

APRIL/MAY 2018

# OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA





Audi Centre Sydney



# Spoil yourself for choice at Audi Centre Sydney.

The largest selection of new and pre-owned Audi vehicles in Australia.



Proudly supporting



Visit Audi Centre Sydney to arrange a test drive today.

Open seven days, 895 South Dowling Street, Zetland  
Tel. (02) 9931 3400 | sales@audicentresydney.com.au



## FLAG OFFICERS AND DIRECTORS

### COMMODORE

John Markos

### VICE COMMODORE

Paul Billingham

### REAR COMMODORES

Noel Cornish

Arthur Lane

### TREASURER

Janey Treleven

### DIRECTORS

Sam Haynes

Tony Kirby

Leander Klohs

Arthur Psaltis

## CLUB INFORMATION

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

### RECEPTION

Monday to Sunday - 0800-1700  
Phone: 02 8292 7800  
Email: reception@cyca.com.au  
Website: www.cyca.com.au

### CLUBHOUSE

Monday to Sunday - Breakfast from 0800

- 03 **At The Helm**
- 04 **News in Brief**
- 05 **Blue Water Cruising to Noumea**  
*The extraordinary experience of sailing 1064 nautical mile across the Tasman and Coral Sea.*
- 06 **Behind the Scenes**  
*What's really involved in getting a race like Sydney to Noumea organised.*
- 07 **In Finn Form**  
*Interview with Finn Tapper about his introduction to Match Racing and the YSA.*
- 08 **Celebrating 25 Years**  
*It's been 25 years since the CYCA introduced the YSA to encourage Australia's next generation of sailors. Includes YSA Regatta Calendar.*
- 09 **Tony on Top**  
*Ocean Racer of the Year Tony Kirby looks at the Blue Water Pointscore series.*
- 10 **Ocean Racer Awards**  
*A snapshot of our winners.*
- 11 **Chinese Whisper: The Team of Two**  
*Interview with Rupert Henry on his double handed Melbourne to Osaka race.*
- 13 **Out of the Blue**  
*Interview with Volvo Ocean Racer, Marcus Ashley-Jones.*
- 14 **Is Foiling the Future?**  
*Reflecting on the first season of competing in a SuperFoiler Grand Prix.*
- 15 **:AP over A: No More Racing**  
*Volunteer Robyn Morton retires after 20 years. She shares some of her insights and achievements.*
- 16 **Blue Water Gear**  
*An article from the archives - 1974 CYCA OFFSHORE magazine.*
- 17 **Calendar of Club Events**

### COVER PHOTOGRAPHY

Tony Kirby's Ker 46, Patrice, sailing out past Sydney Heads.  
Credit: Andrea Francolini

### SPECIAL THANKS

To all involved in the development of this publication, even the smallest insights and suggestions have been most helpful: John Brooks, Tony Cable, Brad Kellett, Rob McAuley, Peter Shipway.

### CONTRIBUTING PHOTOGRAPHERS/SUPPLIERS:

Denis Doyle, Andrea Francolini, Hamish Hardy, SuperFoiler Grand Prix, Hamish Ta-mé, Volvo Ocean Race.

### CONTRIBUTING WRITERS:

Tony Cable, Denis Doyle, Justine Kirkjian, Ross Macdonald, Olivia Price, Jordan Reece

Share your Offshore story or get in touch via email:  
cyca@cyca.com.au



# AT THE HELM

Welcome to the new format for the CYCA magazine, Offshore, I hope you like it as much as I do. It is yet another representation of the exciting developments at the club which will help serve members better. This is truly our magazine.



Credit: Jenny Evans

Our objective with Offshore is to create a more consumable publication which draws out the sailing activities of our member base. We are also very keen to foster the club community spirit, showcasing the work of the Youth Sailing Academy alongside historical writing pieces from Offshore of old. This gives more insight into the spirit of camaraderie which helped grow the club to its current position.

Similarly, the ongoing redevelopment work on the clubhouse will result in much greater value for members as we create a facility of which everyone can be proud. With regular updates to members coming from the CEO in Onshore, and further details in the following pages of this magazine, I won't delve into the depths of the current work status but am pleased to report that we remain on target for an October opening. The end result will be a warm and open club which shows off our enviable Rushcutters Bay location for members and guests to enjoy.

