

AUTUMN 2021

# OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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## IN THIS EDITION

### FEATURES



### 08 THE 76TH ROLEX SYDNEY HOBART



### 46 A LOOK INSIDE SOME CLASSICS

- 06 AT THE HELM
- 16 TASMANIAN TREASURES
- 18 AUSTRALIAN WOODEN BOAT FESTIVAL
- 20 NEWS IN BRIEF
- 22 2020-2021 BLUE WATER POINTSCORE
- 24 CLASSIC YACHT REGATTA
- 26 CYCA TROPHY SERIES
- 30 OFFSHORE SAILING SERIES
- 32 MEMBER SPOTLIGHT
- 35 YOUTH SAILING ACADEMY
- 38 THE ART OF SPONSORSHIP
- 44 BLUE WATER CLASSICS
- 51 LIFE IN THE CRUISING LANE
- 56 SUSTAINABILITY
- 62 RETURNING TO 1946
- 64 THE INAUGURAL 'WINTER ESCAPE' TO THE GOLD COAST
- 73 TELL TALES
- 74 WHAT'S ON AT CYCA

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Local racing has been a hit as border restrictions keep many at home. Credit - CYCA/Hamish Hardy

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COMMODORE NOEL CORNISH AM

# At the helm

Dear Members,

It was only three months ago that I wrote of the high energy and anticipation that was building at the CYCA in the weeks leading up to the 76th Rolex Sydney Hobart Yacht Race. As we were all to find out so crushingly on 19 December though, the Great Race was to become yet another sporting casualty in a year that so many people would prefer to forget.

Whilst the cancellation of the 2020 Race was a difficult decision, it was one that was confidently made in the knowledge that there were no other real options available. The primary focus for the Club has always been the safety and health of all participants and the communities of Sydney and Hobart and this was not possible under the prevailing conditions.

Our sincere thanks go out to all our staff, volunteers, project management and media teams, partners and government agencies as well as to the many owners and crew members around Australia that had worked so hard with us to get so close. Particular thanks of course must go to Rolex and the Royal Yacht Club of Tasmania for their tireless efforts and continued support.

All our focus is now firmly on making 2021 one to remember – for the right reasons.

Already, we have created a new Summer Offshore Series; the first two races having been run in February and the third, the Sydney Newcastle Race scheduled for 20 March. Sharp EIT's Monday Twilights and the CYCA

Wednesday Twilights have been very well attended over the past few months and the ever-popular CYCA Winter Series is just around the corner. The YSA has been featuring in despatches with great wins in the Hardy Cup and the Club Marine NSW Match Racing Championships as highlights. Congratulations go out to all the squad, Jordan and the YSA team for their outstanding success.

Beyond that, we are looking to the Noakes Sydney Gold Coast Yacht Race on 31 July and will be working closely with our good friends at the Southport Yacht Club to make the event one not to miss. In the unlikely event that border restrictions might impact on the Race, we are building in contingency plans for the option of an alternative course.

The recent easing of restrictions has allowed us to have more Members & Guests into the Clubhouse and we have seen good attendance during February, many to watch the Prada Cup Challenger Series on the big screen on the Lower Deck. The action from Auckland will continue for the America's Cup Finals (6-15 March).

Encouragingly, our new Pathway Membership offering has been very successful and we are now developing several initiatives that will allow newcomers to experience and get into sailing more easily. The Concierge Programme being developed by the Sailing Office will be supported by Noakes Group. We will provide an overview in the next issue.

On that note, you may have noticed

that this Autumn issue of 'Offshore' has a slightly different look and feel than usual. We will be publishing 'Offshore' on a quarterly basis moving forward which will allow us to increase the number of pages and cover more aspects of the sport and our various activities at the Club. Cruising and classic yacht aficionados will welcome the introduction of regular features each season and in our next issue, we will also be introducing a section on boat maintenance and tips.

The reality of the world we live in was made very clear to us all back in December. There are no certainties in these difficult times and things should never be taken for granted. In many ways though, the cancellation of the Rolex Sydney Hobart, a race we all are so deeply passionate about and that has such a rich history, only helps to reinforce how important the event is to so many people and will help build support and enthusiasm for the 2021 Race.

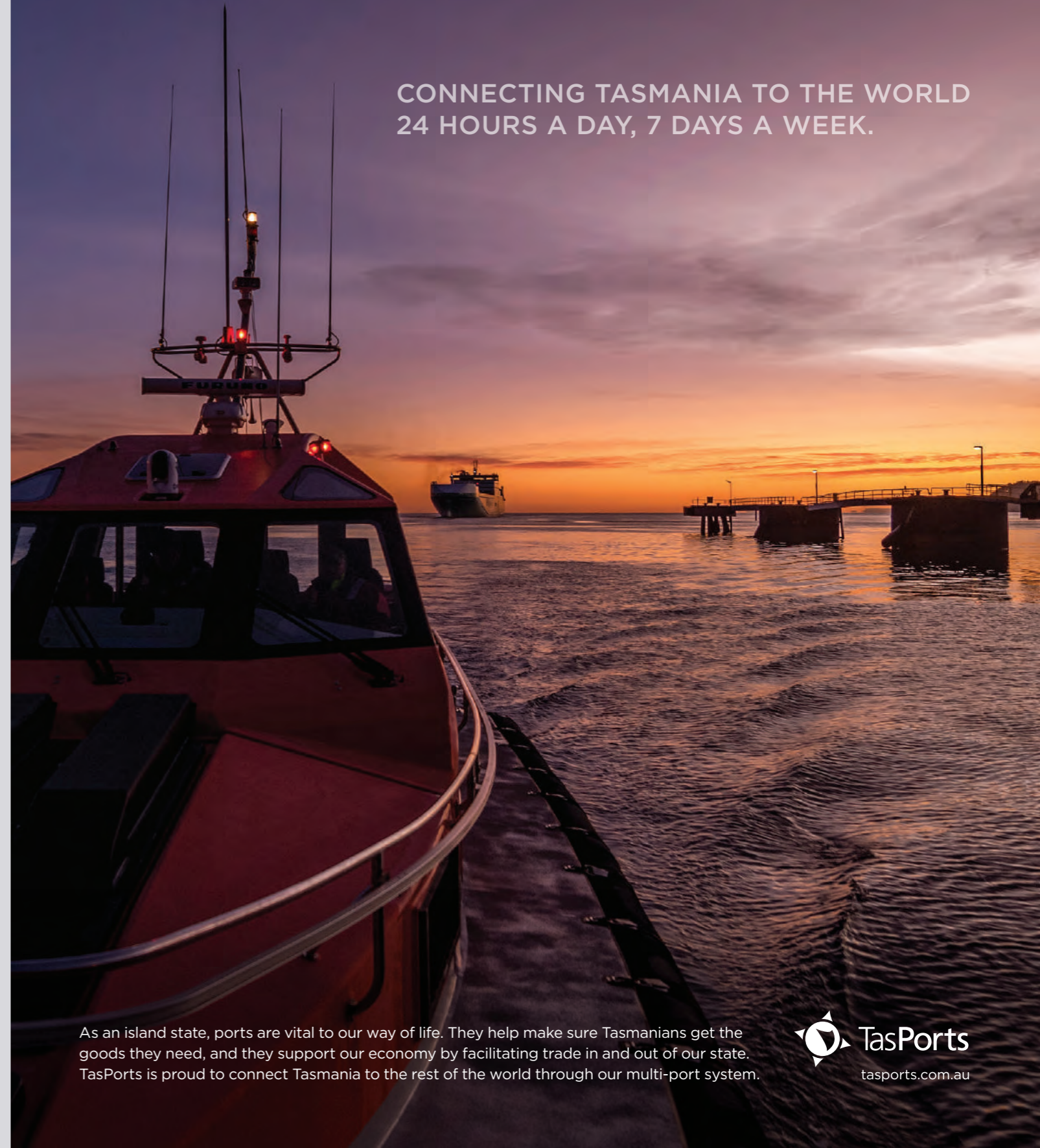
My hope is that 2021 can be one where we all get out on the water more often and make the most of the company of good friends and family, be it out racing, pottering around the Harbour or on an extended cruise up or down the coast. Ours is a sport that offers everyone the opportunity to unwind and relax from the pressures of life in a safe and friendly environment.

Best wishes for a safe and exciting 2021. ⚓



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# THE 76TH ROLEX SYDNEY HOBART



The coveted Tattersall Cup which this year will not see a winning yacht name inscribed for the first time in 76 years. Credit - Salty Dingo

**Even with the best of intentions the 2020 Rolex Sydney Hobart was not to be, but eyes now turn to the next race - writes Rupert Guinness**

The Rolex Sydney Hobart Yacht Race honour roll will forever have an asterisk or disclaimer next to '2020' for there being no winner due to the cancellation of the 76th edition amidst the COVID-19 pandemic. But disappointments aside, ambitions have already steered to this year's event.

"This race has a long and proud history, and we look forward to continuing this exciting tradition next year," said Cruising Yacht Club of Australia Commodore Noel Cornish when news of the 2020 event's cancellation was confirmed on December 19 last year.

The Commodore's sentiment has been shared by a cross section of sailing personalities.

Mark Bradford, skipper of Peter Harburg's super-maxi Black Jack quickly zeroed in on the 2021 Rolex Sydney Hobart campaign. "We can make those decisions now. We know international travel is unlikely so we can plan a domestic season. All with the thought of Hobart, 2021."

Ed Psaltis, owner and skipper of Midnight Rambler who had won Tasmania's Combined Clubs Pennant in 2019-2020, said his crew, "Is looking forward to some hard offshore racing again. There is some unfinished business to attend to as she enters the 20/21 season."

The Rolex Sydney Hobart Yacht Race was not the only ocean race cancelled due to the COVID-19 virus. Both the 2020 and 2021 Rolex China Sea Races along with the Caribbean 600 were called off for the same reason by organisers, the Royal Hong Kong Yacht Club, and now attention is on 2022.



The usual congregation of family and fans will be looking to make their way once again the CYCA marina to farewell crews before the 2021 start if COVID Restrictions will allow. Credit - ROLEX/Studio Borlenghi

Sailing has by no means been the only sport to have been impacted either. Sport calendars around the world were thrown into chaos by COVID-19 in 2020, and while dates are being locked in for 2021, a cloud of uncertainty will hover over those events until they are actually run.

Despite all the uncertainty COVID-19 created for the Rolex Sydney Hobart, the race looked set to get underway thanks to the great co-operative effort between the CYCA, the Royal Yacht Club of Tasmania and the NSW and Tasmanian Governments that introduced a raft of health protocols, and the co-operation of boat owners and crews who were entered. Despite the limitations, all parties understood that it was a small price to pay for a greater gain. And it showed in an exciting lead-in Cabbage Tree Island Race on December 4, and the Grinders Coffee SOLAS Big Boat Challenge on December 8 which, despite only four boats entered, saw a thrilling tussle between the winner InfoTrack and Black Jack - the two line honour favourites for the Rolex Sydney Hobart. Then to celebrate the past, there was all the pageantry of the Sydney Hobart Classic Yacht Regatta on December 14. All things considered, it was remarkable the



Excitement built throughout the summer as racing continued with easing restrictions and an amended racing calendar. Kialoa II one of the ocean racing regulars taking part in the Audi Centre Sydney Blue Water Pointscore Cabbage Tree Island Race. Credit - CYCA/Hamish Hardy





The 2020 race marked the 75th anniversary of female participation in the Sydney Hobart yacht Race with many highly skilled females set to take to the starting line including (left to right) sisters Clare and Juliet Costanzo, Nina Curtis and Stacey Jackson. Credit - Salty Dingo

Rolex Sydney Hobart was so ready for its traditional 1pm December 26 start.

However, the race was thrust onto a precipice on Friday December 18 when the Northern Beaches area of Sydney was classified as a 'high risk' zone for COVID-19. This meant no one could travel from there to Tasmania, except those returning home or essential workers.

With up to 150 members of various crews living in the Northern Beaches, as well as the home to a number of marine industry services including North Sails & Hood Sails being based in the area, the situation at that point in time at best would have left many yachts scrambling for last minute back-up crew members.

Then any hope of the race going ahead was finally

scuppered the next day, Saturday December 19 - one week before the traditional start - when Tasmanian Premier Peter Gutwein announced that Greater Sydney was defined as 'medium risk' for COVID-19. This in turn meant that anyone entering Tasmania from Sydney would be required to quarantine for fourteen days on arrival. That included all race competitors, their families, race management and staff which made it impracticable for the CYCA to go ahead with the race. Later that day, the CYCA announced that for the first time the race would not go ahead.

In the end, the COVID-19 outbreak in the Northern Beaches and its potential spread to broader Sydney proved to be the tipping point. And as much as the CYCA Board deliberated on its decision, it saw no option but to call off the race.

“  
**We are bitterly disappointed to cancel the Race this year especially considering the plans and preparations we had put in place to have a COVID Safe race**  
 ”

Commodore Cornish said of the decision. "We were so well prepared to run the race and we're only six days from the start. This is the first time in 76 years that the race will not be conducted".

The closest anyone would get to the 2020 'Blue Water Classic' would be by participating in a unofficial "demonstration" sail that set off at 1pm on Boxing Day, but went only as far as the Heads. Or there was the Rolex Sydney Hobart Yacht Race Virtual Regatta, an online



Christian Beck was eager to lead his team to what they saw could have been a record-breaking year on the 100 foot super maxi InfoTrack. Credit - Andrea Francolini



Many will be once again looking forward to welcoming sailors in the bustling Rolex Sydney Hobart - Hobart Village and the hub of activity which it includes. Credit - CYCA/Hamish Hardy





The 100-foot InfoTrack and crew were looking forward to the windy conditions which has suited it will in previous year. Credit - ROLEX/ Carlo Borlenghi

simulation of the race in real time, weather and sea conditions. But neither was the real thing.

Most accepted the Club's decision however there were also calls for a race postponement, or an alternate route to be set.

However, in light of NSW Premier Gladys Berejiklian's request that all NSW residents limit their non-essential travel and interactions with others and in the window of time available, the CYCA eventually felt that no options would allow for a COVID Safe replacement race.

Commodore Cornish understood the lament of boat owners and crews, having been a boat owner and experienced Sydney Hobart yachtsman. On the suggestion that the fleet could have sailed back to

Sydney after arriving in Hobart, he cited the potential of Tasmanian authorities having to assist crews that could not return. "As they [the fleet] come towards the north-east tip of Tasmania having come out of Bass Strait, they come under Tasmanian border jurisdictions," he said. "If somebody was to get hurt on a boat then they would require Tasmanian citizens to provide assistance ... some sort of rescue organisation would need to come out and assist the boat and depending on what the issue was we might need to transfer crew into Tasmania. We just felt that that was an exposure to Tasmania."

On a proposed race rescheduling, Cornish said setting a date was problematic. He noted that while protocols allow for a date change due to weather, it is intended for a delay

of "two or three days," whereas in this instance any postponement would have been for "an indefinite period." And on the idea of limiting the race to the NSW coast, he said some crews were against it.

Calling off the race came at a hefty price for many. It was a price paid by the CYCA and other organising parties, race sponsors, media, and the crews who all missed an opportunity to work on, or sail in, one of world's most prestigious yacht races. It also shelved the celebration of 75 years of women's participation that started in 1946 when two women started and for 2020 had 160 women among 76 crews. It also meant the first two-handed division competition would be off for at least a year. Likewise, an anticipated thrilling contest for the Tattersall Cup was not to eventuate. And then heightening

the frustration of 'what may have been,' the weather forecast released just hours before the race was cancelled predicted strong north-easterly winds and heavy conditions. On the cards was a line honours record, now still held by the absent super-maxi Comanche that in 2017 bettered the 2016 record of InfoTrack (then named Perpetual LOYAL and owned by Anthony Bell) by four hours.

"When we looked it at it yesterday, the computer was showing one day and a half, four hours inside the record," InfoTrack owner and skipper Christian Beck told AAP later. "It's unbelievably unfortunate for us it's not going ahead. Our boat is good for heavy weather, and the winds were in the right direction and very strong. We would've been great.

"If we had of broken the record that would've been fantastic as well. The longer-range forecast can change a bit, but the way it was looking the weather would've been good. But I do understand the decision. We're still very lucky, there are a lot of people around the world dying so I'm certainly not going to complain we can't race our yacht."

The financial cost would have been far more for Black Jack owner Peter Harburg who shipped his boat to Monaco after the 2019 Rolex Sydney Hobart. His main objective was the Maxi World Championships in Italy in August. When they were called off due to COVID-19, Harburg shipped Black Jack back to Australia for the Rolex Sydney Hobart. "We thought last year was to be the last one," explained his skipper Bradford before the Rolex Sydney Hobart was called off. "We had a squad of five ready to go to Europe to take care of the boat. "Then the virus risk increased, so got we got some French guys to unload it and put it on a

ship to Australia. It's a bonus we got to come back and have another go."

Hobart suffered from the Sydney Hobart cancellation too. The city was longing for the economic injection that the race traditionally brings with it after once-locked Tasmanian borders were re-opened, allowing one of the state's more crucial industries - tourism - to be resuscitated. With the cancellation, Hobart instead faced a loss of bookings for apartments, hotels and restaurants and the usual wave of patrons for its bars, cafés and all the businesses that are usually set to gain from the traditional influx of visitors. Local residents were already being excluded from entering the official Race Village at Constitution Dock where the crowds usually gather elbow-to-elbow in their thousands, but few had envisaged the absence of the event itself.

All these facts - plus more - were foreseen and factored into the CYCA's decision which took in views of all stakeholders, the RYCT and the NSW and Tasmania Governments. These considerations were similar to those they had collectively weighed up when finding ways of holding a COVID-19 clean race in the first place. None were taken lightly. And just as the desire to hold the 2020 race was absolute, so was the long game vision behind not going ahead with it, as much as it hurt.

Nothing can change what has happened, but a lot can change what will happen. And as the months pass, hopes will mount that come 1pm December 26, 2021, Sydney Harbour will again be awash with the sight of a large fleet once more lining up for the great race south. 📍







# Virtual Rolex Sydney Hobart Yacht Race

## Undertaking the Great Race without getting wet

The 2020 online Rolex Sydney Hobart Yacht Race conducted by Virtual Regatta was one for the record book.

This year's race saw nearly 166,000 competitors register and take part in the 628-nautical-mile race which marked the largest fleet and most successful virtual Rolex Sydney Hobart to date.

For some, a virtual race may be seen as a simple undertaking. It however takes a dedicated entrant to work through navigation, strategy and planning to make sure all weather variables are taken into account with constant monitoring throughout the day and night.

