

JUNE / JULY 2019

# OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA



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Sailing's big opportunity

### SHANE KEARNS

The man behind  
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The CYCA's 75th Anniversary cake which was shared amongst Members on Founders' Day.  
Credit: Hamish Hardy

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## COMMODORE PAUL BILLINGHAM

# At the helm

**The CYCA Winter Series is winding down but has been offering up the usual variety of winter weather – with either lots of wind or none at all!**



Race 2 in particular was a challenge with a massive front moving up through Rose Bay as most yachts were well into their second lap. Crews handled the tough conditions incredibly well with minimal damage (we recorded 45 knots as the top gust, just before my windex left the boat).

The Women's Winter Series is proving to be equally as challenging with, at the time of writing, two out of the three races sailed and tight placings in all four divisions – this series goes from strength to strength and is now a firm part of our winter sailing calendar.

Off the water, we held a number of well-attended events, most notably our Founders' Day celebration on 1 May. A fleet of classic yachts raced around the harbour on a stunning 12-15 knot day with many berthing at the club afterwards. The beautifully maintained 1935-built eight-metre "Defiance" made a particularly wonderful spectacle in the pond with many sailors and visitors stopping to take a look.

The Archives sub-committee and management combined to put on

an interesting show of memorabilia throughout the Clubhouse and we celebrated the Club's 75th birthday with Gordon "Wingnut" Ingate taking a knife to the cake with remarkable gusto!

This was followed up on 1 June with our first Commodore's Ball where,

“  
**And with celebration in mind, I am delighted to announce the Club has been working with Rob Mundle and his publishers Harper Collins to produce a book celebrating 75 years of Sydney Hobart Races.**  
 ”

with the support of Members, guests and sponsors, we raised sufficient funds to re-equip the Youth Sailing Academy's fleet of Elliott 7s with new sails. A wonderful effort and the Special Events Committee are now looking at what additional events we will run in the second half of our 75th year.

And with celebration in mind, I am delighted to announce the Club has been working with Rob Mundle

and his publishers Harper Collins to produce a book celebrating 75 years of Sydney Hobart Races. The manuscript will be with the appointed committee for review shortly and the book is set to be published in the Spring – an ideal Christmas present!

Looking forward, on 27 July the 2019/20 Audi Centre Sydney Blue Water Pointscore kicks off with the first event, the Noakes Sydney Gold Coast Yacht Race. A strong fleet of almost 80 yachts will take to the line and we are hoping for as equally a thrilling race as we saw last year. Who can forget the duel between three supermaxis on the way to finish line which saw

*Black Jack* edge out her rivals and of course Bruce Taylor breaking his blue water drought to be crowned overall winner on his Caprice 40 *Chutzpah*?

Finally, a reminder to Members that the AGM will be held on 6 August and that the Annual Report is now available on the Club's website – the report is a wonderful record of what we have achieved together over the past 12 months, a great read. ⚓

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Australian Sailing President Matt Allen AM and World Sailing President Kim Andersen

# Sailing to grow by Olympic proportions

As Australian Sailing President, Australian Olympic Committee Member and past CYCA Commodore, Matt Allen AM has a comprehensive understanding on the impact of the new Mixed Two Person Offshore Keelboat event for the Paris 2024 Olympic Games on the wider sailing community. The new event meets World Sailing's three key aims of reducing the cost for Member National Authorities (MNAs) and competitors, increasing spectator viewership and achieving gender equality in the sport.

To address the first aim, "There was the desire to pick equipment at as late a stage as possible, to stop the 'Arms Race' between nations," Allen said. He explained the parameters that came out of the Mid-Year Meeting to select a long "list of boats, I think there are about twenty so far, that are on the radar screen. The chosen boat, however, may ultimately be selected from outside that... I am part of the Working Groups that are trying to make it as much of a sailor's event as possible. The boat needs to be relatively easy to sail, and by that, I mean without foils and has a standard boat set up."

There are some questions raised about the details of how the event will take place, in terms of the technology

allowed on board and what the racing will look like. However, the official decisions will not be made in the short term, so Allen gave his insights.

"Personally, I would like to see the rigs locked in a one design dock tune, where crews can't move the rigs.

"I'd like to see the sailors be given limited weather information on board. Obviously, they would need to have enough navigational information, but I don't think they should be able to download GRIB wind files and make it a navigator's race." Allen felt that although there are detailed forecasting models that can provide in depth information while offshore, there should be a clear limit on the amount of technology allowed on board, including autopilot. "I think that we will end up deciding to not allow it.

"The exciting part is, that everyday yacht clubs around Australia, even the world are talking about short-handed and two-handed sailing.

"We've been seeing some trends, such as foiling in recent years, and we're now seeing a trend of short-handed sailing." Allen mentions that a common complaint in yacht racing is maintaining and campaigning a large crew, and the complexities and high

expenses involved. In the past, yachts around 30 feet were popular, however in the last decade their popularity has been replaced by TP52s and Fast 40s. He believes this return trend towards 30ft yachts as offshore racers are a way around the issue and will show that there is already a large percentage of people that sail keelboats offshore.

"There will be a huge growth over the next four to eight years in the sport." Including the event in the Olympic schedule has the aim of increasing spectatorship. Allen commented that although he's not involved directly in the Working Group addressing that issue, he has faith that those involved, such as offshore navigator and pioneer in sports broadcast graphic enhancements, Stan Honey, and offshore tactician and World Sailing Vice-President, Gary Jobson, will tick that box.

"The fascinating thing is that we've got a sporting event that goes through the night, which is unlike any other sport in the Olympics." Allen continued that the ability to produce content twenty-four hours a day, "is both a challenge and an opportunity. We have to be able to show good quality vision throughout the night."

"There will obviously be a tracking system, though it's debatable as to whether competitors should be allowed to see it or not, and that's to be had another day. Then there's the question of whether spectators will be able to see it live or by some sort of delay."

"We need a tracker plus on-board footage that is streamed live so that spectators can choose to look at an individual boat, such as the Australian boat, and see what they're doing. Whether they're on deck sailing the boat, down below having a sleep or whatever." There are countless possibilities of what people could watch on board each of the yachts competing.

In 2014, the International Olympic Committee handed down a gender balance quota that required all sports to achieve gender equality, in terms of both participants and available medals, by the 2024 Olympic Games. Every Olympic Sailing class had gender balance, except the Men's heavy weight single-handed event in the Finn. The Laser for men and Laser Radial for women maintained the gender balance ratios, as did the Nacra 17 for the Mixed Multihull event.

Allen commented that, in part, this was, "Essentially how we ended up with the Offshore Mixed Two Person event."

It is now up to MNAs and individual class organisations and boat manufacturers

to propose equipment to be included on the potential equipment list for the Mixed Two Person Offshore Keelboat. The list will enable all involved parties, such as event organisers, competitors and MNAs, to utilise equipment that is affordable, available and reliable on their continent, promoting fairness in opportunity.

The inclusion of the Offshore Mixed Keelboat event in the Olympic Games for 2024 is inviting a considerable percentage of sailors into the Games who have never before had that opportunity. Though there are some questions to still be answered about the class, Allen believes that Olympic sailing is setting the trend for equality and growing the spectator appeal to sailing in the Olympics. 📌

## ENTRIES OPEN FOR 2020 PONANT SYDNEY NOUMEA

Entries are now open for the Cruising Yacht Club of Australia's 2020 PONANT Sydney Noumea Yacht Race, the Club's longest ocean race spanning 1,064 nautical miles.

Following the reintroduction of the race after a 20-year hiatus, the 2018 PONANT Sydney Noumea was widely regarded as a great success by the 22 entrants and the Club in general – with the event paving the way for the 2020 race.

The Notice of Race for the 2020 PONANT Sydney Noumea has been released, with entrants encouraged to start preparations early to give themselves the best chance of success.

The 2020 PONANT Sydney Noumea Yacht Race will start on Saturday 6 June 2020, starting on Sydney Harbour with boats heading north east for a finish at the Cercle Nautique Caledonien in Noumea, New Caledonia. The PONANT Sydney Noumea also acts as a gateway event to the Groupama Race around New Caledonia, which commences on 17 June 2018.