Speaking of which, the temporary clubhouse continues to receive rave reviews from those who visit, and members who attend for social engagements and/or to enjoy the food and beverage options. If you have not had a chance to visit yet then I encourage you to come and appreciate the fantastic atmosphere in our scenic locale.

“  
**If you have not had a chance to visit, then I encourage you to come and appreciate the fantastic atmosphere in our scenic locale.**  
”

No doubt the competitors of the newly titled Audi Centre Sydney Winter Series will be amongst those to enjoy the facilities and I wish everyone taking part in the series enjoyable racing while also welcoming our new partner, Audi Centre Sydney.

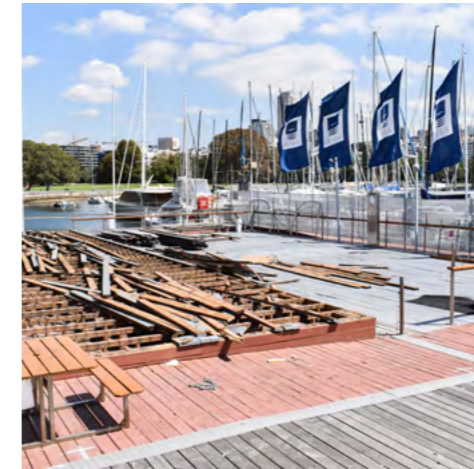
Taking up much of the racing conversation is the upcoming PONANT Sydney Noumea Yacht Race in early June which features a cruising division. It will be fantastic to see that fleet, currently sitting at close to 30 entries, set off across the Tasman and Coral seas to New Caledonia. A fantastic return for the race to our calendar for 2018.

Looking further ahead, the Notice of Race is out for Sydney Gold Coast Yacht Race which is Race 1 of the CYCA's prestigious Blue Water Pointscore, which is also supported by our new partners Audi Centre Sydney this year. It is always an exciting event and with a top-class sponsor on board for the Blue Water Pointscore we look forward to really showcasing the peak of the Cruising Yacht Club of Australia's premier series on our social media channels and on the new club website which launches to coincide with the start of the Audi Centre Sydney Winter Series.

# NEWS IN BRIEF



CYCA CEO Karen Grega taking delivery of the Audi SQ5 from Audi Centre Sydney Marketing Manager, Dearne Riddell



CYCA club demolition continuing at a cracking pace.



From Left: Tara Blanc Ramos, CYCA Commodore John Markos, Chipping Norton Commodore Max Hubbard.

## Audi Centre Sydney

This month we welcome Audi Centre Sydney to the club as sponsor of the Audi Centre Sydney Winter Series and the Audi Centre Sydney Blue Water Pointscore. The agreement will see the Zetland-based dealership partner with the CYCA over the next 3 years and also includes displays at the SOLAS Big Boat Challenge and in the Rolex Sydney Hobart Yacht Race. We are delighted to welcome Audi Centre Sydney to the club and look forward to an exciting partnership across our signature events. Members will no doubt spot the CYCA/Audi Centre Sydney branded Audi SQ5 in the club car park, the vehicle included within the agreement.

## Redevelopment

Redevelopment work at the club progresses at pace with the demolition phase now complete. Over the coming months the new in-ground plumbing system will be installed with the deck, some of which has been lifted, reinstated. The building slab will also be finalised for the cool rooms in the kitchen area. Attendees at the club will most likely not have failed to notice the piling work which has been taking place. This is in preparation for the new roof structure. The redevelopment is progressing smoothly and remains on schedule for completion in October.

## Voyages of Camaraderie

After a hugely successful exhibition at the Liverpool Regional Museum, 'Voyages of Camaraderie' came to a close this month (April) following rave reviews. It represented a fantastic example of how the club's positive influence can stretch beyond traditional boundaries. The exhibition celebrated 25 years of the CYCA Youth Sailing Academy (YSA) with special acknowledgment of the Freedman Foundation and its association with schools in Western Sydney and the YSA. Also featured was local sailing club, Chipping Norton Lake Sailing Club. In the first four weeks of the exhibition, 90% of the visitors to the museum were newcomers which is testimony to the interest in the subject matter and the quality of the exhibition expertly curated by Tony Nolan.





