

AUGUST/SEPTEMBER 2019

OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA



GOLDEN FORTUNES!

HOW ENVY SCOOTERS TRIUMPHED IN 2019
NOAKES SYDNEY GOLD COAST YACHT RACE

LOOKING SHARP

New partner for
Monday twilights

WINTER WONDER

Taylor makes it
two in a row

SHIP SHAPE

CYCA legend becomes
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COVER PHOTOGRAPHY

Envy Scooters' Barry Cuneo (centre), the overall winner of the 2019 Noakes Sydney Gold Coast, with (left) Sean Langman, Managing Director of Noakes Group, and Noel Cornish AM, Vice Commodore of the Cruising Yacht Club of Australia, pictured at Southport Yacht Club. Credit - Hamish Hardy

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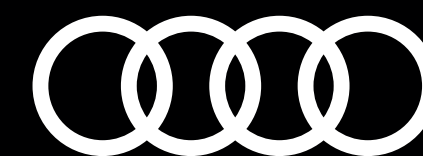
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COMMODORE PAUL BILLINGHAM

At the helm

At the recent AGM I was able to set out the intention of the Board to, this year, work with Members to identify the future direction of our great Club.



Styled: "Beyond 75", this strategic planning initiative will see our Club consider the future of our sport, the Club's role in it, and the needs and expectations of Members past, present and future.

Such discussions are a real sign of organisational maturity and we are fortunate to be in a financially and culturally robust position to be able to have the type of conversation where we try and lift our eyes over the horizon in determining the future of our Club.

So this strategic planning process has already commenced at Board level with two extended workshops. We were joined by the Club's senior management and evolved our views on a number of key areas - blue water sailing, building on-water activities, member value, investing in our people, governance, managing our assets, financial stability and long term strategy. All of this work is expected to culminate in a shared vision and purpose for our Club and then a set of long terms goals for us to strive towards over the coming years.

Our next step will be to share the outcomes of this work with Members before we go too much further, and we expect to be in a position to do so in October 2019.

However, while this important work is underway the life of the Club, on and off-water continues!

Off-water, we were delighted to complete the promised work on the main car park and entrance

gate - we now have a great looking and secure site. We have also evolved the planning process for the redevelopment of marina A Arm (now expected to take place in 2020) and will be undertaking community consultation on this in October, before the DA is submitted to Council.

“

As ever, there is a lot happening at the Club and much to look forward to!

”

Operationally, the Club is trading ahead of budget as Members and guests increase their enjoyment of the new premises and we are focussing on attracting corporates to our conference facilities during the day time - with some solid success.

But of course it is out on the water where this Club shines and a number of events and achievements have underlined that over the winter. The Noakes Sydney Gold Coast Yacht Race, won in a tight finish by *Envy Scooters*, was another classic with a huge fleet of 76 yachts. Closer to home, the Concierge Traveller Spring Series was hotly contested with great (cash!) prizes offered each week and some very delighted owners.

Our Youth Sailing Academy (YSA) celebrated another stunning year of achievements at its recent Presentation Evening - not least the incredible win in the 2019 World Sailing Youth Match Racing Championships in Russia where our team of Tom Grimes, James Hodgson, Jess Grimes and Harry Hall came out on top. We are looking to find a way to celebrate this incredible victory (the CYCA is the only club to have ever won twice!) with Members in the near future. Finally recently YSA graduate and Sailing Office team member India Howard was victorious with her crew in the John Messenger Regatta - defeating a strong kiwi team in the final.

Looking forward we now move into the Audi Centre Sydney Blue Water Series with of course the exciting prospect of the 75th Rolex Sydney Hobart Yacht Race just three months away. This year for the first time we will launch the race in both Sydney and Hobart with Tasmanian Premier Will Hodgman joining us at the Royal Yacht Club of Tasmania on 7 October.

We also have a number of major functions coming up - notably the SOLAS Trusts Dinner on 27 September; the 20 year members dinner including the announcement of four new Hall of Fame inductees on 16 November; and then the Rolex Sydney Hobart Yacht Race Corporate Lunch on 6 December - please support these fantastic events.

As ever, there is a lot happening at the Club and much to look forward to! 📍

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The winning team of (left to right) Harry Hall, Jess Grimes, James Hodgson and Tom Grimes

Youth Sailing Academy on top of the world

The Cruising Yacht Club of Australia's (CYCA)'s Youth Sailing Academy (YSA) have won the 2019 World Sailing Youth Match Racing World Championship in Yekaterinburg, Russia, as the Australian representative. This is the second time the CYCA has won the event, having taken home the title in 2017 and being runner up in 2016.

Australia has now won the Youth Match Racing World Championship four times and finished in the silver medal position, meaning it is the only country to remain in the top two placings for each World Championship contested so far.

Unfortunately, Yekaterinburg didn't allow for the competition to finish out on the water, with racing abandoned at 1500hrs on the final day when the time limit expired. Fortunately for Australia, a fantastic round robin scorecard of

12-2 was enough to secure the title from New Zealand. "We are obviously super stoked right now. It would have been great to win on the water, but we put the hard yards in at the beginning of the event and it's paid off. It's been a long campaign for us, but we are so happy to win the World Championship," commented skipper Tom Grimes.

In one of their toughest races of the regatta, Australia was up against the United States of America (USA) who were fighting to keep themselves in semi-final contention. After controlling much of the pre-start, the Australians let the Americans off the hook with about 30 seconds to go. This allowed them to build speed to the pin and win the first shift.

The USA team held on to that lead for the majority of the race, but better positioning by Australia at the second windward mark, saw them able to round inside USA. A better set saw the

Australians pull away and keep a tight cover on their opponent to the finish and notch up another victory.

"Our race was one of the toughest so far, not only because of the conditions, but USA did a great job around the race track. I completely stuffed the start, twice (in the abandoned race as well) but we managed to stay close to them for the first lap, then felt fast up the second beat. We positioned ourselves nicely against the other matches to stay out of traffic and in more breeze, allowing us to level with them and then pass," Grimes finished.

The CYCA's team of Tom Grimes, James Hodgson, Jess Grimes and Harry Hall had led the competition from Day 1, finishing the first round robin with a 10 - 1 scorecard. They then carried this momentum into round two, which was only partially complete with Australia scoring four wins from five starts, to be awarded the Youth Match Racing World Championship.

2019/2020 CYCA Board announcement



After a year of significant change and the redevelopment of the Clubhouse, the 2019 Annual General Meeting (AGM) represented a time to reflect on the year as a whole while also looking forward to the year that has commenced.

The 2019 AGM also saw the Board reappointed unopposed.

"It has been an incredibly busy 12 months for the Board and each Director has made a huge contribution - I'm delighted that Members recognise that, are prepared to stick with us and give us another term," Commodore Paul Billingham said.

"It is an incredible honour to be elected to serve the Club in this way and I know the Board are keen to carry on with the job we've been asked to do by Members".

This year also saw the acknowledgement of our most recent 50-Year Member, Peter Cox. Peter joined the CYCA in 1969 after previously competing in two Sydney Hobart Yacht Races and getting to know many sailors from

the Club. Once receiving his commemorative pin Peter recalled some memorable stories of his time at the Club and the races which he undertook with some of his close friends who were in attendance.

With no nominations received aside from the current Directors, the Board was reappointed and comprises as follows:

Commodore - Paul Billingham

Vice Commodore - Noel Cornish AM

Rear Commodore - Dr Sam Haynes

Rear Commodore - Janey Treleaven

Treasurer - Arthur Lane

Directors - Justin Atkinson, David Jacobs, Bradshaw Kellett, Leander Klohs

Life Member Peter Shipway



Commodore Paul Billingham (left) presenting the pin to Peter Shipway (right)

Cruising Yacht Club of Australia Members recognised Peter Shipway's contribution to the Club and ocean racing at this year's Annual General Meeting, where they unanimously elected him a Life Member.

Shipway has been a valued Member and contributor to the Club for 48 years, starting when he first became a Member in 1972 before moving into roles within the Club in 1978 and continuing his involvement to this current day on Committees and within the media as an expert commentator for Channel 7 for the Rolex Sydney Hobart Yacht Race.