"The PONANT Sydney Noumea Yacht Race is one of the Cruising Yacht Club's great adventures – and one of offshore racing's biggest tests," CYCA Commodore Paul Billingham says.

"We encourage entrants from our Club, across Australia and around the world to enter the 1064-nautical-mile mission. We can't wait for June 2020."

PONANT have been the proud naming-rights partner of the race since 2017, signing an extension in December 2018 to again back the 2020 race to Noumea.

"The Sydney Noumea race is an exciting event for serious competitors,

sailing through a range of challenging navigation and sea conditions for 1,064 nautical miles. Following our involvement last year, and working together, we appreciate even more the benefits both organisations receive through this continued partnership," Vice President PONANT, Asia Pacific, Monique Ponfoort, says.

"There is a positive synergy with the CYCA, as yachting is part of PONANT's DNA and 30-year heritage maintained through our three-masted sailing yacht, *Le Ponant*, and the rest of the small ship fleet. It seems only fitting that we can portray this further through our involvement with this exciting race."

The overall winner of the 2018 PONANT Sydney Noumea Yacht Race was Sebastian Bohm's *Smuggler* in a time of 5 days, 6 hours and 44 minutes. Michael Martin's *Frantic* claimed line honours in a time of 4 days, 2 hours, 23 minutes. 📌



Seb Bohm and team after winning the 2018 PONANT Sydney Noumea Yacht Race. Credit - Bryan Gauvan



## Matt Allen AM, Tim Cox and CYCA acknowledged at Australian Sailing awards

The Cruising Yacht Club of Australia, Members and key contributors have been acknowledged for their excellence and dedication over the past year at Australian Sailing's 2019 NSW/ACT Sailing Awards.

Matt Allen, Tim Cox and the CYCA as a whole were acknowledged for their significant contributions to sailing in the sport's key state awards evening, held at the CYCA in Darling Point on Saturday.

Allen claimed the Offshore Sailor of the Year title, having taken numerous yacht race victories over the past 12 months in his TP52, *Ichi Ban*, including 1st IRC and ORCi Audi Centre Sydney Blue Water Pointscore and 1st IRC at Airlie Beach Race Week. Additionally, Allen and his team came 2nd IRC in Noakes Sydney Gold Coast Yacht Race, and jointly won the 2018 CYCA Ocean Racer of the Year Award with Wendy Tuck. His TP52 *Ichi Ban* was named 'Yacht of the Year' by the Royal Ocean Racing Club in the UK in November 2018, for which they received the Somerset Memorial Trophy.

Cox claimed a Lifetime Achievement Award, a fitting reward following an extremely significant contribution to Australian Sailing and to the sport in NSW. Beyond volunteering for various roles in many Club Committees, Cox was the Race Committee Chairman for Rolex Sydney Hobart Yacht Race from 2002 to 2017. By extension, the role of Race Committee Chairman extended to other major offshore races in NSW, including the Sydney Gold Coast Yacht Race and the Blue Water Pointscore series. He also performed the duties of Race Committee Chairman for the reinstated PONANT Sydney Noumea Yacht Race and numerous other regattas.

The Club shared the Sport Promotion Award alongside other Clubs for its part in running the promotion of the Invictus Games 2018 Sydney Sailing competition. The

CYCA played a significant part not only in the running of the event but in the promotion of the sport and the Invictus Games overall. Key bespoke editorial pieces were not only planted on both its owned marketing collateral but picked up by other key editorial outlets including local papers such as the Wentworth Courier, with the event also broadcast on ABC TV. The Club additionally hosted the official Invictus Games sailing after party, which was acknowledged by many as a celebration that would be long remembered.

"The Club's acknowledgement for its promotion of the Invictus Games is a great honour and reflective of the hard work so many people put into both staging and promoting the Invictus Games at the Club," CYCA Commodore Paul Billingham says.

"The on-water action was first class and the off-water party was one that the participants said they'd remember forever. We should be very proud that, as a Club, we've left lasting memories on so many worthy recipients.

"Matt has been one of Australia's great sailors for many years and this award further cements his place in CYCA history. Matt and *Ichi Ban* continue to do great things both in CYCA races and around the country - and we look forward to him continuing his fine form well into the future.

"Tim has contributed so much to the Club over an extended period, particularly around his leadership of the Rolex Sydney Hobart Yacht Race. We thank him once again for his tremendous effort and see this award as a fitting tribute to his outstanding contribution to the CYCA and to sailing overall.

"Congratulations not only to all the award winners but all the nominees too - it was a great year for sailing and one we are all hoping to build on in 2019 and beyond." 📍

### TWO-HANDED SAILING'S EXCITING FUTURE

The Cruising Yacht Club of Australia will accept two-handed entrants into its key events including the 2020 Rolex Sydney Hobart Yacht Race.

The CYCA's Board unanimously passed a proposal from the Club's Sailing Committee to include two-handed divisions into a number of its races from 2019, something that the Club hopes will attract the next generation of sailors to CYCA events from across Australia and around the world.

The CYCA will provide a platform for two-handed yachts to participate in a four-race series - comprising two races of the 2019 Ocean Pointscore in addition to two races in a 2020 two-handed division.

The two-handed series, to conclude in April 2020, paves the way for two-handed participation in the 2020/21

Audi Centre Sydney Blue Water Pointscore, starting with the 2020 Noakes Sydney Gold Coast Yacht Race and culminating in the 2020 Rolex Sydney Hobart Yacht Race.

"We are excited to announce the inclusion of two-handed opportunities for sailors across the country and around the world," CYCA Commodore Paul Billingham says.

"We hope this decision attracts the next generation of sailors and boats to CYCA events - we're looking forward to seeing new participants in the two-handed division in our races from across Australia and around the world.



"Hopefully this results in 10 or 15 additional boats in the Rolex Sydney Hobart from 2020 and beyond." 📍

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## WONDERFUL WINTER WARMERS

The CYCA's Café 44 has a fresh-look new winter menu! It features some classic options as well as a host of new meals which are perfect for the cooler months and is available now.

Whether you're looking for a meal with a special someone, or to catch up with family, sailing buddies or business contacts, this menu run by the award-winning Blond Catering has something for everyone.

Highlights from the new-look winter menu include mixed-grain salad, fish pie, pork and fennel sausage pizza, hot seafood platter and sweet potato wedges.

Café 44 serves breakfast, lunch and dinner, every day of the year - from 8am onwards!

Where else would you rather dine?!

To book a table call (02) 8292 7892



## CELEBRATE IN STYLE

Our exclusive 75th Anniversary merchandise range is selling out fast - don't miss your piece of Club history, available in-store and online now! From technical jackets to business shirts, fast-dry caps to our classic polo, there's something for everyone in this limited-time range. Don't forget Members save 20 per cent on all items in the range.

Additionally, the Club's spring/summer merchandise range is also available for purchase - visit [shop.cyca.com.au](http://shop.cyca.com.au) to shop online or browse the range at the Club, adjacent to reception.

## HOBART FLEET BUILDING

The fleet for the 2019 Rolex Sydney Hobart Yacht Race - the 75th Sydney Hobart - is building nicely with 100 yachts entered at the time of print.

The Cayman Islands-registered *Caro* is one of the latest, returning to the race after a five-year hiatus. Two multiple-race-winning yachts, *Love & War* and *Quest*, have officially announced their return, with many more expected before entries close on 25 October. *Oskana* (previously *Victoire*) is another previous winner who's registered for the 2019 Rolex Sydney Hobart, having won the Tattersall Cup in 2013.

Simon Kurts' Sparkman & Stephens 47, *Love & War* is one of only two yachts to ever win the Tattersall Cup three times - in 1974, 1978 and 2006 - and is making

her triumphant return after a few years' absence from the great race. Alongside her entry is Bob Steel's TP52, *Quest*, a two-time overall winner in 2008 as *Quest* and 2015 as *Balance*.

