

OCTOBER/NOVEMBER 2019

OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA



THE STAGE IS SET!

ACTION HEATING UP IN AUDI CENTRE SYDNEY BLUE WATER POINTSCORE SERIES AS ROLEX SYDNEY HOBART NEARS

JPK PACIFIC

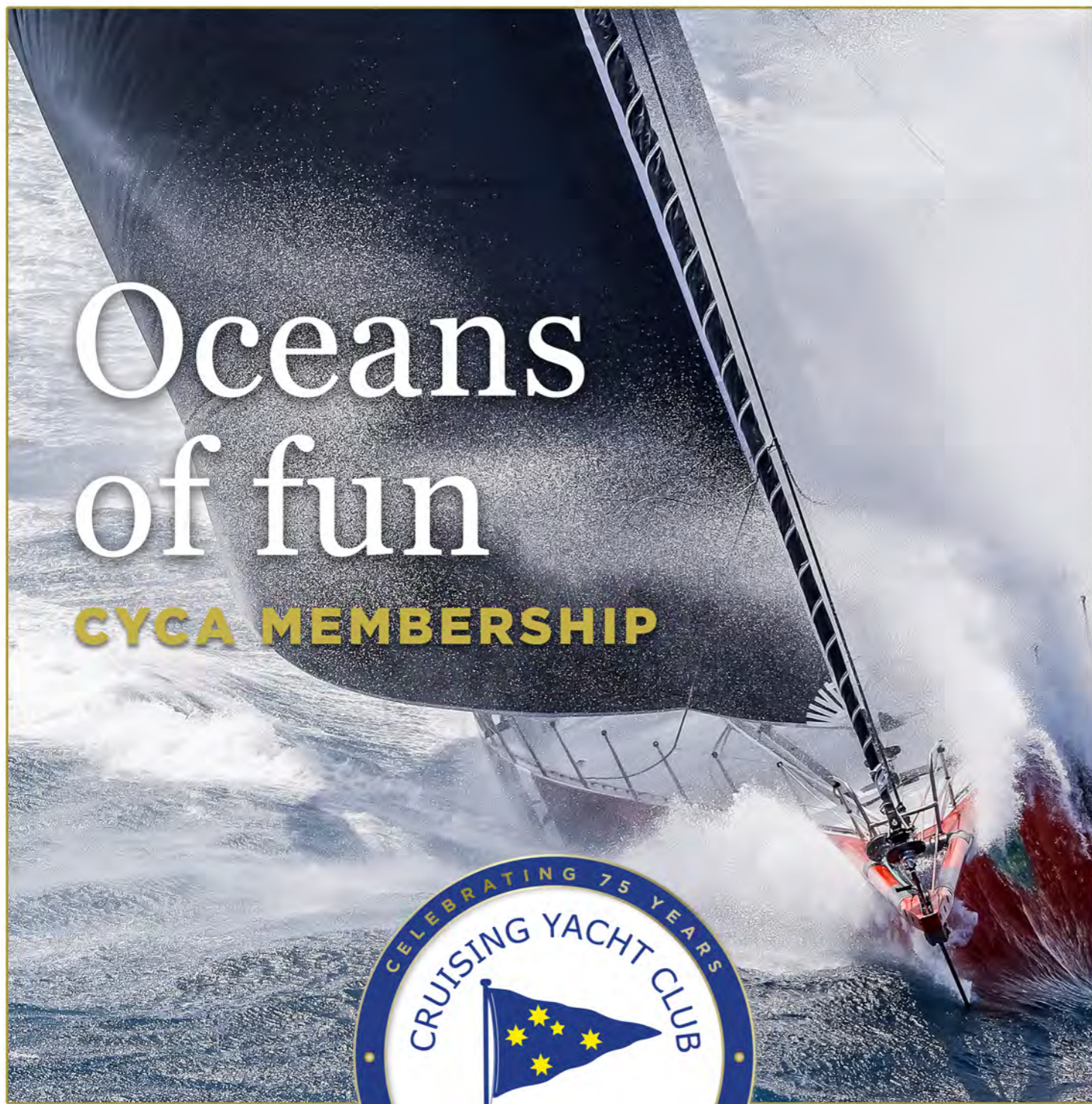
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The Audi Centre Sydney Blue Water Pointscore is heating up, ahead of the 75th Rolex Sydney Hobart Yacht Race. The excitement is building! Credit - Hamish Hardy/CYCA

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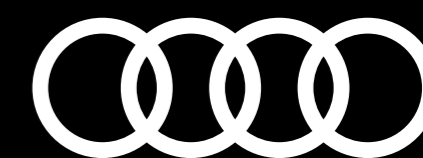
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COMMODORE PAUL BILLINGHAM

At the helm

The past two months at the Club have been dominated by the ongoing development of the long-term Strategic Plan. In early October the Board delivered its ideas for Members' comment and after all feedback is in, expects to settle on the vision, values and key long-term strategic objectives at its November meeting.



The draft plan as shared with Members had real focus on building on what already makes the Club great; and committing long-term to taking a leading role in the sport of sailing.

Four major pillars to implementing the strategy were identified, which will guide the Board and Management annually to discuss and agree initiatives to lead the Club in a decisive, consistent and transparent direction for years to come. Comprising "Leadership in sailing"; "Building on-water activities"; "Optimising value for members"; and "Developing great people", these long-term strategic objectives, supported by strong governance, financial discipline, asset management and a true long-term perspective should bring the Club great stability into the future.

