

JUNE/JULY 2020

# OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA



# WE'RE BACK!

**SAILING RETURNS TO CYCA  
AFTER COVID-19 HIATUS**

## **ENTRIES OPEN!**

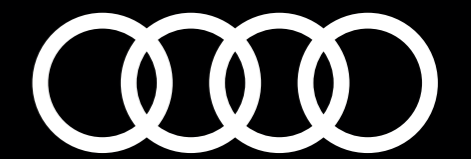
Hobart on  
the horizon

## **CLEAN & GREEN**

CYCA's environmental focus

## **FROM THE ARCHIVES**

Remembering Jack  
Rooklyn and Ballyhoo



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# Thank you, Members.

The CYCA is incredibly proud to report it has been overwhelmed by Members recommitting to the Club in its yearly Membership drive, despite the influence of the coronavirus.

The Club is pleased to advise that as of 1 June more than 80 per cent of Members had renewed for 2020/2021.

The strong showing through the large number of renewals, which provides vital support to the Club in a challenging period, is particularly appreciated at this time.

Thank you.

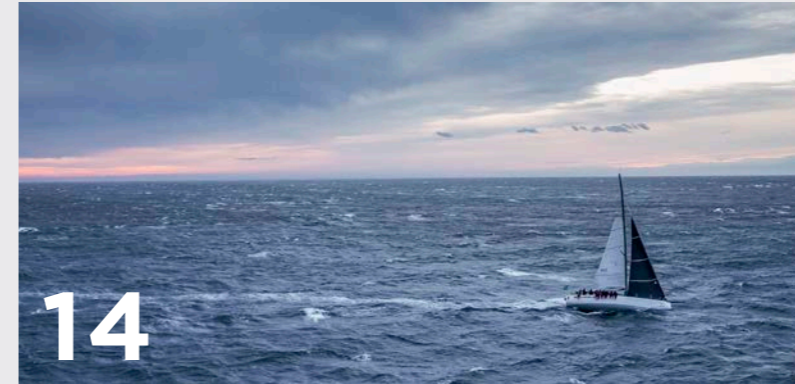
More than 45 per cent of renewed Members have also contributed to the CYCA's Youth Sailing Academy through a voluntary donation – your support is once again greatly appreciated.

To everyone who has supported the Club – and its people – throughout this period, including Members, partners, sponsors and guests, a huge and heartfelt 'thank you'.

Together we got through this – and we'll get through anything else that might come our way.

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#### FLAG OFFICERS & DIRECTORS

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John Brennan – Chief Financial Officer

Fiona Cole – Administration Manager

Marina Gibson – House Events Manager

Nicholas Janzen – Sponsorship + Marketing Manager

Tara Blanc-Ramos – Sailing Manager

#### CLUB INFORMATION

Cruising Yacht Club of Australia  
1 New Beach Rd  
Darling Point  
NSW 2027

#### CLUBHOUSE

The CYCA is now open Thursday to Sunday plus Public Holidays, with capacity restrictions in line with the Government's COVID-19 policies and guidelines.

Phone: (02) 8292 7800

Email: [cyca@cyca.com.au](mailto:cyca@cyca.com.au)

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#### COVER PHOTOGRAPHY

The CYCA's sailing program is now back up and running after a COVID-19-enforced lay-off. Credit - Hamish Hardy

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COMMODORE PAUL BILLINGHAM

# At the helm

The past two months have been some of the strangest and indeed toughest in the 76-year history of the Cruising Yacht Club of Australia.



Never before has the Club been required to close for such an extended period and, as I write this foreword to an Offshore magazine that is incredibly light on sailing news, only now are we beginning to see Club life resume with 50 people allowed to eat at the Club and the Winter Series, somewhat hesitantly, coming to life. It is to be hoped that the pace of reopening quickens in coming weeks as NSW moves to Stage 3 and that this period soon becomes a distant memory.

What this enforced closure has reinforced to all of us however is the importance of the CYCA and sailing in all of our lives - never again will we take a twilight race, beer in the Coasters Retreat or burger on the deck for granted.

It's also brought out the best in us and I believe the Club and its Members have proven incredibly resilient since we closed on 23 March as we together found new ways to stay in contact with each other:

To "replace" sailing, the CYCA was one of the first Australian Clubs to introduce e-sailing to our Members. Through the online game 'Virtual Regatta Inshore', 101 Members participated in six different series with 66 races completed, all in perfect conditions!

The Sydney to Hobart Walking Challenge was announced with much fanfare with 122 Members taking part in the challenge, and so far seven of the 13 teams have made it to Hobart. A staggering 1955 individual walks or runs have been logged

through the Strava app. Members have completed 10,972km so far, with 2,984km to go for the remaining teams.

James Whelan and his crew of Melissa Denman, Geoffrey Holmes, Soph Chesterman, Jess Barr, Alexis Whelan, Whitney Merchant, Rachel Chen, Omid Shakabie, Tenae Leitch on *Terre Reve* claimed line honours victory, finishing the 1163km challenge in an impressive 8 days.

“  
**It's also brought out the best in us and I believe the Club and its Members have proven incredibly resilient since we closed**  
”

Our Spotlight pieces have brought us some intriguing insights into some of our Members and Sponsors. The popular 'An Evening With' Zoom chats have seen some of the sport's greats and CYCA Members discuss everything from high-performance Olympic and America's Cup competition to ocean navigation and women in sailing.

Behind the scenes, the Management team under new CEO Justine Kirkjian have used the time to refresh the way in which the Clubhouse operates and, when

we are allowed to fully open once again, Members should experience a better, more Member-focussed experience at our Club.

We also decided to keep the communications up (despite the lack of sailing news!) and added monthly video messages to The Sked to keep Members in touch with their Club.

As we now move back into sailing at the Club, we need to all remember the hard work and sacrifice that we have given to get to this stage. We need to stay vigilant as our life returns to some form of normality and respect the rules and restrictions which are still in place to safeguard us, our competitors & visitors, our members, families and friends.