# BLUE WATER CRUISING TO NOUMEA

By Denis Doyle

The 1064nm passage from Sydney to Noumea across the Tasman and Coral Sea will provide all the challenges and rewards of Bluewater sailing.

The journey to Noumea is a magical one. You will be sailing into the sunrise armed with a relatively predictable weather report for the first three days. Then it's on to HF and satellite weather reports, and using your own observations of wind waves and sky.

With luck you will enjoy the South East trades to the Landfall of Amedee Light, a majestic beacon guarding the entrance through the second largest Barrier Reef in the world. Then the focus will be on winding your way through the many reefs and beautiful waters of the lagoon to the port of Noumea. Be sure to have your documents in order and advise Customs of your arrival, after notifying them of your intentions when leaving Australia, for a no fuss entry.

**Port Moselle** is a bustling South Pacific marina with many cruisers stopping over to explore New Caledonia (NC) before moving on to Australia, Papua New Guinea, Indonesia, or waiting for a return window back to New Zealand. You will find a community of sailors and like-minded adventurers.

The lure of fresh baguettes will draw you to the town of **Noumea** that is well known as a French Colonial outpost and retains much of its charm from those days. Fresh food markets are close to the marina and it's only a short walk into the main town for some interesting boutique retail therapy.

The "supermarche" shopping and provisioning is very continental with many treats, delicacies, smallgoods and basics for hearty restocking, after quarantine have emptied your boat of fresh food stores. Venison is a popular item at the meat counter and NC has a very good beef industry.

Fresh crepes from food trucks are a joy as you stroll the streets and browse boutiques, and don't miss cheap eats in downtown Noumea after the sun has set.

From my experience, a 'must visit' is the **Tjibaou Cultural Centre**, a marvellous piece of architecture overlooking Noumea with many exhibits of indigenous Melanesian history and fascinating information of New Caledonia's involvement in WW2.

Once you're ready for getting the sails up again, day trip options from Noumea are plentiful and there are many overnight anchorages accessible to the north and south.

A slightly longer venture but worth it nonetheless is to the **Ile des Pins (Isle of Pines)**. Requiring an overnight stop somewhere like Baie Du Prony, you will tackle the reef strewn passage to stunning Isle du Pin, with the nearby



Denis Doyle avec les baguettes.

**Baie du Kuto** and nearby **Baie du Kanemura**, very beautiful anchorages with beaches of the softest sand.

Snorkelling is magical, baguettes from local bakery fantastic and the history insightful, the 19thC revolutionaries prison worth seeing.

A further journey to the North East Coast will allow you to take in the luxury resort at **Baie D'oro** while more adventurous souls can carefully seek to explore the more northerly **Baie De Gadj** for some of the best snorkelling and fishing in the region.

Once outside the reef, head north to the Loyalty Islands stopping at **Lifou** and onto the spectacular and perfect atoll of **Ouvea**, the scene of some conflict between indigenous peoples and the government in the 90's. The result is an area of little development and unspoiled natural beauty. A respectful approach to the locals will meet with a warm welcome from a naturally shy people.

Head back inside the Barrier Reef to explore the many bays and anchorages along the E-NE coast of New Caledonia where Captain Cook first landed. The area was also explored by the original French explorers of Tasmania and is brimming with the history of those sailors - **Bruni D'Entrecasteaux, Baudin, Freycinet, LaPerouse** to name but a few.

Further north the remote reefs to the NW are pristine beyond expectations and are waiting for those seeking the natural beauty of the South Pacific and the rewards of Bluewater Cruising.

## BEHIND THE SCENES

By Justine Kirkjian  
CYCA Sailing Manager

Organising yacht races is never easy but when the start and finish are in different countries, the scale of the challenge increases in almost every possible way.

After years of running the Sydney Gold Coast Yacht Race and the Rolex Sydney Hobart, our team refines a well-tested process with each iteration. After more than two decades since the last Sydney Noumea race however, we have had to create the race template from scratch.

The key for us is not just getting all the correct information from conversations with our organising partners in Noumea but also from relevant authorities. We then make an educated decision as to the best way to tackle each logistical challenge. Finally, we need to be clearly communicating the necessary information to the competitors.