Once the final Plan is agreed by the Board it will, once again, be shared with Members before implementation begins in 2020 - this is the Club's first comprehensive strategic plan and it will be a real benefit to have an aligned Board, Management and Membership as to the future direction of the CYCA.

Planning is now substantially advanced for the Rolex Sydney Hobart Yacht Race with 170 yachts registered as at the closing date. This incredible result has been reflected in the entries for the Audi Centre Sydney Blue Water Pointscore with huge fleets in the three races to date and upwards of 80 yachts expected for the Cabbage Tree Island race in December.

The Sailing Office team now work with Rolex Sydney Hobart entrants

to ensure as many as possible make it to the start line on Boxing Day. Off the water all shore-side plans are set in place with perhaps the biggest challenge where to dock so many vessels at the finish!

Hobart is, however, up to the challenge

“
Planning is now substantially advanced for the Rolex Sydney Hobart Yacht Race with 170 yachts registered as at the closing date.
”

and in early October I was pleased to travel there to attend the Tasmanian media launch of the race at the home of our finishing partner, Royal Yacht Club of Tasmania. This was a huge success with excellent coverage in the sailing and non-sailing press and really signalled the official start of the build-up.

October also saw the completion of Rob Mundle's wonderful biography of the Sydney Hobart Yacht Race. To be launched at the CYCA in early December, this book is the definitive story of the great race and tells the history in a thoroughly readable and engaging way - focussing on the yachts, sailors, stories and legends. I am especially grateful to the group of Life Members who helped Rob proof the manuscript, spending many hours making sure the facts were all squared

away - thank you Tony Cable, David Kellett AM, John Keelty and Peter Shipway.

The weekend of 7 & 8 December sees the Sydney Hobart Classic Yacht Regatta come to the CYCA. With a number of Hobart winners set to appear - including *Solveig*, overall winner in 1954; *Love & War* which won on handicap in 1974, 1978 and 2006; Nigel Stoke's *Fidelis* which was first yacht home in 1966; and Patrick Broughton's *Kialoa II* which claimed line honours in 1971 - this visual spectacular will be a true curtain raiser for the summer and is not to be missed. Members are encouraged to get out on the water and watch history come alive on Sydney Harbour.

There is of course so much else to celebrate at the Club - including the two recent SOLAS dinners at the CYCA and also hosted by our friends at Newcastle Cruising Yacht Club; the continuing string of victories by our Youth Sailing Academy; the deserved admission of Adrienne Cahalan into the Australian Sailing Hall of Fame; and weekly epic battles on the water in our Sharp EIT Monday, Wednesday and weekend fleets.

But I wanted to end by paying special tribute to Past Commodore Matt Allen AM who this month retired as President of Australian Sailing. What Matt and his team have achieved over the years of his presidency is to fundamentally transform our sport for the better - we are proud that he is part of the CYCA. ⚓

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Tasmanian Premier Will Hodgman (centre with Tattersall Cup) launches the 2019 Rolex Sydney Hobart alongside race legends (l-r) Ed Psaltis, Bob Foster, David Kellett AM, Luke Watkins and Iain Murray AM.

Hobart heroes launch historic 75th Rolex Sydney Hobart

Tasmanian Premier Will Hodgman, past winners of the Rolex Sydney Hobart Yacht Race and key supporters from across the country gathered in early October at the Royal Yacht Club of Tasmania (RYCT) in Hobart to launch the 2019 Rolex Sydney Hobart Yacht Race.

More than 40 key stakeholders including Premier Hodgman, Cruising Yacht Club of Australia Commodore Paul Billingham, RYCT Commodore Tracy Matthews, representatives from Tourism Tasmania, Tasports and Events

Tasmania gathered alongside Rolex Sydney Hobart champions including David Kellett AM, Ed Psaltis, Luke Watkins and Iain Murray AM to celebrate the biggest year in the race's history.

"The 2019 Rolex Sydney Hobart Yacht Race, proudly run by the CYCA with great assistance from our long-term finishing partner in RYCT, is going to be one of the most memorable in the event's history," Commodore Billingham said.

"The Hobart history of the race is a rich one.

The Tasmanian capital has, since the race started in 1945, served as the backdrop for the end of the race but also the home of the finishing party – a place where sailors' memories are not only made but where the stories are told and history is written too.

"We're incredibly thankful to our friends in Tasmania for their continued support of the Everest of ocean racing and we look forward to seeing not only Hobart but people from across the state and around the world after Boxing Day for what is the biggest party planned in the history of the race!"

Defending the overall victory in this year's race is local boat *Alive*.

"We are very excited about returning for the 2019 Rolex Sydney Hobart – and defending our

Tattersall Cup title," says skipper Duncan Hine.

"We could not imagine missing the race: The opportunity to compete in both the 50th Transpac and the 75th Sydney Hobart in one year is almost too good to be true. After six days of heavy downwind sailing in the Transpac, the Sydney Hobart may seem like a sprint, but in many ways it is technically much more challenging.

"This year's Rolex Sydney Hobart is certainly going to be a memorable one. We can't wait for Boxing Day and the celebration in our home town of Hobart."

The historic Rolex Sydney Hobart Yacht Race starts, of course, at 1pm on Boxing Day. For more on the Rolex Sydney Hobart Yacht Race visit www.rolexsydneyhobart.com

Youth Sailing Academy's triple treat



The winning Cruising Yacht Club of Australia team of Emma Byrne, Chelsea Williams, India Howard (skipper) and Jess Tavener.