The 2019 Rolex Sydney Hobart could also feature a strong fleet of rookies. New to offshore racing is Mark Spring, who has entered *Highly Sprung*.

Spring bought the Beneteau 45 in Thailand before racing her in 2018 Hamilton Island Race Week. She won the Pittwater to Paradise earlier this year - and now Spring has his sights set on Boxing Day.

"We've been putting in the time and effort on the water and done some team performance evenings and lots of races to get ready for the Hobart," Spring says.

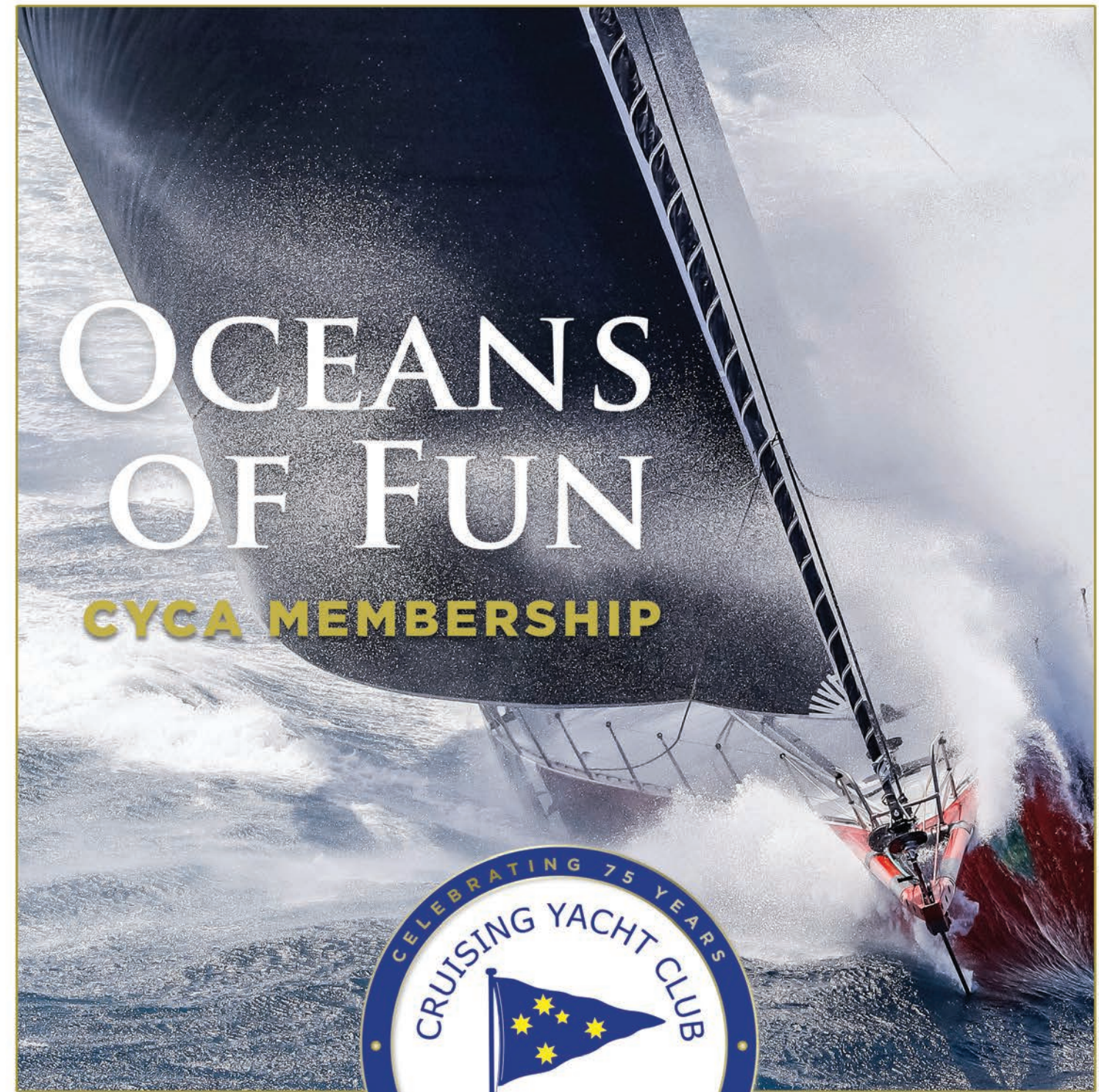
"I've chosen some mates that sail a bit, and then some others who have sailed a lot. We've got a well-rounded team and some that are serious offshore racers."

The bulk of the 2019 Rolex Sydney Hobart Yacht Race fleet currently sits in the 40-50ft range, where most yacht owners have their eye on the Tattersall Cup for the overall win. French entrant *Daguet* (Mylius 50), *About Time* (Cookson 50) and *Carrera S* (Marten 49) are just some of the Rolex Sydney Hobart first-timers, who join the likes of race veterans *Black Sheep* (Beneteau First 45), *Chancellor* (Beneteau 47.7) and *Last Tango* (Salona 44) in the hotly-contested range.

For more on the Rolex Sydney Hobart Yacht Race visit [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com)

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# Golden opportunity

The upcoming Noakes Sydney Gold Coast Yacht Race is not to be missed for a variety of reasons writes OLIVIA PRICE



Sydney Harbour will again burst with brightness as an eclectic mix of almost 80 yachts start the 2019 Noakes Sydney Gold Coast Yacht Race on Saturday 27 July. The event is the opening act of the Audi Centre Sydney Blue Water Pointscore Series that attracts those from far and wide, as they use the race as a qualifier for the momentous 75th Rolex Sydney Hobart Yacht Race.

Seven TP52s will stage their own race within the race for divisional handicap honours in addition to the overall trophy for IRC victory. The 2018 finish for the overall prize saw the TP52s claim second to fifth places overall, proving the boat's competitiveness in all weather conditions. Yet, it was Bruce Taylor's Caprice 40, *Chutzpah*, that stole the show and claimed overall victory.

Taylor stayed true to his word and has entered this year's 34th running of the 384-nautical-mile race for the 'Great Winter Escape'. The race plays an integral part in his commitment to an elusive Rolex Sydney Hobart win, which he describes as a "pathological obsession or sheer madness". The 40-foot Reichel Pugh design, which is his sixth yacht of the same name, has achieved numerous

'almosts' in the race north; first in its division in 2007 and 2014, along with multiple podiums in other years.

Many crews, including *Chutzpah* navigator Kingsley Piesse, call the Noakes Sydney Gold Coast "the proving ground" before the ultimate offshore hit-out, the Rolex Sydney Hobart. The Hobart entrants and teams not only use the race as a qualifier, but also use the chance to cement their crews and what changes need to be made before the great race.

Shane Kearns' Sparkman & Stephens 34, *Komatsu Azzurro*, has re-entered the Noakes Sydney Gold Coast, looking for her third win in the event after winning on IRC and ORCi in 2015 and 2017. Kearns has his eyes on the Rolex Sydney Hobart prize, but knows the importance of preparation as the key to success.

"*Azzurro* has had many improvements and has won many big offshore events," says Kearns. He has poured countless hours into the yacht's restoration over the past five years, but they "have been the best of my sailing life and the journey continues. *Azzurro* is just starting to reach her potential," with their eye on the overall win.



Chutzpah Crew Overall Winners 2018 (Kingsley Piesse, Bruce Taylor, Peter Fletcher).  
Credit - Nic Douglass



Shane Kearns' Komatsu Azzurro will be back as one of the smallest entrants to keep the David and Goliath battles continuing. Credit - Andrea Francolini





Black Jack and Wild Oats XI battle for Line Honours in the final miles of the 2018 Noakes Sydney Gold Coast Yacht Race - Credit - Michael Jennings Creative

*Chinese Whisper*, makes her return to the 34th running of the race after a few years' absence since 2016, under new co-ownership of David Griffith and Rupert Henry. The JV62 is in contention for both the overall and line honours podiums, achieving second in both the 2015 race, and fourth in both in 2016 while also winning IRC in Division 0.

