

APRIL / MAY 2019

OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

NUMBER ONE

MATT ALLEN AND ICHI BAN CROWNED THE 2018/2019 AUDI CENTRE SYDNEY BLUE WATER POINTSCORE CHAMPION

JANEY TRELEAVEN

Vaucluse Woman
of the Year

**YACHTSPERSON
OF THE YEAR**

Joint winners awarded

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Matt Allen, winner of the Audi Centre Sydney Blue Water Pointscore with Audi Centre Sydney Dealer Principal Steve Cloete and the Jack Halliday Trophy. Credit: Hamish Hardy

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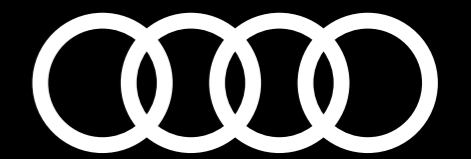
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COMMODORE PAUL BILLINGHAM

At the helm

After two years of disruption the rhythm of life at the CYCA is now firmly back to where it should, both on and off the water. So now we are looking to the future!



Our Summer and Autumn racing programs have been completed, awards nights held and successful campaigns celebrated (featured in this issue of Offshore) and we are commencing the Winter Series which as usual is attracting a vast fleet on a Sunday.

In the Clubhouse, the work of our committees goes on with dinners, seminars, celebrations and events happening daily – the place has a real buzz about it!

With the job pretty much done on the redevelopment, the CYCA Board has been thinking about the future of our sport. We've been asking ourselves questions as to how we should improve our sailing program offering, how we can increase participation levels and how we can attract new active sailing Members.

This is not a new subject but as a Board, following Australian Sailing's lead, we have decided it is a challenge best addressed collaboratively. So we have embarked on a program of spending time with our sister clubs both in Sydney and further afield to understand their issues and challenges, share ideas and improve collaboration.

At the end of the day each club shares the same objectives – we're all here to support the growth of the sport we love and (aside from on the water!) that is best done by working together and not sometimes seeing ourselves as in competition.

Ideas we are looking at include how we can promote each other's races more actively to give sailors and wannabe sailors a genuine range of

options not tied to one club; how we can together improve the way we train junior sailors – including even better course programs, boat selection and mutual support; and how we can share commercial best practice to ensure our clubs not only survive but thrive.

One such initiative I want to highlight is the way we have been working with RPAYC and RNZYS to develop a feeder race to the 2021 Americas Cup. At present we are together actively

“

At the end of the day each club shares the same objectives – we're all here to support the growth of the sport we love and (aside from on the water!) that is best done by working together and not sometimes seeing ourselves as in competition.

”

seeking feedback from potential competitors about how they would like to be involved in such a race; whether it might be used as a feeder for the annual Bay of Islands Sailing Week; and indeed could it be part of a more regular triangular series taking place every few years.

Working innovatively with our fellow clubs in this way, as we have for so long with the RYCT on the Rolex Sydney Hobart Yacht Race, to broaden the sailing program has to be the future of our sport.

SOUTHERN CROSS CUP RETURNS

Another innovation this year that we are introducing is to bring a team event into the Rolex Sydney Hobart Yacht Race.

The Southern Cross Cup will now be run within the main race itself as a three-boat team affair – with boats from the same club, state or country able to form a team. The Notice of Race will be going out with all the details and the Board are excited that this will lead to fresh interest in the race and, with the result to be decided on IRC ratings, means that the back end of the fleet will have every much as big an influence as the front!

MEMBERS COME FIRST

The latest Members survey had a great take up – and the “open questions” at the end generated dozens of ideas that Members would like see the Board consider. I will cover off on several of these at the next “Town Hall” meeting on Thursday 23 May.

The recently announced Member discounts program that came in on Australia Day have had a significant take up over our bars and in Café 44 and it's great to see Members embracing the program. Don't forget also that Members get a 20% discount on CYCA clothing, including the new range of 75th anniversary clothing we have designed with Musto and which will be in Club soon.

Finally the AGM for the Club has been set for Tuesday 9 July – a week earlier than last year – please note in your diaries.

So plenty to think about as we move into the winter and, as ever, we are always open to Members' ideas on what can be done better. ⚓

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Noakes extends CYCA partnership

Sean Langman and Commodore Paul Billingham at the CYCA, celebrating the partnership extension

Yacht-racing legend Sean Langman has further cemented his long-standing support of the Cruising Yacht Club of Australia by committing to a four-year naming-rights sponsorship of the Club's first race in the Audi Centre Sydney Blue Water Pointscore Series - the Sydney Gold Coast Yacht Race.

Last year's Noakes Sydney Gold Coast Yacht Race was the first to carry the name of Langman's diversified shipyard business at McMahons Point, which has operated since the mid-1980s. In March Noakes' multi-year support of the traditional mid-year northern series opener, until the end of the 2022 race, was formalised.

"This agreement cements Noakes' ongoing support and commitment to the CYCA, and our interest in yachting," Langman, who has claimed Sydney Gold Coast Yacht Race line honours on a number of occasions and is a longtime CYCA Member, said.

"The Gold Coast race has always been my favourite ocean race. It's close to shore, a good distance, tactical and heads to a great destination, plus it always finishes around my dad's birthday so there are sentimental reasons."

The 384-nautical-mile Noakes Sydney Gold Coast Yacht Race is a permanent CYCA calendar fixture that's been enticing New South Wales and interstate crews and providing an ultra-competitive means of conveying them northwards to Queensland's series of Race Weeks, since 1986.

Second only to the CYCA's Rolex Sydney Hobart Yacht in terms of stature, the coastal classic is widely regarded for the level of technicality required to achieve a top placing.

Key navigational challenges include strength and direction of the current, avoiding the tail-end of the whale migration, and knowing when to hug the coastline or take an offshore route, generally related to the prevailing daylight sea breeze and cold night land breeze. More often than not competitors anticipate conditions going to custard at Australia's most easterly point, Cape Byron, for the final stretch to the finish off Southport's Main Beach.

In 2018 four supermaxis appeared on the horizon at dawn's first light, an extraordinary assemblage of 100-footers after various lead changes throughout the race. Peter Harburg's *Black Jack* and the Oatley family's record six-time line honours winner *Wild Oats XI* broke away for a nail-biting battle to the finish line. Harburg's Queensland crew proudly claiming the honour for the local boat.

In IRC overall handicap terms the race has been taken out by boats of all sizes and vintages, more recently Bruce Taylor's Caprice 40 *Chutzpah* from Melbourne (2018), Shane Kearns' Sydney based S&S 34 *Komatsu Azzurro* in 2015 and 2017, and of course in a reaching race the TP52s like Matt Allen's *Ichi Ban* (2016) are impossible to pull back.

Langman and Noakes have supported the CYCA since 1999, but his connection to the Club and Rushcutters Bay goes way beyond the financial support and his varied sailing adventures - from his Open 66 *Xena/Grundig* back in the 2000s to his much-loved Ranger *Maluka*.

"My father spent quite a bit of time in Papua New Guinea until my parents sailed a boat pretty much like a pearling lugger called the Shirleen down, ending up in Rushcutters Bay which ultimately became my home," he said.

"The family story is that I was born on board, although on my birth certificate does say 'Manly Hospital'. Right from an early age I lived on a boat."

CYCA Commodore Paul Billingham said Noakes' long-term support, following PONANT's recent sponsorship extension, pointed to a bright future for not only one of the CYCA's greatest races but for yacht racing overall.


"The Noakes Sydney Gold Coast Yacht Race is one of Australia's most famous races - and Sean Langman's support further ensure its long-term success," Billingham said.

"We are delighted Sean has chosen to extend his partnership with us for four more years and we are excited about what the future may hold and bringing the race to thousands of supporters across the country and internationally too."

As part of the sponsorship agreement, yachting fans in Australia and around the world will be able to watch the start of the next four Noakes Sydney Gold Coast Yacht Races - 2019, 2020, 2021 and 2022 - live on the Noakes Sydney Gold Coast Yacht Race website and social media channels.

The 2019 Noakes Sydney Gold Coast Yacht Race will begin on Saturday July 27 from Sydney Harbour and long-time race partner Southport Yacht Club will support the fleet's finish then welcome weary sailors to the shelter of the Broadwater, as they have done for the past 33 years.