The Cruising Yacht Club of Australia (CYCA) has added all three national match racing titles to their recent Youth World Championship win, winning the Australian Open, Women's and Youth Championships this year. This is only the second time a Club has ever won all three divisions of match racing nationals in the same year, where the CYCA first conquered the triple quest in 2009.

The Australian Match Racing Championship-winning team was led by YSA Head Coach Jordan Reece, returning to the helm for the first time in six years alongside YSA alumni Harry Price and Murray Jones. The CYCA team won against David Chapman of Royal Sydney Yacht Squadron on a countback after a weekend of frustrating conditions.

James Hodgson, Harry Hall, Louis Schofield & Nick Rozenauers claimed the Australian Youth Match Racing Championship for their first time, defeating fellow CYCA team of Finn Tapper, George Richardson, Jess Grimes, Emma Harrison and Jake Liddell 2-1.

It was third time lucky for Hodgson, who until the final day was undefeated in the championship. Hodgson and his crew from the CYCA won 15 races in a row throughout the round robin and semi-finals, but their streak came to an end in the opening race of the Finals against Tapper.

After a delay in racing due to winds of 30 knots across the race course, the Finals went down to the wire in three races. Hodgson clawed back in Race 2, but only just beat Tapper after a finish line infringement saw Tapper penalised.

In the winner-takes-all final race, both boats started evenly, with Tapper just to windward. A close beat to the top mark made sure the boats were neck and neck, with Hodgson only gaining a slight advantage as they approached the top mark, where he extended to take his first Australian Youth title after finishing runner up for the past two years.

The third match racing victory came in the Australian Women's Match Racing Championship, where YSA team of India Howard, Jess Tavener, Emma Byrne and Chelsea Williams were crowned national champions at Mooloolaba Yacht Club (MYC) in Queensland.

Howard and team topped the qualifying stage, yet the start of the first race of the finals went terribly wrong for the team. After Howard received a penalty as well as being called over the start line, the CYCA team clawed the lead back to take the win. Races 2 and 3 went a lot smoother with Howard sailing cleaner and faster to knockout the final series 3-0 to claim her first National Title.

"We are absolutely thrilled with how today went," skipper Howard said after the event.

"We never thought [Sunday] would be a 6-0 day but the girls and our team have improved all week and it all came together."

The YSA's attention now turns to the Musto International Youth Match Racing Regatta, commencing in late November at the CYCA. ⚓

Legends triumph at Australian Sailing's night of nights



Past Commodore Matt Allen AM, Offshore Sailor of the Year. Credit - Gregg Porteous

Some of the CYCA's elite talent from past and present have been acknowledged by Australian Sailing at their recent awards and Hall of Fame Gala Dinner.

This year two CYCA Members received awards, with another two inducted into the Hall of Fame.

Will Ryan, who before campaigning for the Olympics was a part of the Youth Sailing Academy for many years, was awarded the Male Sailor of the year with his teammate Mat Belcher. It is the fourth time that the pair have taken out the award but are still strongly focussed on their upcoming 2020 Tokyo Olympic Games which they go into as favourites.

They have had an excellent year with Belcher and Ryan remaining World Number One throughout the entire nomination period. They dominated their class internationally, as they claimed the 470 World Championships, Ready Steady Tokyo Olympic Test Event and the World Cup Series events in Marseilles and Enoshima. As a result of their stellar year, they have also been nominated for the 2019 Rolex World Sailor of the Year Award.

Past Commodore Matt Allen AM was awarded as the Offshore Sailor of the Year. Allen has had a great success with his 52ft *Ichi Ban* in recent years, winning races across the eastern shores of Australia and internationally being recognised by the Royal Ocean Racing Club as RORC Yacht of the Year for 2018.

Allen is continuing his great form heading into the upcoming summer sailing season with eyes set on the start of the iconic 75th Rolex Sydney Hobart Yacht Race where he will be looking to take another win in the world-famous race.

Brothers Trygve and Magnus Halvorsen are well known

throughout the Club and the yachting industry as champion sailors, yacht designers and boat builders – and their sustained success led them to this year be inducted into the Australian Sailing Hall of Fame.

"Trygve and Magnus Halvorsen are among the most successful ocean racers ever to have sailed out of Australia. Their record performance in the Sydney Hobart Yacht Race is unlikely ever to be broken and overshadow their unquestioned distinction in boat building, yacht design and ocean yacht navigation," said the selection panel.

The brothers were true pioneers of what was to become modern-day boat designing, with their boats achieving great success particularly in the Sydney Hobart Yacht Race with five overall wins (1954 *Solveig*, 1957 *Anitra V*, 1963,64 and 65 *Freya*) and five second-placed finishes.

Congratulations to all CYCA award winners and nominees, including Jessica Grimes (Female Sailor of the Year nominee) who had a stellar year. ⚓



Trygve and Magnus Halvorsen, represented by Nina (l) and Niel Halvorsen, were inducted into the Hall of Fame. Credit - Gregg Porteous



Cream rises to top in Audi Centre Sydney Blue Water Pointscore

After three races in the Audi Centre Sydney Blue Water Pointscore, the divisional leaderboards are starting to take shape.

Matt Allen AM's *Ichi Ban* sits in the top spot in IRC standings, ahead of a string of similar-designed TP52s including *Celestial* and *Gweilo*.