The Army Sailing Club's 9.3m Jarkan *Gun Runner*, is the smallest boat in the 2019 fleet. Skipper Maurice Young believes that the Army values of courage, initiative, teamwork and respect tie in well with the sport of sailing. Two hundred novices are put through the Army's sailing training program every year, with the Noakes Sydney Gold Coast Yacht Race forming part of their training for the 75th Rolex Sydney Hobart, starting on Boxing Day later this year.

Known as a navigator's race, the lottery-like conditions that are typical for the northern escapade are a new-comers nightmare. There is usually a vast range of weather expected for the North Coast of New South Wales as the fleet makes their way to the finish line off Main Beach at Queensland's Gold Coast. The mixed bag entered for this year's race means that perhaps, for one lucky yacht, this will be the biggest race of their life.

Of course, the TP52s are in contention for the overall win, however there are close to 60 yachts that could deny their victory. Just some of them are experienced ocean racer Carl Crafoord's Cookson 12 *Sail Exchange*, as well as Gerry Cantwell's Victorian entry *Carrera S*, who is making their Australian offshore racing debut in the Noakes

Sydney Gold Coast, as part of their campaign for the 75th Rolex Sydney Hobart.

Noakes Group owner and prominent ocean racer Sean Langman has claimed line honours in the 384-nautical-mile race multiple times and calls it his favourite ocean race on the sailing calendar.

"It's close to shore, a good distance, tactical and heads to a great destination," Langman said. Earlier this year, Noakes Group and the CYCA announced a further four-year partnership for the race, after Noakes Group first became naming-rights sponsor in 2018.

As part of the partnership, sailing fans can watch the start of the Noakes Sydney Gold Coast live from anywhere in the world. The coverage of the start will be live streamed to the Noakes Sydney Gold Coast Yacht Race website and Facebook Page. Included in the footage will be expert commentary from sailing professionals and the ability to have your questions answered in real-time on the platforms. The coverage will combine both on-water and aerial cameras to provide a world-class experience for the audience.

Sleepless nights are not just for those sailing in the race, as spectators are able to use the Yacht Tracker to continue the personal viewing 24 hours a day, with every yacht being tracked throughout the entirety of the race.

The Noakes Sydney Gold Coast Yacht Race will start at 1300hrs on Saturday 27 July on Sydney Harbour. For all the latest visit [www.goldcoast.cyca.com.au](http://www.goldcoast.cyca.com.au)



The strong number of TP52s will prove hard to beat for the overall win. Credit - Andrea Francolini



*Chinese Whisper* will be a top contender for line honours and is not short of ocean racing experience. Credit - Rolex/Stefano Gattini





# THE JOURNEY TO THE Everest of ocean racing

Entering the Audi Centre Sydney Blue Water Pointscore is easier with some preparation  
writes HAMISH HARDY

*Entrants of all shapes and sizes tussle on the single start line to try and get an edge over their opponents. Credit - Hamish Hardy*

Blue water racing has been an integral part of the Cruising Yacht Club of Australia since its inception in 1944 and the very first Sydney Hobart Yacht Race. Since then, the Club has prided itself on running some of the finest ocean racing events with yachts from not only around Australia but globally making the journey to take part in the Audi Centre Sydney Blue Water Pointscore Series (Audi Centre Sydney BWPS).

The Audi Centre Sydney BWPS can be entered by all who have an eligible yacht, with races in the series ranging from a day-long sprint in the 85-nautical-mile Bird Island Race, to the Everest of ocean racing, the 628-nautical-mile Rolex Sydney Hobart Yacht Race. There is a race to appeal to all sailors!

Even with so many different designs, sizes and makes of yachts taking part, the playing field is leveled through competitors being divided into different handicapping divisions and categories to suit each yacht's situation. These handicapping systems are broken up into the three major categories.

The first is IRC where each yacht's rating (her 'handicap') is calculated using measurements of the boat; her length, weight, draft, rig size, sail area, and specific characteristics and features.

The second is ORCi which measures how a racing crew can reach their boat's theoretical performance potential. An alternative to IRC it has grown in popularity as it provides stability documentation which is required as part of entry.

## ENTERING THE BLUEWATER POINTSCORE



The third is PHS which takes in to account the previous performance of the crew and yacht and compares it against other yachts in the fleet. Through this system the smallest of yachts entered can take on the 100ft supermaxis and win overall.

Before any racing can take place though, there is a strict process through which the yacht and crew must adhere for the organisers to verify the entrants are ready and prepared for the race ahead. This process is created with a great deal of safety in mind and making sure all participants are prepared not only as a team with experience, but also through the equipment which will take them on each and every adventure.

The first step is to read the Notice of Race which outlines the specifications of the race and requirements that need to be met which will allow for a successful entry into the race.

Once these have been read and understood, a yacht is able to enter the race through the online entry system which will collate the appropriate documentation. This documentation largely spans across details about the yacht's specifications to ensure the safety of both the yacht and the crew on board. This includes, but is not limited to, information about the yacht's construction details, with any additions or modifications to the original design along with the stability specifications of the yacht. These all together, along with safety equipment checks, allow for an assessment into the adequacy and safety of the yacht entering to take on the challenge.

The entry process does not just involve the owner of the yacht but also all the crew who are planning to embark on the race. The make up of the crew is subject to a set of guidelines with a certain number of crew having extra qualifications. Crews qualifications which are required by a selection of the crew include a Long Range (Marine HF) Radio licence, First Aid Certificate, Sea Safety Survival Course and having a specific number of crew with previous race experience in similar ocean racing situations.

This year's series will also include the newly introduced Commodores Cup. This is a team event which pits Club against Club in a three yacht team for the best IRC placings across the Noakes Sydney Gold Coast, Cabbage Tree Island and Rolex Sydney Hobart Yacht Races.

With these specifications met, the final piece in puzzle is to venture out to the start line and embark on the journey of a lifetime. With this year marking the 75th anniversary of the Club and running of the Sydney Hobart Yacht Race there is no better time to join in this iconic ocean racing series and make history with the hundreds of yachts and thousands of sailors who have already taken part in this epic journey. ⚓



*Entrants heading out Sydney Heads as they make their journey south in the Flinders Islet Race. Credit - Hamish Hardy*



# 75 Years Strong



The Cruising Yacht Club of Australia's big birthday, celebrating three quarters of a century of blood, sweat and cheers, is in full swing. What a journey it's been - and it's only just getting started.



Crew onboard Kathleen who sailed in the first Sydney Hobart Yacht Race in 1945



Commemorative plaque given to all competing yachts in the 1945 Sydney Hobart



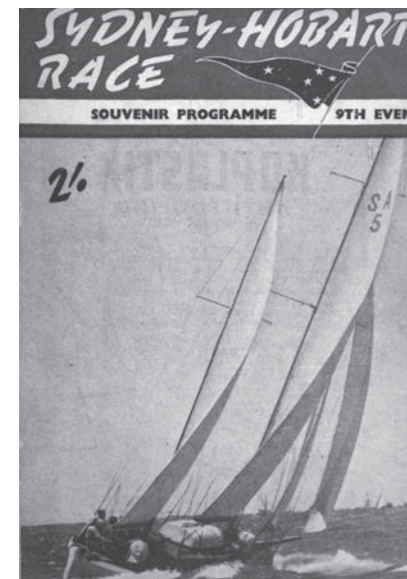
Yacht Rani and her crew who won the first Sydney Hobart Yacht Race



Well-known sailor and Club Member, Syd Fisher, who won Yachtsman of the Year in 1971 along with many other achievements



The front of the Clubhouse in 1956 before the many additions to the marina and Club building



One of the annual Sydney Hobart official programmes which include stories on what is to come and notes on all competing yachts



One of the 1962 Sydney Hobart Yacht Race crews aboard their yacht Ondine



Magnus and Trygve Halvorsen in 1966 who were well known for their sailing achievements and yacht designs in many offshore races



The Associates Committee has been an integral part of the Club throughout its history. The Associates Committee pictured 1975

J H Illingworth who skippered Rani to victory in the very first Sydney Hobart Yacht Race



The 1972 CYCA Publications Committee which were integral in the ongoing Offshore magazine

Images courtesy of the CYCA Archive







Scott Andrew and Chris Cribbs and the CYCA Ocean Racer of the Year awards

Ever since its humble beginnings, the Cruising Yacht Club of Australia and its Members have taken ocean racing to new heights, both in Australia and overseas. The story of the CYCA, however, began in 1944 when some keen sailors started meeting informally in a photographic studio in Sydney. They soon acquired a boat shed in Rushcutters Bay and the rest, as they say, is history.