The Individual Race was won by Taberly-TPN, a racer belonging to the eminent TPN team from France. A very close second place went to Boxing Kangaroos' Gareth West from Perth, WA in his boat BigBalls.

The Boxing Kangaroos won the Teams event in the virtual Rolex Sydney Hobart in a tightly fought race. The Boxing Kangaroos are an international team of virtual yacht racers made up of both pro sailors and amateurs. The winning team is decided by the position of the top ten members competing.

This year with the physical race being cancelled it now gave some of the competitors who had entered for the on-water race to take part. Stuart de Poi from Adelaide, who was to be onboard the Reichel Pugh 46 Hartbreaker for the 2020 race, was the top placed competitor finishing 97th and claiming his prize of official Rolex Sydney Hobart merchandise worth over \$460.

The online race draws great participation from CYCA Members with Adam Burt from Sydney's Blue Mountains placing 33rd and claiming his prize of official Rolex Sydney Hobart merchandise worth over \$260 as the first Club Member to cross the finish line.

We would like to congratulate the winners but also all who took part in this year's virtual race. ⚓



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Stunning sunrise over Mount Wellington to reset and reconnect. Credit - Luke Tscharke

# Tasmania - Slow down, breathe deep, reconnect



Reconnect with nature on the Three Capes Track. Credit - Tasmania Parks and Wildlife Service

A journey to Tasmania is a rare chance to disconnect from stress and reconnect with the things that matter. It is a very special place - sailors have always understood this and in previous years, many have chosen to extend their end-of-race celebrations at Constitution Dock to take in more of the state's natural beauty with families and friends.

Whilst travel plans to the Apple Isle had been unexpectedly cut short in December for many of us, Tasmania is still the place to go to slow down, relax and revive. There are a myriad of different adventure, accommodation and event options open to those wanting to recharge and reconnect. If you are looking for a safe destination within Australia that offers true peace

of mind and wellbeing, this could be the perfect place to look. Both Launceston and Hobart offer world-class restaurants, galleries, museums & festivals year-round but there is so much more to see if you have the time to extend your stay.

About 40 per cent of the island is protected as national parks, reserves and UNESCO World Heritage areas and, remarkably, these wild places are easily accessible. Hike the tallest sea cliffs in the southern hemisphere and breathe some of the purest air in the world. In World Heritage wilderness, walk in valleys where towering Huon Pines grow for thousands of years, where rivers meet rare temperate rainforest, and snow-peaked mountains shadow button grass plains. See wildlife that exists nowhere else on Earth.

Geographic isolation has contributed to unique biodiversity, and it has also fostered a rare community of creative, down-to-earth, resourceful people with time to make you feel welcome. This is a place where seasonality and hospitality go hand in hand. And with four distinct seasons, there's always something new to see, taste and feel.



Indulge your adventurous side with one of the many mountain biking trails. Credit - Revolution MTB

This is a place for adventure. Shred mountain-bike trails, tee off on top-ranked golf courses overlooking Bass Strait, and cast for wild brown trout in glacial tarns. From the main gateways of Launceston, Devonport and Hobart, head out on drive journeys that connect wild places, quintessential Tassie towns and friendly locals.

Whether the view is from the privacy of a hot tub in a forest, or from a kayak for two, or fireside with Tassie whisky and friends, the world looks different from Tasmania.



Credit - Osborne Images

## Upcoming Events

### TEN DAYS ON THE ISLAND

State wide  
March 5 - 21  
[www.tendays.org.au](http://www.tendays.org.au)

### EAST COAST HARVEST ODYSSEY (ECHO)

Cranbrook  
March 26 - 28  
[www.echofestival.com.au](http://www.echofestival.com.au)

### AUSTRALIAN WOODEN BOAT FESTIVAL: MARITIME TRAIL

April 10 - 11  
[www.australianwoodenboatfestival.com.au](http://www.australianwoodenboatfestival.com.au)

### BREATH OF FRESH AIR FILM FESTIVAL

Hobart, Launceston and online  
April 30 - May 2  
[www.breath-of-fresh-air.com.au](http://www.breath-of-fresh-air.com.au)

### FESTIVAL OF VOICES

Hobart  
June 30 - July 11  
[www.festivalofvoices.com](http://www.festivalofvoices.com)

### DARK MOFO

Hobart  
July 16 - 22  
[www.darkmofo.net.au](http://www.darkmofo.net.au)

### TAS WHISKY WEEK

Statewide  
August 9 - 15  
[www.taswhiskyweek.com](http://www.taswhiskyweek.com)



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1. ECHO East Coast Harvest Odyssey Credit - Sarah Rhodes  
2. Dark Mofo Winter Feast Credit - Jarrad Seng





2020 Parade of Sail on the River Derwent.  
Credit - Stu Gibson

# AUSTRALIAN WOODEN BOAT FESTIVAL

## 2021

The largest celebration of wooden boats and maritime culture in the Southern Hemisphere was another casualty of COVID-19 this year and was unable to proceed in its traditional format. Tasmania's largest free public event and held bi-annually at Sullivan's Cove in mid-February was officially cancelled last August. Fortunately, the organisers were still able to schedule two significant events for wooden boat lovers.

### Parade of Sail

Traditionally heralding the start of the Australian Wooden Boat Festival, the 20th Parade of Sail took place on Sunday 7 February with a fleet of over 120 sailing vessels of all shapes & sizes gracing the River Derwent to celebrate Tasmania's rich maritime culture and community. The event was run in conjunction with the Royal Hobart Regatta & the AWBF boat fleet followed the Motor Yacht Club Tasmania's Launch ML Egeria and tall ships Windeward Bound, Lady Nelson, Rhona H and Yukon around a course starting at the John Garrow Light, sailing up to West Point before crossing the river to Rosny Point and back to Sullivan's Cove on the western shore finishing at the Hobart Regatta Ground.

AWBF General Manager, Mr Paul Stephanus, said that although the public were able to enjoy the spectacle of the Parade of Sail today, "...we are all looking forward to the time when we can again welcome interstate and international visitors to the prestigious Australian Wooden Boat Festival".

### Maritime Trail

On 10 and 11 April 2021, the AWBF will offer classic and vintage yacht enthusiasts the rare opportunity to discover the origin of Tasmania's wooden boat industry, speak with the people who continue to design and build these boats or perhaps try their hand at varnishing in a tucked-away boat shed. There will be guided boatyard tours, marina adventures showcasing classic wooden boats, Tall Ship sailings and more.

After the cancellation of the Sullivan's Cove events, it was decided to spread the love across the state, including many regions rarely seen by locals and tourists in a true celebration of the past, present and future of wooden boats.

Come down this April or pencil in the dates for 2023. ⚓



Dave Golding working on the Cotton Caulking Machine



Colin Grazules on Adela at Cygnet Wooden Boats

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[www.australianwoodenboatfestival.com.au](http://www.australianwoodenboatfestival.com.au)



# Matt Allen AM elected Chair of World Sailing Oceanic & Offshore Committee

CYCA Past Commodore and Life Member Matt Allen AM has been appointed Chair of the World Sailing Oceanic & Offshore Committee. By function of the appointment, Matt will also sit on the World Sailing Council – only the fourth Australian to do so.

Matt commented, "My appointment is as much a reflection on the standing of the Cruising Yacht Club of Australia in terms of offshore sailing and safety as it is of me.

"I join [fellow Member] Daniel Belcher on the World Sailing Council meaning we now have two CYCA Members on Council."

The Chair of the Oceanic & Offshore Committee is the most senior administrative role in oceanic and offshore sailing. The Oceanic & Offshore Committee makes decisions regarding special regulations across the world and then informs the World Sailing Board and Council of their decisions.

Members of World Sailing's Committees and Commissions are experts in their fields and include internationally renowned sailors, officials, coaches and administrators. Working within their terms of reference, they provide pivotal and expert guidance to World Sailing in the interests and

the wellbeing of the sport worldwide. The Committees and Commissions will serve through to the 2024 Annual Conference.

World Sailing's Member National Authorities nominated hundreds of capable volunteers from around the globe. The Board of Directors then put forward a list of Committee and Commission members to Council for ratification, which was unanimously approved. ⚓



# CYCA awarded Silver Level Clean Regattas certification

The Cruising Yacht Club of Australia is pleased to announce the Club has been awarded Silver Level Clean Regatta certification for the 2020 Bolle Australia Match Cup and the 2020 Captain John Piper Regatta.

The certification is awarded by Sailors for the Sea powered by Oceana, a non-profit organisation that educates and empowers boaters to protect and restore our ocean and coastal waters. The certification is part of the organisation's Clean Regattas initiative, the world's only sustainability certification for water-based events.

The 2020 Bolle Australia Match Cup and Captain John Piper regattas are the first events the CYCA registered for this certification and the Club is delighted to have achieved silver status for both. Competitors and officials were encouraged to avoid using single-use plastics and take responsibility for their own recycling (among other best-practices).

The Club will now seek to improve where possible before rolling out cleaner, greener processes across our wider Sailing Program.

## About Sailors by the Sea powered by Oceana

Sailors for the Sea was founded in 2004 by David Rockefeller Jr. and Dr David Treadway, two avid sailors who recognized the importance of educating and activating ocean enthusiasts. In 2018, Sailors for the Sea joined forces with Oceana, the largest international advocacy organization dedicated solely to ocean conservation.

Sailors for the Sea combines their goal of educating boaters about marine conservation with Oceana's experience mobilizing supporters to advocate for policy that supports healthy and abundant oceans. ⚓



John Gordon (pictured left) with Mark Richards

## VALE JOHN GORDON 1927-2021

Written by Di Pearson

John Gordon, the last surviving sailor from the first Sydney Hobart Yacht Race died peacefully on Sydney's Northern Beaches where he and his wife Eileen have lived for just over 60 years.

'Honest Long John', who raced to Hobart on Percy Coverdale's Winston Churchill, which finished second over the line to Rani, died on Monday 25 January; he was 93 years old.

He described the inaugural race as "Bloody hard work," but subsequently had another go in 1959 aboard Ailsa with Darky Griffin and John Marion. John was 18 when he went off on his first race and explained how he managed to be on the receiving end of a highly prized ride to Hobart.

"My father went to school with Percy Coverdale (the yacht's designer and original owner) and invited him to Christmas dinner after I had expressed the wish to go to Hobart on the cheap," he said.

"Percy came, Dad asked, and Percy questioned me: 'Can you navigate?' "I think so," was the response from Gordon, who

was in the Naval Cadets and thought he had a handle on things.

"Then he asked if I could cook – no, could I light a primus – yes, could I make tea – yes, could I peel spuds – yes. And finally, and I think the clincher, did I get sea-sick – NO.

"So he finally said yes, and I had the best experience ever. I still remember our finish time – 7 days 7 hours and 38 minutes. Getting back home was another matter, I came back by at least three trains and a bus and it cost me more!"

In 2004 I asked John what his thoughts were on grand prix yachting at that time. He said there was a massive difference between today's yachts and yesteryear's commenting, "The developments are wonderful as long as they are safe. Times are very different..."

Gordon's sailing career, though, began as a bailer boy in his father's 18-footer on Sydney Harbour before WWII. From there, he progressed to a VJ (Vaucluse Junior) and sailing stayed in his blood.

John, along with Geoff Ruggles and Captain John Illingworth's (owner of Rani) navigator, Ray Richmond, fired the warning signals and start for the 60th Sydney Hobart after well-known yachting journalist, Bob Ross, put their names forward.

During the CYCA's 70th Sydney Hobart celebrations in

2014, John and Geoff Ruggles (who raced on Wayfarer in 1945 and died on July 30, 2019) were thrilled to be aboard HMAS Advance. The well-preserved pair and only two living competitors of the 1945 Sydney Hobart, captivated all with their vivid recollections of that race.

Joining the Bayview Yacht Racing Association at Pittwater (known to all as BYRA), John taught many over the years, including some famous names, among them Mark Richards and Emmett Lazich. He also spent many years as a member of Sailability, which he enjoyed into his later years.

John Gordon was born under the guns at Middle Head in 1927, where his father was the Battery Sergeant. He grew up in Watson's Bay, at Camp Cove before WWII, living in barracks until 1938 when his father retired from the Army. It was where his love of the sea began before his father moved them to North Sydney.

The family moved a lot, and as a teenager, John lived in Bondi near the famous beach and was in the North Bondi Surf Club as a junior.

John lived a full, interesting and happy life. Armed with Geology, Biology and Geo-Chemist diplomas, he worked in Australia and Europe in various jobs including teaching, working in a Pharmacy and becoming a senior lecturer.

John is survived by Eileen, his wife of 63 years and their sons. ⚓



# Short but sweet

**The 2020-2021 Audi Centre Sydney Blue Water Pointscore saw a condensed calendar but as always, the competition was fierce.**



*The Cabbage Tree Island Race start proved a stunning spectacle as crews exited Sydney Harbour graced by a glowing Sydney skyline.*

**While the CYCA was unfortunately forced to abandon three of the five Audi Centre Sydney BWPS races in the 2020-2021 season, including the series-opening Noakes Sydney Gold Coast Yacht Race and series-closing Rolex Sydney Hobart Yacht Race, the Club was able to conduct two races to make up this year's pointscore.**

The 86-nautical-mile Bird Island Race kicked off the season in early November with an exciting drag race. Many of the competing teams hadn't raced each other in hot blood for many months (if at all), and it was Gweilo which reigned supreme in the IRC standings.

"It was wonderful to see the competitors back out on the water once again," said CYCA Commodore Noel Cornish AM.

"Bluewater racing is in the DNA of our Club and watching the fleet match race the 86-nautical-mile Bird Island course was exhilarating. The Gweilo team did a fantastic job to come out on top in a stellar fleet."

With six 52-foot rivals to contend with in the season opening race, including Matt Allen's two-time Rolex Sydney



*Chris Townsend and Matt Donald's Gweilo (pictured on right) in one of many tussles with fellow TP52s.*

Hobart Yacht Race winner Ichi Ban, the Gweilo team had plenty on to ensure their victory after months of uncertainty.

"We're very fortunate to have such a high-quality fleet here in Sydney. It's a situation where the little mistakes get punished and all the boats are pushing each other. The little incremental improvements that all the boats are making really do make quite a difference," said skipper Chris Townsend.

"We're also very fortunate with the amount of talent around Sydney to help sail these boats as well. For Matt (Gweilo co-owner) and I, we're loving our sailing, doing the best we can, and we'll keep pushing as hard as we can."

In the race for first across the line Sean Langman and his crew in their new-look RP69 Moneypenny put in a great start to their season sitting half an hour ahead of the chasing pack of TP52s when they made it back to the finish.

The next challenge was the 180-nautical-mile Cabbage Tree Island Race in early December which tested competitors over a longer racetrack and difficult wind conditions. While the two super maxis upfront enjoyed plenty of breeze throughout their race, the conditions eased considerably as the race continued for the smaller boats.

For the front running InfoTrack, it was a clean sweep across line honours, ORCi and IRC notching up a very important victory over their fellow super maxi rival Black Jack.



*Christian Beck's InfoTrack and Peter Harburgs Black Jack fought neck and neck throughout the Cabbage Tree Island Race with multiple lead changes.*

"I predicted Black Jack to be the favourite, but when we do well in the light wind that's very helpful. I wouldn't have predicted us to win this race!" explained owner Christian Beck following the race.

"The crew have done a great job, I'm very impressed with how they race. It was a great result for us, we're very happy with it."

It was Gweilo however who on this occasion was best of the rest sitting in third place on IRC behind the two front-running super maxis. With two extraordinary performances, Matt Donald and Chris Townsend's TP52 Gweilo has certainly made the most of a tough year. The team on the grand prix racer gave some stand-out performances to secure overall victory in the 2020 Audi Centre Sydney Blue Water Pointscore sitting atop the IRC handicap table, handing them Division 1 and the overall victory claiming the Jack Halliday Perpetual Trophy.

"The Audi Centre Sydney Blue Water Pointscore is an historic competition with many great names etched onto the Jack Halliday Perpetual Trophy," said Commodore Cornish.

"With some remarkable performances throughout the year, Matt Donald, Chris Townsend and the whole Gweilo team are very deserving of this victory. I look forward to seeing them racing again next year."



*Carl Crafoords Sail Exchange has been a formidable force in IRC Division 2 for many years and was able to continue the strong form in 2020-2021.*

Excelling in IRC Division 2 was Carl Crafoord's Cookson 12 Sail Exchange. The team took home first place in the Bird Island Race and followed up with a third in the Cabbage Tree Island Race, which saw them soar to IRC Division 2 victory.

Also making up the Audi Centre Sydney Blue Water Pointscore are three other pointscores which award the overall winners of each remaining handicap. For the ORCi handicap, teams compete in the Cape Byron Pointscore and are awarded the Cape Byron Perpetual Trophy. For the PHS handicap, teams compete in the Tasman Performance series for the Malcolm Halliday Perpetual Trophy. Finally, all boats compete for the overall line honours victory in the Bass & Flinders Series for the Pat Cooper Trophy.

CYCA Past Commodore Matt Allen's Botin 52 Ichi Ban was too good in the ORCi handicap, claiming both Division 1 and the overall victory, handing them the Cape Byron Perpetual Trophy. ORCi Division 2 went to Sail Exchange as the team enjoyed victory across multiple rating categories this season.

Alex Seja's Jones 40 Arch Rival reigned supreme in the PHS handicap taking home Division 2 and the overall victory, and the Malcolm Halliday Perpetual Trophy. CYCA Director Dr Sam Haynes' TP52 Celestial clinched the PHS Division 1 win.

Sean Langman's RP69 Moneypenny was the best of the big boats, racing home for some top-end finishes and securing the Bass & Flinders Series and the Pat Cooper Trophy.

For the first time in the history of the Audi Centre Sydney Blue Water Pointscore, two-handed entrants raced alongside their fully crewed counterparts. Rupert Henry's J/65 Burning Palms consistently led the pack to claim Two-Handed line honours and IRC, while Jiang Lin's X 43 Min River was victorious in the ORCi and PHS handicaps.

As we look forward to 2021, the CYCA will once again look to hit the water for the full six-race Audi Centre Sydney Blue Water Pointscore commencing with the Noakes Sydney Gold Coast Yacht Race Saturday 31 July 2021. ⚓



# Once more, with feeling

David Salter reports on the 2020 Sydney Hobart Classic Yacht Regatta that celebrated the history of the Great Race



**There is something about classic yachts that goes beyond the obvious aesthetic appeal of gleaming topsides and rich varnish. It is the era they evoke, and the particular spirit of offshore sailing we associate with the tradition of 'wooden ships and iron men'.**

In Australia, that spirit is uniquely embodied in just one event: the Sydney Hobart race. Its history is still characterized by the legendary yachts and sailors who competed in the Great Race South during its formative years – the first three decades.