So while this will be my final Offshore foreword as I hand over the Commodoreship of the Club in July, it's been a hectic two years but I wouldn't change a minute!

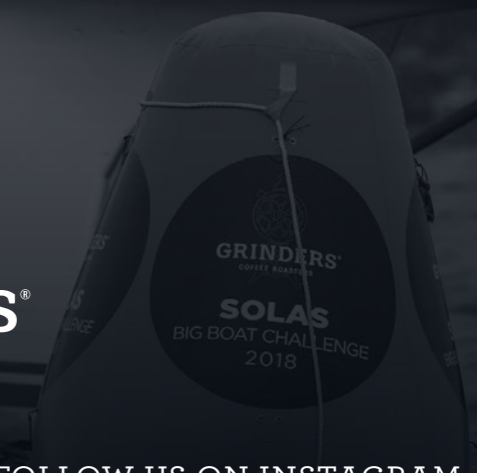
I can however look forward to far more time for sailing and now fully understand how little sailing Commodores actually get to do while in office - so my co-owner Pete and I have purchased a new yacht and are looking forward to learning to sail her!

Thank you for your trust and the privilege of the office - a massive highlight.

Stay safe and see you soon. ⚓

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# Entries flood in for 2020 Rolex Sydney Hobart



It will be another very busy Boxing Day at the Club following some impressive entry numbers already for the 2020 Rolex Sydney Hobart.

Entries are now open for 2020's 628-nautical-mile challenge, with the just-launched documentation encouraging the usual brigade of sailors – plus a whole new pool of talent – to join the adventure.

At publishing on 1 June, just four days since opening, already more than 24 boats had entered the 2020 Rolex Sydney Hobart – a sign the race will once again be eagerly contested.

A fresh fleet of adventurers look set to sail to Hobart, too, following the introduction of two-handed divisions in the race for the first time. Interest will also be high amongst the ever-increasing number of female participants, supporters and fans, with the 2020 race marking 75 years since the first female participation in the race.

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

"The 2020 Rolex Sydney Hobart Yacht Race, following our incredibly successful 75th Sydney Hobart in 2019, should be one for the history books once again," CYCA Commodore Paul Billingham said. "With the introduction of two-handed sailing, ahead of its inclusion in the Paris 2024 Olympic Games, and the celebration of female participation in the race, there's plenty to look forward to and plenty of reasons why this will be a huge event."

The 2020 Rolex Sydney Hobart Yacht Race fleet looks set to intrigue. While reigning overall winners, the Tattersall Cup-winning *Ichi Ban*, is likely to return, the 2019 line-honours title winner *Comanche*, led by Jim Cooney and Samantha Grant, has been sold. Who will claim some of world sailing's most sought-after silverware in 2020 is anyone's guess.

Rolex's partnership with the CYCA and its premier event began in 2002 and the Swiss luxury watch manufacturer is proud to be the naming rights sponsor of the 76th race.

The Notice of Race and online entry is now available on the official website – [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com). Entries close at 1700 hours on 29 October.

## CYCA BACK IN BUSINESS



The CYCA is open for business, with some restrictions, following the COVID-19 coronavirus shutdown. Pics – ROLEX/Studio Borlenghi

We are delighted to announce the re-opening of the CYCA Clubhouse from Thursday 4 June, under conditions that will ensure the health and safety of our Members, guests and staff. Under the current COVID-19 restrictions and considerations, the CYCA Clubhouse (specifically Café 44 and the Sydney Hobart Bar) has re-opened as follows:

Clubhouse will open for breakfast and lunch as follows. Capacity must not exceed 50 people at any one time.

- Thursday to Saturday 0800hrs-1400hrs
- Sundays 0800-1800 (race finish dependant)
- Public holidays 0800-1400
- Lunch bookings are highly recommended to a maximum 10 people. (Please email: [anna@blondcatering.com.au](mailto:anna@blondcatering.com.au) for your reservation)
- Thursday to Saturday seating: 1200-1230 (with last orders at 1400);
- Sunday seatings: 1130-1315 and 1330-1515
- Table bookings will be released 15 minutes after the reservation should there be a 'no show'.
- Food and beverages can be ordered at the counter, however consumption at tables only (no standing around).
- Contactless payments are required (ie a cashless Clubhouse).

### Clubhouse is open to:

- Members
- Members' accompanying children
- Strictly one guest only per Member
- Members' and guests are required to sign in and record their mobile number for contact tracing.

### Other requirements and information:

- Members and Guests may be asked to exit the Clubhouse at 1100 daily, for cleaning prior to lunch seatings.
- Areas other than Café 44 and the Sydney Hobart Bar will NOT be open until further notice.
- The Clubhouse and Café 44 will remain closed Monday-Wednesday.
- Strict 1.5m social distancing is required, one patron per 4 square metres. Please respect staff requests to comply with social distancing requirements.
- Members are encouraged to download the COVID Safe App.

In addition to the re-opening of the Clubhouse the much-anticipated return to racing is Sunday 7 June with the start of the Winter Series. Again, a range of restrictions apply – helping protect us all.

The CYCA's Winter Series, will be conducted with the following adjustments:

### On water:

- Non-spinnaker series (until Step 3).
- Maximum crew number of 10 per boat.
- Owners required to submit Contact Tracing Information List by 1100 on each race day.
- Keep a distance of 1.5m between crew where practical
- Practice good hand hygiene before and after sailing. Hand sanitizer encouraged onboard
- Keep a distance of 1.5 metres from other crew where reasonably practicable
- Sharing of equipment should be avoided, and if necessary, kept to a minimum; sanitise shared equipment, winch handles, wheel/tiller etc. Don't share drinks or towels.

### Off water:

- Café 44's catering will operate from 0800-1800 on race days. Members and guests are welcomed to the Club throughout Sunday where capacity allows.

