Tollgate Islands Race (Audi Centre Sydney Blue Water Pointscore)
- 30 Saturday**
Botany Bay Race
- 31 Sunday**
Sydney Harbour Women's Keelboat Series (CYCA)

NOVEMBER

- 01 Monday**
Sharp EIT Monday Twilight Series
- 03 Wednesday**
Wednesday Twilight Series
- 08 Monday**
Sharp EIT Monday Twilight Series

NOVEMBER

- 10 Wednesday**
Wednesday Twilight Series
- 13 Saturday**
Bird Island Race (Audi Centre Sydney Blue Water Pointscore)
- 15 Monday**
Sharp EIT Monday Twilight Series
- 17 Wednesday**
Wednesday Twilight Series
- 19 Friday**
Rotary SOLAS Charity Regatta
- 20 Saturday**
Port Hacking Race
- 21 Sunday**
Sydney Harbour Women's Keelboat Series - Race 1 (MHYC)
- 22 Monday**
Sharp EIT Monday Twilight Series
- 24 Wednesday**
Wednesday Twilight Series

Trivia Night
- 29 Monday**
Sharp EIT Monday Twilight Series

WHAT'S ON AT CYCA



SERVED ON A PLATTER

Blond Catering offers a delicious variety of takeaway platters to cater for your picnic, family gathering, or just a treat.

Options include a charcuterie platter, vegetarian mezze platter, cheese platter and much more.

Search 'Café 44 catering at home' on the CYCA website.



CAFÉ 44 TAKEAWAY

Café 44 is open for takeaway every Thursday to Sunday (0800-1400hrs) until the Club reopens.

Head down for a coffee or a delicious meal.



SATURDAY PAELLA

Every Saturday during lockdown, the Blond Catering team adds a special item to Café 44's lunchtime takeaway menu.

The chicken, chorizo and seafood paella has been a hit with Members and guests.

Available Saturdays during lockdown from 1200hrs



LET'S GET QUIZZICAL

The ever-popular CYCA Trivia hasn't skipped a beat in recent months, going virtual every second Wednesday until it can once again be held at the Club. Visit the CYCA website for more details.

1900hrs every second Wednesday



LOCKDOWN BOTTLE SHOP

Our lockdown bottle shop will also be open for Members until the Sydney Hobart Bar is allowed to resume service. Cases of beer start from just \$40 and you can collect your order from the Café 44 window. Visit cyca.com.au to order.

Collect on Saturdays 1000-1400hrs

GET PEACE OF MIND AND MORE WITH CLUB MARINE.

At Club Marine, we know your boat is your pride and joy and we want to help you protect it.

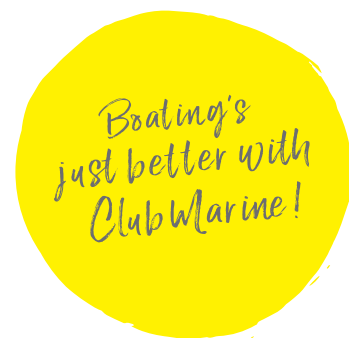
You can enjoy quality cover, as well as other membership benefits including Club Marine Assist, Club Marine Member Rewards, Club Marine TV, our mobile app and Club Marine magazine.



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

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ROLEX SWAN CUP

ROLEX SYDNEY HOBART YACHT RACE

ROLEX FASTNET RACE

NEVER STRAIGHT

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

#Perpetual



OYSTER PERPETUAL YACHT-MASTER II


ROLEX