Shipway is also a distinguished yachtsman. Included in his accomplished ocean racing record are 31 Sydney Hobart Yacht Races, including crewing in two overall victories and five line honours winners, eight Admiral's Cup series, one as the Australian Team Captain with one victory, a second and a third placing, and The America's Cup Series as a crew member on *Australia II* in 1980.

A BRIEF SUMMARY OF PETER SHIPWAY'S SERVICE TO THE CYCA:

Marina manager 1978-1981

General manager 1981-1984

Sailing Committee member 1985-1993

Rolex Sydney Hobart Yacht Race Committee member 1985-1986

Co-founder of the CYCA Youth Sailing Academy and Committee member 1992-1997

Archives Committee member 2006-present

Premises Committee member 2018-present

Special Events Committee member 2018-present

RSHYR 2019 Classic Yacht Regatta Committee Member

Member of the selection panel for the CYCA "Hall of Fame"

ROTARY CHARITY REGATTA CELEBRATES 25 YEARS

The Cruising Yacht Club of Australia (CYCA) is proud to announce it has formed a partnership with Rotary to run the Rotary SOLAS Charity Regatta, on the eve of its historic 25th anniversary this November.

The regatta proudly supports a range of charities including Sydney Children's Hospital, Safety of Life at Sea Trusts (SOLAS) and Rotary Club of Sydney Cove projects. It has long been regarded as the premier event of its type.

"The event supports a number of great causes and we call on Members, guests and interested parties, who may or may not have sailing experience, to 'jump onboard' and be part of this great day," CYCA Commodore Paul Billingham said.

"The 2019 Rotary SOLAS Charity Regatta is the historic 25th anniversary of the excellent event – and we look forward to hosting all participants in our new-look Clubhouse, a fitting location for an event of this magnitude and importance."

The Rotary SOLAS Charity Regatta has raised in excess of \$4.5million in its rich 25-year history, something event organisers hope to build upon in the years ahead following the consolidation of the partnership with the CYCA.

"The partnership of the CYCA and the Rotary Club of Sydney Cove is integral to the event, a 22-year relationship of complementary, community-minded people bringing together the unique facility of the CYCA and the volunteers from Rotary for charitable purposes," Rotary's Bill Little says.

"In our 25th anniversary year, our new partnership is a natural progression of the relationship that has developed with Club officials, staff and most importantly, yacht owners. We have felt like part of the CYCA family for a long time. Establishing the partnership recognises all that has been achieved for both parties and the community. It provides the platform to grow the event for a mutually beneficial future."

The 2019 Rotary SOLAS Charity Regatta will be held on Friday 15 November, hosted by the CYCA. All levels of sailors – from absolute beginners to yacht-racing legends – are invited to participate.

For more information visit www.rotarysolascharityregatta.com.au

NEW ASSOCIATES COMMITTEE ELECTED



The Associates Committee AGM was held on 6 August and chaired by Commodore Paul Billingham. Elected onto the Committee were Margaret Keelty (President) Justine Anson (Vice President) Irene Soemardi (Secretary), Cathie Mulherin (Treasurer), Jane Bartrum, Kaye Brooks, Bronwyn Daw, Pauline Christie, Jennifer Dahl, Fiona Davies, Pamela Emerson, Kendi Kellett, Amanda Lulham, Fiona Marr and Pam Messenger.

Associate Membership is available to wives, husbands, partners and children of Full, Life, Regional and Overseas members, and is a great opportunity to be involved in the Club.

The Committee meet monthly and work to unite and meld all Members through driving social functions & other activities, including:

- The CYCA Hall of Fame and Member Anniversary dinner
- The Children's Christmas party, where proud parents and grandparents enjoy the day as much as the children
- The Rolex Sydney Hobart Yacht Race Crew Party
- Evenings such as Ladies Night and Trivia evenings throughout the year.
- Fundraising help for the SOLAS Trusts Dinner and the Quiet Little Drink

While much of the organising for these events are done by Committee Members, other Associates not on the Committee also contribute. If you would like to assist in any of these please contact the Associates Committee.



Joe Psaila and Mario Bernatovic from Sharp EIT solidify a continued partnership with the Club with Commodore Paul Billingham.

Monday Twilights looking Sharp

The Cruising Yacht Club of Australia is excited to announce SHARP EIT have increased their commitment to the Club, signing a five-year partnership for the Sharp EIT Monday Twilight Series. The partnership, which complements Sharp EIT's existing commitment to the Youth Sailing Academy, commences with 2019/2020 Monday Twilight Series, extending all the way to the 2023/2024 season.

Commodore Paul Billingham was delighted to announce the partnership.

"Sharp EIT are long-time partners of the Club and we are thrilled to see them extend their support for the Sharp EIT

Monday Twilight Series," Commodore Billingham said.

"Their five-year commitment to the Club is a significant one, and something we can use to help take this wonderful series to even more people over a longer period of time.

"Thanks to Mario Bernatovic and Joe Psaila at Sharp EIT for their support of the Club and Australian Sailing in general."

Sharp EIT Director Mario Bernatovic: "The team from Sharp EIT is keenly focused on grassroots partnerships like these.

"We are excited to also be sponsoring the CYCA Monday Twilights. We are even more excited though for the opportunity to support and engage with the sailing community, young and old alike."

The 19-race Sharp EIT Monday Twilight Series commences on October 7 with a break over the Christmas period, then continuing through until 23 March 2020.



Matt Allen AM's Ichi Ban shortly after the start of the Brisbane to Hamilton Island Race. Credit - Mitch Pearson SurfSailKite

Members' northern exposure

The Noakes Sydney Gold Coast Yacht Race was the opening act for the great winter escape from Sydney towards an action-packed line up of events held in the Sunshine State of Queensland. A multitude of Cruising Yacht Club of Australia (CYCA) Members made their mark in the regattas, claiming overall and divisional wins, as well as podium places in almost all.

For Seb Bohm and his crew on *Smuggler*, the end of the Noakes Sydney Gold Coast was not just the finish of a race but also a stepping stone to their next offshore adventure. With only a few days to recover and prepare the boat, *Smuggler* was just one of the many teams who embarked

on either the Club Marine Brisbane to Keppel Tropical Yacht Race, or the inaugural Lendlease Brisbane to Hamilton Island Yacht Race. The two races started on the same start line on Friday 2 August, where it was CYCA Members who took the lead in both fleets heading north.

Seb Bohm's *Smuggler* made the most of the fast-paced southerly trade winds, claiming a clean sweep of all major trophies in the 348-nautical-mile race to Keppel Bay. *Smuggler* was first across the line, as well as taking the titles of corrected time in IRC and PHS divisions; a trifecta that is a tremendous accomplishment for any crew.

Matt Allen AM's TP52 *Ichi Ban* notched up another win, this time in the first ever 530-nautical-mile race to Hamilton Island, taking first overall in IRC.

Allen and his crew edged out fellow TP52 and Noakes Sydney Gold Coast overall winner *Envy Scooters* by less than half an hour on corrected time, closely followed by CYCA Members Matt Donald and Chris Townsend's *Gweilo* in third.

Airlie Beach Race Week shifted the fleet away from offshore racing and thrust them into shorter passage day racing around the Whitsunday Islands.

Members again claimed all three positions on the podium in the IRC Passage racing, as Marcus Blackmore and his TP52 crew on *Hooligan*, claimed the top spot with three firsts and three second places.

In what was a winner takes all final race, *Hooligan* defeated rival TP52 *Zen*, owned by fellow CYCA Member Gordon Ketelbey who took second overall. Ray Roberts' and his team sailed the Botin 40, *Team Hollywood*, to third place in the competitive fleet.

CYCA also won the Cruising Division 2 fleet, as Tanya Kelly's *Spartan* beat her competition by just four points. Kelly and team only won the last race of the series, however sailed consistently throughout the week kept them at the top of the leader board. With a mix of passage and windward/leeward courses, Kelly

attributed the win to her crew's impressive teamwork and strategy in the mixed conditions.

It was one of the windiest Hamilton Island Race Weeks seen in years, but also one of the largest, with the second biggest list of entrants since the series' inception. Two hundred and thirty-four crews competed across fourteen divisions in the passage racing series, where CYCA Members claimed multiple divisional wins.