We are very excited about both re-opening the food and beverage side of the Club, as well as returning to racing. The health and safety of our Members, guests and staff is our highest priority and this, we believe, is reflected through our range of measures that will both allow us to step forward into a "new normal" whilst also protecting ourselves, during this unprecedented time.

We look forward to seeing you all at the CYCA soon.

## PODCAST CELEBRATES CYCA'S BLUEWATER CLASSIC

The CYCA, the Organising Authority behind the Rolex Sydney Hobart, has released a podcast on its annual blue-ribbon race.

The Rolex Sydney Hobart Yacht Race – Podcast #1, featuring a range of news, interviews, stories and items from "The Vault", is the perfect companion for lovers of adventure and yachting.

The Rolex Sydney Hobart Yacht Race – Podcast #1, hosted by the legendary Gordon Bray, features a bumper 'fleet' of participants across the show which lasts more than an hour.

CYCA Life Member and Channel 7 expert commentator Peter Shipway, CYCA Commodore Paul Billingham, 2019 Line-Honours title-winner Jim Cooney, CYCA Youth Sailing Academy graduate and World Youth Match Racing Champion Louis Schofield, 2019

Tattersall Cup winner Matt Allen, two-handed sailing expert Rupert Henry, the record-breaking Adrienne Cahalan and veteran Tony Ellis all feature.

The first edition of the podcast covers a range of topics including COVID-19 and its implications on sailing, the landmark 75th Sydney Hobart, the 2020 race, the addition of two-handed sailing in the Sydney Hobart and at the Olympics, golden moments from the archives and more.

The Rolex Sydney Hobart Yacht Race – Podcast #1 is available now on a range of platforms including Spotify, Apple Podcasts, Google Podcast and more. Visit [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com) for more information.

# Digital drive conquers COVID isolation



**COVID-19 shocked the CYCA – and the world – but our Membership certainly remained engaged with the Club through arguably the most challenging period in our lives thus far.**

While the Clubhouse was closed and sailing was suspended, Management and the Board formulated a contingency plan to keep Members engaged during the unprecedented period – and the CYCA community responded to a range of initiatives in huge numbers.

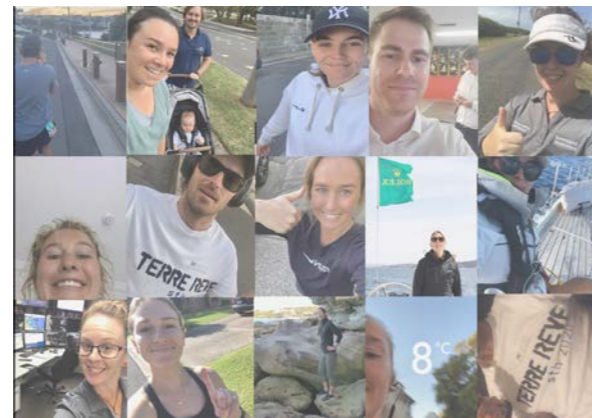
Various committees, the Board and Management proposed a range of ideas to support healthy living, encourage safe exercise and both upskill and entertain Members through an incredibly trying period.

The result? A whole host of new, digital offerings from the Club to the Membership – including an online interactive trivia session (*pictured*) hosted by local comedian James Breko; an eSailing series, satisfying Members' competitive urges; weekly 'fireside' chats, featuring some of the biggest names in yachting and hosted by Peter Shipway; and a walk 'to Hobart', completed from the convenience of your local area and through social distancing. While Members remained socially distant, through these channels they were perhaps more connected than ever before!

To replace sailing as best as possible, the CYCA was one of the first Australian Clubs to introduce e-sailing to our Members. Through the online game 'Virtual Regatta

Inshore', the Club conducted six series or regattas with 66 races completed in total in perfect conditions. A total of 101 entrants were recorded across the e-series with many Members enjoying the friendly competitions.

To keep Members fit and healthy, the Sydney to Hobart Walking Challenge was announced with much fanfare. In total 122 Members and staff have taken part in the challenge, and so far seven of the 13 teams have made it to Hobart. A staggering 1955 individual walks or runs have



Terre Reve, the winning Sydney Hobart Walking Challenge team with some of their progress updates.

been logged through the Strava app. Members have completed 10,972km so far, with 2,984km to go for the remaining teams.

James Whelan, his crew of Melissa Denman, Geoffrey Holmes, Soph Chesterman, Jess Barr, Alexis Whelan, Whitney Merchant, Rachel Chen, Omid Shakabie, Tenae Leitch on *Terre Reve* claimed a line honours victory, finishing the 1163km challenge in an impressive 8 days.

Finally, our 'An Evening With...' zoom chats have seen some of the sports greats and CYCA Members discuss various topics from high performance Olympic and America's Cup competition, to ocean navigation and women in sailing. These information evenings gave us a new look into how the legends of our sport operate.

While our Club and Membership offering now returns to a new normal, the CYCA will continue to assess what it can do both on premises and via digital channels to ensure we remain better connected than ever before – something we know is more important now than ever! 📶



Sydney Hobart Walking Challenge team 'Roger That' in their matching t-shirts after completing the walk.

## CYCA target Youth America's Cup



For the first time in more than two decades, the Cruising Yacht Club of Australia will be linked to the most prestigious sporting event in the world, the America's Cup, when 'Young Australia 2021' takes flight on the Waitemata Harbour in Auckland, New Zealand.

Led by CYCA Youth Sailing Academy graduate, Tom Grimes, the Challenge, known as 'Young Australia 2021', is currently one of only two Australian entries to be confirmed for the Youth America's Cup, with Objective Australia (RPAYC), once again back for another attempt after finishing in seventh position in the 2013 Youth America's Cup.

So far, 16 entries have been confirmed by Royal New Zealand Yacht Squadron, with challenges ranging from New Zealand (2), Switzerland (2), Australia (2), China, Denmark, Italy, Hong Kong, Russia, Argentina, Germany, the Netherlands and the United States of America.