In 1945, soon after the Club came into being, a planned cruise to Hobart quickly turned into a race and the famous Sydney Hobart Yacht Race was born.

The race captured the imagination of the Australian public and it soon developed into an international yachting classic, now proudly sponsored by Rolex, attracting competitors from around the world.

Over the years the Clubhouse has been developed into a stylish and practical headquarters where races and regattas are coordinated and organised.

These days, the CYCA is the 'Club of choice' for its almost 3,000 members, sailors and non-sailors, who enjoy the world-class facilities, the extensive sailing calendar and the social programme of Members' nights, prizegivings and just relaxing in the Sydney Hobart Bar after a hard-fought race.



The Clubhouse which many early Members came to know and love, pictured 1958



Spectators watching the yachts leave Sydney after the 1962 Sydney Hobart Yacht Race start



The Clubhouse deck has seen many Members and guests cross its planks, with unlimited stories to tell. Credit - David Colfelt







1993 marked the start of the very successful CYCA Youth Sailing Academy which has gone on to introduce hundreds of youth sailors to yachting



Each year yachts of all sizes and nationalities return to Sydney Harbour for the start of the Great Race.



Boxing Day each year brings thousands of family, sailors and spectators down to the Club to see the competitors before their 628-nautical-mile journey to Hobart

“  
 The 75<sup>th</sup> anniversary is a significant milestone for the Cruising Yacht Club of Australia – and a year-long celebration we want to conduct involving Members and guests alike ”

This year marks the 75th anniversary of the Club – in addition to the 75th Sydney Hobart Yacht Race – the Club has already commenced celebrations of the significant milestone, including the “official” birthdate at Founders’ Day.

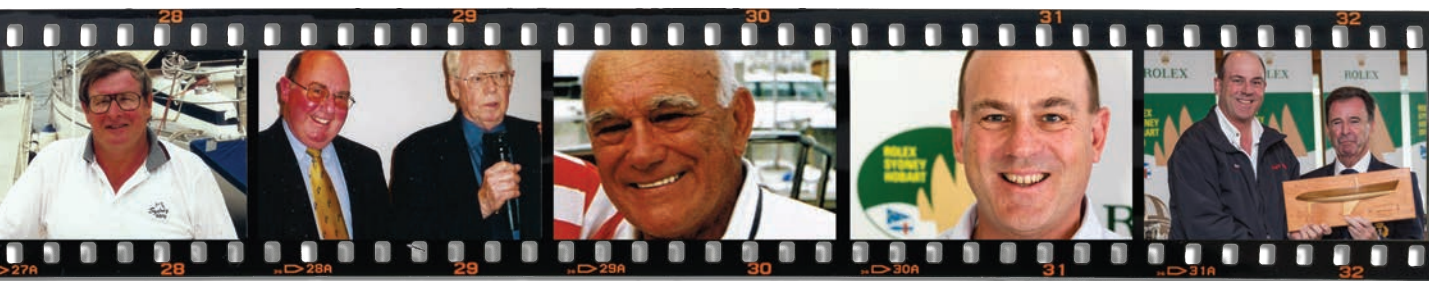
“The 75th anniversary is a significant milestone for the Cruising Yacht Club of Australia – and a year-long celebration we’re conducting involving Members and guests alike,” Commodore Paul Billingham said. “We encourage all to come to the Club and join the party and trust this celebration is one befitting of our founders, current Members and the future of the organisation too.

“We can’t wait to celebrate and look forward to seeing everyone at the Club and on the water to join in the fun.”

To all those who have contributed along the way on the 75-year-long journey – volunteers, sponsors, Members, guests, participants, officials, staff, management and Boards – we thank you... and look forward to an even bigger and brighter future.



Gordon Ingate, a Member of the Club for over 70 years, was given the honour of cutting the 75th Anniversary cake on Founders’ Day 2019.



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Shane Kearns skippering his prized Komatsu Azzurro in the Rolex Sydney Hobart Yacht Race. Credit - Rolex/Studio Borlenghi

## IN THEIR OWN WORDS Shane Kearns

**CYCA Member Shane Kearns has been a regular in a number of Club events – including the Rolex Sydney Hobart – but his journey to the startline hasn't been easy!**

"Why don't you get yourself a little sailboat?" So said my wife Lorraine (Member since '10) in 2013 after we had sold our Sydney Harbour water taxi business and I was getting on her nerves.

Reminding her of that fateful statement has been the only card I can play when I tell her about the latest (expensive) idea I have to make the boat go faster.

However, back to the beginning.

My background is 25 years Australian Army (Royal Australian Engineers), six years as Principal of a sailing school and 10 years owner/operator of a water taxi business on Sydney Harbour – retired since 2013. Now retirement seemed like a good idea at the time, but I soon realized I needed something to do. I needed a project!

From that initial statement of hers, I had the green light to get a small, used sailboat to keep me occupied. Fortunately for me, Lorraine loves a project as well and is just as driven as me to have things exactly right. When I mentioned I had a small, 33-year-old boat already in mind that could win the Rolex Sydney Hobart Yacht Race, she didn't laugh, so that was a good sign.

I had completed about 12 Sydney Hobarts at this time and was still as keen as ever to try and win on handicap, no matter the odds. I have enjoyed this daydream so much over the years, that I have now won the race several times, (in my head), and am currently the world record holder for Hobart wins. I know before you can win something you need to be able to see yourself doing it, so I have that covered.



One of the smaller yachts in the fleets which it competes but capable of taking on all conditions. Credit - Rolex/Studio Borlenghi

My search had been for boats that were winners in their day and now just needed a bit of work to get it back up to being a race winner again. The boat I found was a 1981 S&S 34 called *Shenandoah II* from Sandringham Yacht Club in Melbourne. From my research, this boat had won everything in Melbourne during the 80s up to the mid-90s as an IOR racer and again under the IMS rating system.

*Shenandoah II* fitted all my criteria except the part about "a bit of work". The broker sent me photos of the boat and it looked really good for only \$40,000. When I arrived at the boat for the first time, I realised what a fantastic photographer the broker was. It was the same boat, but he had found some amazing angles to photograph just enough of the boat to make it not only look seaworthy but in excellent condition.

The reality was very disappointing.

I almost walked away without even going on board but had spent money on an airfare and accommodation so decided to have a look anyway.

How depressing.

There was not one piece of serviceable kit on deck and the interior was like looking into the abyss. Everything was either seized or broken and mould was everywhere. There was a bird's nest in what passed as the galley, (the birds had long ago vacated the dismal surrounds on health & safety grounds).

However, with my usual rose-coloured glasses firmly in place, I offered half the asking price if we could do a deal right now. The broker was speechless that I could offer up such an insulting amount for this magnificent example of Olin Stephens design. No matter how many flaws I pointed out to him after my 15-minute inspection, he assured me a bit of polish would fix them all. We could not agree on a price, even if he threw in the said can of magic polish, so I flew back home to Sydney very dejected even though common sense told me I had dodged a bullet, probably several!

About two weeks later, the fantastic photographer with a silver tongue and access to magic polish, finally started to show himself as a master broker.

Over the next three months we stalled in our negotiations many times as the bargaining went back and forth for what he described as the Black Caviar of race yachts. Finally, in late February 2014, he had me at the princely sum of \$23,000 for a boat that I knew needed the equivalent of the national debt spent on her.

The deal was done, and I immediately flew back to have the boat surveyed to confirm what I already knew.