One of the first processes for us was to address safety during the race and establish clear procedures. In Australian waters we will be working with the Australian Maritime Safety Authority, an organisation with which we already have a close relationship. As the fleet crosses the Coral Sea, it will be the MRCC Noumea (Marine Rescue Co-ordination Centre) which takes the lead. These are important, technical and challenging conversations as we map out many potential scenarios and align closely with these authorities to ensure a safe race.

Another major focus is ensuring the competitors know what's needed from their end. All boats need to be an Australian registered ship or have a temporary pass for their passage to Noumea and another pass for their return journey. Entrants are required to meet New Caledonian quarantine and visa requirements. We have put in a system to clear customs both in Australia and on arrival in Noumea.

For all of our races we organise a container of gear and/or cruising equipment which is sent to greet the competitors at their destination. The difference with the PONANT Sydney Noumea is that it needs to leave Sydney a month before the race. For the Rolex Sydney Hobart we load everything on a truck which leaves the morning of the race. Competitors looking to use this service for the Noumea race will need to plan more than a month earlier than they normally would.

On top of all of our logistics is the language barrier. French is the first language of New Caledonia so to ensure we avoid any errors extra care has to be taken to double check every detail on every process.

Having already visited Noumea I've seen the marina first-hand. It will house all the boats together and with many of the host representatives having visited Hobart this year, they'll be looking to replicate some aspects of that party vibe. It promises to be a really exciting race in every way, including the celebrations at the finish.

For further information about the PONANT Sydney Noumea Yacht Race please contact the Sailing Office via [sailingoffice@cyca.com.au](mailto:sailingoffice@cyca.com.au)





Finn Tapper helms in the CentrePort Regatta 2017.

## IN FINN FORM

**18-year-old Finn Tapper has the world at his feet. Bursting on to the YSA scene in 2016 with a win in his first outing as skipper, he has followed up with podium finishes in a string of recent events.**

Now, as he gets into the swing of his combined Degree in Commerce and Engineering at University of Sydney, Tapper's hoping that a bit more free time will allow him to raise his sailing game further.

Getting into the sport as a co-curricular activity at school it was the YSA's very own Harry Price who, after roping Finn in as crew, helped open his eyes to the opportunity, "Learning from the best is the fastest way to get better. Sailing with Harry is what took it from a hobby to more, wow, this is serious. You can go somewhere doing this."

Tapper is a perfect example of the YSA progress plan in action. He moved through the Development Match Racing Squad and become a YSA stalwart in events such as the Kellett Shield, Hardy Cup and Captain John Piper Regatta, before being fast-tracked into training with the Advanced Squad where his skills grew quickly.

"At the end of that season I got the opportunity to skipper at CentrePort, in Wellington. That was directly after Nespresso so I crewed for the week in Auckland and then went to Wellington and we did really well. We won! That

was a big jump for me. I realised that putting in the hours and training really hard can mean success." Keeping the brakes on Finn's progress, and rightly so, has been his final year at high school. Now with the transition to the less rigid university timetable, he's hopeful of accelerating his development, "I'm looking forward to this year where I can put a lot of effort into my sailing. I've always thought you've got to have a focus, some sort of goal you've got to go towards. For me that is balancing study and sailing because I don't want to go half-hearted with it. I don't want to put in effort and do okay but then know that I could have done better if I'd really committed."

**“ In terms of what role it plays in my life I guess I would say that it's my passion. It's something that I look forward to every week, I get excited for training. ”**

It also seems that the influence of YSA graduates has played a significant role with Tapper keen to emulate his fellow YSA competitors success, "A goal for me would be to win one of the major youth match racing circuit events like the Governor's Cup, Nespresso or CYCA Musto International."

Meanwhile, the young star has more pressing matters at his new place of study, "Sydney Uni had a sailing team but it was shut down. That's something I've been approached about, as a couple of other sailors at the Uni are trying to start up again. I think that's something which would be fun and rewarding to be a part of."



## CYCA YOUTH SAILING ACADEMY CELEBRATING TWENTY-FIVE YEARS

By Jordan Reece  
Head Coach YSA

It is 25 years since the Cruising Yacht Club of Australia introduced the CYCA Youth Sailing Academy (YSA) to the shores of Rushcutters Bay, with an ambitious plan to encourage and support Australia's next generation of sailors.