Member Marcus Blackmore's TP52 *Hooligan* won the IRC Division 1 title, as well as being named Boat of the Week for their five wins out of seven races in the series. The win was the teams' fifth win in the division at Hamilton Island Race Week. Gordon Ketelbey's *Zen* finished third in the division after having to retire from race six. Ray Roberts and his crew sailed the

Botin 40 *Team Hollywood* to victory in IRC Division 2 with a picket fence scorecard of six first places. The teams' dominance meant their total score was half of their closest competitor in second place.

Charles Curran's Murray 60 *Sydney* won the title in the Hamilton Island Blue Division in what was a tight battle. *Sydney* was skippered by CYCA Life Member David Kellett AM, edging out their competitors by two points.

Hamilton Island Yellow Division overall title resulted in a tie; however, it was race week veterans John and Kim Clinton's well known *Holy Cow!* that claimed the win on count back. The two have competed in the race week for the past 20 years, yet this year was their first ever divisional win! 🏆

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Golden fortunes!

The 2019 Noakes Sydney Gold Coast Yacht Race was a journey to remember for many, especially Barry Cuneo's crew on *Envy Scooters* writes OLIVIA PRICE



A jam-packed start line in as the 76 entrants jostled to get down the harbour. Credit - Andrea Francolini

The 34th Noakes Sydney Gold Coast Yacht Race was set to be a slow start, yet the faster-than-expected race north saw favourite *Wild Oats X* cross the finish line just 1 day, 9 hours and 28 minutes after the 1300hrs Saturday 27 July start. The battle for overall honours was tightly fought among the TP52s, but it was Barry Cuneo's Queensland entrant *Envy Scooters* that staked their claim in the opening act of the Cruising Yacht Club of Australia's (CYCA)'s Audi Centre Sydney Blue Water Pointscore Series, making them the new hometown heroes.

Seventy-six yachts entered the 384-nautical-mile journey north, starting in a beautiful 10-knot south easterly downwind breeze before setting their sights on the finish line at Main Beach on the Gold Coast. The start created a colourful conga line of competitors charging downwind through Sydney Harbour with spinnakers hoisted.

Wild Oats X led the fleet out of Sydney Harbour following the 1300hrs start. From there, the champion team worked tirelessly throughout the night to hold onto their often-slim lead over fellow 60-footers *Naval Group* and *No Limit* in the shifting southerly winds, with much of the race spent side-by-side in the exciting reaching conditions.

Skipper of *Wild Oats X* Mark Richards said the crew sailed exceptionally up the NSW coast.

"It was tricky for us; we kept head-butting cloud banks then we'd slow down and the guys would compress back up to us

again," Richards elaborated, adding "that got rid of our chance at a handicap result. There were quite a few close calls with whales - we missed one by around three feet passing Byron Bay. They were everywhere!"

The line honours win in the 2019 Noakes Sydney Gold Coast was the third for the Oatley family's Reichel Pugh 66, previously crossing the line first in 2005 and 2009. Dockside at the CYCA's finish partner, Southport Yacht Club, Richards said, "It was a great race, you couldn't have asked for better conditions or a more fantastic fleet - very competitive. It was great to sail the 66 again. It's a beautiful boat...it's 15 years old now and it's given a lot of people a lot of joy.

"Line honours is a fantastic way to celebrate my birthday," Richards continued. "Sean Langman and *Naval Group*, they had a great race and had some great pace out there over the last day and a half. They were sort of nipping at our heels the whole way. You know, they were a little bit unlucky with a few shifts out there which went our way, but that's racing. It was a good contest."

No more than one hour later did race sponsor Noakes Group's Managing Director Sean Langman skipper his Reichel Pugh 65 *Naval Group* to second across the line. The shifty conditions created a course full of snakes and ladders between the four 60-footers, including David Griffith's JV62 *Chinese Whisper* and David Gotze's RP63 *No Limit*, with Gotze's crew reporting that they got within half a mile of race winners *Wild Oats X* during the night.

The reaching and running conditions were ideal for the fleet of 11 TP52s entered in the 34th Noakes Sydney Gold Coast. Often known



The march north to the Gold Coast. Credit - Andrea Francolini



Bush Paul Group making their way to the finish line off Main Beach. Credit - Michael Jennings



It was a fast paced start with a southerly breeze propelling competitors towards Sydney Heads. Credit - Andrea Francolini

as the race within the race, the popular offshore-designed yacht took the top seven places on IRC overall.

However, it was Barry Cuneo's *Envy Scooters* who stole the show in his home state. Finishing an honourable fifth over the line, just an hour and a half after *Wild Oats X* and first overall on IRC. *Envy Scooters* edged out its previous owner, Matt Allen AM of *Ichi Ban*, Allen had sold Cuneo the boat in November 2017. Since then, Cuneo has campaigned the yacht in all major ocean races in Australia and knows firsthand how competitive the TP52 fleet is.

"It's something I didn't think we could achieve," Cuneo said just moments after finishing the Noakes Sydney Gold Coast, knowing that there was plenty of waiting to be done before an overall winner could be announced. Even on Sunday afternoon, the crew knew that their chances of winning were slim, sitting just behind second placed overall.

During the race Cuneo reported, "*Ichi Ban* has held her lead over us. Our chances are slim to overhaul her lead."

Cuneo attributed *Envy Scooter's* winning run north to the experience of his close-knit crew, and meticulous preparation. "The saying is 'proper planning and preparation beats piss-poor performance'. We plan smart on a limited budget and position people to get the best performance out of the boat.

"The standard of the boats, the number of race yachts at the CYCA as we walked down towards ours, was quite daunting, we're the best boat in Brisbane and to come down and see ours as one of a dozen of equal standard is pretty daunting.

"The conditions suited us - mostly 12 to 16 knots to a maximum 18 knots out of the south. We had very good intelligence on the weather, we made good decisions, and there were no breakages. We went out there and smacked it!

"Our boat's particularly good in 15-20 knot downwind running. We kept on the plane the whole way.

"Everyone was up for the final sprint to the finish; we were concentrating very hard to stay ahead of *Ichi Ban* and finished with a 6.5-knot land breeze doing 8.5 knots of boat speed," said the proud skipper and Royal Queensland Yacht Squadron Commodore.

Cuneo and the team started to notch up a winning streak, taking overall honours in the Brisbane to Gladstone in April this year, the first of their four-stage 2019 program in the lead up to the momentous 75th Rolex Sydney Hobart Yacht Race in December this year which also includes the Lendlease Brisbane to Hamilton Island Yacht Race.

“

To win this against not just *Ichi Ban* but the whole fleet was something I'll never forget. And I know our crew won't either.

”

"After we won the Brisbane Gladstone I thought 'wouldn't it be amazing - as an unrealistic goal - to win all four'. It's seemingly impossible but we've started off pretty well," Cuneo laughed.

"To win this against not just *Ichi Ban* but the whole fleet was something I'll never forget. And I know our crew won't either."

Day three of the Noakes Sydney Gold Coast was met with a flurry of yachts continuously filing into the docks at race finishing partner Southport Yacht Club to share their stories from sea.

Onboard Phillip Neil's beautiful *Hoek 78 Orotan Drumfire*, crewman Lachie Paramour shared some tales: "We started by watching the All Blacks vs Springboks rugby on satellite TV (of course) before a lamb ragu dinner. The on-watch did a good job of keeping the boat rumbling and picking up a few places before the half-time change over.

Fading south-westerly winds continued to greet the competitors on day three of the Noakes Sydney Gold Coast



Pekljus winner of PHS. Credit - Andrea Francolini



Matt Allen's *Ichi Ban* and Sean Langman's *Naval Group* battle in the harbour just after the start. Credit - Andrea Francolini



Wild Oats X crossed the finish line first after holding a narrow lead the whole race. Credit - Andrea Francolini

Yacht Race, slowing the stream of yachts throughout the morning. However, in the early afternoon, the south easterly winds filled in once again to fast-track the fleet to the finish on the Gold Coast. In a 24-hour period, there were 50 yachts that crossed the finish line.