On the day of the inspection it was raining heavily. The surveyor and I had to wear wet weather gear inside the boat because there were so many leaks. After five minutes, the surveyor left with no charge as he said he could not, in good conscience, take money from someone as demented as me.

Feeling a little bit of "what have I done?", I climbed off the boat to the safety of the pontoon to reassess things. Just then, two guys came along and started looking at the boat and saying what a fine vessel it was, and it will be great once you fix her up a bit. I immediately felt better until they introduced themselves as the owner of the boatyard and the shipwright business that operated there.

They must have been good friends with the broker because they also mentioned the magic polish.

As the boat was not seaworthy enough to sail the 500 miles back to Sydney, I decided to do some minor works at the boatyard and then sail the boat home.

First job was the get all the old mouldy "safety" gear off the boat from the interior. This gear all went directly into the skip bin. Next, I laid out all the sails that came with the boat to see what was useable and was pleasantly surprised to see I had enough sails to eventually get to Sydney, if it were not too windy. The mast was removed for a service before the trip to Sydney and I lined up the local mechanic to give the engine a service.

The boat was then lifted out and placed in an open sided shed, so it at least had some cover from the Queensland sun while the few minor jobs were getting done. All I really wanted to do was give the bottom some antifoul and install some basic instruments, as well as the mast and engine



“ The entire boatyard, who had been involved in the project since day one, now also believed that this boat could win the Rolex Sydney Hobart! ”

service. I even had an electrician have a look at the general electrics on board.

They were all a very pessimistic lot, and all said they could not fix anything to a standard required for a 500-mile trip to Sydney. This was a bit of a set back and required a trip back to Sydney over the weekend to come up with Plan B.

As mentioned previously, we like a challenging project and this boat seemed to fit that brief perfectly.

We started a job list that weekend and by Sunday night I had a scope of works for the next seven months to get the boat ready for that year's Rolex Sydney Hobart. The list was quite long and building a new boat from scratch would have required a shorter one.

I flew back to Queensland Monday morning and the first day of the next five years started.

First off, all the deck gear was stripped off - winches, tracks, clutches, pulpit, pushpit, hydraulic back stay controls, traveller track, broken instruments, and stanchions.

Second, everything was stripped out of the interior - engine box, engine/gearbox/shaft drive, broken toilet, small sink, pieces of galley, more broken instruments and old radios etc, batteries, water and fuel tanks, stairs and bunks.

There was now nothing inside or out, so the true condition of the hull and deck could be assessed. The deck was soft in several places which all needed to be replaced. The hull was cracked and pieces of the ring frame inside were damaged and needed rebuilding.

It took three months to do all the fibreglass repairs and prepare the topsides for painting. New white flowcoat was applied inside and a primer and undercoat applied to the topsides and deck.

Amazingly, the boat started to look like it had come alive.

Next, the now "optimistic" electrician rewired the entire boat and installed all new instruments. A brand-new diesel engine and gearbox with new shaft drive was installed. My sail maker flew up from Sydney and designed the new deck layout in consultation with the mast builder. All deck gear was purchased and installed. The deck layout changed from three tracks each side to one long track and from seven winches to four. A new double spreader rig was purchased with both a

removable inner forestay and removable check stays to stop the mast pumping when reaching in high winds.

The tiller and rudder were serviced and reinstalled for the time being. All new sails were ordered that would be delivered in time for the 2014 Rolex Sydney Hobart. Finally, the topsides and deck final coats went on in September and we now had a race boat!

In early October, after seven months in the shed, the now-named *Azzurro* was put in the water and the new mast installed. The boat had been transformed from a hulk to a sleek and even modern looking S&S 34 and all who saw her for the first time thought her to be brand new. The entire boatyard, who had been involved in the project since day one, now also believed that this boat could win the Rolex Sydney Hobart!

We were still working on the boat on Christmas Day to get it ready for the Hobart start the next day, but the job list was slowly shrinking.

The race was a typical Hobart with a bit of everything and we finished a credible third in division for our first hit-out.

So far, the best we have done in the Hobart is that third overall in IRC but we won the Hobart on ORCI overall in 2015, as well as the Corinthian division. *Azzurro* also won the Sydney Gold Coast race in 2015 and 2017 overall in both IRC and ORCI. Our top speed so far has been 18 knots downwind on a surf and constant 9-12 knots is easily achieved downwind in 20-25 knots of breeze.

People often ask "why not buy a new and/or bigger boat." Most would just buy a boat and go sailing without all the emotions that have gone into the *Azzurro* journey. However, a small number of people see what could be when looking at something that had been great once but has long since been forgotten. Like people, sometimes things need a second chance as well. In my case, the right person found the right boat at the right time. The past five years have been the best of my sailing life and the journey continues. *Azzurro* is just starting to reach her potential and she will one year win that Rolex Sydney Hobart yacht race, just like the S&S 34 Morning Cloud did in 1969.

Some people say it is great that I have saved an old sailboat from the scrap heap, but the truth is, the old sail boat saved me. Without a project, I am a bit rudderless. I need that constant goal to keep me on course and performing at my best - just like *Azzurro*! ⚓

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# Commodore's Ball

June's inaugural Commodore's Ball saw Members and guests continue the year-long celebration of 75 years of the founding of the Club by raising much-needed funds to support the Youth Sailing Academy's fleet of Elliott 7 boats.

The full house who filled the beautifully decorated Freya and Morna rooms, brought our Club to life and also witnessed examples of how the work of the YSA has made such a difference over the past 25 years.

Through the generous support of sponsors - including notably The Freedman Foundation, The Royal Sydney Yacht Squadron, Matt Allen AM, Standard Communications, Robert Oatley Wines, GME but also so many others - the Club raised the target of \$33,400 needed to put new sails onto the entire Elliott fleet.