The race record was set in 2012 by *Wild Oats XI* with a time of 22 hours 33 minutes 46 seconds.

For more on the Noakes Sydney Gold Coast Yacht Race visit goldcoast.cyca.com.au 

HISTORY TO BE MADE IN 75TH ROLEX SYDNEY HOBART YACHT RACE

Entries are now open for the 2019 Rolex Sydney Hobart Yacht Race, with the just-launched Notice of Race encouraging sailors from around the world to join the historic 75th running of the 'Everest' of ocean racing.

First conducted in 1945 from the Cruising Yacht Club of Australia in Rushcutters Bay, Sydney, the annual bluewater classic, which starts on Boxing Day each year, has evolved into a pinnacle sailing event, drawing interest and entries from around the globe.

The CYCA Sailing Committee anticipates a larger fleet than the average 95 entries of recent years with early indications of a bumper start on December 26, 2019 for between 120 and 140 boats. Organisers will accommodate as many starters that apply and meet the eligibility criteria.

Given the bigger fleet, the host club is in discussions with other Sydney yacht clubs and marinas, as well as Roads and Maritime Services, to devise a berthing plan to accommodate the anticipated influx of boats to Sydney Harbour pre-Christmas.

Longtime finishing partner the Royal Yacht Club of Tasmania is going through the same process with additional berthing to be made available in Constitution Dock and Kings Pier marina.

With the world's eyes turning to this year's milestone race, the CYCA has undertaken a full review of the Notice of Race (NOR), the official document which stipulates entry requirements and, once published, signifies online entry is open. While the changes to the NOR are material, competitors should read the document carefully.

"The Rolex Sydney Hobart Yacht Race is one of the greatest ocean races in the world and is the jewel in the CYCA's crown," CYCA Commodore Paul Billingham says.

"The 2019 Rolex Sydney Hobart Yacht Race marks the 75th race south and we are planning to celebrate with a calendar of events that pays tribute to one of Australia's greatest annual sporting fixtures.

"We look forward to including entrants, supporters, media and the public from around the world to the 75th Sydney Hobart Yacht Race.


"We can't wait for Boxing Day... and the party we'll have throughout the year."

The anniversary 2019 Rolex Sydney Hobart Yacht Race is expected to lure a number of former overall winners back to the start line, one of the best-known being Simon Kurts' magnificent Sparkman & Stephens design called *Love & War*, a triple Tattersall Cup winner, in 1974, 1978 and 2006.

Additionally, the CYCA is requesting expressions of interest from overseas competitors looking at shipping their boats as part of a group from the Mediterranean or East Coast USA in October to compete in the 75th Rolex Sydney Hobart Yacht Race. Please email justine.kirkjian@cyca.com.au to express your interest.

Rolex's partnership with the CYCA and its premier event began in 2002 and the Swiss luxury watch manufacturer is proud to be the naming rights sponsor of the 75th anniversary race.

The NOR and online entry is now available under 'For Competitors' on the official website - www.rolexsydneyhobart.com. Entries close at 1700 hours on October 25.

As part of the 75th anniversary celebrations, the CYCA will host a range of events in Sydney and Hobart throughout the year, with more details to be released soon. 




The 75th Rolex Sydney Hobart Yacht Race start in Sydney Harbour will be a spectacle like no other. Credit - Rolex/Studio Borienghi

NEWS IN BRIEF

NATIONAL GEOGRAPHIC COMES TO CYCA

CYCA partner, PONANT, is pleased to offer CYCA members a night with National Geographic's Jason Edwards on Monday 6 May from 6-8pm.

Jason has been at the forefront of natural history photography for more than three decades and has taken his storytelling to dozens of countries and to every continent. Jason is an Ambassador for Tourism Australia, a Friend of the Australia Museum, an environmentalist animal scientist, documentarian and National Geographic stalwart. Jason is an entertaining and insightful raconteur, championing natural history and the art of photography. Host of National Geographic Channel's Pure Photography and an author of science education books, come on a journey of discovery through Jason's passion for travel and exploration.

To join PONANT's night with National Geographic at the CYCA, visit www.cyca.com.au/whatson 



TOP JOCKS REIGN SUPREME

Reg Lord and his crew have claimed the 2019 Captain Cook Cruises Top Jocks Regatta - where Summer Season winners battle it out on a level playing field to see who will be crowned Champion of Champions.

This year saw six teams take to the water on the CYCA Youth Sailing Academy fleet of identical Elliott 7 yachts in a six-race series conducted in Rushcutters Bay.

The 2019 Captain Cook Top Jocks Regatta started on a perfect autumn day in early April, the forecast promising a building and challenging north-easterly breeze.

The first race was sailed in a light breeze featuring some big oscillations and proved very tricky to navigate.

Once the first race was completed, though, the breeze settled and built slightly to a more consistent eight- to 10-knot north-north-easterly with the following five races conducted in similar conditions.

Tim Ryan and his crew were able to make a solid start to the series winning the first two races. They entered the regatta as favourites after recently taking a commanding win in the Noakes 7s Series, also sailed on the same yachts in previous weeks.

However, it was not to be for Ryan when, after the second race, the pace changed in favour of the other J70 team skippered by Reg Lord with a win in race three.


From that point onward Lord and his team proved a force to be reckoned with.



2019 Captain Cook Cruises Top Jocks victors with David Garrett, Captain Cook Cruises Marine Manager

With one win under their belts and any crew work difficulties ironed out, they were unstoppable. Lord and his team of Ben Lamb, Murray Jones and George Richardson went on to win four out of the six races giving them a four-point lead at the end of the series and cementing their spot at the top of the leaderboard.

Second place was claimed by fellow J70 team of Tim Ryan, Rob Greenhalgh, Grant Rollerson and Brett Filby with the 2018 Winner Andy Kearnan, Byron White, Eric Sparkes and Henry Kernot rounding out the podium positions.

The CYCA would like to thank Captain Cook Cruises for their support of the 2019 Top Jocks Regatta. 

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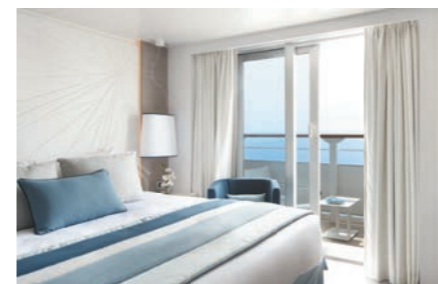
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OCEAN YACHTS PERSON OF THE YEAR

Audi
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Simply the best!

Inseparable after both enjoyed outstanding years on the water, legendary sailors Matt Allen and Wendy Tuck, fresh off an Audi Centre Sydney Blue Water Pointscore triumph and a Clipper Round the World victory respectively, claimed the prestigious Ocean Racing Yachts Person of the Year award.

Ocean Racing Yachts Person of the Year - Matt Allen (right) and Wendy Tuck, accepted by Les Goodridge (left) with CYCA Rear Commodore Dr. Sam Haynes

ydn



OCEAN YACHTS PERSON OF THE YEAR

joining only a handful of multiple recipients in its 34-year history.

Allen was also full of recognition for the joint winner Wendy Tuck with her numerous achievements and boundaries crossed in recent endeavours. "It's an incredible honour not only to win this award but to share it with Wendy Tuck," Allen said.

"What Wendy has done is inspirational for women in sailing, inspirational for this Club and inspirational for increasing the number of women and the diversity in our sport worldwide."

Established in 1985 by the CYCA, the Ocean Racer of the Year Awards recognise the outstanding achievements of yachtsmen and women Australia-wide and since the founding year the nation's most recognised offshore sailors have been nominated by their peers and duly awarded by the selection panel.

For only the second time in its existence there have been two sailors who have been jointly awarded the trophy and for the first time in its history a female has been named the Ocean Racing Yachts Person of the Year.

Matt Allen who is a past CYCA Commodore and is the current Australian Sailing President has had a terrific 18 months to date. Allen won myriad events across the period including the Audi Centre Sydney Blue Water Pointscore for IRC and ORCi. Allen was very gracious in being awarded the trophy which now sees his name etched for the third time in his sailing career

Allen has always been a strong supporter of women in sailing being a member of the Executive, Australian Olympic Committee and Vice Chair, Oceanic and Offshore Committee, World Sailing to facilitate the inclusion of a mixed gender offshore racing class in future Olympic Games. ⚓

Wendy Tuck, winner of the latest 40,000-mile Clipper Round the World yacht race, became the first Australian skipper to complete a second Clipper race and in winning wrote herself into the history books as the first female skipper to ever win a round the world yacht race.