As presented in the race briefing by the Bureau of Meteorology's Gabrielle Woodhouse, Tuesday brought a new southerly front to the tail end of the fleet, ensuring that all but three yachts finished on 30 July. The build was welcomed by the remaining yachts, who enjoyed an afternoon of fast sailing up the coast.

The final yacht to finish was the smallest in the fleet, 9.3m *Jarkan Gun Runner*, owned by the The Army Sailing Club.

"It was pretty benign conditions for most of the race, we were becalmed for almost a full day but were greeted by the southerly yesterday which meant we were able to catch up a lot of time on the other boats that had already finished," said skipper Reece Young.

"This is our third Sydney Gold Coast race and we completed it in the fastest time we have ever done which is fantastic."

Jan Koudelka, who was competing in his first ever ocean race on board *Gun Runner*, was blown away by the experience of competing.

"It was pretty spectacular and challenging, even though the skipper said it was calm conditions it was certainly a roller coaster for me at times. I had to brace myself a couple of times during the race while I was on the helm, but it was a really amazing experience," said Koudelka.

"It was a bit of a National Geographic trip, there were dolphins glowing in the dark at night, orca and humpback whales putting on a show. It was fantastic."

Race sponsor Sean Langman spoke of his fondness for the event he will sponsor for five years.

"Over all the years I've sailed up and down the coast, the Sydney Gold Coast has always been my favourite. Noakes is focused on the commercial Defence area of our business but our roots are with yachting and we love seeing yachts in the yard - it's where our heart is. We are delighted to give back to the sport."

"This year's Noakes Sydney Gold Coast was once again a great success," Langman said. "The 2019 Noakes Sydney Gold Coast had the biggest fleet in a decade or so, a smooth but exciting trip north and some great engagement with fans and sailors both on and off the water.

"We couldn't be happier and can't wait for next year's race."



Winter wonders!

Light airs dominated the 2019 CYCA Winter Series, serving as excellent training for crews of all types

Zoe Taylor's Grace O'Malley. Credit - David Brogan

Some of Australia's best and most consistent sailors were celebrated at the Cruising Yacht Club of Australia (CYCA) 2019 Winter Series Prizegiving, held in front of a full house at Rushcutters Bay on Friday 17 July.

A total of 48 crews and skippers, including the likes of Bob Steel, Zoe Taylor and Dean Harrigan, were awarded prizes following stellar seasons across both the CYCA Winter Series and the Women's Winter Series, with Taylor's *Grace O'Malley* taking IRC overall in what was a predominantly light-air series.

"The 2019 CYCA Winter Series - and the Women's Winter Series - showcased what the Cruising Yacht Club of Australia, and our sport in general, is all about," CYCA Commodore Paul Billingham said.

"Great sailing, incredible levels of participation and some tough competition summed up a tremendous series, one that once again attracted a huge number of entrants.

"Congratulations to all winners and placegetters - and indeed everyone who participated in the 2019 series. We look forward to seeing you back in 2020!"

Matt Wilkinson's Farr 30 *Foreign Affair* sailed a brilliant series, claiming their divisional win with one race to spare.

"We just had a really good series. I have a really great crew on board, and they are a group which are able to have a lot of fun while we are racing. I don't ever have to worry about something getting done during a race, I can just let them know what I want to do, and it happens," said Wilkinson.

"I have had this boat for a few years now and it is actually the second time we have been able to win our division. It is definitely a light wind boat. The two races that we had bad results were the strong wind days, when that happens, we just can't catch the rest of the fleet. In the lighter conditions we have been able to pick some decent shifts and sneak our way back into the lead," he finished.

Mary King and her crew on *Solymer* were not only able to secure the division win in the Women's Winter Series but also claimed the top spot in PHS Div J1 for the CYCA Winter Series. Mary is the only female skipper to have divisional wins in both series!

Jason King, who normally skips the yacht but was unable this season, was overwhelmed with the result.

"It is the first time Mary has taken the boat out this many times without me. She has done an amazing job this season taking divisional wins in both series and it has been great for her and the whole team," said Jason.

Mary who normally trims on the Farr 40 didn't shy away from the challenge of skippering for her first full season.

"This is the first season that I have been skippering. I have skippered Women's Series Races a few times but haven't skippered a whole season before," said Mary.

In addition to divisional winners and placegetters across the two series, the night also paid tribute to a person who has contributed significantly to the Club over more than 20 years, with the Alan Brown Memorial Plate awarded to Robyn Morton for her tremendous time and effort as a volunteer for the Club.

Additionally, a moment's silence was observed by all in attendance to pay tribute to Maryrose Heffernan, following her tragic passing during the season. Maryrose contributed greatly to the CYCA, as part of the Race Management Team in addition to other roles, over more than two decades. ⚓



Foreign Affair in their favorable light air conditions



Mary King skipper of Solymer receiving her prize from Vice Commodore Noel Cornish AM.

DIVISIONAL WINNERS AND PLACEGETTERS

WOMEN'S WINTER SERIES

NON SPINNAKER DIVISION 2
1st Place - *SALONA* - Paula Dock & Beth Morley
2nd - *LIMELIGHT* - Ana Svensson
3rd - *DEFIANT* - Jenni Hayward

NON SPINNAKER DIVISION 1
1st Place - *SOLYMAR* - Mary King
2nd - *MARLOO* - Vivienne Macmahon
3rd - *RUM JUNGLE* - Helen Springer

SPINNAKER DIVISION 2
1st Place - *RAPID TRANSIT* - Beth Abbott
2nd Place - *SINEWAVE* - Barbara Maunsell
3rd Place - *ZARA* - Theresa Seargent

SPINNAKER DIVISION 1
1st Place - *THIRLMERE* - Iona Williams
2nd - *SMUGGLER* - Justine Anson
3rd - *WAX LYRICAL* - Dinah Eagle

CYCA WINTER SERIES

DIVISION K
1st - *SHORETHING* - Jimmy Butler
2nd - *STAR FERRY* - John Conroy
3rd - *HEAVEN* - Joost Kerdijs

DIVISION J2
1st - *SYMBIOSIS* - Troy Scott
2nd - *TEA FOR THE TILLERMAN* - Richard Allen
3rd - *SALONA* - Robert Blanch

DIVISION J1
1st - *SOLYMAR* - Mary King
2nd - *PAZAZZ 2* - Robert Drury
3rd - *NEXT* - Robert Hunt, Jon Short, Miles Bastick and Greg Gleeson

IRC DIVISION
1st - *GRACE O'MALLEY* - Zoe Taylor
2nd - *VICTOIRE* - Darryl Hodgkinson
3rd - *PATRICE* - Tony Kirby

DIVISION G
1st - *HIGHWAY PATROL* - Michael Blaxell
2nd - *SPACE INVADER* - Richard Cunningham and Johnathan Green
3rd - *SEA YA* - John Hewitt and Chris Johnson

DIVISION F
1st - *LORELEI* - Matthew Farr
2nd - *GREAT WHITE* - Bob Penty
3rd - *REVE* - Kevin Whelan

DIVISION E
1st - *FOREIGN AFFAIR* - Matt Wilkinson
2nd - *CLEWLESS?* - Lachlan and Guy Irwin
3rd - *RAPID TRANSIT* - Andrew Wyllie, Michael McLean & Beth Abbott

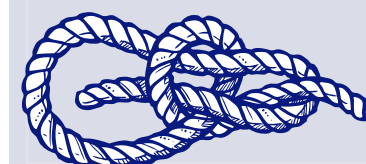
DIVISION D
1st - *ONE MORE NO MORE* - Ian Guanaria
2nd - *SOMMERBREEZE* - Hans Sommer
3rd - *CROSSHAVEN* - Sean Rahilly and Justin Pelly

DIVISION B
1st - *ARCH RIVAL* - Steve Connors
2nd - *HUNTRESS* - Philip Grove
3rd - *RUM JUNGLE* - Scott Russell and Tony Johnson

DIVISION A2
1st - *PLAYSTATION 4* - Dean Harrigan
2nd - *BORDERLINE* - Andy Offord
3rd - *FINN* - Janey Treleven

DIVISION A1
1st - *QUEST* - Bob Steel and Craig Neil
2nd - *ZEN* - Gordon Ketelbey
3rd - *TRITON* - David Gotze & Michael Cranitch

SYDNEY 38 DIVISION
1st PHS - *SHINE ON* - Phil Herscovics
2nd PHS - *WILD ONE* - Larki Missiris
3rd on PHS and 1st on Scratch - *ADVANCED PHILOSOPHY* - Peter Sorensen





Racing was tight in all divisions across the Concierge Traveller Spring Series fleet.