Following a slight gear issue after the start of the Newcastle Bass Island Race, *Ichi Ban* trailed the initial frontrunners out through Sydney Heads, though the team quickly made up the lost ground. Within the first two hours *Ichi Ban* was battling with the front-running TP52s and the larger 60-footers *No Limit* and *Chinese Whisper*.

On the leg from Newcastle to Bass Island it was neck and neck, *Ichi Ban* and *Chinese Whisper* in eyesight from this point until the finish line in Rushcutters Bay. After the latest race in the Audi Centre Sydney Blue Water Pointscore, Allen commented on being close with line-honours winners *Chinese Whisper*.

"It was pleasing to be right there with them at the finish line and at every mark rounding. We sailed the whole way back to Sydney within four or five boat lengths of *Chinese Whisper*, which was very exciting," Allen said.

"Every time we get close to them, they were able to just wriggle away a bit with the extra size. We can get up to

them, but it is very hard to get past them."

The IRC win did not come easily, with varying conditions and an ever-changing racecourse challenging the crew throughout the race.

"It was pretty tricky going up to Newcastle as there were a lot of rain clouds and wind shifts. We were able to use them quite well which put us in good stead at the Newcastle mark. We thought that the leg back to Bass Island was going to be pretty tricky and it certainly was. When we approached Bass Island, ourselves and *Chinese Whisper* were becalmed there and thought the boats behind would catch up pretty quickly."

Allen also commented on the battle they had with Sam Haynes' *Celestial*, who is the PHS Division 1 race leader in the series.

"*Celestial* sailed a really good race, they were always in the hunt the whole way. We had our back against the wall trying to get as much time on them as we could on the way back from Bass Island. Tactically it was one of the trickiest races I have seen in a long time, with the rain clouds, wind shifts and changes in pressure it made it really challenging."

Haynes took PHS wins in the Noakes Sydney Gold Coast Yacht Race and the Flinders Islet Race, however the tricky conditions saw the TP52 drop from the top spot during the Saturday afternoon of the Newcastle Bass Island.

"We've been doing well in the series. We came third overall in the Noakes Sydney Gold Coast and first in PHS which is a great start to the Audi Centre Sydney Blue Water Pointscore - and in Flinders Islet we came fourth overall and first again in PHS," Haynes said prior to the third race in the series.

Vice Commodore Noel Cornish AM's Sydney 47, *St*

Jude, last year claimed ORCi Division 2 victory in the series, and they're on track to do the same in the 2019 season also leading IRC 2. Cornish and his team maintained their divisional lead over *TSA Management*, adding the win to their two second places in the first two races.

Chinese Whisper's line-honours win was not easy either, as *Ichi Ban* were on their stern from Bass Island to the finish line. The two yachts were in a drag race to the finish, matching each other's speed in the pulsing wind conditions.

Owner David Griffith said, "The racing was very interesting with difficult weather conditions. It was all over the place in strength, with torrential rain and then no wind, then great reaching breezes, enabling us to sit at around 14-19 knots.

"It was sad to see *No Limit* retire, as we were having a great tussle and they were leading at that point, so it must be tough for them. Then we went back and forth with *Ichi Ban* all the way around."

Griffiths commented on the tough conditions experienced throughout the Newcastle Bass Island

Race, especially the time from Newcastle to Sydney Heads. "The seaway was all over the place. It died as we approached Bass Island, where we rounded ahead of *Ichi Ban* and we were both then screaming into the finish." ⚓



JPK PACIFIC BACKS CYCA'S TWO-HANDED SAILING MOVEMENT

The Cruising Yacht Club of Australia is excited to announce JPK Pacific have partnered with the Club, signing as naming-rights partners for the 2019/2020 JPK Pacific Two-Handed Pointscore Series.

The partnership between the Club and the Australian arm of the French boat manufacturer further consolidates the CYCA's commitment to two-handed racing, following the announcement of a four-race series, starting this weekend.

"We're elated and thankful to have JPK Pacific join the CYCA family," CYCA Commodore Paul Billingham says.

"We believe two-handed sailing represents the future for some sailors and an exciting avenue we're very keen to explore as a Club. We think the two-handed division is going to add a few more boats to the Rolex Sydney Hobart fleet for 2020 and beyond too!

"We can't wait for the series and we look forward to this being a long and fruitful journey, with both JPK Pacific

and the two-handed sailing movement ahead of its inclusion in 2024 Paris Olympics."

JPK Pacific Directors Paul Glynn and Mattijs Willenborg, awarded the exclusive license to produce and market the best-selling and successful JPK 10.80 and JPK 11.80, saw a great fit with the CYCA.

"The pathway to the exclusive agreement with Jean Pierre Kelbert took a few years to finalise, as his two-year waiting list on a JPKs in Europe and his passion for short-handed racing takes up his time," Glynn says.

"As in Europe and the UK, offering JPK yachts to anyone who sails and wants a podium experience provides a broad market landscape and very happy and converted owners.

"We see some great crossover with the CYCA Membership and competitors and look forward to the 2019/2020



JPK Pacific Two-Handed Pointscore Series."

The first of four races in the JPK Pacific Two-Handed Pointscore Series starts in October. For more information on the JPK Pacific Two-Handed Pointscore Series click on the sailing tab of the CYCA website - www.cyca.com.au

JPK Pacific has a production schedule with the first JPKs to arrive in Australia in May, 2020. For more information on JPK Pacific visit <https://www.jpkipacific.com/> ⚓





Sebastian Bohm has been a regular performer aboard Smuggler.