The 2021 event, conducted on the Waitemata Harbour in Auckland, NZ, in February and March next year, will

be using a state-of-the-art new class of yacht, the AC9F, with a mixed crew of two male and two female athletes under the age of 25. Based off the AC75 yachts used by Cup Challengers and the Defender, the AC9F will foil for approx. 50 per cent of the races and will be capable of reaching speeds of 25+ knots.

The CYCA team will feature five past World Champions, of whom, have seven World titles between them and are all under the age 23.

For the Cruising Yacht Club of Australia, this will be the first Challenge for an America's Cup competition since the Syd Fisher 'Young Australia 2000' campaign. Fisher's campaign is widely renowned as the launching pad for many young Australian's professional sailing career, including two-time America's Cup Champion and Rolex Sydney Hobart Champion James Spithill.

The Young Australia 2021 campaign will replicate Fisher's campaign, providing an amazing opportunity to sailors aged 18-23.

"We came up with the idea of 'Young Australia 2021', in recognition of CYCA Member and past America's Cup campaigner Syd Fisher, who provided such an amazing opportunity for young Australians to compete in our sports pinnacle event. Representing the CYCA will be a fantastic honour as the Club has continued to deliver world class youth sailing programs for over 25 years and we want to showcase that talent to the world. Bring on Auckland 2021," commented Skipper Tom Grimes.

For the Challenge, the next phase over the coming months will surely be interesting. Due to the COVID-19 pandemic, several training projects were postponed by the team, with the AC9F build more than two months behind schedule. However, the team will make up for this lost time, training out of the CYCA until travel restrictions ease for them to travel to New Zealand to train on the boats ahead of the Youth America's Cup next year.

To follow the team in the lead up to the Youth America's Cup, visit [www.youngaustralia2021.com](http://www.youngaustralia2021.com) 📶

# Cleaner, greener marina for CYCA

The Cruising Yacht Club of Australia has installed six marine-cleaning SeaBin devices around the Club premises in Rushcutters Bay, reaffirming the Club's commitment to the environment.

The project - part of the NSW Department of Planning, Industry and Environment's, Waste Less Recycle More initiative - will result in a reduction of up to 8.4 tonnes of marine litter each year.

"The Club is keen to ensure we do all we can to limit our impact on the environment - whether we're on the water or off it," CYCA Commodore Paul Billingham says.

"The installation of these devices around the CYCA will make a big difference to the local aquatic environment, ridding the area of much mixed marine litter and general debris including water bottles, food wrappers and other rubbish."

The project came to fruition through a project partnership with Woollahra Municipal Council.

"With assistance from a State Government litter reduction grant, Woollahra Council is delighted to have partnered with the CYCA on the installation of SeaBins throughout the marina to help keep our beautiful harbour clean," Mayor of Woollahra, Councillor Susan Wynne, said.

"We all need to take an active role in preventing pollution from entering our waterways and reducing the amount of litter in Sydney Harbour. Council's 'Love our Harbour' program provides us with the opportunity to work with the local community and organisations like the CYCA on steps we can take to look after one of our most precious natural assets - Sydney Harbour."

The CYCA's commitment to the environment comes on the back of a range of other measures it has implemented recently. The Club has installed more than 100 solar panels on the roof of the newly refurbished Clubhouse, both reducing the Club's energy bill and providing a renewable energy source that is used across food, beverage, operations and administration departments; shifted to paperless communications across a range of areas of activity; removed plastic bags from the Clubhouse, with Members and guests encouraged to either go bagless or use provided paper bags; and removed plastic straws from the Clubhouse, with Members and guests encouraged to go strawless.

The CYCA will be announcing more steps and improvements around sustainability in the future. ⚓



“  
The Club is keen  
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all we can to limit  
our impact on the  
environment

Commodore Paul Billingham with the newly installed SeaBins at CYCA

TO KEEP UP WITH ALL THE LATEST AT THE CYCA  
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# ONSHORE

[www.cyca.com.au/onshore/](http://www.cyca.com.au/onshore/)

# Know your beacon

Personal satellite tracking technology is now a fundamental – and vital – part of our offshore racing requirements. Here's some important lessons learned along the way.

THE REAL-TIME POSITIONAL INFORMATION TRANSMITTED TO YACHTS IN THE VICINITY HAS PROVEN INVALUABLE IN THE TIMELY AND SUCCESSFUL RECOVERY OF A MOB.

Satellite technology is now prevalent in our everyday lives. So too in yacht racing. EPIRBs (Emergency Position Indicating Radio Beacons), which are attached to the boat or placed in the life raft and PLBs (Personal Locator Beacons) which are worn by crew, have become well-established and proven in search and rescue (SAR). EPIRBs and PLBs, when manually or water activated, transmit a signal to a satellite. The signal is then sent from the satellite to a ground station thus, alerting SAR authorities. EPIRBs and PLBs are mandatory for our Category 1 and 2 long-distance offshore races.

Automatic Identification System (AIS) has also been introduced and is mandatory on-board yachts in our Category 1 and 2 offshore races. AIS integrates a VHF (radio) transceiver with a GPS unit and, through a transponder, sends a signal to other yachts and ground stations. Importantly, AIS generated information such as position, course and speed can be displayed on a yacht's electronic chart display or plotting system. When out of range of ground-based networks, some satellites can detect AIS signals – there are many vessel tracking services in the public domain that display such signals – but the technology essentially remains that of VHF.

Being a line-of-sight signal, VHF can be received by other nearby yachts fitted with appropriate technology. This makes AIS a particularly useful source of information for

vessels within this line-of-sight. Often a nearby vessel or fellow competitor will be your closest and quickest means of assistance in an emergency. Conversely, EPIRB and PLB signals are only received by satellites with subsequent response for search and rescue being instigated by shore authorities. Shore-based SAR assets are usually very capable, highly organised and quick to react but may still be many hours away.

As with satellite beacons (EPIRBs and PLBs) AIS technology has evolved from fitted on-board systems to now offer an individual crew functionality. Personal AIS equipment is increasingly being used by crew and the CYCA recommends their use, in addition to the mandatory PLB requirement, for Category 1 and 2 long-distance offshore races.