Consistency pays in spring cleanout

The four-race Concierge Traveller Spring Series racing came down to the wire writes OLIVIA PRICE.



Crosshaven claimed Division 1 overall win

The Cruising Yacht Club of Australia partnered with Concierge Traveller as the title sponsor of the 2019 Concierge Traveller Spring Series – and what a memorable series it proved to be.

The series consisted of four pointscore races throughout August, wrapping up on Sunday 1 September. Each week, the winners in each division went into a draw to win a \$500 Concierge Traveller voucher.

The competition for the top spots was extremely tight going into the last race, as Sean Rahilly and Justin Pelly's *Crosshaven* was tied for the victory in both PHS and Division 1.

The conditions for the final race were picture perfect, as a 13-knot nor'easter made it to the race course just prior to the start signal. In Division 1, *Crosshaven* were able to maintain their winning ways, after winning the \$500 Concierge Traveller voucher in the penultimate race, and claiming the divisional win, over CYCA Rear Commodore Janey Treleaven's *Finn*.

However in IRC, the positions were flipped - *Finn* defeating *Crosshaven* on a countback. Both boats had two race wins and a second place, yet it was *Finn's* dropped race placing (worst result in the series was discarded) of second that eventually won them the series, over *Crosshaven's* third place.

Peach Teats-Velocity, led by Meredith Trevallyn-Jones, sailed a consistent series to claim victory in Division 2 ahead of Beth Abbott's *Rapid Transit* by just one point. This year's series included a Women's Spring Pointscore sub-division for competitors with a female helmsperson, which Kate McGregor and her team on *Sea Change* too the honours in.

In Division 3, a non-spinnaker division, Herman Heiligers' *Hubcap II*, defeated Derek McDonnell and Rogerio Blanc-Ramos' *Applejack* in second place. Though they weren't able to win their division, McDonnell and Blanc-Ramos took home the ultimate prize of the Concierge Traveller voucher to the value of \$5000! All divisional place getters were in the running to win the ultimate Concierge Traveller Spring Series prize. ⚓



Applejack claimed the series prize of \$5,000 presented by Nicola Billens from Concierge Traveller

RESULTS

DIVISION 1

- 1st - *CROSSHAVEN* - Sean Rahilly and Justin Pelly
- 2nd - *FINN* - Janey Treleaven
- 3rd - *PAZAZZ II* - Robert Drury

DIVISION 2

- 1st - *PEACH TEATS VELOCITY* - Meredith Trevallyn-Jones
- 2nd - *RAPID TRANSIT* - Beth Abbott
- 3rd - *OSCAR* - Hugh Murray-Walker

DIVISION 3 (NON SPIN)

- 1st - *HUBCAP II* - Herman Heiligers
- 2nd - *APPLEJACK* - Derek McDonnell & Regerio Blanc-Ramos
- 3rd - *SYMBIOSIS* - Troy Scott

IRC

- 1st - *FINN* - Janey Treleaven
- 2nd - *CROSSHAVEN* - Sean Rahilly and Justin Pelly
- 3rd - *NEVER A DULL MOMENT* - Cecily Conlon

WOMEN SKIPPER

- 1st - *SEA CHANGE* - Kate McGregor



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IN THEIR OWN WORDS

Peter Shipway

Our recently inducted CYCA Life Member looks back at his time at the Club.

Peter Shipway (right) receiving his Life Membership pin from Commodore Paul Billingham

I was lucky because I was able to progress onto some very successful yachts; mostly because I had a passion for it and kept at it.



As a youngster, I grew up on the foreshores of Watsons Bay, and I always marvelled at yachts sailing up and down the harbour. I bought every "Seacraft" magazine, which was popular at the time, and studied the yachts that were doing Saturday races and any Hobart races. I could just about name every yacht and every sail number that raced on Sydney Harbour.

I really developed a passion for sailing, and by twelve years old, though I was sailing skiffs at the time at the Vaucluse 12 foot Skiff Club, I knew I wanted to do a Hobart and needed to get to the Cruising Yacht Club of Australia.

I remember my first introduction to ocean racing and the Hobart, and it was madness when I think about it!

My father was a great friend of Boy Messenger and, as an eighteen-year-old, I pestered my father to get in touch with Boy to see if he could get me a ride on an ocean race. Boy knew I could sail skiffs, but warned my father that ocean

racing was a different sport altogether although the basic principles were the same. Nevertheless, I was

invited to sail on the 30-foot *Cavalier* in 1968 in a 'deep-freeze race' held on the June long weekend. I had never been on the boat, never met the crew, and never been offshore.

The mid-winter westerly that we started in was a delight, but by the time we had reached the heads, a 25-knot southerly came bursting through. Being my first ocean race, I had no idea what was going on. The boat rocked and rolled as Boy steered the entirety of the 24-hour race to Bird Island and back while the rest of the crew and I were violently sick and freezing cold in my very basic wet weather gear (red raincoat!)

At the time, I didn't know whether the race was good, bad or indifferent, but I didn't think that I would be doing that again. Well, it turned out that it was my introduction to a long offshore sailing career, because three days later, you forget the negatives and think that it wasn't too bad after all.



Love & War which Peter sailed on in 1974 and 1978



Love & War winning 1974 Hobart crew



Peter Shipway (second from left) showing off technology being implemented into the sailing community



Peter Shipway as part of the Love & War 1978 Hobart-winning crew (pictured with red pants)

The Club's been wonderful for me and a lot of other people. Ocean racing attracts and keeps people who are good people and I've developed friendships for life.

I went on to do my first Sydney Hobart race in 1968 on *Cavalier* which took 6 days and 1 hour and went on to do three more aboard the tiny sloop and thought it was marvellous . 30 years later I did the race somewhat quicker in 1 day and 20 hours on *Wild Oats XI!*

My time at the CYCA began in 1968 and I became a Member in 1972, and really, I've never left!

Later, I was fortunate enough to join the crew of *Love & War* when it was brand new. When I first started offshore sailing, it was a dream of mine to just go to Hobart, and then it became a dream to win the Hobart. To win a Hobart race was the ultimate for me. I was lucky enough to win a few, as well as line honours victories. *Love & War* was that boat to give me the win in 1974 and 1978, giving me fantastic highlights to my time at the CYCA.

I was lucky because I was able to progress onto some very successful yachts; mostly because I had a passion for it and kept at it. I'm probably not the best sailor, but I can say that I always put in and respected the owner and those that I was on board with.

Boy Messenger and Peter Kurts, the owner of *Love & War*, were my great mentors , fine men and great seamen.

I didn't have the opportunities to get into ocean racing and yacht racing that are now available through the Youth Sailing Academy (YSA). Spending much of my younger days at Vaucluse Sailing Club, I saw the importance of developing programs for junior sailing. Without a program that was centred on youth sailing, offshore racing would become stagnant.

The establishment of the CYCA YSA became one of the prouder moments that I can look back on and

say that the CYCA became a better place. As part of the Sailing Committee during 1992, we created a pathway into ocean racing for junior sailors, with a secondary aim of developing professional standards of crewing on yachts.

The sport gave me so much enjoyment, I knew I'd like to give something back to it. It was only natural that I stayed at the CYCA, firstly as Marina Manager in 1978 and then as General Manager in 1981. As opportunities came from elsewhere, I missed the day to day operations of the club, so that's when I became involved in the committees, and I still am today.

I got to spend a lot of time at the CYCA, but mostly I looked up to the characters that were here; the Don Mickelboroughs, the Tony Cables, the John Dawsons - they were, and still are, revered Members of this Club. I got to know them and the camaraderie, as we all say, was more than wonderful.