MEMBER SPOTLIGHT

Sebastian Bohm

If there was a pin-up Member for CYCA sailing, then concert and music promoter Sebastian Bohm is your man. His *Smuggler* team competes in almost every race series offered at the Club, and they achieve some pretty successful results while they're at it.

OFFSHORE: Firstly, how did you get involved in sailing at the CYCA?

SEBASTIAN: I basically grew up sailing in Adelaide where my father owned a lot of yachts growing up. I sort of started off in dinghies, but then I got busy with bands, late nights and touring around Australia for quite a number of years with that.

Then one day I just wanted to go sailing, so went to the Royal South Australian Yacht Squadron because my dad was a member, and started sailing there on some older, more clunky boats. I learnt a lot of things in the offshore races around Adelaide. My dad had a Duncanson 34 with a couple of friends and I started doing offshores in that.

For some reason I was drawn to doing offshore races and the navigating involved with that. I remember I was wearing one of the normal, massive PFDs, not one of those

inflatable ones, god it was horrible! But the boat was a bit slow, even a couple of times the Club called the police because we were about six hours behind the next boat, so there were a few search parties down there for us!

I knew I wanted to get into more offshore racing, so I sold the J24 and bought a Mumm 36, which was a bit of a beast at the time for us. We raced in all of the Port Lincoln and Haystack Island races – and surprised that we're still alive and kicking to be honest with the lack of safety, and knowledge that we had back then!

After four or five years, I bought a Sydney 38 that I named *Slip Knot*; half after the band, half after the knot. We continued racing in Adelaide where I lived, but we had a place and a boat in Sydney. And in the end, work moved me up to Sydney full-time.

I became a Member at the CYCA in 2009 and my dream

was always to sail here. I saw that the Rogers 46 *Celestial* was for sale, and bringing in Bruce Foye as a partner, we bought the boat and got it running as *The Goat*. It was a great partnership and we did two Hobarts together, when I bought him out and renamed it *Smuggler*.

OFFSHORE: What is it that you do then?

SEBASTIAN: I'm a concert promoter, so I organise mostly comedy shows and festivals. I produce a festival called 'Just for Laughs Sydney' and tour most of the big comedians around Australia, New Zealand and Asia. We used to do a lot of music shows.

OFFSHORE: And you used to be in a band?

SEBASTIAN: I've played in lots of bands, actually, one of my bands is called 'Beat Smugglers' – Smuggler was a name that just stuck with me. I was in a band called 'Snap to Zero' when we won Triple J Unearthed and got to record our single, get played on the radio and tour around.

But the sailing got me out of the bars and on the water again. I love sailing and love having a good time. And we've got plans to maybe upgrade at some point and get something a little bigger, so keep an eye out for that.

But this has been a dream to be part of the CYCA and have a boat here on the marina. This is the pinnacle of offshore racing in Australia and I'm not sure what else we'd be doing if we weren't out there. We've had to miss one race already this year and I really don't know what I'm doing on land on a Saturday. We just love being out there as much as possible.

OFFSHORE: You've established a tight crew on board, why do you think they stay with you on Smuggler?

SEBASTIAN: There are a few different reasons, I think! We have a pretty good time. We're all pretty young, and we do have a couple of older guys but they're young at heart! I think we're seen to be having a good time, but also able to be serious on the water and achieving some good results. We're definitely serious when we're racing, but relaxed at the same time; there's never any yelling on the boat.

I want people to have a good time while they're racing hard. You know, we've got a stereo on board which gets a good use on the way out to the start line and during twilights.

We also do all the racing. The last four years we've had the boat we've done pretty much every series the CYCA's put on I think! SOPS, OPS, Noumea and we've done all the regattas.

We've got a lot of females on our crew, especially on the Saturday races where sometimes it's a majority female crew, which is great.

We have people who just want to have a go; they come along and we fit them in somewhere. We don't say no to many people, that's for sure.

And, if you ever hear loud music blaring down the dock, come and join the Metallica party, anyone's welcome!

OFFSHORE: You've had some great successes in recent

years, what are some of the highlights for you?

SEBASTIAN: The big highlight was winning the PONANT Sydney Noumea Race, which was amazing. It was an incredible set of circumstances – we had such a great crew, there was a great vibe around the boat with everyone, the race was outstanding. We were a bit worried about the forecast at the start, but it was just perfect for our boat in the end. It was just an amazing race and we're looking forward to doing it again next year!

Another highlight was coming sixth overall in the 2017 Rolex Sydney Hobart. That was an incredible race that could have been our race! We got down to Tasman Island with a spinnaker up, then floated around the bottom of it before reaching Cape Raoul when the southerly came in, so we then had the spinnaker up the whole way up the Derwent. It was sort of the perfect weather for us, and if we hadn't had made a few mistakes then we may have been even higher up.

That was a big highlight for us, especially finishing the race within 48 hours! I had a colleague of mine from the UK on board, and he thought it was amazing that he got that race – 48 hours of downwind sailing in a Hobart, but it's not normally like that at all.

Another highlight is that the crew is just incredible. Sammy [Price] and Justine [Anson] – if it wasn't for them, there would be no program. They run the ship and are my best friends who I hang out with all the time both on and off the boat. And my wife, Jennifer, she lets me go sailing every weekend and supports the program. And my dad who got me into sailing! We also work together and a lot of the people we work with are into sailing as well.

There's a photo of me somewhere of when I was about five years old with Rowan Atkinson, or Mr Bean. He was obsessed with sailing – he went sailing with dad in Adelaide before his show, but then straight after wanted to go back out that night! They went straight from the theatre to the boat and stayed the night on the boat.