The Cruising Yacht Club of Australia had sought to recognize that heritage through the annual Great Veterans event and by inviting notable Sydney Hobart elders to fire the starting gun on Boxing Day. But as the race passed its 75th anniversary last year there was a strong feeling that its wellsprings should be celebrated in a more substantial way.

Well-known classics enthusiast Nigel Stoke (Fidelis) explains the background. "The Great Veterans Race had been losing support over recent years so a few of the owners met

informally to discuss options. We wanted to encourage a new approach with a dedicated event to highlight the significance of the classic yachts – and their sometimes veteran owners and crews."

To that end a small committee was convened with representatives from the CYCA, the RSYS and the Sydney Amateur Sailing Club. "The idea grew from the overwhelming response from boat owners and crews to the 2017 Admiral's Cup 50th Anniversary Regatta", says committee member David Champstaloup. "There was clearly an interest in racing against boats from a similar period, and the joy of being in the company of others with a shared passion for racing and caring for classic yachts."

To underline the specific connection with Sydney Hobart history the organisers realised they needed to devise clear criteria for entry. The first requirement – that the yachts must have competed in at least one Hobart race – was simple enough. But where, chronologically, to make the cut-off point for a boat to qualify as a 'classic'? After much

debate it was decided to apply 'launched by the end of 1975' as the age limit. They reasoned that significant advances in materials and design after that date had produced much faster boats with different handling characteristics. (The same cut-off year also applies for most of the international classic yacht regattas.)

Using an amalgam of contact lists compiled for previous events as their starting point, individual committee members then began the long process of recruiting a fleet. From just two initial entrants an impressive roll-call of famous yachts slowly emerged: Fidelis, Kialoa II, Love & War, Anitra V, Solveig, Jasnar, Mister Christian, Malohi, Plum Crazy, Nerida, Kintail, Archina, Caprice of Huon, Lolita, Margaret Rintoul, Vittoria, Defiance, Nike, Valhalla, Suraya, Sylvena, Boongown, Maris.

A prime-mover in the task of assembling this impressive fleet was 31-race veteran Peter Shipway. "The response was extraordinary – really positive," he recalls. "The Admirals Cup Anniversary Regatta in 2017 provided the impetus. That committee saw how much interest there was for classic yachts. It was as if we were somehow re-energising a bit of living history."

The race pedigrees of many entrants placed them firmly within the true elite of the Sydney Hobart's early years. Archina sailed in the first race back in 1945. Nerida, Solveig, Anitra V and Love & War had all been handicap winners. Solveig, Margaret Rintoul, Fidelis and Kialoa II were line-honours champions.

But while the quality of the fleet was undeniable their diversity presented a major handicapping challenge. John Maclurcan, the creator of SailSys, was invited onto the committee to advise on establishing fair divisions and to calculate appropriate TCFs.

No problem! "I have been keeping records on yachts throughout Australia for more than 40 years", Maclurcan said. "All the yachts in the Regatta had existing data." As the number of entrants grew he established three approximately equal divisions, including one for those boats not wishing to fly spinnakers. (As the results showed, the handicapping produced some impressively close racing.)

The format of the regatta itself also prompted extended discussion within the Committee. It was agreed that there would be two 'around the Harbour' races, one each on the Saturday and Sunday. The first race to be from scratch starts with the divisions setting off at five-minute intervals. The second was a 'stern chaser' from timed starts for the whole fleet with a finish in Rushcutters Bay so everyone could gather at the club for refreshment and a relaxed presentation ceremony.

## RESULTS

### Division 1

1. Defiance (Nicole Shrimpton)
2. Fidelis (Nigel Stoke)
3. Kialoa II (Paddy Broughton)

### Division 2

1. Jasnar (Gordon Ingate)
2. Malohi (Maurie Evans)
3. Solveig (Anne Lawrence/John Whitfield)

### Division 3

1. Nerida (Sir James Hardy)
2. Kintail (Peter Stern)
3. Lolita (Nick Cassim)

From that point the CYCA sailing office, led by the tireless and ever-helpful Tara Blanc-Ramos, swung into action generating the Notice of Race, handling the entries, confirming courses, arranging Race Management and finally issuing the Sailing Instructions. It was a credit to the professionalism of her team that this additional and quite complex event was dovetailed seamlessly into the club's existing busy program.

To the Regatta itself. The weekend of December 12 and 13 brought splendid sailing weather with moderate breezes on both days. The prevailing wind direction eliminated most of the planned windward legs so yachts that enjoy a leisurely broad reach found themselves at a distinct advantage in relation to their handicaps. The major beneficiary of this was Jim Hardy's 87-year-old gaffer Nerida which romped along under her five sparkling white fore-and-aft sails – main, jib, staysail, jackyard topsail and jib topsail.

David Champstaloup (Caprice of Huon) summed up the weekend. "We had wonderful racing and a fleet that any sailor would be proud to be a part of. From my conversations after the Regatta I can say that some of us are surprised to rediscover the pleasure of spending time in the company of people with the same interests, and maybe obsessions.

"As to the final results, if it was a movie you'd be shaking your head and smiling at the same time. Sir James Hardy, in the yacht his father built, winner of Division 3; Gordon Ingate sailing Jasnar, which he first raced to Hobart in 1946, winning Division 2; and Nicole Shrimpton, one of the few women boat owners in the fleet, winning Division 1 in the magnificent Defiance.

"I have a number of young women in my crew, born well after the 1975 cut-off date," says Champstaloup. "They care about sailing and recognised the history that was all around them, and that they were a part of it. The contribution of the Sydney Hobart Classic Yacht Regatta is in supporting what might otherwise be largely individual interest in keeping classic Australian ocean racing yachts alive and well. For all of us in the community of sailors this is important work."

Shipway agrees, and reflected on the experience of taking part. "To see those yachts of yesteryear that many of us had grown up watching and reading about, racing alongside us – that was truly remarkable."

At the presentation ceremony CYCA Commodore Noel Cornish expressed his confidence that the club would now adopt the Classic Yacht Regatta as a regular December lead-up event to the Sydney Hobart Race. ⚓







# CYCA TROPHY

Big and small tussle on the coastal sprint

The CYCA Trophy Race is an important lead-up event for the 2020 Rolex Sydney Hobart Yacht Race and represents the penultimate test for many crews as they complete final preparations and solidify crew work.



The 2020 Race proved to be a great day on the water with entrants tackling a 24-nautical-mile windward/leeward course starting inside Sydney Harbour at Shark Island then working their way out from Sydney Heads to a laid mark before surging back to the finish.

With 15 crews taking to the start line it predicted to be an exciting race with strong easterly breeze working the sailors hard throughout the course.

At the front of the pack Christian Beck and his crew on the super maxi InfoTrack were able to continue their strong form after taking out the treble (first place in line honours, IRC and PHS divisions) in the Audi Centre Sydney Blue Water Pointscore Cabbage Tree Island Race the week prior.

With the steady wind that InfoTrack is known to favour Beck was able to storm home 20-odd minutes ahead of the next contender and claim line honours. Not far behind was a close tussle between David Griffith's recently updated JV62 Whisper, Sean Langman's new look RP69 Moneypenny and David Gotze's RP63 No Limit. Griffith was able head the chasing pack finishing second with a 2 minute gap back to Gotze, with Langman a mere 18 second behind in fourth place.



In divisional standings IRC Division 1 was dominated by the TP52s who revelled in the conditions. The pack of three TP52s finished within 7 minutes of each other and crossing the finish line only a few minutes after the larger 60 and 70 footers. Matt Donald & Chris Townsend's Gweilo took top honours ahead of Bob Steel & Craig Neil's Quest, with Seb Bohm's Smuggler only minutes behind on handicap.

IRC Division 2 saw Carl Crafoord's Cookson 12 Sail Exchange triumph over Les Goodridge's X50 Wax Lyrical & Philip Bennett's John King Custom King Billy.

ORCi was won by Quest with Bill Barry-Cotter's Schumacher 54 Maritimo and Gweilo in second and third respectively.

PHS saw Maritimo take the top spot, with Gweilo & Smuggler sharing the podium. ⚓



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# 2021 SUMMER OFFSHORE SERIES

A series to keep the offshore racing program at the forefront

Credit - Rolex/Carlo Borlenghi

With limited offshore sailing taking place in 2020, the newly created Summer Offshore Series is offering sailors a chance to get back out and racing in early 2021. The series consists of three Category 2 races – the Flinders Islet Race, a 100nm Virtual Mark Race and the Sydney Newcastle Race. The races are taking place throughout February and March when the offshore racing calendar traditionally sees less long-distance racing.

The opening race of the season, the 90-nautical mile Flinders Islet Race saw the larger end of the fleet prevail in the gloomy north easterly breeze. Chris Townsend and Matt Donald's well-known Gweilo took out IRC and ORCi honours. Alongside in PHS, Sam Haynes' Celestial sat top of the table. David Gotze's No Limit was the first yacht to return home, but the conditions saw them well outside the conventionally ballasted record set in 2017.

David Griffith's and his team on Whisper had been eager to once again take out the reborn JV62 following 12 months of modification and updates to the yacht which included a new and lighter keel, longer bowsprit and many other mods.

"The response to the CYCA injecting the Summer Offshore Series into the second half of the season programme has been a great success. The series is revitalising what had become a fairly slow second half of the season. Let's hope it is enhanced and further embraced in the years to come," said David Griffith.

"More owners and crews are enjoying their boats and the sport. That is what it is all about for the CYCA as the premier ocean racing yacht club in Australia."

Their Flinders Islet race was not without some excitement though as they sustained some minor damage early in the return leg.

"The return for us was however quite an experience. After rounding Flinders in the lead about 4 miles into the work back to Sydney our port running backstay broke just above the boom," explained Griffith.

"We had a long (over 30nms) upwind work and amazingly we could maintain over 10knts off boat speed at around 60 degrees apparent with just a jib. In the end we still crossed the finish line second on line honours and fifth on corrected time. Who needs a mainsail!!"



David Griffith's Whisper has been a consistent entrant throughout the offshore sailing season with great excitement for the newly introduced Summer Offshore Series. Credit - CYCA/Hamish Hardy

For the Club the second race of the series, a Virtual Mark Race is the start of a new era. Entrants still tussled at the start line in Sydney Harbour and battled their way back to try and claim the horn at the finish line. In between however, there was no usual inflatable mark to spot in the distance. This type of race sees crews charging towards one of two waypoints before rounding their virtual mark, making their way to the other virtual mark (creating a triangle course) and then turning for Sydney Heads and the finish line.

As it evolved, a light wind forecast saw the Race Officer Dennis Thompson make the decision to shorten the course from 100 nautical miles to a more manageable 55 nautical mile alternative. In effect, this meant the virtual marks were brought closer to Sydney Harbour, and their new positioning issued to competitors.

Director Dr Sam Haynes' TP52 Celestial was the light-wind racer of the day, managing to hold onto David Gotze's RP 63 No Limit for most of the race despite the 11-foot size difference. After a tight battle, Celestial came home less than 15 minutes behind No Limit after a nearly 11-hour race.

With an exceptional race, the Celestial team had done enough to hold onto the IRC, ORCi and PHS handicaps giving them a clean sweep of the top level of the podium. Second IRC, ORCi and PHS Div1 was Seb Bohm's TP52 Smuggler while No Limit claimed third place.

After winning their division in many (almost all!) of the races they've entered this year, Carl Crafoord's Cookson 12 Sail Exchange continued their dominance by taking out Division



Carl Crafoord's Cookson 12 Sail Exchange has been showing dominance in across Division 2. Credit - CYCA/Hamish Hardy

2 in both the IRC and ORCi handicaps. They now hold the Division 2 series first place ahead of fellow strong contender Kim Jagger's Cinquante.

A wonderful success story of this season has been the introduction of two-handed sailing to CYCA's Sailing Program, with teams making up a third of all starters in the Virtual Mark Race. What was especially great to see was a number of teams making their two-handed racing debut and the growth this area of the Sailing Program is experiencing.

Two-handed racing stalwart Rupert Henry along with his highly successful crew Stacey Jackson on his Lombard 34 Mistral have put in a commanding effort in the two-handed division. Taking out two-handed IRC wins in the first two races of the series, they will be looking to continue their strong form throughout upcoming races.

The final race of the series will see teams race to a finish line off Newcastle on Saturday 20 March with thoughts the series may continue in coming years. ⚓

## EXPERIENCES FROM THE RAIL

Out of the 21 yachts which competed in the Flinders Islet Race there were seven Youth Sailing Academy sailors scattered across the crews, many of whom experienced their first night at sea. YSA Graduates Adam Barnes, Andrea Green and Tim Westwood came out on top as part of the crew onboard Chris Townsend & Matt Donald's Gweilo, which continues to dominate the 2020-21 Summer Season.

CYCA Director Janey Treleaven, campaigning her newly purchased Beneteau First 45 Finn, featured four of our YSA sailors; Jess Grimes, Eric Sparkes, Cole Tapper and Charlotte Alexander as a part of her crew of 12. Whilst Jess and Eric have previously competed in the Noakes Sydney Gold Coast Race, this was Cole and Charlotte's first taste of offshore sailing.

Cole Tapper provided some insights into his newfound offshore experience.

The Flinders Islet Race aboard Finn was my first experience of ocean racing and a great chance to learn new skills and develop my understanding of offshore racing. Working with a young crew of current YSA sailors and recent graduates showcased how well the program sets you up with foundations for larger yacht and ocean racing. Being the mainsail trimmer for the race I was particularly focused on staying in sync with skipper Janey Treleaven and keeping the boat at target speeds in some puffy and choppy conditions.



We started the race in a fresh 18-20 knots of breeze and following seas, making the turn around Flinders Islet five and a half hours into the race. However, after a long upwind back up the coast, the breeze softened, and progress was slow with the heads in sight. This made for some very close racing with the cluster of boats around us. After being carried through the heads on an incoming tide the westerly kicked in again and we crossed the finish line after a very enjoyable race at just after 3am.

I am extremely grateful for the opportunity to sail with the talented team aboard Finn and learnt many valuable lessons as a result of this opportunity. I look forward to getting involved in more ocean racing through CYCA and the YSA in the future. ⚓



Onboard action from Janey Treleaven's Finn with multiple youth sailors taking part.





Margaret and John Keelty at a CYCA dinner in the 1980s. Credit Peter Colfelt

## MEMBER SPOTLIGHT

# Margaret Keelty

Our Club has some amazing Members with equally amazing stories

Margaret Keelty is a long-standing Member of the Club and was well known even before she joined the CYCA in 1994. A country girl who didn't grow up sailing but as soon as she started was hooked.

In more recent years Margaret has been a dedicated Associate Committee Member and from 2018 has seen her named as President of the Committee.

### OFFSHORE: What are your favourite CYCA memories?

**MARGARET:** What instantly comes to mind is all the amazing CYCA Members I have had the privilege not only to meet but to know and even sail with on occasions and all because of my association with the CYCA. History-makers: Jack Earle and Peter Luke; Sailing legends: Trygve Halvorsen, Stan Darling, Hughie Treharne and Trevor Gowland. I was fortunate to have Gordon Marshall and Colin Betts teach me how to navigate.

Doing the 50th Hobart on Cherana. The excitement of coming into Constitution Dock and seeing someone you know is definitely memorable. Even better was taking six weeks to cruise back to Sydney, including a dip further south to D'Entrecasteaux Channel, through the Dunalley Canal, lobsters at every stop. Amazing.

Fun raft ups at Refuge Bay, Sugarloaf and Bantry Bay and get-togethers on the beach at Store Beach.

### OFFSHORE: How has your sailing career progressed from when you first started?

**MARGARET:** I didn't grow up sailing. I grew up on our family farm 'Moonya' at Coonamble. (160km northwest of Dubbo). Very flat and very dry. There is a river but it only flows above the sand during floods.

I did a tiny, very tiny, bit of sailing as a country kid on coastal holidays and was very fortunate in retrospect with who I got to sail with. Ross Telfer, who wrote a book on learning to sail, took me out on a Sabot on both Lake Macquarie and Port Stephens as well as having a day out on John Burnheim's Wings on Sydney Harbour. Loved it.

When I left school, I came to Sydney and met John. I was doing a gap year, working at a service station at Pyrmont and he came in for fuel. We chatted about the Queen Elizabeth 2 that was coming into Sydney for the first time that day, he invited me out on his yacht, and as they say, the rest is history.

CYCA and sailing was our life. John owned Cherana when I met him, a Tasman Seabird, THE Tasman Seabird. A beautiful yacht designed by Alan Payne and built by Trevor Gowland that won the 1959 Sydney Hobart Yacht Race.

We sailed very successfully on her. There weren't many women on yachts back then. John had always had women sailing with him and argued, and still does, that we are as good or better on a yacht if given the chance. He and Rob Landers actually ran a course for women who wanted to go sailing back in the 70's. Things are slowly changing; many more women sailing of course, and we have some



Margaret Keelty (pictured centre) with her husband John Keelty (right) and Chris Schmid (left) at the inaugural CYCA Commodores Ball in 2019.

wonderfully talented sailing women at the CYCA. There are still lots of challenges there though as I am sure they can tell you. Anyway, my lack of experience and gender didn't matter back then and I was onboard and part of the crew instantly.

We sailed virtually every weekend, every holiday, every chance, racing in the Short Haul and cruising. We did the 50th Sydney Hobart in 1994 and came third in our division – the veterans division. My parents watched the start on the telly and when they showed me the replay, I didn't have the heart to tell them it was Fidelis they thought I was on, both with green bottoms but a much larger yacht, almost twice the size I think and one of the first out the heads. Mum would have had heart failure if I'd pointed out the little 36-footer I was actually on, even though I was home safely by then.

We bought Electra around 1996 and spent two years as fleet owners whilst she was being refitted up at Halvorsens at Bobbin Head. Having Cherana whilst the refit was done was great, nothing like a day out on the water to remind you why you take on those big jobs. We cruised Electra up to the Whitsundays a couple of times. Wonderful. We sold her a couple of years ago to Bradshaw Kellett and it is great to see her in good hands, but we do miss her and sailing.

My favourite job on the boat is trimming. A state of mindfulness for me.

### OFFSHORE: What are your proudest achievements on the water and at the CYCA?

**MARGARET:** Becoming the CYCA Associates Committee President. It is a great honour to follow in the steps of so many accomplished women. I joined the Associates Committee originally in early 2000's. Then had a break for a few years and rejoined the Committee around 2015. The Associates Committee has always been very productive, with great ideas and organisation skills, and if I say so myself, we put on some pretty good events. The team at the moment is a wonderful diverse group, some sailors, some not.