However, her list of awards did not end there with many accolades bestowed upon her throughout the year - including featuring in the 2018 Australia Female Sailor and Offshore Sailor of the Year awards, a Rolex World Sailor of the Year nomination and most recently, being awarded Honorary Membership of the CYCA and the Commodore's Medal for Outstanding Seamanship.

Tuck was unable to attend the awards ceremony as she was taking part in The Maiden Factor voyage, sailing with a team of female sailors from the United Kingdom to Fremantle Australia. Through several charities, The Maiden Factor is campaigning to empower, teach, mentor girls and promote, facilitate, lobby and provide solutions which enable the education of girls not currently afforded that basic human right.

On her arrival in Fremantle Tuck was informed of her latest recognition, "It came completely out of the blue, so I am really honoured" said Tuck. "It was a nice surprise when we hit land and I caught up on my emails and missed calls. It is great to be the first women with hopefully many more to follow in the future."

Hearing some of the words of praise from Allen at the presentation evening Tuck was thrilled. "To hear that Matt was singing my praises is pretty cool. I respect him so much and am really happy to share this award with him as he has had an incredible year as well," said Tuck.



Wendy Tuck (centre) with Past Commodore Geoff Lavis and his wife Pip after receiving her Commodore's Medal and CYCA Honorary Membership.

With her long list of achievements Tuck has become a role model for many around the world being able to inspire female sailors of all ages and show that any goals are achievable.

"It is quite amazing to think that I might inspire a young girl. There are so many incredible role models and I was lucky to have women like Kay Cottee and Ellen MacArthur to inspire me, so if I can inspire some future female sailors that would be amazing," said Tuck. "Hopefully girls and women can see, if you knuckle down, work hard and dream big anything is possible. I have been incredibly lucky to have so many people support me and teach me so much along the way. One of my favourite quotes we had up on our companion way was 'The harder I work the luckier I get.'" ⚓

CYCA Ocean Racer of the Year Awards



DINAH EAGLE – SALLY GORDON MEMORIAL TROPHY FOR OCEAN CREW PERSON OF THE YEAR

Dinah Eagle is an 11-time Rolex Sydney Hobart crew person and key member of the *Wax Lyrical* team. At sea Dinah drives, trims and is a watch leader, as well as cooking, sail packing and anything else to keep the boat racing fast. Her nominee describes her as a team player and a patient mentor to the less experienced team members.

WILL OXLEY – OCEAN NAVIGATOR OF THE YEAR

The CYCA Ocean Racing Navigator of the Year was instituted in 2008. The 2019 recipient Will Oxley is one of the world's leading lights in yacht race navigation and an integral member of Matt Allen's highly successful TP52 *Ichi Ban* campaign. Oxley is a major contributor to the success of the current and previous *Ichi Bans* and outside of this role he shares his vast knowledge writing books and articles which concentrate on race navigation.



Matt Allen accepting on behalf of Will Oxley



ANTHONY KIRKE – OCEAN ROOKIE OF THE YEAR

Awarded to an owner campaigning their own boat within the CYCA's prestigious Blue Water sailing program for the first time, this West Australian owner undoubtedly has the best themed Blue Water entry – Anthony nicknamed Captain Kirke and his boat called *Enterprise*, from the popular original series of *Star Trek*. Over the past season Kirke organised a remote operation from the west coast, and with his WA crew outperformed as east coast rookies onboard Kirke's Farr 40.

BRUCE TAYLOR – OCEAN VETERAN OF THE YEAR

Awarded to a stalwart of the sport, Melbourne's Bruce Taylor is a longstanding and fierce competitor who most recently trumped the fleet overall in the Noakes Sydney Gold Coast Yacht Race with his Caprice 40 called *Chutzpah*. His current *Chutzpah* is the sixth in the series of boats by the same name and with previous generations he's earned multiple top three places in the Rolex Sydney Hobart Yacht Race. Taylor knows how to build a team and his core crew have stuck by him for decades.



Number One

Ichi Ban plants foot firmly on the top spot of the Audi Centre Sydney Blue Water Pointscore



Matt Allen's *Ichi Ban* stretching her legs during the 2018 Audi Centre Sydney Blue Water Pointscore.

For top level offshore sailors who are looking to test their skills, there is no series which can top the Audi Centre Sydney Blue Water Pointscore. With six races that span in distance from the 85nm drag race that is the Bird Island Race to one of the greatest challenges in the ocean racing calendar throughout the world, the 628nm Rolex Sydney Hobart Yacht Race.

"The Audi Centre Sydney Blue Water Pointscore series is the toughest ocean racing series in Australia due to the calibre of competition as well as the races themselves," says CYCA Sailing Manager Justine Kirkjian.

"The last few years have attracted boats from interstate and overseas as this is the series you want to do if you're serious about winning the Rolex Sydney Hobart Yacht Race."

For Matt Allen, the owner and skipper of the Botin52 *Ichi Ban* it has been 18 months of moving from strength to strength with a culmination of taking the top position in the Audi Centre Sydney Blue Water Pointscore with his worst series result being a second place.

With his latest *Ichi Ban* incarnation, Allen and crew were entering the 2018 season with high expectations coming off the back of an overall win and claiming the coveted Tattersall Cup in the 2017 Rolex Sydney Hobart Yacht Race. The pace was set from the start and what followed was a show of skill, power and dominance, with countless hours of design and testing culminating in a platform that was near impossible to beat.

"It's really exciting, and a great honour. We built the boat especially for the Audi Centre Sydney Blue Water Pointscore and the Rolex Sydney Hobart – it's a thrill to win it. The aim is to go back to back [with the 2019 Audi Centre Sydney Blue Water Pointscore], and of course there's a focus on the 75th Sydney Hobart too," said Allen

After the strong season leading in to the 2018 Rolex Sydney Hobart, Allen had his eyes set on a joining only two other yachts who have managed to win back-to-back overall wins in the 75-year history of the race. Unfortunately for Allen this was not to be, after sailing



Matt Allen and the Ichi Ban team collect their rewards from a successful season

a stunning race and sitting at the top of the standings, the ever-unpredictable Derwent River sealed their fate in the final few hours of their race with a dying breeze which slowed their progress to a crawl.

"We never underestimated how challenging it is... you've got to get everything right. That's what makes the Rolex Sydney Hobart such a great challenge and such a wonderful race," said Allen.

At the Audi Centre Sydney Blue Water Pointscore prizegiving Commodore Paul Billingham acknowledged all who were involved.

"Congratulations to all winners of the Audi Centre Sydney Blue Water Pointscore Series awards," Commodore Billingham said.

"This year has been one of firsts - and broken records - and those on the water should be commended for their outstanding efforts.

"Off the water, the sport and the Audi Centre Sydney Blue Water Pointscore Series continue to grow - culminating in the Rolex Sydney Hobart Yacht Race, which in 2018 attracted record viewers across Australia in the Channel 7 broadcast in addition to millions across the world.

"We're looking forward to seeing even more growth in 2019, the 75th celebration of both the Club and the race to Hobart."

The Club's Partners at Audi Centre Sydney will continue their support of the 2019 Blue Water Pointscore which will consist of six-races that begins with the Noakes Sydney Gold Coast Yacht Race and concludes with the double-points Rolex Sydney Hobart Yacht Race in December.

"It's wonderful to be able to acknowledge the elite performances of racers in the Audi Centre Sydney Blue Water Pointscore series, from the start of the series right through to the Rolex Sydney Hobart Yacht Race," Audi Centre Sydney Dealer Principal, Steve Cloete, said.