Having now experienced a number of long-distance offshore races with crew using personal AIS beacons, the Sailing Committee undertook a review of the capability and thought it important to share more broadly some of the lessons learned:

- **EPIRBs are registered to yachts and PLBs are registered to individual crew.** A yacht's fitted AIS has that boat's details but unlike PLBs, we have learned that it is best to have Personal AIS units linked to a yacht. This is because it is the yacht we can contact (by radio or satellite phone) in the event of a Personal

AIS activation. The CYCA will be working with the Australian Maritime Safety Authority (AMSA) to assist listing Personal AIS units with that crew member's competing yacht, similar to the current administrative process used for EPIRB and PLB registration for races.

- **PLBs and Personal AIS use two different communications mediums.** This may be part of the reason manufacturers are having some issues joining the two capabilities into one piece of equipment. There are some initial signs of such steps but for now they remain as two separate units.
- **Some crew choose to carry their Personal AIS in their own carry pouch or 'bum bag' while other crew place them in pockets or attach them by lanyard or clip to their clothing.** Irrespective, the units, both AIS and/or PLBs, are sometimes accidentally knocked or bumped such that the activation switch is made. Usually unbeknown to the crew, a signal is then sent. Such inadvertent or unintentional activation has occurred on occasion and perhaps an individual or collective cross-check of the status of such equipment before or after a watch on deck could serve to ensure Personal AIS are indeed in the 'off' position if there is no emergency.
- **When a Personal beacon is activated, another**

**vessel or AMSA may receive the signal.** On receiving a signal, AMSA are required to respond – it must be assumed there is an emergency. Initial response actions include calling the yacht to determine the nature of the emergency and of the assistance being sought. If it is an unintended activation, this provides opportunity to deactivate the unit and stop any response. A robust radio and satellite phone listening regime helps race management and SAR authorities contact boats. Of note, if a Personal beacon activation continues, AMSA may, amongst other responses, launch a SAR aircraft to investigate – not an inexpensive activity.

- **Data and information from a Personal AIS signal may be visible to another yacht's display or plotter but could be presented in many different formats.** Track history enablement or cancellation of the MOB alarm for example, could involve quite different functions and mechanisms with distinct display effects from boat to boat. Knowing the boat's systems and understanding what is being presented will be critical to recovery of MOB.

The CYCA Sailing Committee's experience with Personal AIS has been incredibly positive. The real-time positional information transmitted to yachts in the vicinity has proven invaluable in the timely and successful recovery of a MOB. ⚓



# Two to tango

The increasing popularity of two-handed sailing sees a number of upcoming opportunities for duos in CYCA Series, including the 2020 Rolex Sydney Hobart



Local Hero took part in the JPK Pacific Two-Handed Pointscore and is preparing for more two handed sailing in the coming season

As a reflection of the increasing popularity of Two-Handed sailing internationally and the inclusion of a mixed two-handed keelboat in the 2024 Olympics, the CYCA will this year introduce two-handed divisions into the Audi Centre Sydney Blue Water Pointscore, including the Rolex Sydney Hobart Yacht Race. This is an exciting step forward for the Club, as the CYCA looks to remain at the forefront of blue water sailing and grow following the success of the 2019 Rolex Sydney Hobart Yacht Race, the 75th edition of the Great Race.

The 2019-2020 Summer Series saw the Club's first steps into two-handed racing with the inaugural JPK Pacific Two-Handed Series. This series provided the perfect platform for competitors to build their experience in a short program of Category 4 and Category 2 races. This series will again continue in 2020-2021 and is an enabler for crews new to two-handed to gain the necessary experience to compete in this coming Audi Centre Sydney Blue Water Pointscore.

For those interested in competing in the Two-Handed Division in the Audi Centre Blue Water Pointscore, the crew requirements will be:

- (a) A boat shall have 2 crew.
- (b) The minimum age of all crew is 18.
- (c) At least one crew member shall have competed in a Category 4 or higher two-handed division or race in the last three years.
- (d) Both crew members shall have completed a Category 2 race or a passage that the Race Committee deems equivalent (fully crewed or two-handed).
- (e) Both crew members shall have completed a minimum 100nm two-handed race or passage (including overnight experience) together in the boat entered.
- (f) Both crew members shall hold a current certificate demonstrating that they have completed an Australian Sailing Safety and Sea Survival Course or a course that is named on the following webpage [http://www.sailing.org/classesandequipment/offshore/sea\\_survival.php](http://www.sailing.org/classesandequipment/offshore/sea_survival.php)
- (g) Both crew members shall:
  - i. be a practising medical practitioner; or
  - ii. hold a current Senior First Aid (Apply First Aid/Provide First Aid) Certificate; or
  - iii. hold a First Aid qualification that the Race

Committee considers is equivalent at least to SI 5.2.7 (ii)

(h) Both crew members shall hold a Long-Range Marine Radio Operators Certificate of Proficiency (LROCP) issued by a relevant authority, or a higher qualification.

(i) It is recommended that the skipper or sailing master have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.

For competitors in the Rolex Sydney Hobart Yacht Race, the crew requirements are outlined below. These can also be found in the Notice of Race.

- (a) A boat shall have 2 crew.
- (b) The minimum age of all crew is 18.
- (c) At least one crew member shall have competed in a Category 2 or higher two-handed division or race in the last three years.
- (d) Both crew members shall have completed a Category 1 race or passage that the Race Committee deems equivalent (fully crewed or two-handed)
- (e) Both crew members shall have completed a minimum qualifying race or 24-hour passage two-handed (including overnight experience) together in


the boat entered.