As we enter our 25th season, more than 400 athletes have graduated from the world-renowned sailing academy with many not only regularly competing in CYCA events and holding membership at the club, but going on to represent the club at international events. YSA sailors past and present have competed in events such as the Olympic Games, America's Cup, Volvo Ocean Race, World Match Racing Tour, SuperFoiler Grand Prix and our very own, Rolex Sydney Hobart Yacht Race.

The CYCA YSA continues to grow and transform our youth members into world-class athletes, with many of Australia's top sailing coaches and staff assisting along the way, shaping the YSA into what it is today.

With a small class of 16 sailors in 1993, the CYCA Board purchased a fleet of 10 Elliott 5.9's, proving to be an exceptional class for youth development. Over the next six years, the academy grew under the leadership of Dayne Sharp, who brought in many sponsors and contributors in support of the YSA. As momentum built, the club also

benefited as youth sailors participated in CYCA events on-board members' yachts, a trend which proudly continues today.

Landmark moments for the YSA include the 1994 entering of a YSA crewed yacht into the Sydney Gold Coast Yacht Race and the replacement of the Elliott 5.9m boats with the popular Elliott 6m in 2002. In 2013, as part of the 20th anniversary of the YSA, our current fleet of Elliott 7m were commissioned.

Presently, more than 70 sailors participate annually in YSA programs, with the club also hosting a number of world-class youth match racing events. Through the continued support of CYCA members and commercial sponsors, our youth sailors are competing against the world's best - the YSA currently holds the NSW State Match Racing Title, the Australian Youth Match Racing Championship and World Sailing Youth Match Racing World Championship titles.

As part of the 25th celebrations of the YSA, Australian Sailing has appointed all of Australia's match racing National Championships to the YSA for 2018. In September, the YSA will host both the Women's and Open Championships back-to-back, before the Australian Schools and Australian Youth Championships in October.

### CALENDAR OF YSA EVENTS

<b>May 26</b>	Kellett Shield (Advanced Squad)
<b>June 10</b>	CYCA Interclub Challenge (Development Match Racing Squad)
<b>June 30</b>	Shelving Systems Match Cup (Grade 5)
<b>July 21-22</b>	Captain John Piper Regatta (Grade 4)
<b>August 4-5</b>	Club Marine NSW Youth Match Racing Championship (Grade 4)
<b>Sept 1-2</b>	Marinassess Women's Match Racing Regatta (Grade 4)
<b>Sept 16-19</b>	Australian Women's Match Racing Championship (Grade 3)
<b>Sept 20-23</b>	Australian Match Racing Championship (Grade 3)
<b>Oct 6-7</b>	Australian Schools Match Racing Championship (Grade 3)
<b>Oct 8-12</b>	Sharp Australian Youth Match Racing Championship (Grade 3)
<b>Nov 26-30</b>	Musto International Youth Match Racing Championship (Grade 2)



# TONY ON TOP



**It's been a landmark year for CYCA Director Tony Kirby. A stalwart of the club's ocean racing scene, Kirby was recently named the 2017 Ocean Racer of the Year after taking the Blue Water Pointscore championship, topping both IRC and ORCi overall divisions.**

"This is my tenth season with my second boat, it doesn't come easy, that's for sure," Kirby commented, after lifting the Ocean Racer of the Year Trophy and receiving the Blue Water Pointscore Championship Trophy.

With well over 30 years of experience in offshore sailing under his belt, he is regarded by his peers as a skipper of outstanding seamanship, committed to offshore racing in Australia. Over the past year Tony has competed in several interstate regattas with his entire crew. That's as well as participation in the CYCA Winter Series and support of the Youth Sailing Academy's Noakes 7s Series. Key results in 2017 included third in the NSW IRC State Championships and third overall in the Rolex Sydney Hobart Yacht Race.

The lifting of the Blue Water Trophy sees the emotional Kirby join his father Raymond on the CYCA's prestigious Blue Water Championship winner's board.

"He won it in 1974-75 season in Patrice III and that was a big motivation for me in succeeding, I've always tried to equal him or beat him. As you can probably imagine, I'm very happy and he's the same, if not happier. My father did 10 Hobarts but was very much at the forefront of ocean racing in his time and

that encouraged me to follow in his footsteps." Kirby added.