"There's a wonderful synergy between Audi Centre Sydney and the Cruising Yacht Club of Australia and we're thrilled to be involved with the Club and Australia's best blue water ocean racing series. Congratulations not only to the award winners but all who participated in the 2018 Audi Centre Sydney Blue Water Pointscore series." 📌

The following winners were recognised for outstanding achievement over the 2018/2019 Audi Centre Sydney Blue Water Pointscore Series:



Enigma - Jason Bond
70th Kings Birthday Cup - 1st PHS Flinders Islet Race



Gweilo - Matt Donald & Chris Townsend
Cape Byron Pointscore Series - 3rd ORCi Division 1 (accepted by Max Fonzo)



Kayimai - Rob Aldis
Tasman Performance Series - 3rd PHS Division 2



KOA - Andy Kearnan & Peter Wrigley
Tasman Performance Series - 3rd PHS Division 1



Celestial - Sam Haynes
Blue Water Pointscore Series - 2nd IRC Overall, 2nd IRC Division 1
Cape Byron Pointscore Series - 2nd ORCi Overall, 2nd ORCi Division 1
Tasman Performance Series - 1st PHS Overall
"Malcolm Halliday Perpetual" - 1st PHS Division 1
Bass & Flinders Series - 3rd Line Honours
43rd George Barton Trophy - 1st PHS Bird Island Race



Grace O'Malley - Zoe Taylor
Blue Water Pointscore Series - 3rd IRC Division 2
Cape Byron Pointscore Series - 2nd ORCi Division 2
Tasman Performance Series - 2nd PHS Division 2



Comanche - Jim Cooney & Samantha Grant
Bass & Flinders Series - 1st Line Honours, "Pat Cooper Memorial Trophy" (Jim and James Cooney pictured)



Robert Greenhalgh - Ichi Ban
Tony McLean Memorial Trophy awarded to the mainsheet hand of the Blue Water Champion



Craig Garnett - Ichi Ban
Roger Hickman OAM Memorial Trophy presented to the bow person of the Blue Water Champion (accepted by Matt Allien)



Ichi Ban - Matt Allen
2018 Audi Centre Sydney Blue Water Pointscore Champion
Blue Water Pointscore Series - "Jack Halliday Trophy", 1st IRC Overall, 1st IRC Division 1
Cape Byron Series - 1st ORCi Overall, 1st ORCi Division 1
Tasman Performance Series - 3rd PHS Overall, 2nd PHS Division 1
Bass & Flinders Series - 2nd Line Honours
58th Ron Robertson Memorial - 1st IRC Flinders Islet Race
The Solo Trophy - 1st IRC Newcastle Bass Island Race
62nd Janzoon Trophy - 1st IRC Bird Island Race



Patrice - Tony Kirby
Blue Water Pointscore Series - 3rd IRC Division 1



St Jude - Noel Cornish
Blue Water Pointscore Series - 3rd IRC Overall, 2nd IRC Division 2
Cape Byron Pointscore Series, 3rd ORCi Overall, 1st ORCi Division 2
56th Halvorsen Brothers Trophy - 1st IRC Cabbage Tree Island Race
46th Woollahra Cup - 1st PHS Cabbage Tree Island Race
EC "Boy" Messenger Memorial - 1st ORCi Cabbage Tree Island Race



Enterprise - Anthony Kirke
Blue Water Pointscore Series, 1st IRC Division 2
Tasman Performance Series - 2nd PHS Overall, 1st PHS Division 2
Cape Byron Pointscore Series - 3rd ORCi Division 2

One hot summer

It was an excellent season of the warm-weather racing writes HAMISH HARDY



The 2018/2019 Summer Season was another great event which was able to attract over 100 yachts to compete across multiple series, to battle it out for divisional and overall trophies. From the more relaxed Club Marine Wednesday Twilight to the longer Mount Gay Ocean Pointscore, all competitors had their work cut out for the ever-changing conditions that would arrive throughout the seven-month season.

MOUNT GAY OCEAN POINTSCORE

The Mount Gay Ocean Pointscore (OPS) comprised a nine-race series (best eight results to count) including two trips to each of Lion Island, Botany Bay and Port Hacking bringing some diverse racing conditions in to the series.

This series saw the conditions favouring the boats in the fifty-foot range with Bob Steel and Craig Neil's *Quest*, Ian Short's *Bush Paul Group* and Julian Farren-Price's *About Time* taking the top three positions in overall divisions.

Farren-Price's *About Time* was able to have a very strong series with their results including first in both PHS and ORCi, with a second in IRC to top it off. "As usual *About Time* and the crew really enjoyed the competition in OPS and this year was down to the wire. The 50 footers had close racing and I think having such good competition spurred us on to perform quite well as a group in the fleet. Interestingly each boat had conditions that seem to favour them. The TP52's *Quest* and *Bush Paul Group* really gave it to us close reaching which we had a bit of. Our strength was certainly under about 10 knots," said Farren-Price.

"For sure we are still learning and *Quest* gave us a lesson a few times on boat handling and sail combinations. We wanted a challenge after 17 years in the Cookson 12 and certainly got what we asked for moving to this new platform. As they say, bite of more than you can chew and chew like hell."

The series was great preparation for the upcoming Audi Centre Sydney Blue Water Pointscore with this being the first Farren-Price and the team will compete in both the

series and the Rolex Sydney Hobart Yacht Race. Divisional winners included Ian Short's *Bush Paul Group* in IRC Overall and Div1, Matt Hanning's *Supernova* in IRC Div2, Julian Farren-Price's *About Time* in ORCi Overall, ORCi Div1, PHS Overall and PHS Div1, Dennis Cooper's *Amante* in ORCi Div2 and Kevin Whelan's *Reve* in PHS Div2.

SHORT OCEAN POINTSCORE

The Short Ocean Pointscore consists of nine races which are sailed off Sydney Heads and combines many momentous races throughout Sydney Harbour. The series includes the Rubber Kellaway Plate, Gascoigne Cup, Morna Cup, David Burke Memorial, Australia Day Botany Bay Ocean race and finishing up with the Milson Memorial Cup. The Pointscore is a collaboration between the Cruising Yacht Club of Australia, Middle Harbour Yacht Club and the Royal Sydney Yacht Squadron with each club running three of the races throughout the series.

The series saw many of the 35- to 40-foot boats show their prowess over some of the other stripped out racing yachts with the varying conditions and race courses.

Jack Stenning's *Stormaway* was one of those placegetters. "It's been a fantastic spring and summer series. We've worked hard for years to be more competitive against our Sydney 36 and Division 2 peers, and this year it's come together way beyond our expectations," said Stenning.

"We're lucky to have a committed team who seem only to get better with age! We're out there to enjoy ourselves and do the best we can, and our success this year is mostly down to how well the crew are working together to get consistent performance out of the boat and find any tactical opportunity."

Final standings were very close with podium positions separated by single points or even tie-brakes as was the case for PHS Div1. "It's great to be part of a competitive fleet of similar boats, and we really appreciate the sporting spirit in which the series is sailed and are already looking forward to next season," said Stenning.



Close racing across all series throughout the summer season led to many places getters only separated by mere single points



A crowded start line for the Short Haul race

SUMMER SERIES



Conditions can be very unpredictable and tactical while leaving Sydney Harbour



Monday Twilight brings yachts of all calibre to race together

Series divisional winners include Philip Dash's *Justadash* in PHS Div1, Bob Cox's *Nine Dragons* in IRC Div1, Jack Stening's *Stormaway* in PHS Div2 and IRC Div2 with Andrew Dally's *Khaleesi* in ORCi.

COMBINED OCEAN AND SHORT OCEAN POINTSCORE

The Combined Pointscore Series is perfect for the all-round sailor looking to compete and hone their skills. The series provides entrants with a mixture of both windward/leeward sprint racing and passage style racing in a compact six-race series.

It combines three races from the Mount Gay Ocean Pointscore and three from the Short Ocean Pointscore with the best five races counting towards the final series score.

With racing overlapping both series, entrants battled many different yachts. "We really enjoyed the fantastic close racing with all the other competitors. There is a big range of yachts entered and we had really tight racing with *Quest*, *About Time* and *Smuggler* as the lead constantly changed," said Short, owner of the TP52 *Bush Paul Group*.

"It came down to whoever sailed the best and made the least mistakes on the day. A couple of races ended up having to be run in the harbour because of weather constraints but it's a great series and love the varied conditions and race courses going north and south, we will be back again next year."

Divisional winners included Ian Shorts *Bush Paul Group* in IRC Div1 and PHS Div1, Dennis Cooper's *Amante* in IRC Div2, with Bryan Moore's *Shibumi* first in PHS Div2.