Also, being part of the Archives Committee has been a project that I've loved being a part of, because I've had the chance to interview tremendous people that are part of our Club's history. Trgvye Halvorson, Richard Hammond and Don Mickelborough are three that were heroes of mine, and here I was interviewing them and hearing their stories first-hand. They were remarkable people who did so much for this Club and ocean racing, and really made the sport what it is today. I learnt so much from just listening to them, and the episodes are all available on the CYCA website.

The Club's been wonderful for me and a lot of other people. Ocean racing attracts and keeps people who are good people and I've developed wonderful friendships for life and unforgettable memories. ⚓

Shane Connelly

This CYCA Member and true Local Hero has decided to take his shot at two-handed racing.



OFFSHORE: You've had an illustrious career in working in the police force. What was it that brought you to sailing?

SHANE: I started sailing about 30 years ago, I always had a great interest in sailing, navigation, seamanship and getting from A to B on a yacht. That's what appealed to me, so that started me out in the sport.

It was shortly after becoming a Detective - so sailing was a great outlet from work for me. I was in the Federal Police for 33 years, and when I retired, I was the National Manager of Crime Operations at the rank of Assistant Commissioner.

I sailed pretty much throughout that period both cruising from place to place, up and down the east coast of Australia as well as sailing around Tasmania and racing as well as working. I raced down on the south coast of New South Wales in a little town where I live, called Batemans Bay. I was an active member of the Batemans Bay Sailing Club and we raced every second Saturday at that great little Club.

OFFSHORE: You're one of the first entered in the inaugural Two-Handed Series at the CYCA. What attracts you to double-handed sailing?

SHANE: Well, I've done a lot of single-handed and two-handed sailing, not racing yet, but passage making. Recently I sailed from England to Turkey two-handed, right

through the Mediterranean, over a few months and we sailed across some interesting waters particularly the Bay of Biscay. Two years ago, I sailed around Tasmania two-handed, and then sailed single-handed back from Tasmania.

I've done a lot of single-handed sailing up and down the east coast of Australia, particularly between Sydney and Batemans Bay. I don't know how many times I've done that trip, but it's too many!

So, with the announcement of the Club to get involved with two-handed racing came out, obviously I was interested. I'm lucky because my boat's both a good crew boat and a good two-handed boat so I plan to continue both types of racing.

OFFSHORE: What makes a good all-round boat then?

SHANE: Well length is probably the biggest question for most two-handers, and it seems to me that people prefer about the 36 to 37-foot length of boat. You can go bigger, which is obviously is faster, but it's harder work!

It's really lucky that my two-handed sailing partner Graham and I have sailed a lot together in both short-handed and crewed boats. Also, I think we get along well and we get each other, I think it's really important to have your crew and yourself on the same page.

We'll probably be running the boat, *Local Hero*, as an asymmetrical boat with no symmetrical kites on board, just because they're easier to handle. But that means you have to sail it fast and sail the angles, you can't sail low and deep with an assy!

But we're doing this for fun. Obviously we want to compete but I'm sure there are more specific boats that are being designed out there right now, and I suspect that as the sport evolves in Australia, we'll see a lot more of those sorts of boats, Sunfast 3300's, JPK's and maybe some J boats. I've got no doubt that two-handed racing will flourish.

OFFSHORE: Now that it's an Olympic class for 2024, does that interest you at all?

SHANE: No, I'm too old and too unfit! I would like to be a ground breaker in the sport in Australia, but I don't think I'll be a record breaker!

Back to the racing though, I've been lucky enough to crew with some great guys as well. I did two years sailing with Roger Hickman OAM on *Wild Rose* before he sadly passed away, and two years with Simon Dunlop on *Pelagic Magic* and that's been a great experience, particularly as I got into ocean racing. To go from coastal racing to offshore racing, doing the Sydney Hobart, and having the four years with both Simon and Roger, have been tremendous for me.

OFFSHORE: What's coming up next for you?

SHANE: Well we're doing all of the Audi Centre Sydney Blue Water Pointscore Series including this year's Hobart as a crewed boat. We're doing all four of the trial short-handed races at the CYCA. And I don't want to give away too many secrets here, but Graham and I are trying to get on the boat every fortnight, because I live away from Sydney, and we will go out and practice and practice our tacking and gybing; all of those things! With kites, without kites, just getting used to racing the boat two-handed.

Plus, there's the usual things in preparation that you have to do for the Audi Centre Sydney Blue Water Pointscore. You've got your Cat 1, but also, you've got to be on your navigation game, particularly with the navigation and weather software that's available these days. So, we've been spending some money on the boat in that respect for the two-handed and crewed racing.

Local Hero's a pretty famous little boat, she's well-known in Australia with a tremendous history, and I've been blessed to meet many of the people who have sailed on her over the years, and they've all been very helpful in giving me advice as to how to sail her fast. Ultimately, we need to take that knowledge onto the race track, and apply those lessons learned. This will take us time so it's evolution not revolution!

OFFSHORE: What can those wondering about two-handed sailing expect out there?

SHANE: Having done it, your tiredness is a big issue in my opinion, I've done a lot of single-handed sailing and I get very tired. Managing your time is critical. Preparations are really important.

My advice is that it's not for everyone, and it might not be for me in the racing perspective. So, I think that anyone thinking about it should enter this trial series and decide whether it is something they really want to do or not do. There are some great sailors around Australia who have done big short-handed races such as the Melbourne to Osaka, so we all should be reaching out to them for advice and knowledge.

Obviously, on a crewed boat you get a little more time to sleep in your off-watch and you get a bit more companionship. You don't have such a quick hello to each other as you change night watches in a two-handed boat.

But, I think it's really about just doing it!

It takes practice too - I believe you really want to know your manoeuvres and how the boat handles in all conditions, so that when you're faced with very hard conditions, you're right across your brief, how the boat works and how you should manage it. You probably need to sail the boat a bit conservatively. Particularly if we do the Hobart next year in the two-handed; it's an endurance race, so don't break the boat, and don't break the crew - two pretty important lessons!

With regards to endurance, it's not just managing sleep, but managing food too; having the right diet helps you with endurance. Fitness is also important! So, I'll be working on a fair bit of fitness training, as will Graham, over this period to do the racing.

In any case, I'm still able to do my crewed racing and it's really exciting for us this year with the 75th Rolex Sydney Hobart. I'm thankful to have a great crew; they're good guys and girls and we're just happy that we're doing the 75th.

OFFSHORE: Finally, what draws you to the CYCA?

SHANE: I don't go into my police background too much, but it was a great job and a great organisation with many experiences some sad, some uplifting. It's been a blessing for me to have left a great organisation and a wonderful job to join a great a Club. Just like the Police, the Club has many mentors who are always willing to share their experiences and give me practical advice. I find the CYCA a tremendous Club. The amount of effort that goes into organising these races, people just don't know! Be it from the measurers to the safety officers, the people in the sailing office coordinating the racing and the people out there on the start and finish boat waiting for us to come in, and of course the bar staff keeping the bar open in the wee hours so we can share a drink and a laugh after a long offshore race. I think it's a wonderful Club and I consider myself lucky to be a Member. 🍷

Maddi Lavis

She was born into a family of sailors, and she's keeping it in the family with her winning ways.

YSA PROFILE

Maddi Lavis has sailing in her blood. Beginning as a nine-year-old at Hornsby Ku-ring-gai Sailing Club on the Hawkesbury River in Manly Juniors, sailing has always been a family activity. Firstly, sailing with her father, Ben Lavis, then sister Georgia, she raced in club, state and national championships while Ben was trailing behind in the coach boat. "Dad stopped his skiff sailing after having my sisters and I, so I think he wanted to get us into sailing to get himself back on the water and into the dinghy sailing scene," Maddi laughed.

However, it was her first offshore racing experience as a Youth Sailing Academy (YSA) sailor in the Noakes Sydney Gold Coast Yacht Race that expanded the family experience, sailing on her grandfather's boat, *UBS Wild Thing*, with her dad and uncle that grew her love of the sport.

"I'd always enjoyed the family dynamic that I was a part of on *UBS Wild Thing* and I began wanting to gain more experience on larger boats, so at the beginning of this winter season I made the decision to commit to racing on *UBS Wild Thing*," said the developing YSA sailor.