Doing the 50th Hobart, an achievement just to do it but special, as it was the 50th and such a spectacular event with over 350 entries.

### OFFSHORE: What bucket-list event/s would you still like to attend or enter?

**MARGARET:** I've never been a big one for bucket-list events – more do things as they come.



Margaret (pink shirt) and the Associates Committee decorating the Clubhouse in preparation for the festive season.

I do follow the Dalai Lama's advice of going one place I haven't been before each year, but it is generally somewhere simple like a walk in park we drive past all the time, or this year a lunch cruise on the Nepean River. I don't have to go too far to do new things.

Having said that, I do like travelling and as most of my life's holidays were on the water, I have plenty of new places to visit. We have done a couple of lovely trips on the French canals, our first was with Dr Dick Smidlin, who often spoke at the Cruising nights and I would love to go and do more of that, so many canals which are all a bit different.

I do look forward to seeing a start of the 2021 Rolex Sydney Hobart.

And of course, to keep being involved with the Club.

Oh, and to get a male Associate on the Associates committee.

### OFFSHORE: What are the best things about the CYCA?

**MARGARET:** The unique individuals. It is the people, the Members and the staff, who make the Club. Some who live for sailing, others very social and some a little bit quirky. The staff that have been here almost as long as I have. It is great to go in and be greeted by name. Love them all.

The range of activities. We are a sailing club but there is a very social side and an educational side. Now that we no longer have a yacht, we still want to use the Club and be part of it so we will make the most of the social activities.

### OFFSHORE: What do you do outside of sailing?

**MARGARET:** I am a nurse and I work as a Nurse Educator in the Operating Suite at St Vincent's Hospital Sydney (SVHS), just down the road. It has been good to use those skills and contacts to assist with things at the CYCA. For example, we put together the Medical Management for Mariners course. It was a great course, which we ran at SVHS in the simulation centre there. Very hands on and, as we used to promote – beyond first aid. We also ran information nights at the CYCA with the Beyond First Aid title.

We live in a great spot on the harbour and there's never enough time to sit on the balcony and watch from there - armchair sailing. There's always something to see. I am often giving advice in regard to sail trimming from there.

### OFFSHORE: What advice would you give to your younger self?

**MARGARET:** Go cruising more often and for longer. 🍷



# PATHWAY MEMBERSHIP

The wonderful new way to enjoy CYCA!



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

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

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



## The Youth Sailing Academy starts off 2021 in top form

The CYCA team led by Finn Tapper wins the 2021 Hardy Cup

Finn Tapper, James Hodgson, George Richardson and Harry Hall have won the 2021 Hardy Cup, defending the CYCA's title from 2020 which was won by Harry Price. The CYCA's second team led by Will Sargent finished in 6th place.

With COVID-19 still affecting both international and interstate travel, the 2021 Hardy Cup competition which is usually restricted to an under 25-year-old regatta, was opened up to all competitors. Past champions Ash Rooklyn and David Chapman both come back for another shot at the competition.

The talented young crew overcame nine other strong teams from Sydney for the 2021 competition. The crew dominated the Finals Series against RPAYC's Alistair Read to win 3-0.

The four-day competition saw some ideal match racing conditions allowing the double round robin, quarter finals, semi finals and finals series to be complete. Tapper made a strong start to the week, winning both round robins with a 15-3 whilst Sargent qualified in third position.

Heading into the Quarter Finals, Tapper chose to race Harry Lawson with Will Sargent paired with Jed Cruickshank. Tapper was able to advance through to the semi-final 3-1 over Lawson, whilst Sargent came unstuck, going down 2-3 to Cruickshank.

The final day saw Tapper dominate the day, defeating Jed Cruickshank 3-0 in his semi-final pairing then 3-0 again in the Finals series against Alistair Read.

This was the second year in a row for a CYCA team to win the event, with Harry Price claiming the trophy in 2019. ⚓



Past YSA sailor and previous Hardy Cup winner Ash Rooklyn and his team put up a great performance throughout the week finishing in third place. Credit - Marc de Ferranti





# TAPPER AND TEAM TOP THE STATE

Tapper, Hodgson, Richardson and Sargent named 2020 Club Marine NSW Match Racing State Champions

Finn Tapper, James Hodgson, George Richardson and Will Sargent have won the postponed 2020 Club Marine NSW Youth Match Racing Championship, hosted by the Cruising Yacht Club of Australia over the 13 - 14 February 2021. The event, which was previously scheduled for late August 2020, fell victim to the COVID-19 pandemic last year but with support from naming rights sponsor Club Marine, the CYCA was able to reschedule the event for early February 2021.

Seven teams from New South Wales took part in the delayed event, with the Organising Authority also introducing a new event format. A qualifying fleet racing series was conducted on Saturday 13 February with many officials, including umpires still affected by travel restrictions to attend the event.

A shifty, rainy and windy opening day saw the seven teams from Royal Sydney Yacht Squadron, Royal Prince Alfred Yacht Club and Cruising Yacht Club of Australia complete six windward/leeward fleet races in 14-22 knot southerly winds.

Racing against each other for the first time were brothers Finn and Cole Tapper (CYCA), and both teams were eager to put in a strong early performance and looked set to dominate the qualifying proceedings. After the four opening races both brothers had two race wins, scored a second and third to be tied on points.

However by the end of the six races, Finn Tapper had taken control, taking another race win and a fourth to qualify in top position for the match racing knockouts on Sunday. Cole Tapper secured second place with Jed Cruickshank (RSYS) in third. All three teams booked a place in the semi-finals with the final position to be decided in a match racing knockout stage.

The new regatta format introduced a 'king of the castle' format, allowing last place to qualify for the semi-finals.

*Racing was close and intense throughout the round robin, repechage, semi and final series.*

With the winner of each match moving on to race a higher opponent, Emma Rankin from RPAYC started the day in seventh position with a mountain to climb to book the final semi-final berth.

Rankin, who was competing in her first match racing event as skipper came agonisingly close to completing the perfect comeback. The young RPAYC team first took out RSYS's Maddie O'Shea to advance. They then defeated fellow RPAYC Cam Whiteside to move onto racing CYCA's Jack Littlechild. In the first-to-two point knockout, Rankin came so close to qualifying for the semi-finals, however went down 1-2 to Littlechild, who moved onto the semi-finals.

Heading into the semi-finals, Finn Tapper was able to move into the Finals 2-0 after selecting fellow CYCA Member Jack Littlechild in their semi-final. In the other fight, Cole Tapper was able to overcome the more experienced Jed Cruickshank 2-1 to make it an all CYCA final for the fourth year in a row.

In the Final, Finn Tapper, who won the Hardy Cup the week before again showed his experience and was able to defeat his younger brother 2-0 to become the 2020 Club Marine NSW Youth Match Racing Champions. This was the 18th consecutive year for a CYCA team to win the title.

The 2021 Club Marine NSW Youth Match Racing Championship is scheduled for 28-29 August 2021. 📍



# Support continues for our Youth Sailors

The Club's Youth Sailing Academy (YSA) since its inception in 1993 has been long known as one of the best youth training programs around Australia and globally. The program has laid the foundations for many sailors who have gone on to claim top honours in the world sailing community. Multiple Olympians, world champions, America's Cup sailors and victors spent time in the youth sailing program honing their skills.

The YSA would not be able to continue without the support of our dedicated partners and boat sponsors. We continue to thank the following sponsors for continuing their support for a further two years.



## Walker Corporation

Walker Corporation has been a long-term Partner at the Club, and strongly connected with our Youth Sailing Academy. Walker Corporation first became a partner of the Club in 2006 as a sponsor of an Elliott 6m. 2021 will mark their 16th consecutive year of sponsorship as a boat sponsor to the YSA, making them the longest-standing sponsor of our YSA.

The company's co-founder and Chairman, Lang Walker, has strong ties to the Club. Many of his yachts under the 'Kokomo' banner have been kept in the CYCA Marina and represents the Club when he competes. Walker, who is a past Farr 40 Australian National Champion and competed in various Rolex Farr 40 World Championships over the years has also given many opportunities to our youth sailors from the YSA being able to further promote and assist youth

sailors. They have competed on his yachts alongside him and also trained on-board his sponsored Elliott yacht.

For Australia's largest private and most diverse development company, their focus on delivering world-class developments to communities such as their new site in Parramatta, as well as supporting world-class projects, such as our YSA, hasn't changed even in these difficult times



## GME

Since 2007 when the Director of Standard Communications/GME, Anthony Dunn christened one of the then Elliott 6s as 'Garmin/GME'. This started a strong partnership between the Club and GME which now spans more than 14 years. Over this time the relationship has continued to strengthen, with all the CYCA's on-water support vessels, featuring GME communication equipment.

Since 1959, GME has been an Australian owned family company, now located in Sydney's North West. GME has grown over the years, now running a state-of-the-art operation with over 200 staff and divisions stretching around the world. In addition to being the only Australian manufacturer of UHF CB radios, GME also engineers and manufactures a range of marine equipment from Emergency Beacons to VHF radios and antennas to ensure the safety of ocean adventurers.



## Steadfast IRS

Steadfast IRS joined the Club and YSA in 2015 which this year will see the relationship move into its sixth year and continually strengthening. Steadfast IRS combines over 90 years of history and experience in the insurance industry which provides local and personalised service, with the insurance expertise and support of a large organisation. These values of providing tailored, personalised service aligns perfectly with the dedicated and professional youth sailing program at the Club. 📍





# The Art of Sponsorship

**Corporate support of sailing in Australia has a long and rich tradition, both for races and events as well as for the backing of individual race teams.**

Rolex, Audi, Noakes, Telstra, Caltex, Hitachi, Kodak, Sony-Ericsson, Canon, Land Rover, Mercedes-Benz, Nicorette, Skandia, Alfa Romeo, Perpetual, BMW, Toll Express, Ella Bache & countless other brands are well known for their partnership with sailing. For the past few decades, the Wild Oats racing team has been synonymous with the Oatley family's Hamilton Island & Wild Oats Wines.

On a global level, support comes from a wide range of industries. Volvo, PRADA, Ineos, Pirelli, Emirates Airlines, Audi, BMW, Tag-Heuer, Oman Air, Hugo Boss, Foncia, Groupama, Banque Populaire, Telefonica, Camper, Nespresso, Corum, ICAP, Oracle and Red Bull are all well known for their associations.



Jim Cooney (second from left) and Samantha Grant (holding champagne) christening their newly sponsored and rebranded Willow. Credit - Salty Dingo

Team racing programmes, especially up the pointy end of the fleet, are an expensive exercise for owners. Sponsorship revenue or the provision of in-kind or discounted products and services is an obvious way to help reduce their overall costs.

But what do corporate marketing & communications teams look for in a relationship? Aside from those built on an existing association with sailing or an involvement in the boating industry, most companies look for branding opportunities and the ability to generate awareness for their activities. Other reasons for sponsoring yachts often stem around negotiation of broader deals or for networking; obtaining access to key individuals or elusive market segments. Many companies also recognise the real value of corporate entertaining opportunities for clients, suppliers and shareholders and the promotion of team building and provision of staff rewards.

In this sense, sponsorship "success" is often difficult to measure statistically as many of the perceived deliverables are largely intangible. Incremental sales, media coverage & social media engagement can be a starting point for evaluation but the real value of sponsoring sailing, as it is for many other sports, often runs deeper. Sometimes the value of a "good fit" needs to be judged by more generalised feedback and possibly looked at over a longer timeframe.

Offshore spoke to two of Sydney's more prominent corporate partners of recent times about their involvement with the sport and the various benefits their businesses receive from sponsoring a yacht in 2021.



Willow is an Australian technology company with a software platform that is currently transforming our built world. Founded back in 2017, it already has over 200 staff across a global network of offices.

The company's software creates virtual versions of physical assets called "Digital Twins". These intelligent digital replicas allow users to track and visualise real-time and historical data about things like energy performance, maintenance and how users are experiencing the asset. If you liked

playing SimCity as a kid, you will love Willow's platform, because it's like that, only super charged.

“  
**Sponsorship revenue or the provision of in-kind or discounted products and services is an obvious way to help reduce their overall costs.**  
 ”

Willow's technology has recently received global interest from technology heavyweight Microsoft and is being applied to real assets including commercial office, corporate campuses, rail, road and mining infrastructure. "There's a huge wave of data that's flowing from our buildings and infrastructure, so we're creating a way to harness that and turn it into good" said Joshua Ridley CEO and Co-Founder.

Willow appointed Jim Cooney to the board along with the former CEO of Macquarie, Nicholas Moore as Chairman in 2019.

Following his appointment as Director, Jim Cooney announced that Willow would be the new sponsor, for his Volvo 70, previously named Maserati. Cooney had purchased the yacht in 2016 from legendary world distance sailor Italian Giovanni Soldini

and finished sixth Line Honours and seventh Overall in the 2016 Rolex Sydney Hobart Yacht Race. Cooney then owned the Super Maxi Comanche for three years, taking Line Honours and setting the race record in 2017 before placing third in 2018.

"I am super excited to be back on the Volvo 70 this year, it's a great boat in all conditions" said the Sydney-based yachtsman. "The change of name represents a refreshed and dynamic approach and we have worked hard on improvements to the boat in the off-season. We are really focussed on extracting the best out of the boat."

**What attracted Willow to sailing in the first place?**

At first glance, the connection between business and sailing might not be the first thing one considers when selecting sponsorship. But for Willow the connection and resonance with the company was self-evident. For Willow, sailing is more than just a nice day out on the water, it's a symbol for how they like to work as a company.

"We love the idea of how sailing can be a symbol for the type of work we are doing inside the company" said Joshua. "At Willow we are taking on a huge challenge, to transform an entire industry. So we're asking our staff, investors, partners, software developers and customers to challenge themselves and to roll up their sleeves get involved."

"Sailing has strong parallels with our company culture. You can't sit on the sidelines; you've got to get involved."



Co-owner Jim Cooney (left of shot) talking with media outlets at the launch of the newly rebranded Willow. Credit - Salty Dingo



**How does the sport of sailing fit in with the company's personality & objectives? Are there similarities between the company & the VO70 team?**

"As a company we've also sought to push the envelope and we couldn't be more thrilled about the partnership with Jim." Said Josh. "Every time we head out on the water, there's a lesson or insight for business that we take home. Whether it's about teamwork, leadership or managing adversity".

"Sailing is the ultimate team sport" said Jim Cooney "Everyone has a role to play, and the pecking order of the yacht is based on the conditions and the race, not rank. I think that it's an important lesson in business as well".

**Had you considered other sports to partner with or any other sponsorship opportunities? Are you currently involved with other partnerships?**

"Across my career we've been involved or attended a number of sporting sponsorship opportunities, Cricket, AFL, Rugby you name it" said Josh. "I think the unique thing about the sailing opportunity is the fact that our customers, investors and staff can get hands-on with real professionals. There are no spectators. That creates a truly memorable experience".



The 100-foot InfoTrack racing with their branded assets onboard the yacht. Credit – CYCA/Hamish Hardy

**How do you promote the partnership and are you leveraging the relationship on behalf of clients?**

"Before the end of 2020, our plans were to promote the partnership through the Rolex Sydney Hobart Yacht Race. Unfortunately it was postponed due to COVID-19. That said, we have a number of sailing events planned throughout this year which includes the Twilight sailing series, the PIF regatta and a few other special outings marked for 2021".

**What type of internal programmes do you run with your staff & what opportunities are there on Willow?**

"At Willow, we're getting as many staff as possible involved. Key members from our Sydney office will host events throughout the year around key themes with our investors and customers such as Women In Technology or for key groups like our Technology Partners." said Josh

**How do you measure the success of the partnership and what are the Plans for the future?**

"We want this program to be more than just a flash in the pan. We see it as a core part of our company culture and hospitality approach and we want to get as many of the Willow staff involved as possible".

"Willow isn't a company on an island. We want to plant roots in the community and we love the energy and spirit of the Sydney sailing scene."



InfoTrack is a locally owned private company that provides easy access to information from thousands of governments departments in Australia, UK and the US through the provision of a SaaS platform for the research and analysis of property, company and personal data. It integrates into many business applications such as LEAP, the #1 legal cloud software provider for law firms & other InfoTrack owned businesses such as Creditor Watch. The company currently has over 1000 staff members globally but is expanding rapidly.

Under owner Christian Beck, founder of InfoTrack, LEAP and Australian Technology Innovators, the Super Maxi InfoTrack, (formerly Perpetual Loyal), has competed in the Rolex Sydney Hobart three times with results improving each year from an initial 24th, (after being penalised for handing in documentation late) to fourth in 2018 and second in 2019. They were first out of the heads in 2019 and had won two key lead up races prior to the cancellation of the 2020 Rolex Sydney Hobart.

**What attracted InfoTrack to sailing in the first place?**

Christian Beck: "I have watched the start of the Rolex Sydney Hobart almost every year since I was about ten years old. It's been a lifelong dream to do the race and this has now transitioned to a dream to win the race".

**How does the sport of sailing fit in with the company's personality & objectives? Are there similarities between the company & the Super Maxi team?**

"The sailing program for InfoTrack is far more integrated with InfoTrack the company than I believe any sailing program around the world is. We go beyond the normal sponsorship by having members of staff on the boat for the Hobart race and other races each year. The sailing leadership provided by Tony Mutter and Chris Nicolson is a management style



Christian Beck, owner and skipper of InfoTrack during one of the many media events leading up to a Rolex Sydney Hobart Yacht Race. Credit – Andrea Francolini

that is very similar to how we run the company. Tony and Chris are particularly talented, modest and respectful leaders that get the best out of their people".

**The InfoTrack relationship with sailing falls across different divisions. How do they work together & how are they managed?**

"We offer access to anyone in any of our businesses that show any interest in sailing. We manage it by inviting people out and letting them get involved to help them decide if they are interested. Surprisingly, some staff members have never been on the Harbour before and most have never been sailing on a high-performance racing yacht. We introduce a lot of people to the sport and those numbers grow every year. Pre-COVID we would have a lot of staff members from our overseas businesses in Sydney and most of them love to go sailing on Sydney Harbour".

**Had you considered other sports to partner with or any other sponsorship opportunities? Are you currently involved with other partnerships?**

"We don't have other significant partnerships or sponsorships".

**How do you promote the partnership?**

"The Super Maxi has become a significant and high-profile part of the InfoTrack company. Staff members and clients become aware of it by seeing it racing, our offices have photos, trophies and other memorabilia on display".