So what does the CYCA board director consider to have been key to his most recent success? A classic combination of good crew, clever boat modifications and competition strategy.

"We didn't even win a race but we had a lot of second places so consistency has been a key part of it. If you're up there in the results with every race, you've got a good chance. My crew have been a huge part of delivering that as you'd expect, I've had a very good nucleus of crew, dedicated, exceptional ocean racers."

Kirby's team, along with some consultation with designer of his Ker 46, Jason Ker, also paved the way for some well thought out improvements to the boat.

"Our biggest problem when we first got the boat we were not very competitive in the light airs. We were powerful in heavy so we traded a little bit of heavy air performance to become a better all-rounder.

"The rules have changed slightly over the life of the boat and sail area on the spinnakers and the spinnakers has become much more free. We've gone a little bigger in the spinnaker size and extended the bow prodder quite a bit which didn't take much penalty to optimise."

"We put a new rudder on by default because the last rudder broke off in the Hobart two years ago. It's a little thinner and has helped us go a little faster. We've also got the latest thinking in keel designs and that's again due to the rating rules changes. We have a much lighter keel but with the same stability, that's given us a big gain there especially in light air performance."

Despite achieving the goal of following in his father's footsteps in the Blue Water there's clearly one trophy, or big race win, which continues to elude Kirby, "People ask me what do I do after Hobart, I say 'I get ready for the next one!' The work is always ongoing. It's a passion, almost an obsession."

Next on the path to that goal is the PONANT Sydney Noumea Yacht Race which Kirby has greatly enjoyed being a part of the organising group for. "I love being out in the ocean and after Noumea it's on to the Blue Water Pointscore again, the Rolex Sydney Hobart 2018 and then looking ahead to the 75th Hobart in 2019. My accountant doesn't enjoy it too much but I do."



Sally Gordon Memorial Trophy for the Ocean Crew Person of the Year - Jeremy Rae



Ocean Veteran of the Year - Shane Kearns with CYCA Rear Commodore Noel Cornish



Ocean Rookie of the Year - Zoe Taylor



Ocean Navigator of the Year - Michael Bellingham



Overall Blue Water IRC and ORCi winner - Tony Kirby



Overall Blue Water PHS winner - Noel Cornish



The Roger Hickman OAM Memorial Trophy presented to Ben Sinton (centre) by CYCA Rear Commodore Arthur Lane (right) and Andrew Hickman (Roger's brother)



The EC "Boy" Messenger Memorial Trophy presented to Zoe Taylor by Peter Messenger, Boy's son



# CHINESE WHISPER: TEAM OF TWO

The Melbourne Osaka Cup is one of the world's toughest sailing challenges. A double-handed race its competitors battle over 5,500 nautical miles

The event's staggered start will see 15-year CYCA member Rupert Henry set off last in his stunning Judel-Vrolijk 62, Chinese Whisper. The CYCA caught up with Rupert in March, literally minutes before he set off from A-arm with his compatriot Greg O'Shea for a double handed test run - to Hobart.

**CYCA:** A double-handed race across half the planet - you were looking for a new challenge?

**RH:** Well, I've done a lot of single-handed sailing since I had kids - we've got a family cruising yacht. When you have three young kids, you're pretty much sailing by yourself. I guess that's where my shorthanded experience started, and then in recent times I've done



Rupert Henry and Greg O'Shea - credit: Hamish Hardy

quite a bit of ocean sailing single-handed, just on the cruising boat, to get used to that whole concept. It's a completely different sport to crewed ocean racing.

**CYCA:** Does it take a different mindset, as well as a different skill set?

**RH:** What appeals to me about it is it combines competitive racing with more real adventure. I think it's more akin to mountaineering than team ocean racing. You've got to be highly skilled, and if you screw up, you basically die, like a mountaineer. It combines the love of the sailing with the love of adventure. I think it's fantastic.

**CYCA:** What about this particular race - why the Melbourne Osaka?

**RH:** I think it's the longest race in the world, apart from the races that circumnavigate. The Transatlantic races are only 3,000 miles, and we're going to be sailing close to 6,000. It's a big race.