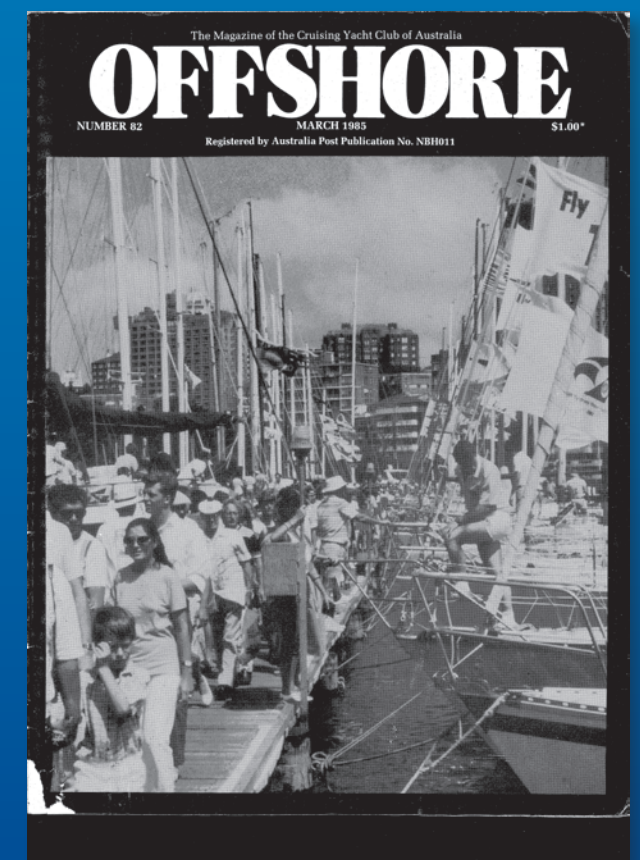
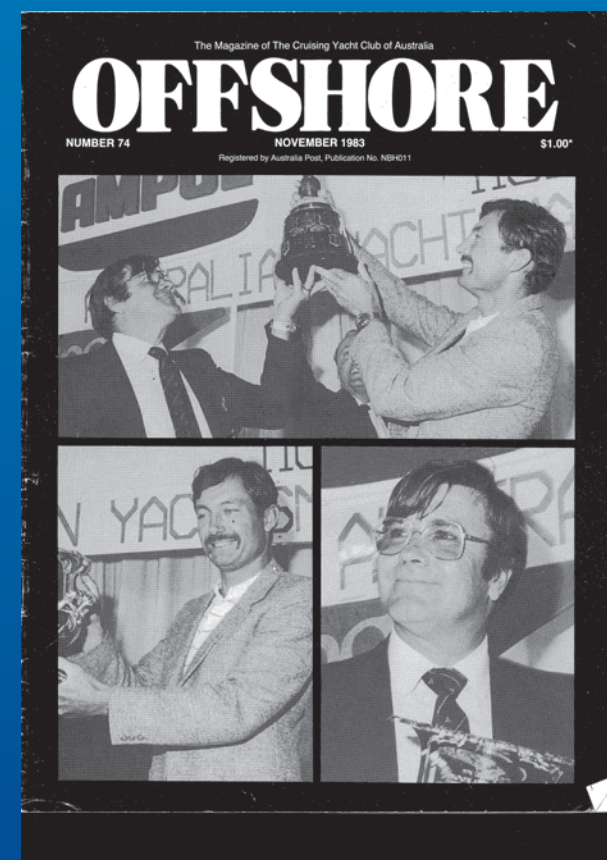
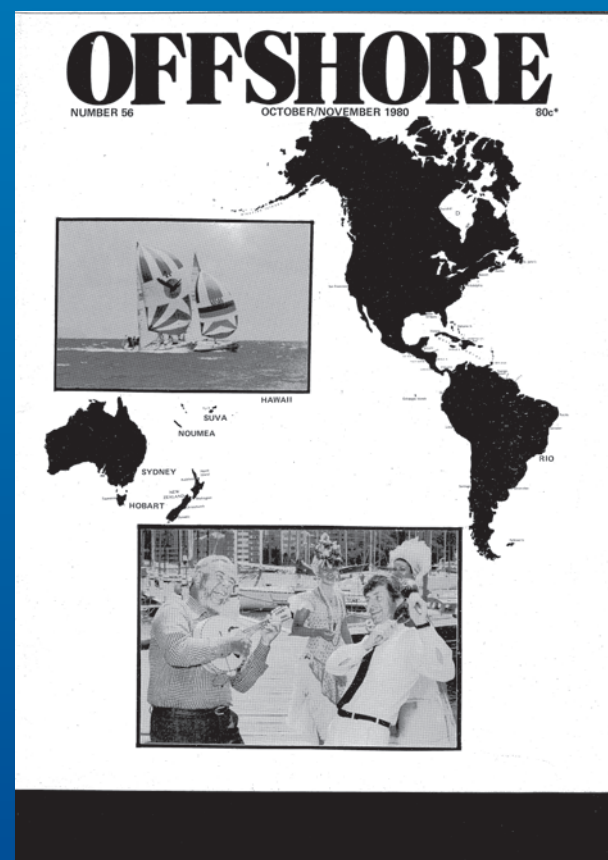
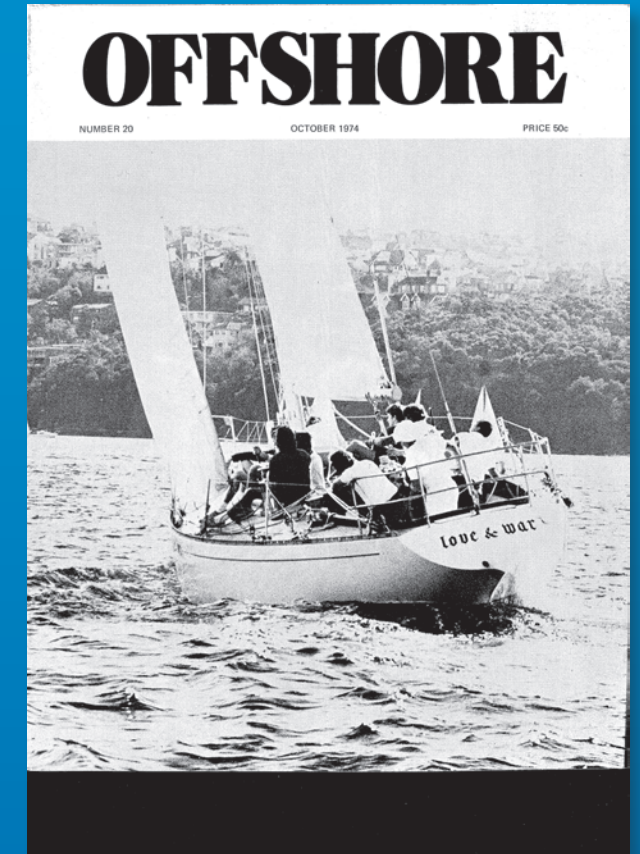
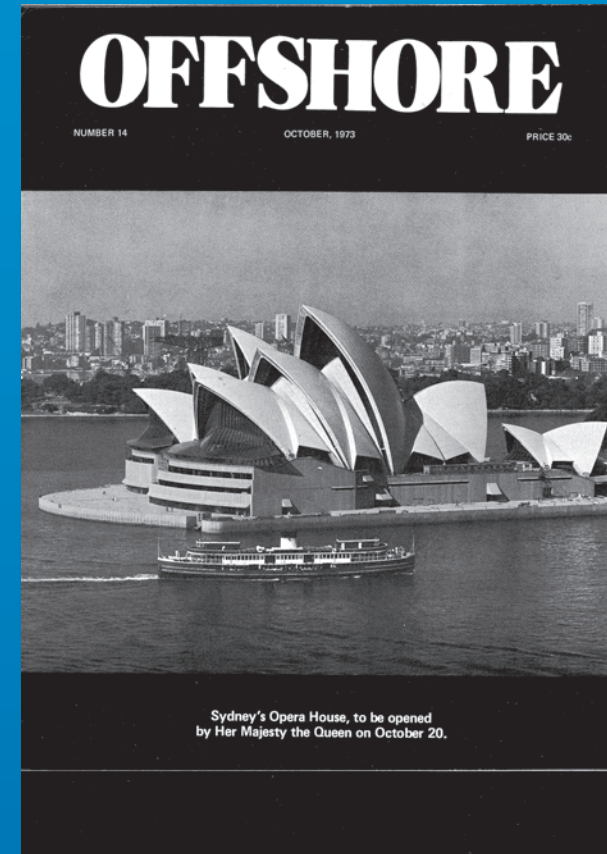
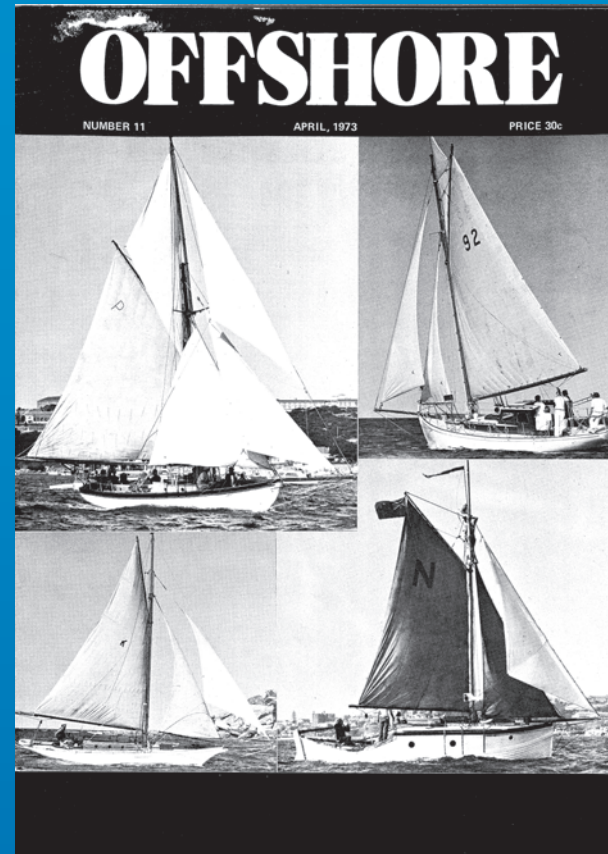
It was a night that will live in the memory of those who attended for many years - with another unexpected beneficiary being the Breakfast Club which saw a significant uptake in sales the next morning as Members valiantly sought to back up for Winter Series racing!