**How do you leverage the relationship on behalf of clients?**

"We regularly bring guests onto the Super Maxi as it's a great corporate entertainment platform. Most guests even get to steer the boat in the Harbour. We also have staff on races such as the Big Boat Challenge and the Cabbage Tree Island race".

**What type of internal programmes do you run with your staff & what opportunities are there on IT100 or the InfoTrack MC38?**

"Building on the success that the Super Maxi InfoTrack has had in engagement from staff and clients, we now have an MC38, also called InfoTrack. We race this along with two older Ker 11.3s in weekly twilights so that we can involve more staff members and clients in hands-on sailing. We also participate in MC38 regattas. We have professional sailors onboard to ensure the boats are operated safely and we invite staff members that are interested to be a part of the crew. Over time, staff members can progress from basic roles right up to steering the boats in races".

**How does the InfoTrack crew & sailing program benefit from the relationship?**

"Having the Super Maxi closely linked to the company makes it a more interesting place to work. It's also unique. Many of our staff members that have done a Rolex Sydney Hobart describe it as the best thing they have ever done in their life".

**How do you measure the success of the partnership?**

"We know from the people involved that they love being part of the Hobart race. Our shareholders often express pride in seeing the boat race. We make sailing involvement optional to our staff and we have a lot of people that want to be part of it".



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# BLUE WATER CLASSICS

Portraits of the Sydney Hobart Yacht Race

Over 520 beautifully illustrated pages photographer and author Andrew Wilson, with journalist and Sydney Hobart Media Director, Di Pearson, present **Blue Water Classics: Portraits of the Sydney Hobart Yacht Race** – a compelling, intimate and drama filled publication that has already reached #1 in best seller lists around the country since its release last year.

Documented over a four-year period, **Blue Water Classics** presents a broad and fascinating overview of the entire history of the race. The book packs an enormous amount of content into its 520 pages, illustrated by Wilson with over 400 truly remarkable photographs and interspersed by his amazing array of interviews with race crew, search and rescue personnel, journalists, owners and organisers; 73 all told, including some of the absolute legends of the race that participants and spectators alike will revel in.

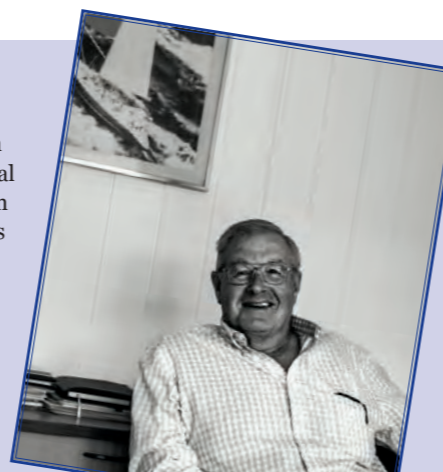
Complementing Wilson's interviews are Pearson's 16 extensive and thoroughly insightful chapters, whose personal and professional connection spanning over 30 years adds a depth of story that is second to none.

This first of its kind book examines the people who make the race – taking readers behind the scenes of a sporting spectacle watched globally by millions of sailors and supporters every year on Boxing Day. Each image captures the salt encrusted faces of yachties and breathtaking scenery from the start on Sydney Harbour to rounding Tasman Island, sailing in Storm Bay and finishing under the mountain in Hobart to cheering crowds.

Combined with its engrossing stories, **Blue Water Classics** encapsulate the Sydney Hobart's line honours and overall winning victories, the near misses, disputes, rivalries and emotive accounts of the tragic storm-ravaged years synonymous with this great race, pushing competitors, organisers and at times, search and rescue personnel, to the limit.

If you have competed in the race, are planning to in the future, follow it with interest each year or just love great stories about people doing exceptional things under difficult conditions, then you will love this book. It is a publication you can read at leisure or immerse yourself in for days on end.

Andrew has covered all aspects of the race from the preparation to the finish and everything in between, including the personalities involved in the control of the race, the safe haven of Eden, and the officers of the vital search and rescue organisations. This is a great insight into what goes on behind the scenes each year. With Andrew's photographs and interviews combined with Di's encyclopaedic knowledge of the race, this book will become a must-have in your sailing library.” – **DAVID KELLETT AM**



## EXCERPTS FROM THE BOOK

'My grandfather Jack Earl was one of the founding members of the Cruising Yacht Club of Australia [1944] and very shortly after [1945] the Club decided they'd have a cruise in company down to Tasmania. They asked Captain John Illingworth [a British naval officer] to come along because he had Rani, which was such a great boat, and he famously said, 'Why don't we make a race of it? Kathleen Gillett, which was my grandfather's first major boat, was an inaugural starter. From that first race it's become the tradition that it is today. There are not many events that last 75 years or more.'

– **Tiare Tomaszewski, owner of Maris**

'There's the Fastnet Race, the Middle Sea Race, the Bermuda Race – but for most of us, the ultimate race is the Sydney Hobart.' – **Ron O'Hanley, owner of Privateer, USA**

'It's [the race] like being on a rugby tour without the bus. That '93 race, I remember it was just bash, bash, bash for days on end.' – **Peter Fletcher, 33 Sydney Hobarts veteran**

'Some years we've had so many people in here on the floor that you had to step over six bodies to get to the kettle.' – **Robyn Malcolm, Sydney Hobart Eden representative**

'I'm born into a family where our religion is the Sydney Hobart.' – **Ed Psaltis, owner of Midnight Rambler, winner 1998 Sydney Hobart**

'To win the Hobart, it helps enormously if you get to the Derwent at the right time of day, which is about two o'clock in the afternoon.' – **Adrienne Cahalan, world renowned navigator and meteorologist**

'I train my crew really hard, I've worked really hard, and sometimes they hate me.' – **Wendy Tuck, Sydney Hobart veteran and winner of the Clipper Round the World Race.**

'There aren't any doctors or water boys, and when you get a hundred miles off the coast, the helicopters can't reach you...'' – **Paul Clitheroe AM, owner of Balance**

'We started as probably one of the youngest crews ever. I suspect I was probably the youngest owner-driver back in the early days. But now we're probably near the oldest crew.' – **Bruce Taylor, owner of Chutzpah and 37 Sydney Hobarts veteran**



## WHAT READERS ARE SAYING

Congratulations, you both must be literally walking on air, a fabulous book, that will delight so many. You can imagine all the favourite watering holes, where sailors love to gather and to discuss all the characters, legends and history of the race. Some of the photographs are just amazing, which both Monte (Monte Luke, her famous photographer grandfather) and Dad would love!

**Lindy Boyd – daughter of Peter Luke, CYCA co-founder**

Stupendous! Andrew Wilson's interviews have crafted a unique level of intimacy. His lens captures the raw essence of the great race. Di Pearson's storytelling and editorial expertise unlocks the fascination, emotion and sheer magic of our ultimate nautical adventure.

**Gordon Bray – AM - Sports commentator and author**

I've just opened my Christmas present! What a cracker. Now I know why Melinda (wife) wouldn't let me buy or look at the book in the run up to Christmas! Well done.

**Paddy Broughton – owner, Kialoa II**

What can I say...the book is stunning; I picked it up a few hours ago. The dog has missed her walk, and I forgot to have dinner! Not sure about me being called a 'Modern Day Saint'...but I will be milking that within the family! I feel honoured to have been included. Congratulations to Andrew and Di

**Robyn Malcolm in Eden**

Congratulations. I have gifted myself a copy for Christmas to pour over while on days off...and with our Sailing Presentation Night coming up, there will be a couple of yachties that will find one coming their way too!

**Terri Mitchell – Townsville Yacht Club**

It's beautiful! A 'must have' for anyone who loves our Great Race.'

**Tracy Matthews – Past Commodore of The Royal Yacht Club of Tasmania and current Rolex Sydney Hobart Finish Coordinator**

## TO PURCHASE BLUE WATER CLASSICS - PORTRAITS OF THE SYDNEY HOBART YACHT RACE

Order via the official website: <https://bluewaterclassics.com.au>

Or you can go to Boat Books and book stores such as Dymocks, Angus & Robertson and others. Google 'Blue Water Classics book', for the outlet nearest you.



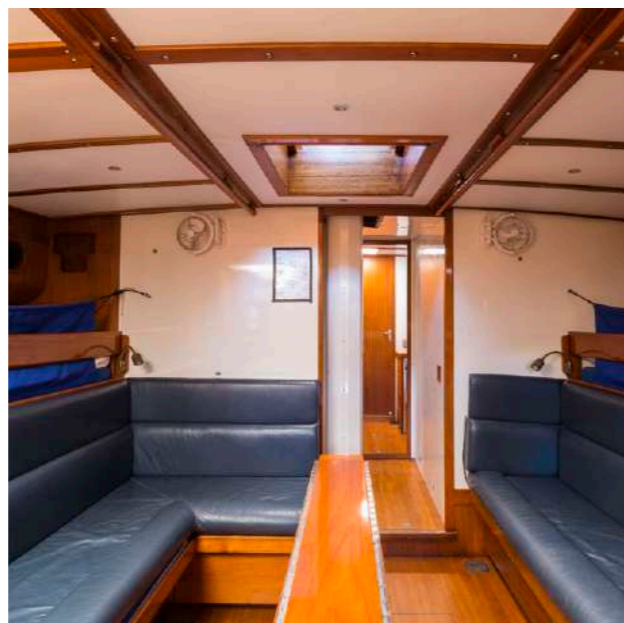


Kialoa II

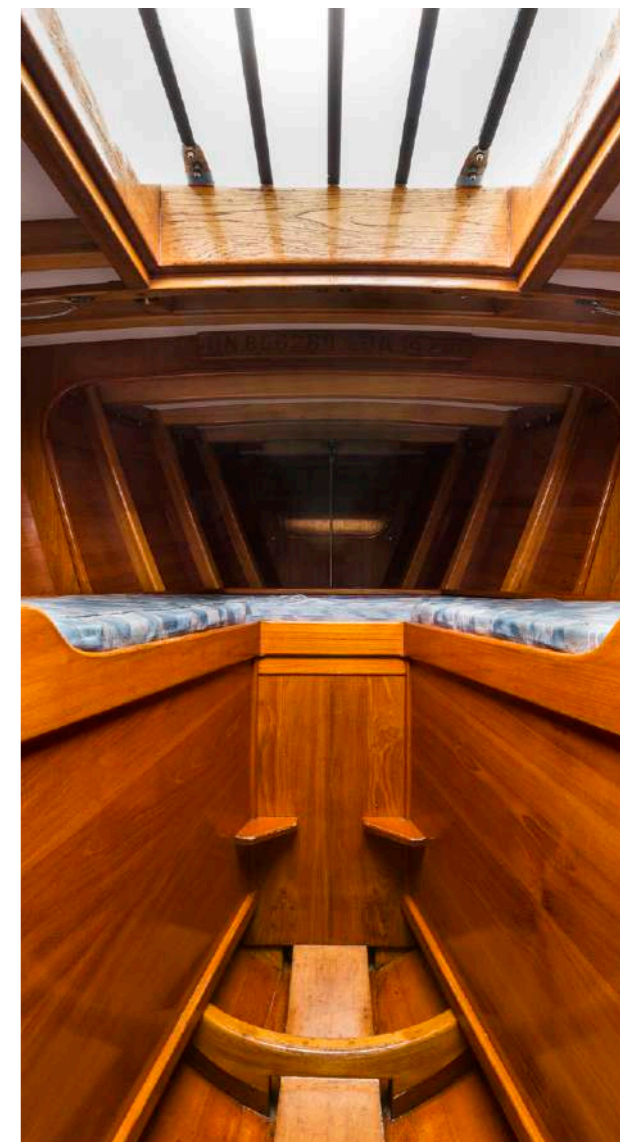
# Through the lens

Join photographer Andrea Francolini and take a look inside some reborn classics.

**Kialoa II** was one of the first "Maxi" yachts. The ocean racing legend was designed in 1963 by Sparkman & Stephens, and built in lightweight aluminium for the famous yachtsman Jim Kilroy. She was launched in California in 1964 and became one of the most successful yachts of her time. Now owned by Patrick and Keith Broughton, the 73' yawl is being campaigned to compete in the classic ocean races as Kialoa II did under Jim Kilroy.



**Love and War** is a classic yacht built by Sparkman & Stephens in 1973. The famous Oregon and Maple built boat was launched for Peter Kurts and is a proven winner with three Sydney Hobart Yacht Race Tattersall Cup wins in 1974, 1978 and 2006. Kurts keeps the yacht in top racing condition and competes regularly both in-harbour and offshore.



Love and War





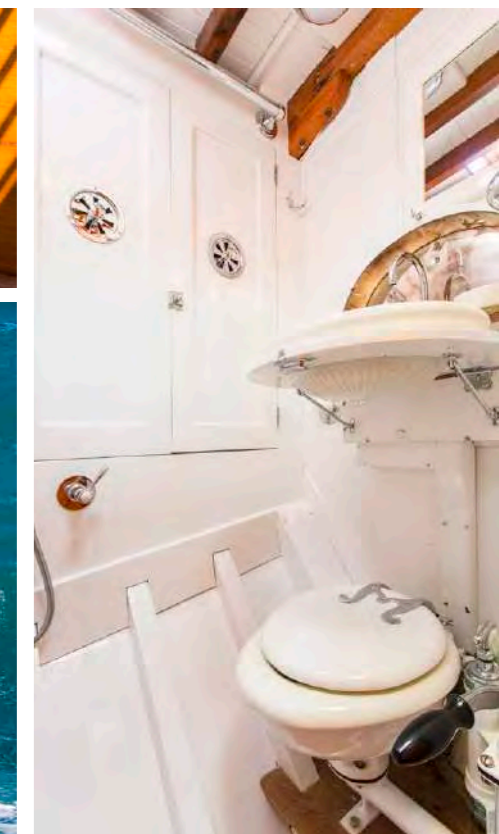
**Margaret Rintoul**



**Margaret Rintoul** – A classic ocean racing yawl originally built by Ted Haddock in Sydney for A E Edwards in 1948. The yawl rigged yacht won line honours in two successive Sydney Hobart Yacht Race in 1950 and 1951 with its second victory setting a new race record. Long-standing Club Member Bruce Gould now owns the yacht which regularly sails on Sydney Harbour.



**Dorade** – Built in 1929, Dorade was the first offshore design by the New York City firm of Sparkman & Stephens. At 90 year of age, Dorade has been fully restored by owners Matt Brooks and Pam Rorke Levy. Since 2011, she has competed with distinction in races to Bermuda, across the Atlantic and the Pacific, and from Sydney to Hobart. The goal for the sleek 52-footer and future sailing endeavours is to prepare Dorade to once again perform as a highly competitive ocean racer.



**Dorade**

**Solveig** was built by Lars Halvorsen Sons in 1950 for Lars' famous sons, Trygve and Magnus Halvorsen. Trygve, Magnus and their equally famous navigator, Stan Darling, first raced her to Hobart in 1950 for fifth overall, then sixth in 1951, and eighth in 1952. The boat is now owned by Sydney yachtswoman, Annie Lawrence, who has 15 Sydney Hobarts behind her – six as navigator. Lawrence and her husband, John Whitfeld, have stripped Solveig back and returned her to offshore racing capability.



**Solveig**





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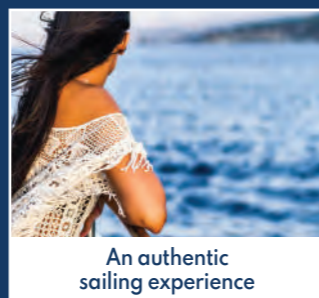
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\*Prices listed are in AUD per person twin share in a Cat C2 Oceanview cabin and include 1 night pre-cruise hotel stay and transfer to port on embarkation day. Beer and wine is included with lunch and dinner. Prices are correct at time of print and availability is limited. Rates subject to currency fluctuation until paid in full. For full terms and conditions please see our website. We reserve the right to correct errors. CYCA0321



Phil Ross takes us on a tour of the New South Wales coastline where you can explore some exciting and beautiful places.

## When racing is cancelled... a person's thoughts turn to cruising!

Living a normal life nowadays is a fluid situation. Usually if you wished to escape it all, it was a simple matter of letting go of the mooring lines and letting the wind take you away.

You can still do that, of course, but it requires a bit more careful planning than a usual cruise. So what are the opportunities that are still available during these lockdown days?

As of writing, most states allow visiting yachts cross the borders. Most, however, have a set of controls in place to make sure you are not bringing an infection into the state and spreading it with your travel interactions. Other than that: it is situation normal.

For our home state there is plenty of opportunity to get out there: either weekends away using the club as home base; or up and down the coast.

At time of writing, people from Sydney are able to enter all states across Australia but will require registration or application for access permits through the relevant health authorities in all other states except the ACT. Access for residents of other states varies & should be checked on a regular basis if you are planning a trip; conditions change rapidly depending on the prevailing health conditions and risk profiles for different areas.

### New South Wales

For our home state things are a little easier. Recreational boating is permitted, especially if those onboard are members of the same household; then there are no further rules which apply.

If those onboard are not members of the same household they should maintain a physical distance of 1.5 metres from others, as much as possible. A little difficult but possible.

Remember to practice good personal hygiene, avoid crowding at boat ramps and follow standard on-shore social distancing rules. Again, boat owners need to keep across the requirements in the NSW Government's Public Health Orders, updates can be found on the NSW website listed below.

It is important to remember that, when onshore, all crew must observe the current guidelines and restrictions for the area. This applies to any public place: wharves, marinas, boat ramps or other vessels.

Skippers are reminded of other safety responsibilities regarding safety equipment, alcohol consumption, keeping a proper lookout and proceeding at a safe speed.



On the other side of the coin, the only way we, as a society, can beat this virus is by abiding by these restrictions. Thus, it is important to report to the authorities if we see a breach of restrictions on other vessels. NSW Police is the relevant enforcement authority for the Public Health Orders. To report a breach of COVID-19 restrictions contact Crime Stoppers on 1800 333 000 or submit a report via the Crime Stoppers website: [crimestoppers.com.au/](http://crimestoppers.com.au/).

Nobody likes to snitch on fellow yachties, but neither does anyone like stupidity; especially when it puts people's health in danger.

Exposed as the NSW coast is, to the Tasman Sea and the Pacific Ocean beyond, sailing can be rough as the weather systems pass through. The Australian East Coast Current made famous in 'Finding Nemo' which every Sydney Hobarter is well-acquainted, is quite predominant and sometimes runs at up to four knots.

If heading south, for any distance, then head out to the 100 fathom line approximately 20 nautical miles off the coast where the current will give you a free ride. Conversely, those tracking north should remain close inshore to keep out of the effects of the current.