**CYCA:** You will have had an enormous amount of work to do on the boat - where do you start with that?

**RH:** We had the philosophy that the boat has to be single-handed sailing. Every system has to go from having 17 people, to having one.

First up is steering. You can touch the wheel if you want to push the boat harder, but generally if the boat relies on hand steering, you're screwed so we upped to the latest B&G race autopilot. We had to replace the data processor, every display, every computer, every sensor on the boat, so that they communicate with it.

Sail handling is number two. We put torsional head stays on the boat, which means we have three jibs; the masthead, a main jib, and then a staysail. They're all furling so you can furl and unfurl a jib from the pit, and with changes in wind speed, that's a big change in power.



Spray dodger - credit: Hamish Hardy

Then winching, on a boat that size, is something to consider, so we electrified the two pit winches, and we put self-tailing tops on the primaries. We're still using pedestal grinders to turn the sheet winches, but for hoisting and furling, we've got electric winches at the pit.

Steering, sail handling, and then onboard comfort is the third one. It's a modern Grand Prix boat. It's wet, wet, wet. We went to a lot of effort build a spray dodger on the boat. If you're getting soaked up on deck, you're going to run out of energy. I want to be able to reef and furl in my jim-jams.

**CYCA:** I take it with all of this, all this thinking, there's no Google searching how-to, it's learning as you go?

**RH:** I'm lucky that I've got a 65-foot fast cruising yacht. Before that I had another cruising yacht, so over those, what, 15 years or so, I've become quite familiar with what you need on a yacht to make it able to be handled by one person. The systems on this boat, I've actually copied everything off the J65.

**CYCA:** Do you feel anxious about it - weeks with just the two of you battling in the open ocean?

**RH:** My guesstimate is it will take us between three and four weeks, depending on weather. I'm not nervous, no, I can't wait. It'll be awesome. I reckon the preparation, it's been tougher than sailing will be. Once you're off the dock, life becomes

simple.

**CYCA:** Have you thought about how you'll use your time?

**RH:** I haven't worked that out yet. I been so flat out with this customization. We didn't really start in earnest till November when I had to pull out of the Hobart, that's when I got the idea that maybe I do target this as a goal. I had to pull out of Hobart, because my kids were doing really well in competitive sailing, so December was full, taking them around various parts of the world.

**CYCA:** Where would a race like this rank in comparison to others that you've done, the Hobart for example?

**RH:** They're both pretty mystical races, big appeal internationally. The Hobart, it's a fully crewed internationally famous bucket list race. To win that race is a huge thing in life. This race is once every four or five years, and the stars have to align. You have to have the boat, you have to have the flexibility in your life, to have the time to prepare and do the race, and you have to have the physical fitness, plus the technical skill. It's kind of a once in a lifetime thing really.

**CYCA:** In terms of your other race-half Greg (O'Shea), you must be pretty close?

**RH:** Yes. Greg and I have got a lot of things in common. We've both sailed our whole lives, we both own our own businesses, so it gives us

the flexibility to have the time. We windsurf, we sail together, we've done the Hobart together. His daughter is the Australian rep for the next Youth Worlds in the Laser Radial. My son's a rep in the 420 dingy. So there's a lot of overlap.

**CYCA:** With family in mind, is safety a big concern in a race like this?

**RH:** A huge concern. Don't get off the boat. End of story. That'd be tragedy. A single-handler or a double-handler, on a boat of that speed and power, if you're off the boat, I reckon it'd be one in 50 chance of recovery. We carry not just satellite located beacons, we've got personal AIS beacons, which means the boat can track a man in the water. We have a proximity alarm, so that if somebody goes off out of the radius of the boat, an alarm sounds but if you have got to rely on any of that, you're in deep s\*\*t.

**CYCA:** What do your kids and your family reckon about you heading off?

**RH:** I think they're excited for me. My older one, he's a good sailor and thinks it's great. The other two think I'm crazy.

**CYCA:** Would a win be a dream come true?

**RH:** The organizers say, "finishing it is winning it." I reckon we just try and finish first, and let the boat work its magic. It's a really fast boat, so if we get decent weather, and finish it, we should do all right.