SHORT HAUL POINTSCORE

The Short Haul Pointscore is a non-spinnaker series comprising 13 races. It has many different courses which range from day-time harbour races, night harbour races and many short ocean races which will take crews up and down the Sydney Coastline from destinations including Botany Bay to Pittwater.

"Being out on Sydney Harbour in the evening is really nice, often we are the only boats out there experiencing it which is really special," said Cam Wayland owner of *Hunky Dory*.

It has proven to be a series which many come back and compete in year after year and is a great way to make an entrance to yacht racing but also have some very close racing without having to find multiple crew each week.

"We have done it four seasons now and enjoy the variety of courses with night races and Pittwater weekends. We have a good friendly bunch who sail. We normally sail with four to five on the boat which makes it a bit easier as we don't need to find a massive crew every week," said *One More-No More's* owner Ian Guanaria.

"This series suits our boat and we are able to push a bit above our weight. We have some very good racing in the series and had some close races with *Cyrene 3* and *Next*."

Divisional winners included Cam Wayland's *Hunky Dory* in PHS Overall, Ian Guanaria's *One More-No More* in non-spin IRC, Michael Selby's *Cyrene 3* in PHS Div1 and Cam Wayland's *Hunky Dory* in PHS Div2.

SHORT HAUL PASSAGE POINTSCORE

The Passage Pointscore consists of the Sydney to Pittwater weekend races combined with the Australia Day Botany Bay Race from the Short Haul Pointscore as the five longest races. Many teams compete in both series with the races being conducted at the same time.

Cam Wayland who placed well in both Pointscores has found it to be a great step in to racing. "It is a fantastic series, I competed for six years on another boat before buying my current boat *Hunky Dory* and racing the last two seasons. It's nice to be able to get out of the heads and get away from the amount of boats in the harbour but also makes it much more manageable with the number of sails and people I need," said Wayland.

"The competitive comradery with all the yachts is great, everyone comes out and waves to each other and says

hello. We were able to get 30 people together up at Pittwater to have dinner and get to know each other."

Divisional winners include Wayland's *Hunky Dory* in PHS Overall, Ian Guanaria's *One More-No More* in both non-spinnaker IRC and PHS Div1, with Warren Grounds *Mr Bojangles* first in PHS Div2.

MONDAY SPINNAKER TWILIGHT

This year's Monday Spinnaker Twilights were another 19 evenings of fun-filled but competitive racing across the PHS and IRC Divisions.

With 35 yachts entered into the series it proves to be a perfect regular race for crews looking to have a short competitive race and keep on top of crew work and boat handling while enjoying the summer evenings. One crew that were able to make the most of the usually moderate breezes was Darryl Hodgkinson's *Victoire* who was able to win IRC with a series score less than half of the second-place getter. PHS saw a much closer pointscore with both Div1 and Div2 podium positions separated by single points.

Divisional winners include Hodgkinson's *Victoire* in IRC, Greg Mason's *Sinewave* in PHS Div1 and Anthony Booth's *Selkie* in PHS Div2.

CLUB MARINE WEDNESDAY TWILIGHT

The Club Marine Wednesday Twilight was once again a very popular evening race with over 100 yachts entered to

compete in the series. With racing starting in early October and continuing through the summer until the end of March there is plenty of time to be able to make the most of the long days and late sunsets over the Sydney skyline.

Spring Pointscore divisional winners include Andy Kearnan and Pete Wrigley's *HWL Ebsworth* in PHS DivA, Ray Stone's *Razors Edge* in PHS DivB, Roberta and Pat Easton's *In Cahoots* in PHS DivC and Jason Wilby's *Hoi Polloi* in PHS DivD.

Summer Pointscore divisional winners include Seb Bohm's *Smuggler* in PHS DivA, Vicki Hartley's *Sea Change* in PHS DivB, Anthony Bruce, James Lee Warner and Antony Sweetapple's *Quetzalcoatl* in PHS DivC and Bruce Druery's *Liaison* in PHS DivD. ⚓



The Mount Gay Ocean Pointscore is great preparation for the offshore races throughout the year

Full results from all series can be found at: cyca.com.au/sailing/entrants-results/

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Rear Commodore Treleaven's yacht Finn.

REAR COMMODORE Janey Treleaven

I was lucky to have been born into a long line of sailors. My parents met through sailing and it became both their passion and their work, but they presented it to me as an opportunity, not a right. I sailed as a child, but it was the establishment of the Youth Sailing Academy by my father, Ian Treleaven, in 1993 that really sparked my own passion. Through the YSA, I met peers with a similar interest, access to coaching and found a way to satisfy my competitive side.

I competed in my first Sydney Hobart Yacht Race in 1995 and I was hooked. Over the years I have competed in two more Hobarts as well as many miles offshore. I have been up and down the coast of Australia as well as overseas, worked for a year on a 100-foot super yacht campaign (*Maximus*) and now I own a Farr40 OD with my dad. It's the community, the friends, that amazing feeling when you leave the dock and nothing else

matters but the race. That has helped me stick with it since I joined the CYCA 24 years ago.

In my mid 20s I returned from two years living overseas and wanted to get back involved at the Club. My dad suggested I look at getting on a Committee and Margaret Keelty proposed the Associates Committee who are instrumental in organising a number of social events including raising funds for SOLAS and other charities. I found I enjoyed Committee work and giving back to the Club and the sport. After two years on the Associates Committee, I was thrilled to be asked to step into the role of President. I served as Associates President for three years and during that time also joined the Member Services Committee. I expressed an interest in doing more to Past Commodore John Markos, at the time Rear Commodore, and he became a mentor guiding me through the process of being

elected to the Board as a Director. That was six years ago. I have now served two years as a Director, two years as Treasurer and now I am a Flag Officer about to complete my first one-year term as Rear Commodore.

After realising that I was never going to be an Olympian, America's Cup sailor nor did I have the desire to sail around the world, I saw this as the best way for me to contribute to the long-term viability of the Club and influence the direction of the sport.

I try not to see my work and sailing lives as an offset program whereby to achieve everything I want to achieve, something must give. I try to focus on the interconnectivity of each aspect of my life and what makes me happy, especially when I am feeling overwhelmed. The older I get the easier this is.

In my first year on the Board, it was sailing that was sacrificed. At that moment that was fine but it slowly dawned on me that I was missing something and it wasn't sustainable rushing from work to meetings over and over again. I found efficiencies like buying a scooter to cut down commuting time and I talked to my dad about what I really wanted which was to be a skipper again. We started looking for a yacht together and finally purchased *Finn* nearly two years ago. Being at the helm of *Finn* is my happy place. Yes, organising crew and doing maintenance is hard work but it's worth it every time I get out there on the race course.

Sailing is my escape from the day-to-day but being on the Board has been an incredible development opportunity from which I have benefited in my professional life too. Sitting around the Board table discussing the future of bluewater racing, debating how we can engage with Members more and planning the refurbishment have been a huge learning curve. In parallel I have been focusing on my career in finance services technology and operations and currently work as an Executive Manager at a major bank. It's hard but rewarding work and I wouldn't give any of it up.

Decision-making bodies such as the Board should be diversely representative of the constituent that they represent whether it be gender, age or skill. Leander Klohs and I were elected to the Board at the same time and it has been great to have two female voices at the table. The CYCA has always been a great supporter of women in sailing but we still have a long way to go



Rear Commodore Janey Treleaven (centre) in her early years of sailing at the CYCA

in the sport. One of the main reasons I bought *Finn* with my dad was to give some of my female friends an opportunity to race on a Farr40 regularly and I try to have at least 50 percent female on my crew if not more. It's important that owners remove barriers and support more women by giving them places on their crew.

At last month's International Women's Day Women in Sailing breakfast I was chosen to be Vacluse Woman of the Year by the Hon. Gabrielle Upton which was incredible and I felt very honoured. When I told my dad I was getting an award, he asked 'why'? I kind of agree with him. I still have so much I want to do and give but being recognised in this way is a great motivator. I do continue to make sacrifices (although these days you will find I miss the occasional meeting to go sailing instead) but when I see the positive impact of the work that I am contributing to is making the Club a better, more engaged place, it's worth it.