"My pop, Geoff Lavis, bought the boat in 1999 and has owned it since. It's an awesome downwind yacht and still holds its own against the modern-day carbon 50 footers!

"Sailing with so many family members has strengthened our relationships, especially in the past six months. A highlight was after our arrival to the Gold Coast and the following few days of celebration. Being able to sail with family has given me a comfortable environment to continue to learn how to sail on larger, competitive yachts," Maddi said.

Maddi always knew she wanted to race the Rolex Sydney Hobart, but wanted to be prepared for the experience before she turns 18 next year. Following in her father's footsteps through the YSA, Maddi looked to expand her competitive big boat sailing.

"My heart was set on doing my first proper offshore race after one of my close sailing mates, Nathan McNamara, competed in the 2018 Noakes Sydney Gold Coast Yacht Race on *UBS Wild Thing*. After seeing him set off, I knew that I wanted to do the same thing as soon as I was old enough, and luckily enough for me, I spent this winter season being trained up by the *Wild Thing* crew as a YSA sailor," Maddi said.

"I was very lucky with the weather for my first offshore. We sailed practically the whole way in a 10-15 knot breeze and minimal swell. The experience was completely eye-opening and I've developed another level of love for the sport since that week.

"The whole ride was full of non-stop banter and jokes, especially between Noddy and Hector, which kept it entertaining. The *Wild Thing* crew was extremely supportive



UBS Wild Thing in the 2019 Noakes Sydney Gold Coast Yacht Race. Credit - Andrea Francolini

and encouraging of my learning to sail bigger boats. I will definitely be doing it again, hopefully next year but if not, then definitely in the near future."

Maddi recalled one special highlight during the Noakes Sydney Gold Coast. "I think the most memorable part about the race was on the first night, sometime in the early hours of the morning, the boat was leaving behind a glowing trail due to the bioluminescent plankton in the water.

"We were watching the horizon and my dad pointed out a glowing streak in the water heading towards us from about a hundred metres away. He said 'Look, a torpedo', trying to scare me. When it came up to the boat it jumped out of the water and I saw that it was a dolphin. It swam with us for a few minutes before disappearing, but it was an incredible experience."

Ocean racing isn't the only time Maddi gets to spend with her dad. The father and daughter duo claimed amazing successes in the Cherub skiff class at Drummoyne Sailing Club.

"I'm about to start my fifth season sailing on a cherub with my dad after managing to win the club pointscore, club championship and overall handicap last season at Drummoyne Sailing Club, which was an awesome achievement! We scored a sixth in the NSW State Titles, but sadly didn't get to Nationals that year.

"The Cherub season starts again in September, so I will be back in the boat with my dad after having a few months off skiff racing. This year, I will be competing in my first Cherub Nationals in Brisbane at the end of the year, which is very exciting!"

Maddi Lavis has plenty on her plate over the next 18 months, including the Higher School Certificate in her final year of school, transitioning from Cherubs to 16-foot skiffs, and aspirations to compete in her first Rolex Sydney Hobart Yacht Race in 2020, with experiences through the YSA.

"I've also been sailing on the Elliott 7's through the YSA since I was about twelve or thirteen and have competed for the YSA in multiple fleet and match racing competitions over the past few years, and my plans for the future will be to jump back on them." ⚓

“
This year, I will be competing in my first Cherub Nationals in Brisbane, which is very exciting!

WRITE HISTORY

Register now for the 2019 Rolex Sydney Hobart
- the historic 75th race from Sydney Harbour to Constitution Dock.



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2019 Winter Series Prizegiving

The CYCA Winter Series Prizegiving showcased the wonderful highlights of the exciting series held over the winter months. A packed room of friends, family and crew members celebrated the achievements of the divisional winners, and reminisced on the trials and tribulations that the winter conditions brought to the competitive racing. Congratulations to all competitors on a fantastic series.



Crew of Solymar, skippered by Mary King, winners of Division J1 and Women's Pointscore non spin Division 1



Dean Harrigan and his crew on Playstation 4, winners of Division A2



Dedicated volunteer Robyn Morton receiving the Alan Brown Memorial Award for her years of support for the Club



Gordon Ketelbey and some of his crew on Zen, 2nd place Division A1



Hans Sommer and his crew on Sommerbreeze, 2nd place Division D



Matthew Farr and his crew on Lorelei, winners of Division F



The dedicated Race Committee who give up many hours of their time to make the racing possible



Philip Grove and team on Huntress, 2nd place in Division B



Troy Scott and his family on Symbiosis, winners of Division J2

From the Archives

With the offshore racing season building, the meal plan for yachts is in the forefront of many sailors minds. This edition we take a look back to some of the more exciting recipes from Knocker White and critiqued by Tony Cable

SOUTHERN CROSS GALLEY GOURMET

by Knocker White
(the man who brings you 'Cooking at Sea')

with culinary critique by Tony Cable
(the man who brought you the 'Quiet Little Drink')
Sketches by Greg Gaul

Knocker White, who is a regular columnist on the subject of sea cooking, began his journalistic career with the purpose of lifting the imagination of sea cooks out of the bilges, and by so doing, promoting greater esteem for sea cooks. Co-incidentally, he foresaw happier, better-fed crews. Knocker's detractors say that his 'haute galley cuisine' is totally impractical and causes many a shambles aboard otherwise well-organised ships. His followers, on the other hand, claim they are winning more races, having relearned the truth of the old saying 'a Navy sails on its stomach'.

Anyone who has contemplated Knocker's cooking, even tasted his curried sausage rolls at the CYCA bar, would not dispute that his ideas are indeed challenging. Some would even go so far as to say he is not totally bereft of talent even if he is, on occasion, subject to incredible flights of imagination. He is, therefore, recommended reading for cooks, crews and skippers alike, for without good thoughts can there indeed be good anything?

In this article, Knocker takes up the challenge of contemplating international demands that are likely to be placed before sea cooks of the Southern Cross Cup series. Without over-cluttering his 'galleys' with interminable recipes, methods, and ingredients, he tickles the culinary imagination with some international (and local) suggestions for this inter-continental Southern Cross Cup competition.



This is dedicated to all those brave souls who, despite jibes from the crew (in addition to the tactical ones), find themselves chained to the galley stove preparing food during all of the races in the prestigious Southern Cross Cup series.

Can you just imagine all the varied tastes gathered from all over the world that will be converging upon Sydney Harbour for the 1981 Southern Cross Cup? Of course you can't, so you'll have to read on and discover, if you are called upon to do galley duties, what sort of food to prepare for crews from any given country. (You see, due to the vicissitudes of arranging crew, a lot of overseas yachts will require sea cooks when they arrive at the CYCA.) You pier head jumpers¹ had better be prepared.

Some international suggestions

For example, during the last Southern Cross Cup series one of the cooks on a large American yacht took ill for a

couple of days, and so they grabbed a poor insignificant chap off the wharf to fill in. How was he to know how to cook **Californian Hickory-Broiled Lamb with Buckwheat Cakes and Black-eyed Peas?** He took the easy way out and put on **Stuffed Wallaby Feet and Billy Tea**. He hasn't been seen since. The moral of it all is this: when in a Roman galley, do as the Romans do.

Let's consider a few possibilities. Suppose you find yourself on a Japanese yacht preparing **Raw Fish and Seaweed**. To give you a hand, here is a recipe given me by the cook of Furaibo, a competitor in the 1979 Sydney-Hobart Race.

Oden (Japanese Garbage Stew)

Ingredients.
Seaweed
Lotus root
Bonito scales
Jellied potato juice
Water
Salt
Any left-over vegetables

Method.
Place ingredients in a large pot. Serve with soya beans and noodles and heaps of sake.

New Zealand is another country which competes, but not everybody knows how to prepare **Smoked Kiwi**. Or how would you cook for a crew of a Lebanese yacht? Could you organise **Tabbouleh** at lunchtime?

There will also be English yachts, with the crews craving for **Lancashire Hotpot**. And **Fried Kippers and Smoked Haddock with Chips** wrapped in the 'Times'.