# From the Archives

This issue, as part of the celebration of the Club's 75th anniversary, we look at some of the great Offshore covers from yesteryear. You can read a large number of old issues of the official publication of the CYCA on our website - [cyca.com.au/offshore/](http://cyca.com.au/offshore/)







# Southern comforts

The 2019 Rolex Sydney Hobart has a special vessel trailing the fleet - and some other iconic itineraries around the world...

A lucky group of CYCA Members and sailing enthusiasts are preparing for a once-in-a-lifetime experience onboard PONANT's *Le Lapérouse*, following the yachts in the 75th Rolex Sydney Hobart race - a sold-out voyage undertaken in partnership with the CYCA.

*Le Lapérouse*, named after the famous French navigator and explorer with links to colonial Australia, is compact at just 128 metres in length, with just 92 suites and staterooms, but with special touches that have helped forged PONANT's reputation for luxury adventures.

After many months of planning, all details have been meticulously reviewed, including the positioning of the ship outside Sydney's iconic headlands for the start of the race, the intimate stopovers in picturesque bays as *Le Lapérouse* heads south and arriving in Hobart to join the celebrations following the event. An absorbing itinerary developed in close collaboration with the CYCA to appeal to those not actually sailing in the classic event itself.

You may have seen *Le Lapérouse* during a brief visit to Sydney in February (when she was moored around the corner from the CYCA off Point Piper), in which case you would have been impressed by her compact size and contemporary lines - more mega yacht than liner.

Currently undertaking her inaugural season of voyages around Australia and New Zealand, including the remote Sub Antarctic Islands and Melanesian islands, she is, at this moment enjoying a series of 10-night Kimberley coast luxury expedition voyages.

On board, there is a Jules Verne-like surprise in store. PONANT's *Le Lapérouse* features a world first: an underwater multi-sensory lounge, Blue Eye, located beneath the water line on all six new PONANT EXPLORER ships. This intimate space features two large glass portholes, shaped like the eyes of a cetacean, looking out to the marine world. Digital screens project images filmed live by three underwater cameras strategically placed to

record the marine environment. A sound system, capturing the natural sounds of the sea through hydrophones, transmits into the lounge, while "Body Listening Sofas" discreetly vibrate in unison while streaming aquatic acoustics. Quite the place to be while contemplating a quiet glass of chardonnay, complimentary, of course.

In addition to technology and creature comforts, sustainability is a focus of PONANT's approach to tourism, recognised locally by being awarded the inaugural 2019 Travel Daily Travel & Tourism Sustainability Award for Ocean or Ocean Based Cruise Operator. From initial design stage of PONANT's ships to landings, everything is done to reduce environmental impact: carefully developed itineraries, fleet-wide use of low-sulphur marine fuel (LS MGO), eco-friendly paint coatings, raising awareness among passengers and crew for responsible behaviour on board and during landings. The company has a dedicated team with an ambitious goal: to have zero impact on the visited ecosystem when disembarking, thus preserving the fauna, flora and populations.

Expeditions, accompanied by up to 12 local expedition guides selected for their knowledge and expertise, contribute to guest experiences both on board and in the field, providing fascinating lectures and valuable insight into the culture, history and wildlife of the regions. Travelling with renowned anthropologists, marine biologists, historians, botanists, geologists, naturalists and ornithologists, enables guests to gain a greater understanding and appreciation of the destinations to create a rewarding and memorable experience.

*Le Lapérouse* - and indeed the entire PONANT fleet - run luxury cruises and expeditions to all parts of the world. Whether you're intent on following the Rolex Sydney Hobart, cruising the Caribbean, experiencing the Arctic or something in between, they have something that's sure to tickle your fancy. Visit [au.ponant.com](http://au.ponant.com) for an impressive range of destinations and itineraries on offer. ⚓



## LE LAPÉROUSE'S 2019 ROLEX SYDNEY HOBART ITINERARY

### SYDNEY - 26th December

Watch the start of the 75th Rolex Sydney Hobart

### FLINDERS ISLAND - 28th December

Explore the crystal-clear waters

### WINEGLASS BAY - 29th December

Fossick around the Freycinet National Park

### HOBART - 30th December (until 2 January)

Celebrate at the finish line of the 75th Rolex Sydney Hobart



# COMING ATTRACTIONS

MON	TUES	WEDS	THURS	FRI	SAT	SUN
<b>JUNE</b>					01 Commodore's Ball	02 CYCA Winter Series - Race 5 InterClub Series (NCYC)
03 \$15 barramundi & chips	04 Modern Mast & Rigging Information Evening \$15 pasta special	05 World Environment Day \$15 Café 44 special	06 \$20 Angus rump & chips Members' Badge Draw	07 Rolex Giraglia (7-15th) (YCI)	08 World Oceans Day	09 Women's Winter Series - Race 2
10 Queen's Birthday Public Holiday \$15 barramundi & chips*	11 \$15 pasta special	12 Trivia Night \$15 Café 44 special	13 \$20 Angus rump & chips Members' Badge Draw	14	15	16 CYCA Winter Series - Race 6 InterClub Series (RSYS)
17 \$15 barramundi & chips	18 \$15 pasta special	19 75th Rolex Sydney Hobart Yacht Race Entry Information Evening \$15 Café 44 special	20 \$20 Angus rump & chips Members' Badge Draw	21	22	23 CYCA Winter Series - Race 7 InterClub Series (RPAYC)
24 \$15 barramundi & chips	25 Day of the Seafarer \$15 pasta special Transatlantic Race (NYC)	26 \$15 Café 44 special	27 \$20 Angus rump & chips Members' Badge Draw	28	29 CYCA Match Cup	30 CYCA Winter Series - Race 8 InterClub Series (CYCA)

MON	TUES	WEDS	THURS	FRI	SAT	SUN
<b>JULY</b>						
01 \$15 barramundi & chips	02 Sails: Now & Future Information Evening \$15 pasta special	03 \$15 Café 44 special Australian Maid Youth Match Racing Regatta (3-7th) (DSC)	04 \$20 Angus rump & chips Members' Badge Draw	05	06	07 CYCA Winter Series - Race 9
08 \$15 barramundi & chips	09 \$15 pasta special	10 Trivia Night \$15 Café 44 special Transpac Race (TYC)	11 \$20 Angus rump & chips Members' Badge Draw	12	13	14 Women's Winter Series - Race 3
15 \$15 barramundi & chips Governor's Cup (15-20th) (BYC)	16 Information Evening \$15 pasta special	17 \$15 Café 44 special	18 \$20 Angus rump & chips Australian School's Match Racing Championship (18-21st) (RYCT) Members' Badge Draw	19 Winter Season Prizegiving	20 Captain John Piper Regatta (20-21st)	21
22 \$15 barramundi & chips	23 \$15 pasta special	24 \$15 Café 44 special Members' Badge Draw	25 Noakes Sydney Gold Coast Yacht Race - briefing \$20 Angus rump & chips	26	27 Noakes Sydney Gold Coast Yacht Race Match Racing Regatta Grade 4 - YSA (27-28th) (NCYC)	28
29 \$15 barramundi & chips	30 \$15 pasta special	31 \$15 Café 44 special				

\*Public Holiday surcharge applies

For the latest on CYCA events, functions and racing, make [CYCA.com.au](http://CYCA.com.au) your homepage.



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## ROLEX AND YACHTING

The world of Rolex is filled with stories of perpetual excellence. For Rolex and yachting, it began with the New York Yacht Club in 1958. Over the years, the partnership has grown, upholding the most celebrated offshore races and classic regattas. The relationship continues to deepen, supporting fearless crews with their flawless teamwork, and the technology that moves the sport of yachting into the 21st century. Now and in the future, Rolex is and will be a part of the challenge of the seas. This is a story of perpetual excellence, the story of Rolex.

*#Perpetual*



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