In the years to come on the sailing side, I am hoping to compete in the next Farr40 One Design season. The Farr40 Worlds are being held on Sydney Harbour in 2020 so I've set my sights on competing. I'd also like to do another Hobart at some point too. At the Club, I would like to be Commodore one day with the support of the Members and I'll keep working towards that for the next few years. 🇺🇦



Thomas Quick (right of trophy) and the Outlaw crew after winning the Farr 40 National Championship. Credit - Tilly Lock Media

OFFSHORE: For many you may seem to have popped out of the dark to win three national titles straight away, you had good results in the Sydney 38s previously but no national titles. How does it feel winning three in a row and what's the secret?

It feels good! I think it's a culmination in a lot of effort in the one design classes. Dad and I bought a Sydney38 around 2003 and spent nine years in the class, that was a big grounding which meant we were able to work on creating a solid team who needed to be disciplined in their roles and committed. I spent quite a few years flying people from Melbourne and Geelong for the regattas which meant that we didn't really have much time to train. Even though we would put the best team that we could together with the limited preparation. This had some success but really you need the time on the water and it wasn't until we bought the Farr40 and started to work on the team environment that we have started to get settled and work on some consistency.

The Sydney38 nationals main aim was to have time on the water together with crew members that travel from interstate as we didn't have time to train with the whole team during the weeks leading up. It's been tough both last year and this not having that benefit but we make the most of it. That regatta was a great opportunity to potentially win but the main goal was always crew training and build the team up to be race hardened. Racing is the best training so that was the best preparation for the Farr40 nationals. There's also a bit of unfinished business, I've come second in the nationals before so to go out and win one was the cherry on the top. It also gave the team some more confidence that we had all gelled together.

The MC38 title was a bit of an extra addition to the season as the focus for dad and I had always been the Farr40. I

was asked to join the team of *Maserati* as Neville Crichton was unable to sail the event and I had sailed with the team previously. Before the event some of crew had been ribbing me for the triple crown but to be honest, I hadn't thought about it at all. It was obviously great to be able to win as it was such close racing which came down to the final day. I think it's testament to the crews at all the events which in the end led to the great results.

OFFSHORE: How did sailing start for you? Has it always been a part of your life?

Sailing has been in the family for a while, my grandfather on my dad's side was a bilge boy on the skiffs in the Swan River in Perth. Once they moved to Melbourne he continued sailing and dad didn't really have a choice in it. I got bitten by the sailing bug quite early in life but didn't sailing dinghies until I was in my late teens, before that we had been sailing on keelboats and has continued ever since. I moved to Sydney in 1999 and continued to sail once we settled in.

OFFSHORE: You sailed in the Sydney 38 class for many years, what made you change and move on to the Farr40s?

We have both always liked the Farr40s but I think it was a bit more me than dad which influenced it. Dad likes the boat, but he had initially wanted to get a Beneteau First 40 to do some cruising when we sold the Sydney38. With travel commitments and others things that came up it ended up being used for twilights and winter series racing like the Sydney38 had been. I think he could see that I really wanted to get back in to the competitive sailing and he wasn't able to get away to do the cruising which he wanted, so we sought out a boat and ended up buying Transfusion from Guido Belgioro-Nettis.



The Outlaw team during their dominant National Title campaign. Credit - Tilly Lock Media

I think if you are going to join a fleet it's good to have a boat that has a proven track record and that was a priority for us to make the move in to the class. It just means that the boat is already a long way down the path and you're not trying to build it in to a race machine while you are figuring everything out which makes a big difference. It was great that it was available at the time, so we were very lucky that it all worked out.

After that it's all people, the boat can only take you so far, but the crew is what makes the big difference. We benefitted a lot when we got in the to the Farr40 fleet having David Chapman come in at the start and being able to bring experienced crew from programs past like Transfusion and Voodoo Chile to be able to create a solid team with great experience and be so competitive from the start.

I think last year we had about 27 people sail on the boat throughout the year, then moving on to this season it was half that number or even less. That has made a big difference to our consistency and the boat has been much more settled and improved which meant by the time we got to the nationals we were able to come away with a great result.

OFFSHORE: Why the name *Outlaw*?

We bought a boat in Hobart around 1994 which was named *Outlaw* and that name had just stuck with us ever since. That boat was the boat that we modified and entered in the 1998 Sydney Hobart Yacht Race so there is a bit of history with us and we just love the name.

OFFSHORE: There is a strong family connection with your father Alan in the boats that the two of you have owned, do you see yourself bringing your children similarly into the sport of sailing?

I'm lucky to have two little girls who are into all sorts of activities at the moment. I got turned off dinghies very young and it took me a while to come back to them and enjoy it again, so I don't want it to be a sport that is pushed on to them. We are concentrating on nippers and other sports so they are able to make up their own mind as to what they want to do. I think next summer is the first time that my eldest daughter will start sailing, she will be nine and I feel like that is a good time to introduce her to it focussing on having fun with her friends and enjoying the activity.

OFFSHORE: What's next for you and the *Outlaw* team? Do you have your sights set on taking on some more national titles?

The focus is going to be in the Farr40, the world titles are in Long Beach this year which we are weighing up options as to boats that are available or if we will have a rest and then focus on the worlds when they return to Sydney in October 2020.

The Sydney38 is a bit of 'box ticked' item so I think if we challenge for that again it will be based around training and preparation. I'm a big fan of the Sydney38s and I did immensely enjoy the regatta. I was really excited to see that class have 11 boats racing which can easily be more with some other teams around the Sydney area. I would be keen to let someone else have a turn and encourage them to step up and be involved with the great group of people that are in the fleet.

We are at a stage now where Farr40 and crew are bedded in for next season and will be very conscious of keeping the boat and the crew stable towards the world titles to aim for another good result. 📍



YSA PROFILE

Thomas Grimes

Thomas Grimes (far right) with Eric Sparkes, Dante Olivieri, Jessica Grimes, Emma Harrison. Credit - Andrea Francolini

OFFSHORE: What brought you in to sailing? Some of your family members also sail, has that had a big influence on your decision to pursue sailing?

Both my parents are sailors, and therefore there was always a lot of opportunities to go sailing from a young age. We lived right across the road from the Belmont 16ft Sailing Club, which meant that it was always very easy for us to go sailing. I think the fact that both parents are experienced sailors made it easier for us, but there was never any pressure to go sailing which meant I could make my own decision. I have four siblings but my sister and I are the only sailors.

OFFSHORE: How has the YSA helped your sailing and the opportunities that it has enabled you to take up?

The YSA has given me the ability to continue to learn and compete at a high level. The opportunities to progress into competitive keelboat racing as well as exposure in ocean racing is something that I am especially grateful for. Match racing which I have been doing at the YSA for quite a few years now is an exceptional format for fine-tuning sailing skills which I think will be a great foundation for all the sailing that I do.

OFFSHORE: Where are you aiming to peak in sailing? Does an Olympic campaign or a round-the-world ocean race tempt you?

I haven't really got a planned 'peak' for sailing at the moment, but I like to keep it simple and keep doing the

sailing that I enjoy. I am involved in three main campaigns this year; the Youth Match Racing Worlds, the Uni Worlds and the J70 Worlds. Apart from this I am going to try to find time to do some ocean racing this winter and try get a good ride for the Rolex Sydney Hobart Yacht Race at the end of the year. I am also sailing on the MC38 Ginger which I am very excited about!

OFFSHORE: How is the balance between university and sailing? Has there been much of a cross over between the two?

Uni for me is my highest priority. Sometimes I need to remind myself of that, because it can be over stimulating going overseas sailing, but it always very humbling to go back into the classroom. I have always felt that without sailing I might go insane at uni - especially in recent years; the work at university has been getting very intense so going sailing regularly is an awesome way to immerse in something else which is challenging. Recently we were able to go sailing representing UNSW at the Uni Worlds in France, which was an incredible experience and definitely a high point for me. It was super last minute and I hadn't steered a fleet race since high school, so I was pretty nervous. Things felt very surreal while we were over there and winning was even more surreal.

OFFSHORE: In between sailing and normal university you have been working on a serious project. Can you describe what you are undertaking?

I am competing in the inaugural Australian University Rocketry

Competition with my university team against 16 other universities. It is with a society called the American Institute of Aeronautics and Astronautics (AIAA) which I have been involved with for two years now. I became really involved about a year ago and had some good timing with being able to jump in as the Project Director as one member left the team, which then led on to also becoming the manufacturing lead on the rocketry team.