What about catering for a Canadian yacht. How would you go about finding **Canadian Snow Bird**, or serving **Whale Steaks?**

I do remember one enterprising young seacook a couple of years ago who managed quite well. He had had

¹For those unfamiliar with the term, a 'pier head jumper' is one who is a last-minute recruit to a yacht, sometimes literally from the end of the pier and onto a moving yacht.

plenty of experience overseas, had just finished the racing season off the East African coast sailing on an Arabian dhow and he was an expert at stuffing dates at the happy hour. He crewed on a large American yacht, and he has listed some of his typical recipes prepared for a crew of 25.

Breakfast

Eggs Florentine

Ingredients.
50 poached eggs
50 rashers bacon (rinds optional) grilled
50 toasted muffins (borrowed from Mary)
2 litres cheese sauce
4 bunches spinach.

Method.
Lightly steam shredded spinach, drain and place on buttered muffins. Add grilled bacon and eggs. Pour cheese sauce over.

Lunch

Lobster Salad with Avacado and Mangoes

Ingredients.
12½ lobsters
10 avacadoes (sliced)
10 mangoes
6 bunches of lettuce
2 kg tomatoes (sliced)
6 cucumbers (sliced)

Method.
Place lobster on a bed of lettuce and arrange the remaining ingredients around it.

Happy hour

Crumbed Camembert Deep Fried
Caviare Pate
Champagne with Peaches

Dinner

Stuffed Wild Duck

Ingredients.
25 Wild Duck
Stuffing: Chopped dried apple with cooked rice and bacon.

Method.
Wrap in foil, cook approximately one hour in a moderate oven. Serve with sautéed mushrooms, boiled baby potatoes with parsley, and steamed broccoli.

Not everybody, however, takes so naturally and with such enterprise to sea-cooking. Lucy Lovegrove from the cruising set was in a stew when she had to find out how to prepare **Greek Meat Balls in Avgolemono Sauce** for a boat she found herself on.

And what about cooking **Short Soup** for a Chinese 'won tonner'?

Even the names of some of the

yachts conjure up thoughts of food that will be in demand. For example:

Condor of Bermuda - BBQ Condor Wings
Police Car - Bread and Water
Mary Muffin - Toasted Muffins
Satin Sheets - Breakfast in bed
Shogun - Japanese Steam Boat
Bacardi - and one for the road
Once More Dear Friends - and another for the road
Breadfruit - Raisin toast
Taurus II - Bit of Bull
any British boat - Pomegranate

Some local colour

But it is not only the overseas sailors who have 'different' styles of cuisine. And you may find yourself, for example, cooped up in the galley of a boatful of, say, Victorians.

Australians do eat some strange things. Just spare a thought for an overseas sea cook who may get a trip on an Aussie boat. He may be asked to come up with **Stuffed Emu**, garnished with **Paterson's Curse**, or an occasional **Knockerburger with Gum Leaf Chutney**. There is always the possibility of getting **Jumbuck Stew with Billabong Mushrooms**. What about **Bass Strait Bunnuts**, always handy for breakfast, boiled of course.

Another speciality of the house is **Cable Croquettes**, not to be confused with **Rose Bay Croquet** or **South Australian Crowettes**. If you like to cook with tomato sauce, get yourself onto a Victorian yacht; they like it on anything, even on **Cable Croquettes** (to deaden the taste, probably).

Western Australians have interesting eating habits. **Sandgroper on Toast** is very popular, as is **Quokka a la Bond**.

Curried Crow is the favourite of most South Aussies, washed down with heaps of Valley wine.

I haven't fancied **Kingaroy Peanuts with Bent Banana Fritters**, but Queenslanders love them.

If you've ever eaten **Humblepie**, you have probably come from a Canberra yacht club.

But let's not forget the Tasmanians, who have some of the interesting and popular delicacies that once tasted, one will never forget. All visitors to Hobart this year will be queuing up for **Curried Scallop Pies** (never eat them cold), and, of course, **Baked Mutton Bird**, which has been on Tasmanian menus since Port Arthur was a one-way tourist resort.

So, I trust that all resident and overseas galley gourmets alike will benefit from all this information and will eat well in a southerly direction.

Personally, I will be sailing on a French yacht and eating **Kermits in Garlic Sauce**.

Many more overseas recipes may be found in the CYCA cook-book, *Sea Fare*, which is available from the Cruising Yacht Club of Australia, at a modest cost.

Happy Sailing!



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

ATTRACTIONS

MON	TUES	WEDS	THURS	FRI	SAT	SUN
SEPTEMBER						01 Concierge Traveller Spring Series - Race 4 Maxi Yacht Rolex Cup (YCCS) (1-7th)
02 \$15 barramundi & chips	03 Navigation Information Evening \$15 pasta special	04 \$15 Café 44 special	05 Members' Badge Draw \$20 Angus rump special	06	07 Summer Season Opening Day Short Haul Pointscore Series - Sydney Harbour Islands Race Lion Island Race (SASC)	08
09 \$15 barramundi & chips	10 \$15 pasta special	11 Trivia Night \$15 Café 44 special	12 \$20 Angus rump special	13 Quiet Little Drink Members' Badge Draw	14 Short Ocean Pointscore Series - 52nd Rubber Kellaway Plate (MHYC)	15
16 \$15 barramundi & chips	17 \$15 pasta special	18 Audi Centre Sydney Blue Water Pointscore Series Briefing \$15 Café 44 special	19 Members' Badge Draw \$20 Angus rump special	20 Australian Youth Match Racing Championship - YSA (RYCT) (20-22nd)	21 Audi Centre Sydney Blue Water Pointscore Series - Flinders Islet Race	22
23 \$15 barramundi & chips	24 \$15 pasta special	25 \$15 Café 44 special	26 Members' Badge Draw \$20 Angus rump special	27 SOLAS Trusts Dinner	28 Ocean Pointscore Series - Lion Island Race Short Haul Pointscore Series race Les Voiles de Saint-Tropez (SNST) (28 Sep-4 Oct)	29
30 Australian Youth Match Racing Championship (30 Sep-4 Oct) \$15 barramundi & chips						

MON	TUES	WEDS	THURS	FRI	SAT	SUN
OCTOBER	01 Australian Youth Match Racing Championship (30 Sep-4 Oct) Beyond First Aid Information Evening \$15 pasta special	02 \$15 Café 44 special	03 Members' Badge Draw \$20 Angus rump & chips	04	05	06
07 Sharp EIT Monday Twilight Series - NP Race \$15 barramundi & chips	08 Noakes 7s Series - Round 1 Youth Sailing Academy School Holiday Course (8-11th) \$15 pasta special	09 Wednesday Twilight Series - NP Race \$15 Café 44 special	10 Strategic Plan Member Forum (1) Members' Badge Draw \$20 Angus rump & chips Australian Women's Match Racing Championship (MYC) (10-13th)	11 Audi Centre Sydney Blue Water Pointscore Series - Newcastle Bass Island Race Short Haul Pointscore Series - Night Harbour Race	12 Strategic Plan Member Forum (2)	13 Market Day by the Associates Committee
14 Sharp EIT Monday Twilight Series - NP Race \$15 barramundi & chips	15 Noakes 7s Series - Round 2 \$15 pasta special	16 Wednesday Twilight Series - NP Race \$15 Café 44 special	17 Members' Badge Draw \$20 Angus rump & chips	18 Australian Sailing Awards and Hall of Fame Gala Dinner	19 Short Ocean Pointscore Series - Gascoigne Cup (RSYS) 170 Australian Championship (19-20th) Rolex Middle Sea Race (RMYC)	20
21 Sharp EIT Monday Twilight Series - Race 1 \$15 barramundi & chips	22 Noakes 7s Series - Round 3 \$15 pasta special	23 \$15 Café 44 special	24 Members' Badge Draw \$20 Angus rump & chips	25	26	27 Concierge Traveller Spring Series - Race 3
28 \$15 barramundi & chips	29 \$15 pasta special	30 \$15 Café 44 special	31 Members' Badge Draw Sealink Magnetic Island Race Week (TYC) (29 Aug-4 Sep) \$20 Angus rump & chips			

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