(f) Both crew members shall hold a current certificate demonstrating that they have completed an Australian Sailing Safety and Sea Survival Course or a course that is named on the following webpage [http://www.sailing.org/classesandequipment/offshore/sea\\_survival.php](http://www.sailing.org/classesandequipment/offshore/sea_survival.php)

- (g) Both crew members shall:
  - i. be a practising medical practitioner; or
  - ii. hold a current Senior First Aid (Apply First Aid/Provide First Aid) Certificate; or
  - iii. hold a First Aid qualification that the Race Committee considers is equivalent at least to NoR 3.5.2(g)(ii).

(h) Both crew members shall hold a Long-Range Marine Radio Operators Certificate of Proficiency (LROCP) issued by a relevant authority, or a higher qualification.

(i) It is recommended that the skipper or 2IC have a recognised Australian Sailing certificate (or equivalent) of at least an Offshore Skipper certification.

Please contact our Sailing Office if you would like further details on Two-Handed racing at the CYCA. 



## Rani returns to the CYCA

CYCA CEO Justine Kirkjian, Commander Ronald Osborn RAN Retired and CYCA Commodore Paul Billingham celebrate the hanging of the painting.

In January this year the CYCA was approached by Commander Ronald Osborn RAN Retired, offering the gift of an original Bill Mearns (1931- ) painting of *Rani* sailing across Storm Bay on her way to winning the first Sydney Hobart Yacht Race. Ron had seen the painting for sale in Hobart and he was hoping to donate it to the club in memory of his late uncle, Leslie James Steel (1888-1974) of Lake Macquarie, the builder of *Rani* in 1936.

CYCA Director and History and Archives chairperson Bradshaw Kellett replied to Ron's email in favour of the idea, Ron then went and purchased the painting directly from Bill Mearns in Hobart and had it sent to his home in Sydney. Ron then added a plaque in memory of his uncle Les Steel. Once the painting was ready with plaque attached, Ron emailed the CYCA and Commodore Paul Billingham then graciously officially accepted Ron's offer.

Ron and his wife Noni delivered the painting to the club in late May, prior to the Clubhouse re-opening on

Thursday 4 June. There was a small hanging ceremony with Ron & Noni, Commodore Paul Billingham, Director Bradshaw Kellett and CYCA CEO Justine Kirkjian, with Ron recollecting memories of signing up for the navy in 1947 at HMAS Rushcutter where RANSA and the Sir David Martin Reserve are currently situated and he remembers the tin boatshed that was the original CYCA Clubhouse. Ron's other memories he shared included serving in the navy with the late Sir David Martin RAN and being a growing boy around his Uncle Les' shed in Speers Point.

Ron was kind enough to supply a copy of the Les Steel chapter in Fred Thomas' book *Boat-builders of Lake Macquarie and Beyond*, in which memories of Les Steel's life are recollecting from his family and many of Australia's finest yachtsmen including CYCA members. Described in *Boat-builders of Lake Macquarie and Beyond*, Les Steel was a quiet man and a builder of fine vessels. He made local Lake Macquarie and early Australian ocean racing history by building three overall Sydney Hobart Yacht Race winners within 16 years of the race commencing. These winning yachts being Captain John Illingworth RN's *Rani* in 1945, Kings Cross chemist Tom Williamson's *Struen Marie* in 1951 and Alby Burgin & Nelson Rundle's *Rival* in 1961.

*Rani* was built in 1936 in Les Steel's shed in Speers Point, Lake Macquarie where the yachts were hauled to and from the shed to the lake along leap frogging rails across the main road. According to *Boat-builders of Lake Macquarie and Beyond*, *Rani* was launched as *Doris* for local Lake Macquarie doctor, Dr. Rowley Pittar (Rob Mundle's book *The Sydney Hobart Yacht Race* reports Dr. Pittar's name to be *Rowland*). The 35-foot Arthur C. Barber designed *Doris* was reported to have cost Les Steel £616 (\$1,232) to build her for Dr. Pittar (sails and engine would have been extra). Shortly after World War II Dr. Pittar sold *Doris* through a Sydney broker to Captain John Illingworth RAN who renamed her *Rani* (when Captain Illingworth purchased her, the book *The Sydney Hobart Yacht Race* reports *Rani*'s name to have

*Rani* was built in 1936 in Les Steel's shed in Speers Point, Lake Macquarie where the yachts were hauled to and from the shed to the lake along leap frogging rails across the main road.

been *Maharani* in honour of a Hindu name for Dr. Pittar's wife Doris). Captain Illingworth sold *Rani* in the late 1940s with her eventually going back to Les Steel's shed for "extensive changes" in 1951. With after war inflation this refit costs £1,335 to complete and sadly, *Rani* ran aground on Mungo Beach north of Port Stephens shortly after her refit and she was a total loss, luckily no lives were lost.