We are taking our rocket up to Queensland for the competition where it is entering the 10,000ft height range where you have to hit exactly that height, if you go over you start to lose points. The second major restriction is that we have to carry a four kilogram payload of scientific significance, so we have been working with another student society who are creating a cube satellite split in two parts. The first is to test telemetry systems and the other half is a bacterial test which will qualify us for all the requirements of the competition. It's been a busy time building it but hopefully it will all go to plan.

OFFSHORE: So as this rocket has become a big part of life is that where you will look to continue in the future?

Honestly it would be a dream to get an internship or graduate position at a rocket company but there are a few more things to think about in terms of post-graduation plans and how that will all unfold. ⚓

PREVIEW | WINTER SERIES



Winter is coming!

Australia's largest ongoing series is back for another year!

The Winter Series challenges all entrants with varying conditions across the winter months. Credit - David Brogan

This year marks 60 years since the CYCA's Winter Series first started back in 1949 and ever since has failed to disappoint. Longstanding traditions will continue to be honoured including The Breakfast Club's breakfast of champions on a cold morning, the best set of prizes on Sydney Harbour for the placegetters and warm afternoons spent lapping up the winter sunshine on the brand-new west-facing Club deck.

CYCA sailing manager Justine Kirkjian says the Musto prizes for the top three in every division are a major drawcard. "We are renowned around the harbour clubs and competitors for the wonderful Musto prizes we offer - they are the best on offer - and the Winter Series is still the most popular on the harbour."

The Winter Series has proved to be a great launching pad for sailors of all skill levels, whether learning the ropes for the first time, to preparations for well oiled teams before regattas and offshore races.

One yacht which can attest to the importance of this series is Geoff and Pip Lavis' *UBS Wild Thing* which placed second in Division A last year and has competed in the series consecutively since 2002.

Five members of the Lavis family will campaign the Inglis/Murray 50 this year, including their two adult sons Ben and Adam and 16-year-old granddaughter Maddi who has been part of the CYCA Youth Sailing Academy (YSA) for multiple seasons and says she is ready to tackle offshore racing.

"Our eldest Maddi is mad keen to get into offshore racing so she's committed to the CYCA Winter Series and hopefully will be part of our Noakes Sydney Gold Coast Yacht Race crew," said dad Ben.

"It's a bit of a family affair on the boat, which is also known as the YSA kindergarten for the number of YSA kids we've supported to transition into yacht racing. Many of them have gone onto much bigger and better things including Will Ryan who medalled in the 470s at the last Olympic Games and America's Cup sailor Sam Newton."

“ We are renowned around the harbour clubs and competitors for the wonderful Musto prizes we offer ”

In terms of preparation for winter conditions, Kirkjian suggests planning for a broad range of wind strength and temperatures. "Winter days can be light and sunny T-shirt weather or freezing cold and blowing 30 knots from the west. The crews who do best over the entire season are the well-prepared all-rounders who also go the right way!"

This year will see the reintroduction of the Sydney 38 one design division which is drawing strong interest. Eight of a likely division of 10 Sydney

38s have been entered, the class making a strong return to Sydney after the critical mass moved north from Victoria.

Class president Peter Byford says, "Quite a few Victorian owners sold to New South Wales owners. *Phoenix* is now *Philosopher* and being campaigned by Peter Sorensen and *Cinquante* has come up from Geelong. This is about critical mass - growth in the class encourages people to think about racing among equivalent boats, in terms of performance and camaraderie."

Sunday April 28 is the first Ladies Day Race with Sunday May 5 the opening Winter Series pointscore race. A minimum five races will make up a series.

For full details and to follow the series, head to www.cyca.com.au. ⚓



JOIN THE FUN!

In 2019 the CYCA is celebrating its 75th anniversary – and we need you to help start the party.

With a packed calendar of events across the year, you don't want to miss this!

cyca.com.au/celebrating75



International Women's Day

Over 120 women, men, girls and boys were treated at the CYCA International Women's Day Women in Sailing Breakfast with a morning filled with networking, great food and inspirational words from some of the most amazing women in the sport of sailing.

A panel consisting of 27-time Sydney Hobart competitor (women's record!) Adrienne Cahalan, World Champion and Olympic Silver Medallist Lisa Darmanin and 2017 Ocean Rookie of the Year and 2018 Rolex Sydney Hobart Yacht Race IRC Division 3 Winner Zoe Taylor were joined by MC Jess Ridley in sharing their stories of challenge and achievement throughout their sporting, professional and family lives.



Members and guests were also graced with the attendance of The Honourable Gabrielle Upton MP who brought with her a very fitting surprise. Speaking after Rear Commodore Janey Treleaven's welcome, the Member for Vaucluse presented Rear Commodore Treleaven with the 2019 Vaucluse Woman of the Year Award for her tireless efforts in the sport of sailing, the wider community and balancing this with her professional career.

Congratulations to all who attended the breakfast, organised by the Member Value sub-committee, driven by committee member Deborah Wallace. ⚓





2018 ROLEX SYDNEY HOBART PHS WINNER

Equal measure brings rewards for Wax Lyrical

CREDIT: © CYCA Media

Les Goodridge (centre) skipper of Wax Lyrical with Dinah Eagle - Ocean Crew Person of the Year and Julia Owens, together winning PHS Overall in the 2018 Rolex Sydney Hobart Yacht Race.

Last year's RANSA Trophy Winner and first place in PHS division was non other than Les Goodridge and his crew on *Wax Lyrical*. The crew did not stop their prize collection there.

Once back in Sydney at the Ocean Racer of the Year awards they were once again rewarded with two of the crew (Dinah Eagle and Brett Smith) nominated for the prestigious Sally Gordon Memorial Trophy for Ocean Crew Person of the Year. Les Goodridge has always worked to have an equal crew of women and men, both young and experienced which has proven to be winning combination.

This year the Ocean Crew Person of the Year was awarded to Dinah Eagle who has competed in 11 Sydney Hobart

Races to date and received the award by the recognition from her peers in the sailing community.

When asked about his crew, Les is very open to discussing the mix of crew members. "Sometimes it's about the right person in the right place, and definitely not always a guy, but often a woman," said Goodridge.

"Do I try really hard to have girls? A little bit, maybe... but for me, it happens quite naturally - I have always had girls in my crew. Women are often more resilient. They may not be as strong, but they are very tough."

Together, the *Wax Lyrical* crew represents the true spirit of the Rolex Sydney Hobart Yacht Race: diversity, passion, fun, competition and resilience.

PHS OVERALL RESULTS

PLACING	YACHT	OWNER/ SKIPPER	HANDICAP	CORRECTED TIME
1	Wax Lyrical	Les Goodridge NSW	1.0589	03:15:14:27
2	Pekljus	David Suttie NSW	1.0879	03:15:55:05
3	Helsal 3	Helsal 3 Syndicate NSW	1.1456	03:19:56:34
4	PYR Jarhead Wot Eva	Performance Yacht Racing United Kingdom	1.3362	04:00:41:44
5	Reve	Kevin Whelan NSW	0.9697	04:00:51:16
6	Allegro	Adrian Lewis NSW	1.1572	04:00:58:36
7	SeaVentus Mahligai	Murray Owen & Jenny Kings Russia	1.1287	04:01:16:46
8	Flying Fish Arcos	Flying Fish Online NSW	1.0193	04:03:45:00
9	Quetzalcoatl	A Bruce, J Lee Warner, A Sweetapple NSW	1.0465	04:04:55:35
10	Duende	Damien Parkes NSW	1.1756	04:05:42:15
-	Scallywag	Seng Huang Lee Hong Kong	1.915	RETIRED
-	Calypso	Flying Fish Australia NSW	1.015	RETIRED

Note: The 2018 Rolex Sydney Hobart Yacht Race PHS results were not included in the February/March edition of Offshore due to a production error. Full list of results can be found at rolexsydneyhobart.com

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Ronald G. Kellaway

A founding member of the CYCA and a well-known sailor throughout the yachting community

'Rubber' Kellaway - a Tribute

The death of Ronald G. Kellaway, or "Rubber" as he was affectionately known to yachtsmen everywhere, was mourned by the C.Y.C. on 20th March, when his shipmates and friends joined with his widow Anne Kellaway to send him on his last voyage on the blue waters he loved so much.