OFFSHORE: With the Rolex Sydney Hobart coming up, how have you been preparing?

SEBASTIAN: Well, we're right in the thick of preparing for Hobart. And we do want to do the Noumea Race again next year. And a lot of our crew are Kiwis, so they're all interested in the Sydney to Auckland race, which unfortunately isn't a CYCA-run race – we might wait until the CYCA puts one on!

You know, we're just staunchly CYCA-loyal and just want to see the Club thrive, so the Hobart race is the focus. We're getting the crew set up, and we've been getting some good results in the Audi Centre Sydney Blue Water Pointscore – it's sort of taken four years really to understand the boat and learn the last one percent of performance. As I said before, possible plans for an upgrade so now just waiting for the right opportunity.

And we just want to back up our Noumea win next year! 📍



Rob Buchanan

Hear from one of our CYCA Members on their experience of the tricky Transatlantic Yacht Race from Rhode Island to the Isle of Wight earlier this year.

After recently texting an old friend, Giles Redpath, I realised that since I sailed with him in 1990, he had become quite an accomplished yachtsman. I've been sailing as Mark Griffith's navigator on *Showtime*, and had talked the two of us to be part of the *Pata Negra* crew, a Paul Lombard designed IRC 46' yacht, as part of the banter. The next thing I knew, we were on the crew for the Royal Ocean Racing Club's (RORC) Transatlantic Yacht Race.

The race takes place every four years, starting at the New York Yacht Club (NYYC) in Newport, Rhode Island and finishing at the Royal Yacht Squadron in Cowes. The NYC is based in a simply stunning mansion and its grounds, overlooking the sound inland from Newport. It has a tradition of cutting-edge sailing with a backdrop of East Coast establishment and tradition.

The NYC put on a lovely reception in the grounds at which I immediately ran into Bradshaw Kellett. He was sailing on *Triple Lindy*, the beautiful Cookson 50 that competed in the Rolex Sydney Hobart Yacht Race last year. Other boats of note included Volvo 70, *Wizard* (formerly *Giacomo*), and 100-footer, *SHK Scallywag*.

Our crew was a mix of the owners' friends, as well as Andy Lis, a young professional skipper who had done a

magnificent job in preparing the boat for the race. *Pata Negra* had just won the Caribbean 600, so the pressure was on to deliver another win in the Transatlantic Race.

The race started 1300hrs 25 June in a brisk south-easterly breeze. It wasn't an eventful start, but we got off well – you don't need any start line shenanigans in a 3,300nm yacht race. During the first 300nm, we were to the south of the rhumb line for two reasons; the Nantucket Shoals and a right whale breeding ground to the east of Nantucket.

We had hoped to head north-west for Nova Scotia, however, an ice exclusion zone was established as the Labrador cold current carried ice south towards the fleet. For another 1,300nm we didn't actually see any ice but interestingly, sailed over the wreck of the *Titanic*. The water temperature was around seven degrees so Mark and I took to base layers and bear suits under oilskins – and beanies didn't come off!

Unfortunately, we heard that *Triple Lindy* retired from the race with a burnt-out alternator. As we didn't have a spare one of those, we were then transfixed on the battery-charging process, as it was directly linked to our ability to make water.

The first two thirds of the race followed the expected format of downwind at the southern fringe of an east-moving low pressure system. Once we popped out of the end of the ice-exclusion zone, the Gulf Stream started to pick us up. It's a bit like the East Australian Current but faster and with more back-eddies. As a Rolex Sydney Hobart veteran, I got the task of threading the eddies, which seemed to be successful as we were sitting first in IRC Div 2 for about 12 days.

Unfortunately, that's where the fun ended, or started, depending on your point of view! As we watched the Azores High Pressure zone start to extend north, we were forced to the north as well, off the rhumb line. The tracker showed how far north we had to go to keep our race moving. *Wizard*, in the capable hands of a load of professionals and a lot faster than us, managed to slip through the closing door just in time and had fair winds all the way to Cowes.

We watched yachts ahead of us grind to a halt, some for days, but managed to keep the boat moving and avoided the dreaded kedge up the English Channel, which some on board had endured in Rolex Fastnet Races past. The last part of the race was challenging, as the wind was highly variable. We finished at 2am on 12



The tricky conditions meant plenty of down time

July in close company with *Lucy Georgina*, who pipped us on the line.

Thanks to NYYC and RORC for a great race and Giles Redpath for the use of *Pata Negra*. His team won't be down for the Rolex Sydney Hobart this year, but Griff and I went on about it so much, I'm sure they won't be far off! ⚓



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YSA PROFILE

India Howard

This YSA sailor is sailing everything from big to small, and she's got plenty on her plate in the coming months.



When India Howard started sailing through her school sailing program at age 14, she could never have dreamt of winning two titles in as many months. Yet after winning the John Messenger Women's Match Racing Regatta in September, Howard then conquered another major title, recently winning the Australian Women's Match Racing Championship for the Cruising Yacht Club of Australia (CYCA).

"If you had told me last year that I was capable of winning the events this year, I would never have believed you. Taking out the Women's Nationals is a great feeling, because I've only spent just over a year on the helm and done four women's events and one youth event," commented Howard after her national championship win.

"I was very happy with our boat handling by the end of the regatta, whereby the adaptation from the Elliott 7m to 6m for this event was one of the key points to our success. Another strategy that worked for us was the amount of communication we had going on board."