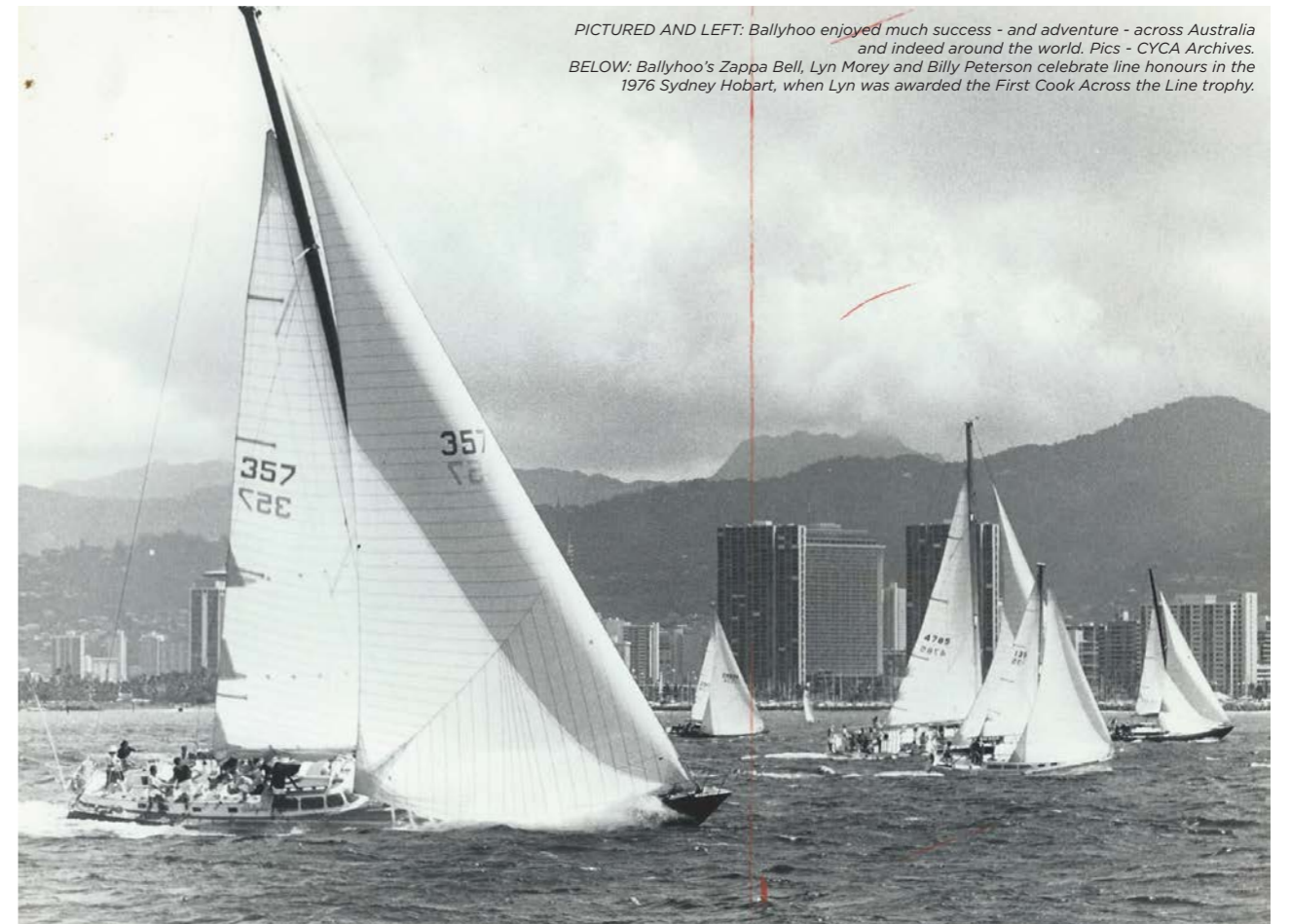
The painting's artist Bill Mearns is a Scottish marine artist, with a strong following in Hobart where he resides in Tasmania. He has sketched marine subjects since boyhood, particularly on the east coast of Scotland, where his seafaring ancestors plied their trade for many generations. Bill has extensive knowledge of seagoing vessels and takes every opportunity to be sailing. As well as his traditional works, he enjoys the challenge of painting modern racing yachts and shipping vessels, but also builds models of traditional vessels. Bill's work has been collected in many countries such as Australia, USA, UK, NZ, Canada, Italy, Japan and Holland with solo exhibitions being held in Australia since 1981.

The painting is on display in the clubhouse at the entrance to the Rani Room in the Sydney Hobart Bar downstairs.

The CYCA Board would like to thank Commander Ronald Osborn RAN Retired for his generous gift and we know that members will enjoy the painting in the Clubhouse for many years to come. 📍

# Jack Rooklyn's *Ballyhoo*

Lesley Brydon recalls one of the CYCA's great characters and his world-famous maxi - and some of the great stories they, alongside their crew, created



PICTURED AND LEFT: *Ballyhoo* enjoyed much success - and adventure - across Australia and indeed around the world. Pics - CYCA Archives.  
BELOW: *Ballyhoo*'s Zappa Bell, Lyn Morey and Billy Peterson celebrate line honours in the 1976 Sydney Hobart, when Lyn was awarded the First Cook Across the Line trophy.

An interview with Jack Rooklyn, the owner/skipper of Australia's first maxi-ocean racer *Ballyhoo*, came to light recently. Written in 1975 for the *Stock Exchange Journal*, it gives a glimpse into the background and business operations of one of the great characters of the CYCA and a pioneer of maxi-ocean racing in Australia.

As head of the Bally Corporation in Australia and Far East from the 1950s onwards, Jack Rooklyn made a fortune that enabled him to campaign his famous yachts, *Apollo* and *Ballyhoo* around the world and build an enviable reputation in international ocean racing.

Jack took his first steps into ocean racing in the early 1970s after buying the Bob Miller (later Ben Lexcen) design sloop *Apollo* from Alan Bond. When the yacht was lost after foundering on a reef near Lady Elliot Island during the 1980 Brisbane to Gladstone Yacht Race, Jack commissioned Lexcen to design a second *Apollo*. This version was distinguished from the first by its nickname "The Gherkin", inspired by its dark green colour.

But before this, Jack's dream of joining an even bigger league got the better of him and in 1973 he commissioned Miller to design the 76-foot maxi-yacht, *Ballyhoo*. The campaigns he sailed throughout the world earned him - and the teams that sailed with him - a prominent place in the history of Australian sailing.

It is fitting that a replay of a 1980 TV ad for Tooheys Draught

Beer should prompt the original crews of Jack Rooklyn's maxi-yacht *Ballyhoo* to hit on the idea of a reunion.

It had been over 40 years since the crew sailed together in various events around the world, including the Transpac, Hawaiian Island and China Sea Series and of course the Sydney - Hobart; and 40 years since ad agency Mojo wrote the iconic "How do ya feel?" ad for Tooheys Draught and filmed the first of a series on board *Ballyhoo* in Sydney Harbour.

By 1980 *Ballyhoo* had returned to Sydney and Jack was wondering at his folly in light of the expensive mishaps that had befallen the boat since it was commissioned in 1973. He would have been quite pleased to pick up a few extra bucks for the loan of the boat to Tooheys and its ad agency.