NSW is subject to a diurnal tide that has a maximum range of about 1.8 metres for spring tides and about 1.5 metres for neap tides. There is very little difference between the times of tides at NSW ports and that of Sydney, which is used as the reference.

NSW has many rivers on its coast that are navigable well inland but most have challenging bar crossings that require careful navigation and boat handling procedures to ensure a safe crossing.

This article will concentrate on those safe harbours that are predominantly easy to access.

The good news is there are plenty of places to drop your anchor and enjoy a peaceful sundowner. Any bad news? Not much, you have missed the humpback whale migration season down Australia's east coast, but that is about it.

The dolphins will still love to surf your bow wave and the fish are just delighted to take your trolling line, honestly! So, time to get out there. There are plenty of country seaside towns waiting for you and your crew's dollar. It is incumbent upon us all to help the economy.

Weather-wise, the latest Bureau of Meteorology (BOM) forecast sees the wet weather delivered by La Nina continuing during late summer, drawing down in early spring.

The El Niño - Southern Oscillation (ENSO) Index is a major influence on our eastern seaboard climate; oscillating between El Niño and La Niña conditions in the Pacific Ocean. It is caused by variations in atmospheric patterns across the breadth of the Pacific Ocean, along with variations in sea surface temperatures in the central and eastern tropical Pacific Ocean. La Niña is associated with extensive cooling of the sea surface in the central and eastern tropical Pacific and is often associated with above average winter/spring rainfall over much of eastern Australia.

BOM says the coming months of February to April are likely to be wetter than average for much of Australia, with a greater than 65 per cent chance for large parts of New

South Wales. No big problem if you have a bimini to cover your cockpit, or maybe air conditioning down below for that added comfort in high humidity.

Following is a list of just some of the stopovers you can enjoy on the NSW coast. Certainly not definitive but hopefully enough to whet your appetite. Some are easy and some are hard to push your sailing skills.

At all times, naturally, always do your own research and plan several scenarios for each cruise to ensure safety. NSW has many rivers on its coast that are navigable well-inland but most have challenging bar crossings that require careful navigation and boat handling procedures to ensure a safe crossing.

### Heading south

Missed your annual race down the coast to Tasmania? Well now is your chance to enjoy the delights of the many harbours and rivers between South Head and the Victorian border.

Easy first up is Port Hacking River, situated between the Royal National Park and the southern suburbs of Sydney. Well protected from any weather.

What is not to like as it is a short haul to get back to Sydney Harbour if need be. But it is easy to get away from it all here in much the same way the northerners can in Pittwater. Plenty of bushwalking and swimming.

Botany Bay may be closer but can be difficult to navigate and does not offer the national park to lose yourself in the peace and quiet.

Wollongong is a thriving little community but its mooring is limited and a little scary in certain weather. Make the effort and cruise down further to Jervis Bay.

Jervis has plenty of opportunities to anchor in whatever weather but can be popular amongst cruisers. A deep water port approximately 15 kilometres long and 10km wide. It is a spacious natural harbour sheltered by headlands which jut out leaving a relatively narrow entrance. With a depth of 26 metres it is thought to be one of the deepest sheltered harbours in Australia.

The bay has an all-weather entrance which enables safe navigation, night or day and good shelter is afforded in all inclement weathers. The bay is frequented by large naval vessels and therefore has suitable charts and navigational aids and provides good holding for anchoring. The township of Huskisson is located on the western shore of the bay and is a suitable location to receive tenders from cruising yachts.

Lying under the lee of Jervis Bay's northern headland is Shoalhaven Bight. Fair anchorage in a southerly, while ashore there is the small settlement of Currarong with handy shops.

If you seek the privacy then head just south around the corner and push a little further into Wreck Bay, but only if the sea breeze from the north is in. It did not get that name for nothing!

Ulladulla is an all-weather breakwater protected fishing boat port. You know you will get a good seafood meal there.

On your next stretch make it to Batemans Bay. Push up into the bay and find Snapper Island. On the chart it looks vulnerable but I am reliably informed it provides good shelter in all conditions.

Surprisingly, it provides fine shelter from a variety of wind conditions and the holding is good. This is a beautiful place to admire during sundowners as the geology of the cliffs is beautiful in the sunset colours.

If you do find it too exposed it is a nautical mile hop north across Bateman's to Chain Bay on the edge of Murrumbidgee National Park on the lands of the Yuin nation. Nearby Hibiscus is a broad sandy beach with some useful facilities.

Next stop south is Broulee Bay. Again it looks wide open to the weather but it actually affords good safe anchorage in either southerlies or northerlies. Big Broulee Island stands out and is perfect in southerlies.

This island is close to the shore, which makes restocking supplies easy, along with swimming on massive Bringello Beach. But the island itself receives little attention from locals, keeping it secluded.

If the northerlies hit it is possible to cross north in the bay to Barlings Beach.

If need be, there is also the Moruya airport at the head of the Moruya River. Head upstream if water permits and tie up at the jetty before the bridge. Here you will find supermarkets, laundromat and petrol station in a safe location. There is a weekly weekend market where you can restock with some freshly grown produce.

Fishing charters run from the jetty, so it might be polite to anchor off for the night.

Take a long day's sail to get to Tathra Head, which protects a deep bay with a gorgeous heritage listed steamer wharf to tie up to. Plenty of facilities here as this used to be the wharf to service Bega.

Every Sydney Hobarter knows Eden, the last sanctuary before Bass Strait snugly situated in Twofold Bay. While there is officially only 3000 people living in Eden, it has a broad range of facilities: for yachties and tourists.

You could easily sail straight to Eden from Sydney and spend all your time here. The access to any manner of distractions is massive. Such is the attraction that cruise ships now visit here.

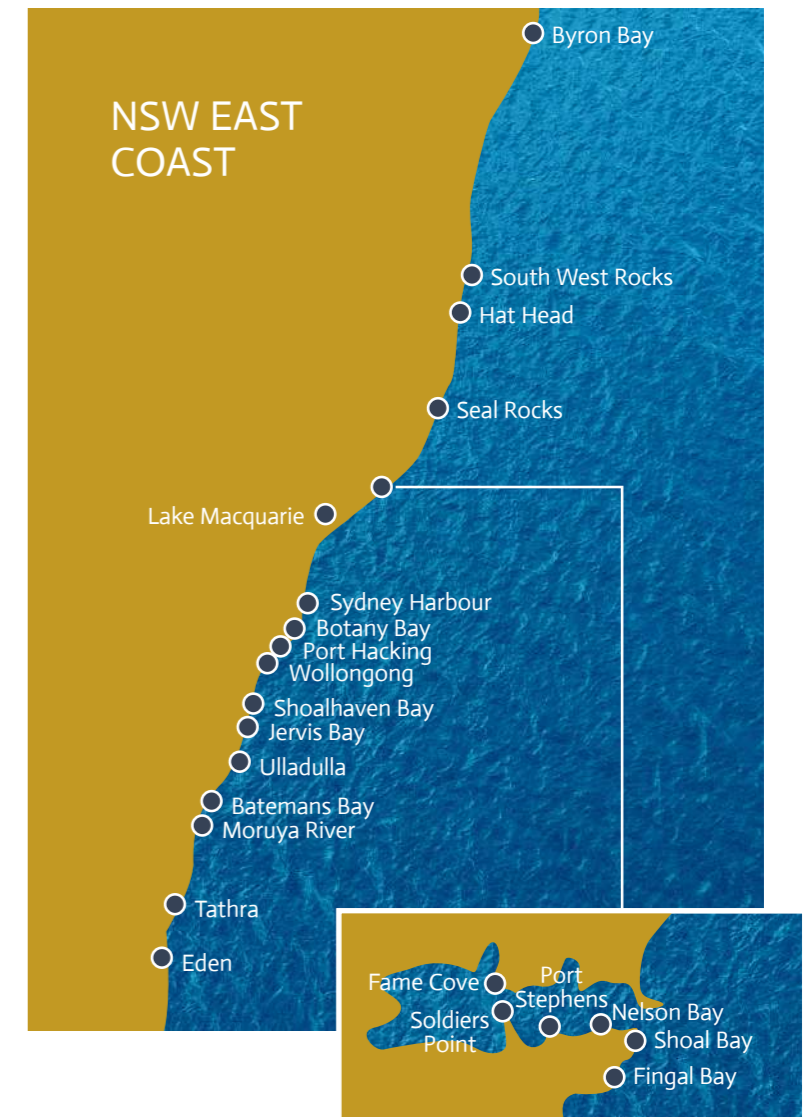
If the family are all cruising this may well be the best to suit all preferences: bushwalking, whale watching, nightlife, fishing; all inclusive with central axis to all the great locations on this Sapphire Coast.

If you prefer the seclusion, then just eight miles north of Eden is Merimbula. Its southern end, off Pambula Lake entrance, offers sufferable protection from southerlies while the northern side provides better shelter from northerly winds if you hang near the fishing wharf.

### North for warmth

We may as well skip Pittwater and the Hawkesbury; that is an area well known by most sailors. Let's push the limits a bit further.

You could easily sail to Lake Macquarie and not bother going any further, it is a wonderful place. The entrance is



tricky but, once let in through the Swansea Bridge, Lake Macquarie opens up to a large expanse with a large variety of attraction.

The northern side is well-developed but this means you also get a lot of facilities with clubs and marinas. The south side can be tricky but is mostly lovely bushland. Being a lake the water is warm and safe.

Port Stephens is the next stop and what another perfect sailing spot it is. Originally slated to be the nation's capital, this is a fine harbour with plenty of little coves and inlets to explore.

Take your pick of places to explore: Shoal Bay, Nelson Bay, Soldier's Point and, my favourite, across from Soldier's Point Marina on the north shore is Fame Cove. Snuggle in there and never leave.

Fishing is good and, once the school holidays are over, there is plenty of solitude and places to visit. Or nightlife to join, if you so wish.

Just south of the Port Stephens Heads is Fingal Bay, for protection during the northerlies. A sandy anchorage but well out of the mainstream, with protection from Shark Island. If the tide is low you can walk from the mainland to the island and out to the lighthouse. Out the end of the spit is Shark Island. It is called Shark Island for a reason so the





Soldiers Point Marina, one of the many places to stop off whilst in the Port Stephens area.

ability to sit on the side deck and watch these wonderful creatures cruising is delightful.

Ten nautical miles north it is a short hop out of the heads to Broughton Islands just south of Seal Rocks. High cliffs surrounding deep coves on all sides offer safe shelter in southerly or northerly conditions. There are also some good beaches here as well.

Heading further north and caught out by a sharp southerly? Then, in a pinch, you can duck behind Sugarloaf Point at Seal Rocks.

Just before you get to the eastern-most point of New South Wales, South West Rocks, you can find Hat Head. Hide behind Kogoro Point and make the gentle walk to the township.

Get around South West Rocks and park yourself in the shadow of the Trial Bay Gaol. A good place to hang out until the tide is right for entry into Macleay River just north.

But this bay has a lot to offer just by itself; the heritage-listed jail dates back to the late 1800s and nearby is Smoky Cape Light.

Just before you hit the Queensland border and must turn around, the town of Byron Bay beckons. With its reputation for being heavy into the alternative lifestyles this place can offer some fantastic experiences. The bay is well protected against southerly winds and a scattering of reefs marginally

improve comfort at the anchorage.

So there you go, a potted look at some perfectly suitable anchorages, mooring sites and interesting places to visit; from the Victorian border to the Queensland border.

Obviously, this is not a definitive list and many readers may dismiss the suggestions or have plenty more to add. But I hope it gets your cruising juices flowing.

At all times, naturally, do the proper research before leaving. Make a proper cruising plan and make sure safety for crew and yacht are the priority.

Even if you do not make the journey, the exercise in itself is a welcome distraction!

See you out there and may you always travel light. ⚓



**STATE AUTHORITIES COVID-19 LATEST INFORMATION**

**NSW**  
[www.nsw.gov.au/covid-19](http://www.nsw.gov.au/covid-19)

**WA**  
[www.wa.gov.au/government/covid-19-coronavirus](http://www.wa.gov.au/government/covid-19-coronavirus)

**NT**  
[coronavirus.nt.gov.au](http://coronavirus.nt.gov.au)

**VIC**  
[www.dhhs.vic.gov.au/coronavirus](http://www.dhhs.vic.gov.au/coronavirus)

**ACT**  
[www.covid19.act.gov.au](http://www.covid19.act.gov.au)

**QLD**  
[www.covid19.qld.gov.au](http://www.covid19.qld.gov.au)

**TAS**  
[coronavirus.tas.gov.au](http://coronavirus.tas.gov.au)



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# Sustainability at the CYCA

The CYCA Sustainability Working Group was formed by Justin Atkinson back in March 2019 and has been made up of a group of dedicated staff and volunteer members ever since. The current Group is led by management consultant Mitch Burns & includes Arthur Lane, Tara Blancramos, Fiona Cole, David Hislop, Matt van Kretschmar, Moa Rahmn, Ali Devlin, Julia Owens and Nell Payne.

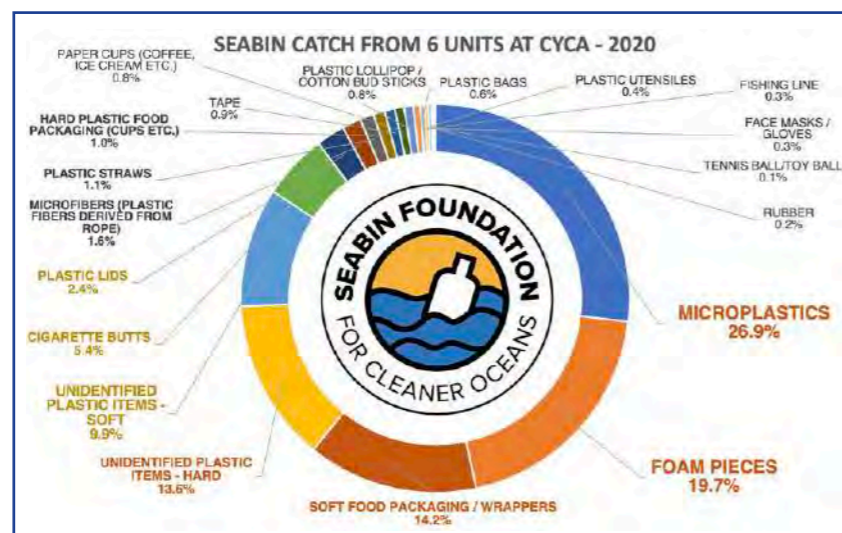
The intention has always been for the Group to be dissolved once its many key initiatives have been implemented, at which point the ongoing management of sustainability issues would be transferred back into the Club's day-to-day operations.

## OBJECTIVES

The key objectives for the Group are in alignment with the CYCA Beyond 75 Strategy and World Sailing's 2030 Sustainability Agenda. These principles revolve around:

- Efficiently manage the use of Club resources and assets.
- Becoming a leading club in preservation of the ocean we sail in.
- Preparing the CYCA to meet the long-term shifts in regulation and society's changing expectations.
- Reviewing and reporting on the impact of sustainability initiatives to better understand the positive impact of change.

The primary undertaking is the promotion of sustainability across CYCA operations & to its Membership base.



## ACHIEVEMENTS

- The usage of single-use plastic has been dramatically reduced across the Club through the elimination of plastic straws and plastic bags.
- The CYCA held successful Clean Up Australia Day events in both 2019 and 2021, (last year's event being cancelled due to COVID-19). These activities focused on clearing rubbish from around the Club and the adjacent parkland areas.
- The Club has recently installed an eWaste Bin to allow members to recycle their e-waste (computers, batteries monitors and other electronics).
- Marine batteries can be left at the Club for proper disposal.
- The Club has recently Installed Citizen Blue Bins for the recycling of bottles and cans. The income generated is being donated to the YSA.
- Six SeaBins units have been installed across the Marina and have already had a huge impact on the removal of rubbish from our waterways. In the six months to December 2020, over 2.6kg of waste was removed from the bins.
- A 'Free to a Good Home' stall was set up at the Associates' Market Day in 2019 (cancelled last year) which raised over \$500 for the SOLAS Trusts.

## THE FUTURE

- The Sustainability Group and Sailing Office is looking to further improve all environmental aspects of the races and regattas that the CYCA run. This process started with the two 2020 YSA regattas mentioned earlier in this issue for which the Club received Silver Awards from Sailors for the Sea: the Captain John Piper Regatta and the Musto Cup.
- Planning for the two 2021 Rolex Sydney Hobart Race Villages in Sydney and Hobart will continue to focus on sustainability initiatives.

- Education & ongoing communications are being designed to encourage owners and crews to help reduce the amount of tape, string, plastics, bottles and other waste that find their way into the Harbour and the ocean.
- Water storage schemes are being investigated for the Club.
- Water refilling stations for Members and crews are being looked in to.
- The Club is also looking to implement a coffee cup return scheme once COVID-19 restrictions ease.
- Sustainability is being included as a criterion for all procurement reviews.
- We will be working with Woollahra Council and its 'Our Environment, Our Business' programme through 2021 to highlight some of the initiatives introduced at the CYCA through their local business recognition project.

The CYCA is always looking at other ways to help make the clubhouse and marina operations greener & warmly welcome any ideas from our Members. 📩



## SUSTAINABILITY WORKING GROUP: KEY INITIATIVES

STREAM	MEMBER FACING	BACK OF HOUSE & OPERATIONS	SAILING
<b>STRATEGIC</b> 12+ months	Reduce carbon footprint	Clean Marina Accreditation	Regatta Accreditation
<b>TACTICAL</b> 6-12 months	<ul style="list-style-type: none"> <li>• Total elimination of single use plastic</li> <li>• Clean up Australia Day (annual)</li> <li>• eWaste collection (annual or ongoing facility)</li> <li>• Market Stall Day (annual)</li> <li>• Coffee Cup return scheme</li> <li>• Water refill stations</li> <li>• Comms schedule/approach to be confirmed (Onshore, Offshore, interviews, signage etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Motion sensor lighting</li> <li>• Member education (signage re recycling, water usage, Citizen Blue Bins, etc.)</li> <li>• Sustainability focused procurement</li> <li>• Waste audit</li> <li>• Knowledge sharing with similar clubs</li> <li>• Expand Solar coverage (plus energy storage for emergencies)</li> <li>• Water storage (for boat washing etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage on-water sustainability through simple initiatives (e.g. eliminate tape, encourage elimination of single use plastic on boats, etc)</li> <li>• Prizes/trophies - eliminate plastic, upcycled or perpetual trophies</li> <li>• Rolex village review for sustainability opportunities</li> </ul>



# Sustainability at Audi

Audi has a clear vision: the company wants to achieve a carbon-neutral balance by 2050 – from its supply chain and production processes through to the entire life cycle of its models. A responsible use of resources, the systematic reduction of CO<sub>2</sub> emissions, the development of sustainable electromobility and many other measures are making a decisive contribution to Audi acting consistently in a more sustainable way.