The Youth Sailing Academy (YSA) sailor recalled her introduction to the sport. "I started sailing eight years ago, with Ascham Sailing so a school sailing program, which is a pretty unorthodox way to start sailing. At first it was just mucking around in Pacers and that developed into some teams racing a bit more.

"We started to develop our skills and sailed against the boys, where I got really interested in dinghy sailing and



bought a Laser. I sailed that for two years until I finished school, where at the end of year 12 I joined the YSA and did women's squad.

"I think I developed as a sailor a lot through the YSA, learning from other people who were better than I was in the squad, such as the processes of what to do on the boats and communication-wise as well. I tried to factor that into my own sailing.

"I've also taken a lot from my big boat sailing and incorporated it into my YSA sailing and give back to the younger sailors who are still learning as well. We all learn off each other which is really nice."

However, match racing is not the only sailing that the 22-year-old is focusing on, spending time on various competitive yachts in both offshore and inshore racing. In the past few years, she has competed in most of the major offshore races at the CYCA.

"The YSA's enabled me to do my first Rolex Sydney Hobart, two years ago on *Wax Lyrical* with Les Goodridge. It's also enabled me to do so many other things with my career, such as two Noakes Sydney Gold Coasts; on *Wax Lyrical* and on *Patrice*.

"The YSA's also linked me up to sail on *Yarrandi* which is a Marten 49 with David Griffith, which then led to the Brisbane to Hamilton Island Race on *Chinese Whisper*, which was a really cool experience."

Additionally, Howard sailed on Rogers 46 *Smuggler* for the Audi Centre Sydney Blue Water Pointscore Flinders Islet Race, as well as regularly sailing on TP52 *Bush Paul Group* for the Ocean Pointscore Series.

Her inshore sailing resume is also building rapidly, sailing on Etchells as well as in the Farr 40 One Design racing.

"I'm doing the one design with Janey Treleaven on *Finn* - I'm doing bow for her so I'm excited for that.

"So, I've got lots of different sailing coming up, and I'm hoping to go to Hobart at the end of the year!"

From the Archives

Watson's Knaviguessing Know-how

Before carrying on, let's have a look at the solution to the last brain teaser. What did it say?

Sailing the windward leg, where the windward mark bears 045° (magnetic) from the leeward mark and breeze is NE (magnetic) we calculate the set to be running 180° (magnetic) at 2.5 knots. Boat speed is 5 knots, no leeway. We think our compass is correct, whereas it has a deviation of 3° W, calculation of set was made on port tack only (tacking angle 90°). The first reach is 270° (magnetic) and we allow the set found and also assume no deviation. Boat speed is 8.4 knots, no leeway. Actual deviation 3° W. If the visibility of the mark is 0.3 miles, what will be its magnetic bearing when sighted? And what was the actual set?

The essence of the question is the course made good on the second leg. Obviously, we will have allowed the wrong set. Look at what actually happened on port tack during the first leg.

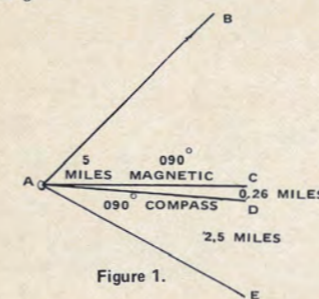


Figure 1.
 AB = Course to windward mark. BA = Breeze
 AC = Track through water on port tack.
 AD = Course thought to be steered on port tack.
 AE = Track made good (actual) DE = Current found
 CE = Actual Current

It can be seen that we have underestimated the set. What effect will this have on the second leg? The CYC offshore Olympic-type course has a 2.8 mile leg. At 8.4 knots, we expect to do this in about 20 minutes.



Figure 2.
 BF = Track to be made good from windward to wing mark.
 FH = Error due to incorrect compass course
 GH = Component allowed for set found (2.5 knots).
 HJ = Balance of set component (.26 knots).
 K = Position when mark sighted.

OFFSHORE - June 1975

The actual set was 2.76 knots, and the magnetic bearing of the mark when sighted was 316°.

In order to round the mark, we will have to douse the kite. In many yachts, a square run in a light breeze can be a loser. Tacking downhill is the obvious answer, so long as you can work out your VMG (velocity made good towards the next mark).

Try this one for size: Course from windward mark to leeward mark 180° magnetic. Breeze is north magnetic at 10 knots. Optimum apparent breeze is 75° on the quarter (15° abaft the beam). Set is 090° magnetic at two knots. Length of the leg 5 miles. If we elect to sail on starboard with optimum breeze and average 5 knots through the water, at what distance from the leeward mark should we return to a 180° magnetic course? Our speed running square is 3 knots.

- Hedley Watson

Address your answers to Watson's Knaviguessing Know-how, C/ OFFSHORE, C.Y.C.A.

At the time of printing we have not received a correct answer to the problem set out in April 1975 OFFSHORE. If no correct answer is received by publication of this issue, the prize for this month's problem will JACKPOT to two bottles of champers.

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2019 Rolex Sydney Hobart Yacht Race Tasmanian Launch

The who's who of Australian sailing - and the Rolex Sydney Hobart - converged on the Royal Yacht Club of Tasmania in early October for the official stakeholder launch of the historic 75th race.

In attendance, in addition to Tasmanian Premier Will Hodgman, were more than 40 key stakeholders including Cruising Yacht Club of Australia Commodore Paul Billingham, RYCT Commodore Tracy Matthews, representatives from Tourism Tasmania, Tasports and Events Tasmania alongside Rolex Sydney Hobart champions including David Kellett AM, Ed Psaltis, Luke Watkins and Iain Murray AM.