FLASHBACK



The crew and supporters of Ballyhoo (top and left) enjoy a recent reunion; Jack Rooklyn with Jim Kilroy (above left); and (right) Ballyhoo in action. Pics - CYCA Archives, Lyn Morey, John Brooks

However, while Jack was away one entrepreneurial crew member struck a deal with the agency for *Apollo* and *Ballyhoo* and their crews to shoot the ad. He alone collected the fee and promptly decamped to the USA, leaving Jack and the crews with nothing. Jack was furious.

At the time, Jack was also at war with the yacht's designer, Bob Miller - later known as Ben Lexcen, designer of the victorious 1983 America's Cup yacht *Australia II*, for Alan Bond. Jack was inclined to blame Miller for most, if not all of the mishaps - the damaged keel, the lost rudder and other crimes.

Sadly, neither Jack nor Ben, or *Ballyhoo's* legendary navigator Stan Darling, are with us these days, but most of the old team were still recognisable when they got together for the three-day reunion in Sydney in February.

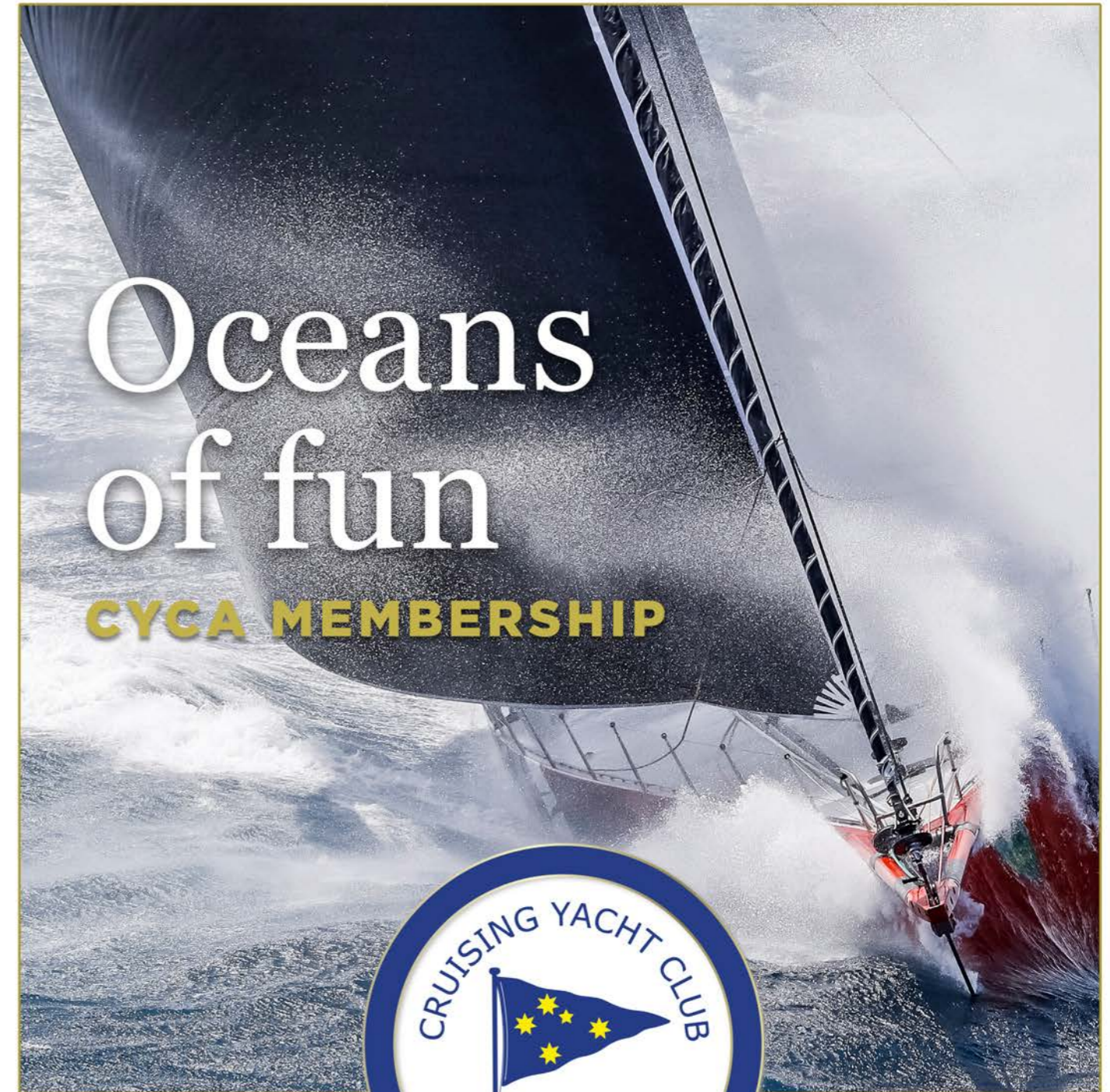
Highlights of the celebration were a harbour cruise on John Winning's *JBW* and a barbecue at the Darling Point home of Hugo Von Kretschmar and his wife Karen, Jack's daughter,

backed up by Jack's son, Warwick.

The whole thing would have remained little more than a good idea, if it hadn't been for the initiative and organisational skills of *Ballyhoo's* other erstwhile navigator, John Brooks, who pulled together some 60 or more email contacts to canvas ideas, come up with a plan and make it happen.

As one fondly remembered crew member Don Mickleborough would have said: "Bad luck struck" when the week of the event turned out to be the wettest in Sydney for at least 40 years. But that did not dampen the celebration, with old crew members - aged somewhere between 60 and 90 and 'no longer with us, but there in spirit' - came together from all over - including California, Florida, Hawaii, Indonesia and Thailand.

Some great photographs, hilarious stories, lies and other memorabilia were assembled and Bob Ross produced a photographic trip down memory lane which gave rise to much laughter, some embarrassment and lots of goodwill all round. ⚓



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