## #CircularEconomy

For Audi, this sustainable behaviour begins long before any of its vehicles take to the streets. The ultimate vision – a closed-loop circular economy. The pursuit includes the sustainable use of water. At its Mexican site in San José Chiapa, Audi is the world's first premium manufacturer to produce cars completely free of wastewater.

A second key strategy in this circular economy is focused on recycling; in particular, the industrial processing of used parts back to original-part quality ('remanufacturing').

In 2025, Audi is looking to offer 30 electrified models, of which 20 will be purely electric cars. Audi is committed to designing the life cycle of batteries for electric cars as sustainably as possible and has been an active member of the Global Battery Alliance since 2017. This alliance focuses both on the protection of human rights and social standards during the mining of the raw materials, as well as the development of solutions for the reuse of lithium-ion batteries.

In terms of aluminium processing, Audi is establishing intelligent material cycles along the supply chain and therefore minimizing environmental risk and avoiding resource wastage. For this purpose, it launched the "Aluminium Closed Loop" project. Offcuts from aluminium sheets generated at pressing plant are returned unmixed to suppliers, who are then able to process them once again.

In 2018, 90,000 metric tons of CO<sub>2</sub>-equivalent emissions were saved as a result. For the sustainable production of the

battery casing, the Aluminium Stewardship Initiative (ASI) awarded Audi its sustainability certification, the first car manufacturer to receive it.

## #MissionZero

Within the scope of the Audi environmental program "Mission:Zero", all Audi sites should operate carbon-neutrally by 2025. That is already the case at its Brussels plant. By using renewable energy, a total of up to 40,000 metric tons in CO<sub>2</sub> emissions are saved per year. Since 2012, Audi Brussels has been powered by green electricity. In 2013, the largest photovoltaic plant in the region was added. In 2017, the plant was expanded. With an area of 89,000 square meters, it is as large as 12.5 soccer fields and produces enough green energy to supply around 1,500 four-person households for a year. Heating of the plant is carbon-neutral, thanks to the purchase of biogas certificates. Audi offsets all other emissions resulting from fuels, heating oil, or the burning of solvents via carbon credit projects.

## #E-Mobility

In the next few years Audi will extend the program of electric models in the premium car segment. Alongside all-electric cars, plug-in-hybrid vehicles are also being developed.

Audi successfully laid the foundations for all-electric models back in 2018 with the e-tron. It presented the second model in the e-tron series, the Audi e-tron Sportback, in November 2019 during the LA Auto Show. The future series model of the sporty coupe, the Audi e-tron GT, will roll off the production line at the Neckarsulm plant over coming months.

## #Range

In cooperation with the fast-charging network IONITY, Audi is making electromobility practical for everyday use. By the end of 2020, IONITY should enable fast charging along highways in 25 countries at around 400 high-power charging (HPC) stations.

With "Volkswagen Naturstrom," owners can also charge their Audi at home using 100-percent-renewable energy sources.

## #Symbiosis

Sustainability has become a priority for Audi and many of today's customers. The company will be offering carbon-neutral premium mobility in all model areas in the long-term and its success will depend on integrated, sustainable action; maintaining a harmonious balance between ecology and economics.

With the integration of ethical, ecological, and social processes and management, Audi is taking the next step into an electrifying future.



## INNOVATIVE, DYNAMIC, AND ELECTRIC: THE AUDI E-TRON S AND THE AUDI E-TRON S SPORTBACK

Audi is showing consistency and continuing with its electric offensive –with the new Audi e-tron S and the new Audi e-tron S Sportback. Both of the S models with fully electric drive use three electric motors, two of which operate on the rear axle, producing up to 370kW of power and 973Nm of torque.

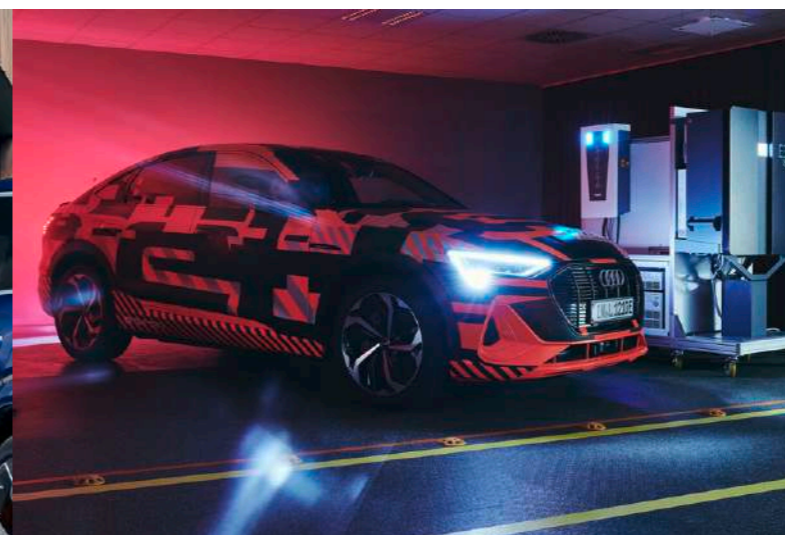
Their intelligent drive control raises vehicle safety, and dynamic handling in particular, to a new level. In addition to the electric all-wheel drive, the vehicles are equipped with electric torque vectoring with active and fully variable torque distribution on the rear axle.

The Audi e-tron S and the Audi e-tron S Sportback reveal their electric power at first glance. Their front and rear bumpers have strong contours, and the air curtains are particularly large and expressive.

The interiors are designed in dark colours. Electrically adjustable sport seats come as standard. Their leather/Alcantara upholstery as well as the gear selector lever feature S embossing with a rhombus. The decorative trims are made of brushed aluminium and are available in two versions. They are also available in carbon upon request. The contour/ambient lighting package adds progressive highlights in the dark.

Like all premium range models from Audi, they are equipped with the digital MMI touch response control system with the two large central displays. On the third display, the Audi virtual cockpit, the driver can select a special e-tron screen that moves the electric drive to centre stage. An optional head-up display complements the displays.

**The new Audi e-tron S and e-tron S Sportback are expected to arrive in Australia in the second-half of 2021. Further information on pricing and specification details will be announced closer to launch.**







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# AUTUMN OF SPORT



This season, the CYCA will be screening many of the world's major sporting events, including all the live sailing action from the 36th America's Cup from Auckland, New Zealand.

We have recently introduced a big screen on the Club's Lower Deck screen to share these events with our Members and guests. Come down and enjoy them with friends and family in the hospitality of the Clubhouse.

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THE 2021 AMERICAS CUP VIA THE  
OFFICIAL WEBSITE

[WWW.AMERICASCUP.COM](http://WWW.AMERICASCUP.COM)

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EMIRATES TEAM NEW ZEALAND

36<sup>TH</sup> AMERICA'S CUP WINNER

PRADA CUP WINNER

AMERICA'S CUP MATCH  
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FIRST TO 7 WINS



# From the Archives

## The story of the first Sydney Hobart Yacht Race

First published in The Sydney Morning Herald on January 8, 1946



The crew of 1945 winning yacht Rani. (left to right) Capt. K. Vaughan, Lt R. Richmond, Lt J. Hoggard, Norman Hudson (mate), J. Colohan, W.P. Mews (navigator), Capt. John H. Illingworth (skipper).



1945 Rolex Sydney Hobart Yacht Race winning yacht Rani under sail.

By a Special Yachting Correspondent in Hobart who has made a close study of the ocean race.

Australia's great ocean race, sailed from Sydney to Hobart during the past two weeks has been concluded. In spite of having encountered unusually boisterous weather, eight of the nine yachts which started reached Tasmania safely.

Such equipment as suffered damage was, generally speaking, running gear and, in particular, a considerable number of sails blew out or split. These incidents were to be expected to some extent in heavy weather off shore, but they were much aggravated by the war-time shortage of canvas which made the general age of the competitors' sails above average.

The Cruising Yacht Club of Sydney, the organising body responsible for this notable event, had made it a condition of entry that the yachts should fit lifelines to the ships' side and carry life-saving equipment.

The vessels also underwent a technical examination to their fitness for the passage, and though risks of serious accidents cannot be ruled out of ocean racing, nor for that matter out of any other kind of racing, experience the world over indicates that, the field of a properly organised ocean race can face the passage with the knowledge that they will run no unreasonable risks. Many yachts in shorter pleasure cruises with less strong crews and gear not so well prepared unwittingly run far greater risks.

It is regrettable that two yachts were not regarded as "not sighted" rather than missing.

### WHY RANI WAS MISSED

In the case of the winning Rani the Catalina flying-boat was unable to pick her up during the southern blows, partly because of the presence of spray and white caps, and because of the small size of the vessel, setting as she was at that time very little sail. Subsequently the search by the flying boat extended insufficiently far south; it was not thought possible that she should be so far in front of the larger yachts.

The full track charts of all the competing yachts are not yet available, but it is clear that Rani lost no time or distance at any stage of the race. On the first evening, as the north-easter freshened and backed into the north, one of her genoas, in use as a spinnaker, split. The ship was gybed off Jervis Bay, and another headsail was set in its place and carried all night on the spinnaker pole. Up to eight miles was logged in the hour, and shortly after dawn Montague Island was sighted, only 18 hours out from the start at Quarantine Bay, Port Jackson.

As is customary before a southerly blow, the wind fell away to nothing about breakfast time. Before noon the southerly blow was upon the fleet, and double reefing was the order of the day. Rani shortly afterwards split her reefed mainsail; she set her smaller mainsail fully reefed, and went off again to windward. The wind again

strengthened; the Catalina's crew estimated that a steady wind speed of 50 miles an hour prevailed during certain periods, and the squall strength was presumably considerably in excess of this.

### SAIL FURTHER REDUCED

Further reductions of sail became general among the fleet. Rani lowered her mainsail and went off to seaward on the starboard tack, under headsail alone, but working slowly to windward nevertheless. Saltair ran back and sought welcome shelter behind Montague Island, while aerial and other photos showed Winston Churchill and others in Twofold Bay. Archina reluctantly turned and ran back to Jervis Bay.

Rani, anticipating that the easing of the gale after some 24 hours would be followed by the forecast westerlies, put about on to the port tack at about the middle of the blow, and had the good fortune to close the shore as the southerly blew itself out. The resetting of the mainsail was slightly delayed by a screw from the mast track having slackened back. This required two trips aloft, but supper time on Friday saw the little sloop under small mainsail and genoa leading up to pass close to Green Point under a light westerly.

Gabo was abreast at 5 a.m. and a departure was taken from the mainland close hauled to a light sailing breeze from the south-west. On the wind is perhaps the Rani's best, point of sailing and, with the sea now moderate, she stepped out through the day at four,

rising to five, knots.

Meanwhile clothes and blankets were drying on deck and the big mainsail was still under repair. Norman Hudson was chief sailmaker and, assisted by the navigator, was working beaver-like: 42 feet of stitching was put into the sail and the repair was completed on Sunday.

Late on Saturday night the westerly breeze failed and after a calm night a moderate to fresh northerly came up and set the Jog spinning once more: around 7 1/2- knots was recorded for several of the Sunday watches.

Rani reset her full mainsail during calms on Monday morning only to encounter a sudden and stiff south-easter. She was soon double reefed and hard on the wind with only a spitfire jib set. The Tasmanian landfall was made at dawn some miles north of Cape Lodi.

After a few hours she turned to windy ward down the coast in a fresh breeze which eased about midday and left only light airs during the afternoon. However, light but useful breezes enabled her during Monday night to sail from Schouten Island nearly up to Tasman Island, where calms and baffling airs were encountered again and lasted for a considerable part of Tuesday, and whence, incidentally, Rani was reported for the first time.

At last, out of a black and lowering sky came a fresh north-wester, with heavy rain squalls and she had a real old fashioned thrash to windward, under full sail and gunwhale well under up Storm Bay, and rounded the Iron Pot into Derwent River as night fell.

Calms and light airs again were met as Rani turned to windward up the 10 miles of river, and where she was met by Hobart yachts sailing down to welcome her, having seen nothing of her competitors since the blow, she did not realise she was in the lead, regardless of time allowance. Being the smallest yacht, in tonnage and sail area, she was the limit boat, and was basing her hopes on this.

In spite of finishing in the small hours of Wednesday morning, her crossing of the line illuminated by flare of Princess Pier was witnessed and cheered by a crowd of many hundreds-tribute to the interest aroused by this, perhaps the most sporting yacht event of recent years. Her success appears to be attributable to careful preparation of the boat; to having a large strong crew-a total of seven; and to resolute driving of the boat under changing weather conditions on carefully plotted courses.

Winston Churchill, the big handsome black Bermudian cutter, a recently built Hobart vessel, in the capable charge of her owner skipper, Mr. Coverdale, after the early delays during the southerly blow, made a good passage to finish on Wednesday evening. The later finishers were unfortunate in having battled

through variable winds and calms to encounter a strong north-westerly headwind during the closing stages of the race.

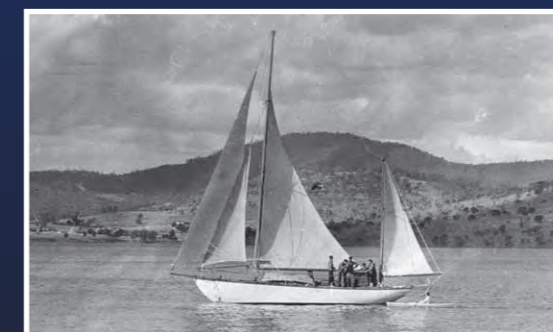
### AMBERMERLE'S DEBUT

Ambermerle, which finishes in second place on corrected time, put up a game performance; particularly creditable, as this was virtually the vessel's racing debut in the hands of her present owners. Her placing was dramatically jeopardised at the last, when she missed stays on her penultimate board to windward (sailing under a trysail), and got ashore close to the finish, but she was quickly off in time to cross the line with some 40 minutes in hand.

“  
11 days, 6 hours and 20 minutes after it departed Sydney, Wayfarer sailed into Hobart, drawing to a close the remarkable story of the inaugural Sydney Hobart Yacht Race.  
”

In studying the results one is struck by the closeness of the corrected timings. Apart from Rani, who clearly achieved an outstanding passage, the short span of seven hours covers the next five placings, while only 40 minutes separated Ambermerle in second place from Winston Churchill in third position, with an equal interval between Winnie as she has come to be called, and the stout Colin Archer type ketch, Kathleen. As these craft are very dissimilar in type and size, it was an acid test of the R.O.R.C. measurement and rating system, and the results are certainly most satisfactory.

And we must not forget the designers; those able men whose work goes half way towards winning the race before the owners and crews ever step on



Wayfarer making their way up the Derwent River in 1945, the last yacht to finish and still holding the record for the longest elapsed time to cross the finish line.



John H. Illingworth (pictured on right), skipper of 1945 Sydney Hobart Yacht Race winning yacht Rani.

board their vessels. It is satisfactory to record that the Rani comes from the board of a Sydney naval architect. M. R. A. C. Barber.

Her owner, who has experience of many types, considers her to be a nearly ideal type for a small ocean racer: reasonably fast off the wind and really able to windward under any conditions, slippery in light airs, but able to keep her place in the heavier stuff. And with this she was found to be sea-kindly, and to inflict, the minimum punishment on herself and crew in a seaway.

What of the future? The interest which this present event has created makes it clear that the stage is set for a big expansion in the sport of offshore racing in Australia. We shall see skippers and crews becoming more cunning as time goes on and recording faster passages. We shall see more events with bigger entries and new yachts built, if not specially for the job, at least with an eye to it.

The CYC must continue to exercise as it has done in this case, the most rigid control of the measurements and ratings and of the rules of racing. Though these may in the face of it appear unnecessarily detailed and stringent experience in Europe and America indicates that any laxity in these respects lowers the whole standard of the sport and in the end discourages entries. To enter a race involves a deal of hard work before and during a race, and the owner is entitled to feel that his rating and time allowance has been most meticulously calculated and he and all else are absolutely bound to the restrictions to sails and other necessary conditions of the contest.

It may be that in future the Sydney Hobart race should if possible, be run late in January, or better still, earlier in February, when more settled weather generally prevails. In any case, future entrants will have the satisfaction of knowing that by the law of averages the next few events are likely to be less boisterous than the present one. This later date could bring the yachts to Hobart for the annual regatta. A further possibility is to run the race in reverse on alternate years, that is to say from Hobart to Sydney.



# From the Archives

## A 'RAMPANT' VIEW OF THE GOLD COAST RACE

by Patrick Bollen

For those of you who thought the inaugural Bayview Harbour Sydney-Gold Coast Yacht Race was just another race to fill the already extensive CYCA sailing programme, let me assure you it was not. In fact, this race is destined for much greater things.

The race drew some 92 entries of which 85 made it to the start line on Saturday, August 16, and this alone must be a record for an inaugural race.

Reasons for this excellent fleet are many and varied, but the one comment I heard more than any other was 'We will be sailing from a cold climate to a warm climate in prevailing westerlies so common for this time of year'. There were others which I will mention later.

For me it was the most pleasant race I think I've ever sailed. Having contacted *Rampant II's* owner, Alan Tucker, some four weeks prior to the race urging him to enter the 70-foot Lavranos designed 'downhill sled', I was particularly pleased when, after two days of serious thought, he agreed.

Alan put together a good bunch of guys including his two sons, Bob and James, Graeme Brown and his son, Adam, Rick Northard, John Keeling and Don, whose surname evades me; but who is a giant from the military, myself, and, yes, that world famous port runner winch man and co-founder of the famous 'Quite Little Drink', Tony Cable. What a crew.

I could see this would be no ordinary race. Our task, we had decided, was to beat the 'Gherkin' — no mean feat, as this green-hulled, Sydney-based, Rooklyn-owned maxi had, only seven months before, notched up a Hobart line honours victory which yachtsmen are still talking about.

Race day, and the CYCA was a hive of activity reminiscent of that on Boxing Day. The one ingredient missing was the hot midday sun. Guess you can't have everything, though.

The Queensland Premier flew down for one of his rare appearances in the Premier State to signal the start. As we, all 85 starters, jockeyed for our best positions, again we were reminded of the thrill and excitement of the great



Gold Coast Race participants tied up at Southport Yacht Club.

Hobart starts. Was this a practice? No, this was for real.