Lindsay Mee provided his 75 ft. motor vessel "Bali Hai" at the C.Y.C. marina for the party of 64 who sailed out through the Heads to commit the remains of Rubber Kellaway to the ocean. A simple but very moving little ceremony was enacted as Toby Cheberton cast the ashes on the sea and Jack Pritchett spoke words from the hearts of everyone present.

Rubber Kellaway was one of the most colourful and best loved yachtsmen on the Australian yachting scene. He was a legendary character whose passing will be mourned in yacht clubs everywhere.

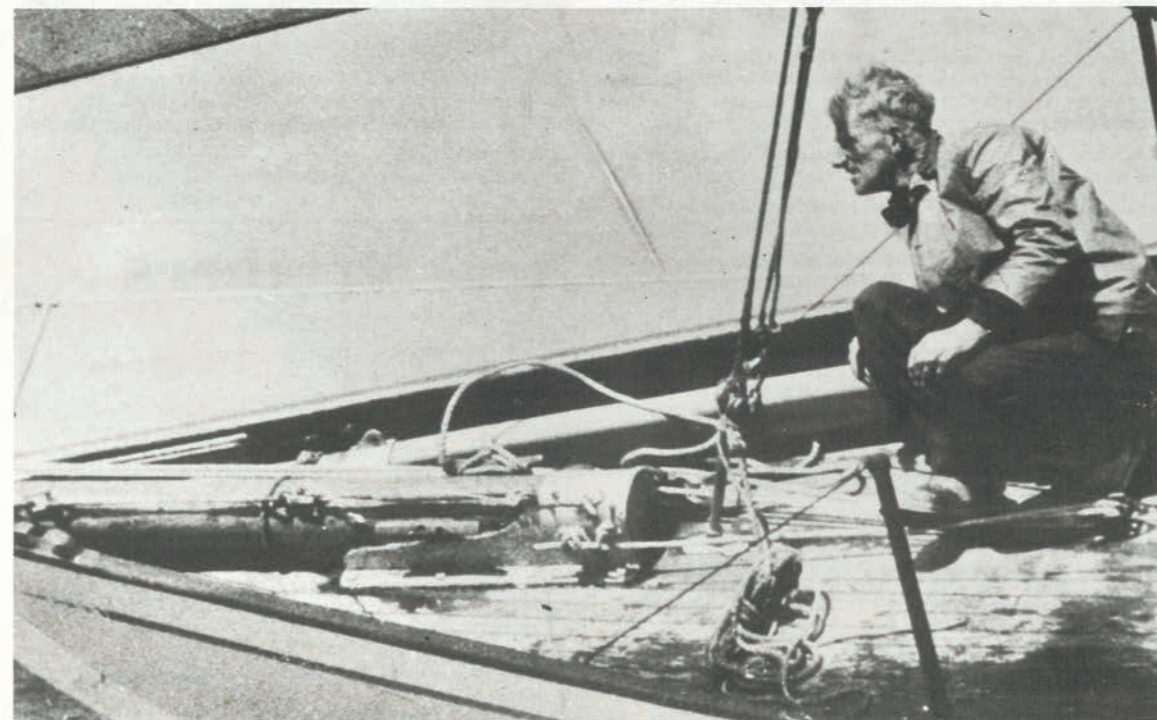
He was well known in Hobart, was the delight of the Orford Pegatta and Triabunna entertainment committees. Lake Macquarie knew him as a regular visitor. Brisbane or Bicheno, Gladstone or Noumea, at clubs and pubs along the entire waterfront you could always count on Rubber Kellaway to step forward as a deputy assistant flag officer and with his own simple charm speak up for the C.Y.C. and his ship.

Born in Tasmania, 72 years ago, Rubber attended Hutchins, Hobart's oldest school and quickly developed his love for boating. In the years before the war he became an experienced yachtsman and crewed in the big yachts owned by the



RUBBER KELLAWAY

"What's the point in going sailing if you don't get a bit of water on you."



36 OFFSHORE, April 1974

Livingstone Brothers. He served in the Naval Auxiliary during the war.

Rubber was one of the original members of the C.Y.C. in 1945 and crewed in the big yacht "Morna" when she followed the fleet in the first race to Hobart. Since then he has clocked up 17 Hobart Races and countless ocean events in a variety of yachts.

As a seaman he was fearless and efficient. Whether working for'ard or fighting the helm in an angry sea you could count on Rubber to have everything under control. But in particular, his splendid personality, his rugged philosophy and his ready wit were the greatest morale boosters any crew could have under

difficult conditions.

The name "Rubber" derives from an incident in his youth when he rolled down a very steep hill, picked himself up and calmly walked away. "He must be made of rubber, the way he bounced", said his companions and Ron was "Rubber" thereafter.

Anne Kellaway, a tireless worker in charitable causes in the Hunters Hill area, has offered to provide a trophy to perpetuate the memory of her famous yachting husband. Suggestions are invited for a suitable off-shore event. One idea already put forward is that it should be known as the Rubber Kellaway Triabunna Trophy.



Above: believed to be Constitution Dock in the late 1940's. Can any reader identify the whereabouts and whyfores of these photographs?

OFFSHORE, April 1974. 37



In 2019 the Cruising Yacht Club of Australia celebrates its 75-year anniversary. As part of this historic celebration, Offshore will also celebrate the Club's illustrious past throughout the coming editions.

COMING ATTRACTIONS

SUN	MON	TUE	WED	THU	FRI	SAT
APRIL	01 \$15 Barramundi & chips	02 \$15 Pasta Special Noakes 7s Series	03 \$15 Café 44 Special	04 \$20 Angus rump & chips	05 Early Bird membership renewals close	06 Top Jocks Regatta
07	08 \$15 Barramundi & chips Sail Port Stephens (8-14th)	09 \$15 Pasta Special	10 CYCA Trivia Night \$15 Café 44 Special	11 \$20 Angus rump & chips	12	13
14	15 \$15 Barramundi & chips Youth Sailing Academy School Holiday Course (15-18th)	16 \$15 Pasta Special	17 \$15 Café 44 Special	18 \$20 Angus rump & chips	19 Good Friday Public Holiday 71st Brisbane to Gladstone (QCYC)	20 Easter Saturday Public Holiday
21 Easter Sunday Public Holiday	22 Easter Monday Public Holiday \$15 Barramundi & chips	23 \$15 Pasta Special	24 \$15 Café 44 Special	25 ANZAC Day \$20 Angus rump & chips	26 National Sailing League (26-28th)	27
28 Ladies Day - Race 1 (Jill McLay Trophy)	29 \$15 Barramundi & chips	30 \$15 Pasta Special				

SUN	MON	TUE	WED	THU	FRI	SAT
MAY			01 \$15 Café 44 Special Go North Yacht Rally	02 \$20 Angus rump & chips	03 Summer Season Prizegiving	04 Great Veterans Regatta Founders' Day
05 CYCA Winter Series - Race 1 Sail GP San Francisco (5-6th)	06 Go East Yacht Rally \$15 Barramundi & chips PONANT presents an evening with Jason Edwards	07 \$15 Pasta Special	08 CYCA Trivia Night Cercle Nautique Calédonien / Tourism New Caledonia Information evening \$15 Café 44 Special	09 \$20 Angus rump & chips	10	11
12 CYCA Winter Series - Race 2 Mothers Day	13 \$15 Barramundi & chips	14 \$15 Pasta Special	15 \$15 Café 44 Special	16 \$20 Angus rump & chips	17	18
19 St Patrick's Day CYCA Winter Series - Race 3	20 Racing Rules of Sailing information evening \$15 Barramundi & chips	21 \$15 Pasta Special	22 \$15 Café 44 Special Racing Rules of Sailing Seminar	23 \$20 Angus rump & chips	24	25 Youth Sailing Academy - Kellett Shield Regatta
26 CYCA Winter Series - Race 4	27 \$15 Barramundi & chips	28 \$15 Pasta Special	29 \$15 Café 44 Special	30 \$20 Angus rump & chips	31	

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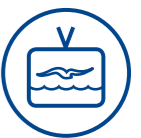
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