To everyone from Tasmania - our volunteers, participants, supporters, sponsors and partners - who assists in the lead-up to, during and after the race each and every year, thank you! We look forward to seeing you at the finish line to celebrate the 75th!



Tasmanian Premier Will Hodgman



Alive's Luke Watkins, 2018 winner of the Tattersall Cup



Westward will play a special role in the 2019 race



Tasmanians have played an integral role in the race since its establishment in 1945



The JH Illingworth Challenge Cup and the Tattersall Cup - the holy grails of the Rolex Sydney Hobart



RYCT Commodore Tracy Matthews



David Kellett AM and Iain Murray AM have given so much to the race - and the sport in general

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ATTRACTIONS

MON	TUES	WEDS	THURS	FRI	SAT	SUN
OCTOBER	01 Australian Youth Match Racing Championship (30 Sep-4 Oct) Beyond First Aid Information Evening \$15 pasta special	02 \$15 Café 44 special	03 Members' Badge Draw \$20 Angus rump & chips	04	05	06
07 Sharp EIT Monday Twilight Series - NP Race \$15 barramundi & chips	08 Noakes 7s Series - Round 1 Youth Sailing Academy School Holiday Course (8-11th) \$15 pasta special	09 Wednesday Twilight Series - NP Race \$15 Café 44 special	10 Strategic Plan Member Forum (1) Members' Badge Draw \$20 Angus rump & chips Australian Women's Match Racing Championship (MYC) (10-13th)	11 Audi Centre Sydney Blue Water Pointscore Series - Newcastle Bass Island Race Short Haul Pointscore Series - Night Harbour Race	12 Strategic Plan Member Forum (2)	13 Market Day by the Associates Committee
14 Sharp EIT Monday Twilight Series - NP Race \$15 barramundi & chips	15 Noakes 7s Series - Round 2 \$15 pasta special	16 Wednesday Twilight Series - NP Race \$15 Café 44 special	17 Members' Badge Draw \$20 Angus rump & chips	18 Australian Sailing Awards and Hall of Fame Gala Dinner	19 Short Ocean Pointscore Series - Gascoigne Cup (RSYS) J70 Australian Championship (19-20th) Rolex Middle Sea Race (RMYC)	20
21 Sharp EIT Monday Twilight Series - Race 1 \$15 barramundi & chips	22 Noakes 7s Series - Round 3 \$15 pasta special	23 Wednesday Twilight Series - Race 1 \$15 Café 44 special	24 Members' Badge Draw \$20 Angus rump & chips Chartered Accountants ANZ Annual Sailing Regatta	25 Beneteau Cup	26 Ocean and JPK Pacific Two-Handed Pointscore - Botany Bay Race	27
28 Sharp EIT Monday Twilight Series - Race 2 \$15 barramundi & chips	29 Noakes 7s Series - Round 4 \$15 pasta special	30 Discover Sailing @ CYCA Wednesday Twilight Series - Race 2 \$15 Café 44 special	31 Members' Badge Draw \$20 Angus rump & chips			

MON	TUES	WEDS	THURS	FRI	SAT	SUN
NOVEMBER				01 Short Ocean Pointscore Series: Morna Cup (RSYS)	02 Short Haul Pointscore Series: Pittwater	03 Short Haul Pointscore Series: Pittwater to Sydney
04 Sharp EIT Monday Twilight Series - Race 3 \$15 barramundi & chips	05 Melbourne Cup \$15 pasta special	06 Wednesday Twilight Series - Race 3 \$15 Café 44 special	07 Members' Badge Draw \$20 Angus rump & chips	08 Audi Centre Sydney Blue Water Pointscore Series - Cabbage Tree Island Race Short Haul Pointscore Series - Night Harbour Race	09	10
11 Sharp EIT Monday Twilight Series - Race 4 Eden Marine High School visit (11-15th) \$15 barramundi & chips	12 \$15 pasta special	13 Wednesday Twilight Series - Race 4 \$15 Café 44 special	14 Members' Badge Draw \$20 Angus rump & chips	15 Rotary SOLAS Charity Regatta	16 Ocean & JPK Pacific Two-Handed Pointscore - Port Hacking Race CYCA Hall of Fame and Member Anniversary Dinner	17
18 Sharp EIT Monday Twilight Series - Race 5 \$15 barramundi & chips	19 \$15 pasta special	20 Wednesday Twilight Series - Race 5 \$15 Café 44 special Harken International Youth Match Racing Championship (RPAYC) (20-24th)	21 Members' Badge Draw \$20 Angus rump & chips	22 ASX Thomson Reuters Charity Foundation Regatta (MHYC)	23 Ocean Pointscore Series - (SSORC) (MHYC) Sydney Short Ocean Racing Championship (MHYC) (23-24th)	24
25 Sharp EIT Monday Twilight Series - Race 6 Musto International Youth Match Racing Regatta (25-29th) \$15 barramundi & chips	26 \$15 pasta special	27 Wednesday Twilight Series - Race 6 Rolex Sydney Hobart Yacht Race Media Launch \$15 Café 44 special	28 Members' Badge Draw \$20 Angus rump & chips	29 SOLAS Trusts Dinner	30 Audi Centre Sydney Blue Water Pointscore Series - Bird Island Race Short Ocean and Short Haul Pointscore Series - David Burke Memorial	

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