*Apollo*, featuring such notables as Graeme Freeman, Duncan van Woerden and David Hodgson, and *Apocalypse*, the former *Kamber*, now owned by Barclay Wade, opted for the leeward end of the line whilst *The Office*, *Another Concubine*, *Skedaddle* and *Impeccable* chose to start close to the western shore. *Rampant II* set her course from the middle.

A start was signalled at 1400 hrs and 'Conky' got a good one as did *Apollo* and *Apocalypse*, *Too Farr Out* and *Inch by Winch*. *The Office* hoisted a kite; then it wasn't long before our skipper had called for a bag. So up it went.

We weren't looking too bad. However two things did bother us. One was Gherkin moving very well down the eastern channel, and the other was that the pile of rocks known as Sow & Pigs was looming up larger than life right off the bow.

Bearing away to round the Pigs we

were now out to catch *Apollo*. *Apocalypse*, *The Office*, *Madame Defarge*, *Boundary Raider*, *Another Concubine* followed yacht by yacht out of Sydney Heads onto a rhumb line course to the Sunshine State tourist mecca known as the Gold Coast.

*Rampant II*, as one Sydney television put it, 'is now hanging a right and is off to Woollongong'. Wrong. Alan wanted to go out — out yes, south no. But let's face it; photographers and camera crews love a bit of drama, and you must admit we looked good, over-pressed but looked good.

Once the chute was down it was back to trying to contain *Apollo*. One of us was going to get gold on the Gold Coast. All we needed was to be freed. For the entire race we anxiously anticipated the forecast southerly which never came.

By nightfall everyone had settled into the sport of distance ocean racing. The evening sked put *Apollo* inshore of *Rampant II* by five miles and ahead by

## Dive back into the inaugural Sydney Gold Coast Yacht Race which has been a staple part of the Club's racing calendar since 1986

### Gold Coast Race



Announcement of the new official sponsor of the Gold Coast Race at the Conrad International Hotel. (Left to right) Ronald Hughes, Vice President, Conrad International; CYCA Commodore Arthur Cooley; CYCA Race Director Peter Rysdyk.

three. *The Office* inshore and slightly astern in company with *Mandrake* being helmed by two greats of Australian ocean racing, Jock Sturrock and Bernie Case. *Apocalypse* and *Madame Defarge* had already laid down a challenge for what would develop into a tremendous tussle.

Further astern another great race was in session, between John Parker's *Another Concubine*, *Witchcraft II* and *The Gambler*. Some of the earlier Farr designs would also turn this new event into a great ocean race. These included Phil Smith's *Too Farr Out* and the consistent MHYC yacht *Salamander* owned by Kenny White.

The inclusion of an Arbitrary Division for this race, I think was something of a great drawcard, and I'm sure was responsible for the good entry list. In this division there was some very fine racing and some good duels. I know that *The First Eleven* or, as the radio relay called them on several occasions, 'The First Nine', and 'The Flying Eleven', enjoyed their race with *Inch by Winch*, skippered by the younger Joe Goddard and a bunch of his Eastern Suburbs Sailing School pupils.

It was good to see *Mercedes V* enter for this race. Owned by Ian Lewis, her crew sported such notables as Allie Hancock, that great stalwart Englebert Charles 'Boy' Messenger and Cruising Yacht Club Director, David Hundt. Also aboard was the son of the CYCA Sailing Secretary. On the Sunday he figured, as conditions were so idyllic — more suited to cruising than racing — that he should troll a line. His, or should I say their, reward came moments later when a 10 kg kingfish went for the bite — something the fish regretted but which

the crew savoured. Some boats have all the trimmings. Pardon the pun.

Meanwhile, back in the fleet, Bill Ratcliff's S&S *Marara*, formerly *Zilvergeest*, was enjoying her race and was placing well on handicap, with *Public Nuisance* and *Robara*.

At the head of the fleet *Apollo* still led *Rampant* by some five miles, and by 0200 hrs was just inside Seal Rocks.

In the freshening nor'-wester, and with the apparent breeze freeing us enough, we opted for our 2.2. This exercise proved a boon to the *Rampant II* crew, as now our speed was averaging a good 10 knots with elevens on the clock not uncommon. However, whilst hoist-

ing the spinnaker, a topping lift fouled the foot of the No. 1 tearing about six feet along the seam. So instead of a comfortable three hours in the scratcher I spend the time off watch engrossed in needlepoint repairing the damage.

At daybreak and following the sked we were pleased with Rick's, our navigator's, report that throughout the night we'd managed to peg *Apollo's* lead to three and one-half miles off South Diamond Head though we were further to sea. *The Office* "it was twelve miles astern with a further thirty miles to *Mandrake* just south of Cape Hawke.

By the time we'd passed Port Macquarie, *Apollo* had put another three and one-half miles on us. We were not impressed; however, we still had her in sight. Right from the outset of this race I'm sure the thought on everyone's mind was just how long this weather would hold. What with perfect conditions, not so much as a drop of water over the deck and a new moon to boot, the question on everyone's lips must have been 'Could Hobart ever be this good?'

Over half-way for the maxis, and the weather reports were nor'-westers for the remainder of the race.

The New South Wales coast is a strange one. What we were experiencing off Trial Bay was a completely different set of conditions to those boats at the tail end of the fleet.

Throughout the night *Apollo's* mast-head played host to a 'Major Mitchell' cockatoo who'd been blown off course. This resulted in the fouling of their wind instruments. As the night wore on he decided the lowers might be the place to be and so dropped down to



Race Director Peter Rysdyk with the 'Walton Team'. Roger handled the radio relay duties of the Gold Coast Race in such a manner that he received a standing ovation at the debriefing. His calling was mentioned as 'Bert Oliver quality', the highest compliment anybody could get.



check the deck.

Monday morning's sked threw a new light on our race with 'Gherki'. During the early morning *Rampant* had parked for about two and one-half hours. We thought *Apollo* must have been experiencing the same conditions, but to our astonishment the 0630 sked revealed her position as thirty-five miles ahead with an ETA of 1500 hrs. Really Glen? Glen Miles, *Apollo's* navigator, having not answered the first sked call, waited to hear our position thinking we might still be biting at Gherkin's transom. It wasn't until we tied up that we learnt where *Apollo* got the jump on us. Sailing right on the beach *Apollo* was enjoying a fresh nor-easter and making a constant nine knots whilst we out wide were sitting still and caught a little 'southward bound' current.

Still, the race wasn't over, and we, as I'm sure were *Defarge*, *Apocalypse*, *Boundary Rider*, *Magic Formula*, *The First Eleven* and *Evelyn*, were all hoping like hell for the predicted sou'-wester, which never did come.

*Apollo* was now off the North Riordan Shoal and *Rampant* was of Yamba carrying the 1.5 again. Alan was now driving, happy to be once again upon the 'tucker box', a name so aptly bestowed upon our steering pit by the famous Cable. Speak of the devil. Cable tells me he has never slept so well on an ocean race. Hell, why wouldn't he? He was afforded the luxury of the owner's double bunk. At one time he was seriously contemplating ringing his better half upon arrival to inform her of his imminent departure from suburban life, on a temporary basis of course. Isn't that what Cable has been doing since he started his sailing career — back in

the days of the Clippers when, I'm told, he was employed as a topsail trimmer and tapdancer aboard the great tea traders of the 1800s?

With *Apollo* now out of reach and destined to give Jack Rooklyn another retirement victory, all that's left for *Rampant* is to try and close the finishing margin.

Working at one time on the 'pumps', a little over-enthusiastically, I might add, Alan's son Robert, a rower from Sydney Uni, and Don, the Army gorilla, did, upon Alan's request, whilst tacking the boat, wind the grinder to pieces, snapping the head and handles off at the deck. So, if you own a maxi boat and need two real strong lads, please apply to *Rampant II*, RSYS.

As we leave Cape Byron passing a mile offshore, viewing this coastline reminds us of just what an incredible country we all live in.

With Point Danger now only ten miles off our bow, we learn of *Apollo's* line honours. Okay, so it's going to cost jugs of rum and coke. I understand someone aboard one of the Gherkin's rivals bet a whole bucket. Cable?

We left Guy Rock twenty-five metres to port, Rick navigating *Rampant* with a twelve foot draught, through the reefs and shoals and as the sun set we powered up the run home. A freshening nor'-wester pushed us along at ten knots until Currumbin, when it flicked due west and momentarily we parked again. Freshening again and now with the strobes in sight we sailed *Rampant* across the finish at 2015 hrs.

Surrounded by a flotilla of support vessels from the Southport Yacht Club, who insisted on giving us instruction pertaining to the finish, as we neared the line Cable asked if I would ask one

## Gold Coast Race

of the power boat skippers 'what is the name of the porn movie showing in Cavill Avenue tonight?'. Being hard of hearing he replied 'Come again, mate'. We weren't sure if that meant we should go and see the movie or do the race again next year.

The race over, we rafted alongside the Gherkin and, as is the case with the end of every yacht race, proceeded to 'rum' *Rampant*, and every boat after us did 'rum' *Rampant* too. As each boat arrived at SYC, I spoke with owners and skippers asking their opinions of this new event.

*A great tactical race. For us an exciting yacht race with three Farr 40s finishing within minutes of each other. I'll do this race again without doubt.*

J. Parker, Another Concubine

*Fantastic. If the organisation at Southport is as good as Sydney it'll be fantastic. This race is destined to be a great success.*

'Boy' Messenger, Mercedes V

*A tremendous race. I'll be back.*

Barclay Wade, Apocalypse

Following discussions with many yachtsmen I would like to air the sentiments of all who sailed this inaugural Sydney to Southport race. To Peter Rysdyk, Alan Brown and the working committee and staff of the Cruising Yacht Club and the Southport Yacht club, congratulations. We all think you've done an excellent job.

### Results

LINE HONOURS: *Apollo*

### HANDICAP RESULTS

#### Overall

1. *Apollo*
2. Another Concubine
3. Witchcraft II

#### Division A

1. *Apollo*
2. Robara
3. Witchcraft II

#### Division B

1. Public Nuisance
2. Robara
3. Salamander II

#### Arbitrary A

1. Perfect Vision
2. Seahawk
3. Boundary rider

#### Arbitrary B

1. Alpha Crucis
2. New Horizons
3. Tradition

#### Cruising

1. Sapphire
2. Investigator
3. Stardust.



Gold Coast Race participants tied up at Southport Yacht Club.

(continued next page)

## Gold Coast Race



Gary Linacre ('Hectare'), crew boss of *Apollo* in the Gold Coast Series, gets a long rest in the aftermath of a frantic day in the first of the Jupiter's Casino races. The cover of the Gold Coast Bulletin held by the sleeping Linacre features a photograph taken by a helicopter at the instant that *Apollo's* spinnaker brace parted. Note the absence of curve in the pattern of *Apollo's* wake: the yacht 'executed an instantaneous right turn, and over she went', helmsman Duncan van Woerden told Offshore. Before the incident took place the boat was travelling at about 17 knots with spinnaker up; when the brace broke she fell on her side and stayed there for 3-4 minutes — wouldn't come up. Eventually the crew regained control. On the next leg of the course the spinnaker was put up again, and the foreguy broke, the pole sky-ed, and *Apollo* repeated the manoeuvre, only the second time was worse, and she took considerable water through the centre hatch. The newspaper headline refers to the fact that owner Jack Rooklyn decided that there wasn't sufficient experienced crew available in the Gold Coast area for *Apollo* to complete the series safely, there only being 4-5 'regulars' on the boat, and he pulled the boat out of the series, making some alterations to his regular crewing arrangements.

Noakes  
GROUP

The Winter 2021 issue of Offshore, (out June), will provide a comprehensive preview of the 2021 Noakes Sydney Gold Coast Yacht Race and will take a closer look at the crews & yachts that are to make up the fleet.

The issue will also be featuring an in-depth story on the Noakes Blue programme and sees the introduction of a new regular section on boat maintenance brought to you by Noakes Group.





# From the Rail

A selection of images from the Wednesday Twilight Series 2021

We always love receiving photographs and videos from participants in our Twilights and other seasonal Series and warmly welcome submissions from any crew members, guests or support teams.

These images will feature on our social media platforms each week but if you have any particular favourites that you'd like shared in the pages of Offshore, please email these through to us as high-resolution files to [media@cyca.com.au](mailto:media@cyca.com.au)





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# Vale Bob Fisher



Bob Fisher, the British sailing journalist and author who died after a battle with cancer on January 25, aged 85, had special ties with Australia and was a long-term overseas member of the CYCA.

Extroverted, fun-loving, 'larger than life', Bob Fisher was a one-off. Champion sailor, journalist, raconteur, sailing historian, 'The Fish' was all of the above. Known as 'Mr America's Cup' due to his decades-long close coverage of the Cup and for his definitive written history of the event, An Absorbing Interest, the nickname fails to properly convey Fisher's own participation and influence in the sailing world.

Three world titles and hundreds of ocean races and regattas as a competitive sailor underpinned his position as the doyen of yachting writers worldwide. Fisher's early journalistic career was spent at the BBC, but his sailing success lured him into yachting journalism where his technical knowledge, accurate and pithy reporting, often accompanied by biting humour, gained him an international reputation as a sports writer. He wrote regularly for the magazine Yachts and Yachting, the Guardian newspaper and was the author of 30 books on sailing.

He started coming to Australia to cover the Sydney to Hobart Race in the early 1970's and continued to be a great supporter of the race and the CYCA. During one of those early visits 'The Fish', Bob Ross, Peter Campbell and Rob Mundle created SINS, The Society of International Nautical Scribes, whilst disporting themselves in the kiddie's pool of the then Travelodge Hotel, Rushcutters Bay.

This journalists' luncheon-cum drinking club morphed into a permanent fixture at major ocean racing regattas world-wide, usually supercharged by 'The Fish', and was widely anticipated by those attending. Sailing and journalism will be much poorer for his passing.



### The Screaming Bob Fisher

1 part Frangelico  
1 part Creme de Cacao  
1 part Midori  
Good dash of Baileys  
Good dash of Double Cream  
Shake over ice, strain and shake chocolate on top







**2018 Beneteau Oceanis 51.1**  
\$845,000



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**2008 Jeanneau Sun Od 50DS**  
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**2007 Beneteau First 34.7**  
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**1999 MBD 62**  
\$575,000



**2003 MBD 50**  
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**2016 Dehler 46**  
\$745,000



**2004 Lagoon 440**  
\$557,000



**2014 Beneteau Sense 55**  
\$739,000

# Down to a T



David Salter reflects on the simple article of clothing we all wear, yet take for granted.

Everyone says it. "Been there, done that, got the T-shirt." It's a rather glib put-down, and is usually only two-thirds true.

Not many of us have tried to keep every T-shirt as evidence of our sailing exploits over the years. Or if we did hang onto them, most have been reduced to tatters through repeated wearings and washings, and long since gone to God.

With some embarrassment I must confess to being an exception to that rule. My sailing bags and cupboards at home are stuffed with old crew shirts that I cannot bear to throw away.

Many carry the names of boats that no longer race; others are from races that no longer exist. They are like a record, in textile, of the geological strata of Australian sailing – a deep dig into the archaeology of our sport over the past half-century.

But there is much more to old crew T-shirts than the obvious reminders of what boats we graced with our esteemed presence.

On face value they represent memories – of races won and lost, of boats good and bad, of friendships forged and forgotten, of the spirit of the eras in which they were first worn.

But at a more subtle level – some might even say from a sociological standpoint – T-shirts (and how they are worn) signal a whole unspoken value system. They help define us, and our status within the sailing community.

That might seem like an impossibly pretentious claim to make about a humble cotton garment, but there are some subtle shades of implied meaning embodied in T-shirt etiquette. They are revealed by what a sailor chooses to wear, in which situations – and who they are.

Consider this. Wearing the crew shirt of the boat you're currently sailing is a given. It's expected, and establishes at least the appearance of team unity and purpose.

But if John Bertrand wandered down the dock and asked to come for a sail, would you tell him to take off his Australia II shirt? Of course not. An individual's association with a few select yachts or campaigns can outrank uniformity.

But it's a fine line. We have all had to endure the self-anointed rock stars who take every opportunity to remind us they've crewed on famous boats. (You know the routine:

"Oh, on Oats we never packed the ass that way", etc., etc.)

To underline their superiority these blowhards decline to adopt the standard uniform. Instead they like to wear the T-shirts of the crack yachts on which they claim to have sailed. It's a rather coarse form of boasting that the French would describe as *outré* or *gauche* – a tactless gesture that violates normal convention and propriety.

How sweet it is then to discover – as is so often the case – that the person is something of a fraud. They were more likely to be part of the shore crew (if that), and the closest they got to running the foredeck on Wild Oats was when the boat needed an extra hand for the delivery home from Hammo. But they got the red shirt.

T-shirts can also indicate rank. Long-serving crew might have a series of shirts of different designs for the same yacht stretching back decades. The old versions are deliberately worn as a quiet assertion of seniority. And even if the design and embroidery haven't changed much the colours fade over time, the collars fray, and blotches of antifoul are testimony to years of hard labour on the slipway. Old crew shirts are worn like badges of honour.

Mind you, hanging onto these relics can verge on an obsession. I still have a Police Car shirt from 1980, and one from the 1983 and '84 Sydney-Hobarts I did on Apollo. (The latter is complete with a garish space rocket graphic on the back. It was bad enough having to wear the thing, but true to form the late Jack Rooklyn also made us pay for them!)

Since then the collection has grown to fill three drawers. There are multiple T-shirts from Nerida, Mark Twain and Fidelis; others from Bright Morning Star, Pacha, Apres Vous, Ragamuffin, Vittoria, Eudoria, EZ Street, Takani, Crowded Haus and, of course, my own boat Mister Christian. In addition I've kept umpteen Rolex Sydney Hobart shirts, plus multiple T's of the Gold Coast and Lord Howe Island races.

The one T-shirt missing from that ridiculous hoard is from my first Hobart, in 1965. In those days few boats went to the trouble or expense of commissioning special embroidery showing their boat's name. We just wore a navy blue Bonds 'Grand Slam' (with their trademark little penguin logo), and crisp white shorts.

That was the unofficial uniform for offshore crew at a time when fleets were still small enough for everyone to feel they were part of a single community. Suited us down to a T. ⚓





# WHAT'S ON AT CYCA



## TWILIGHT PIZZA SPECIAL

After Wednesday Twilight races, order a pizza & beer combo online and we'll deliver it to your boat on the CYCA marina.

*Delivery available between 1930 and 2030hrs Wednesdays only*



## COCKTAILS BY THE WATER

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

*Available daily*



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