Furling modifications - credit: Hamish Hardy





Photographed by Konrad Frost  
Volvo Ocean Race

# OUT OF THE BLUE

**Marcus Ashley-Jones grew up in Hobart and met Roger Hickman on the dock following the Rolex Sydney Hobart race.**

Roger invited him to sail the King of the Derwent Race and encouraged him to move to Sydney to follow his passion for sailing. At the age of 18 he moved to Sydney where he raced with the CYCA's Youth Sailing Academy. In the same year he did his first Sydney Hobart with Matt Allen and Roger aboard Ichi Ban. 15 escapades to Tasmania later, his experience and skill saw him called up for the world's ultimate offshore challenge, the Volvo Ocean Race. With the Scallywag team short a crew member, Marcus got a last-minute call for the gruelling Hong Kong to Auckland leg. He immediately set about convincing his pregnant girlfriend that it was a great idea he take off for a few weeks...

It's the hardest... the most epic, but the hardest sailing I've ever done. I got a call from David Witt (Scallywag skipper) at 5:00pm on a Tuesday in Sydney. I was sitting in my office, the phone rang and he said three words, "Mate, you're on." So, I had two hours to get home, speak with my other half, and get to the airport for a 9:00pm flight to Hong Kong. Then, stepped off the plane, straight to the boat, and we were off for the start of the race.

It was a bit of a whirlwind. I didn't have much time to prepare or think about it, I just jumped straight in. The first few days were tough. Cold, upwind towards Japan in 25-35 knots,

then power reaching in 30 knots for a week towards the doldrums. There was just no reprieve from the water across the deck. I was counting down the days to the equator when everything would calm down. I didn't really find my feet properly until day six or so.

The biggest difference from my previous experience racing the Volvo was pushing the limits of the boat to 110%. Normally, when you're doing the Sydney Hobart style racing, you're always cautious not to break the boat. Because the Volvo boats are all one-design, and they're built really strong, you can push them to their limit the whole time. There is no backing off. The minute you back off you fall behind. So, it was just full throttle racing for 21 days.

#### Life on board

One of the biggest challenges with these boats is that everything is wet. Anything over 15 knots it's just white water across the deck the whole time. The food's pretty horrible. The freeze dried you get a bit sick of, but that's just life. You eat, because you're hungry, and you need the fuel.

We ran three hours on, three hours off, with a rolling watch system. So, by the time you do your three hours on deck, then you come off watch, you eat some food, you get out of your gear, tidy the boat, you get into your bunk, you might get an hour and a half, two hours sleep, tops. And, then, if there's a sail change or any manoeuvre, it's everybody up on deck again. If you do a manoeuvre every few hours, then you just don't get any sleep for that period.

#### Grit

The guys and girls on board, they

are the toughest people I've met, honestly. Everybody's carrying injuries, but no one complains. The hardest moment for me was on day two or three. We were upwind in 30 knots. I'd been washed across the boat and smashed my shoulder, my back and my knee, and I couldn't really walk or hold on properly. You still have to go up and turn handles and pull sails out of the sky. That was tough, just not being able to physically hold on and support myself but still having to do my role for the team.

Doing everything day to day is a struggle because the boats are so violent. The boat will surf down a wave, and instantly stop, and you slide forward in your bunk, and your feet smash into the bulkhead. So, I ended up strapping myself in with a sail tie to the bunk, so you can stay in it. Finding somewhere just to sit down and eat your food is a challenge. Even going to the toilet, you've got to lock yourself in and hold yourself down.

#### The good

The best moment was definitely the last hour or two into Auckland. We were neck and neck with AkzoNobel. We'd just taken two miles out of them with the finish approaching. It was blowing 30 knots and we're overlapped screaming downwind. The lights of Auckland coming up in the background and then all the spectators coming out to welcome us in at midnight. Incredible. Then real food, or at least the Big Macs that the shore team brought down to the dock!

All in all it's torture but I'd 100% do it again.

# IS FOILING THE FUTURE?

By Olivia Price

**The SuperFoiler Grand Prix Series is unlike anything I've ever experienced on water. It's fast, exhilarating and adds a new dimension to sailing.**

We saw in the America's Cup last year how technical foiling can become, but what the SuperFoiler does is bring the exciting foiling racing back to its roots. Take away the wing sails, the hydraulic power and endless budgets, the SuperFoiler has just three people out on trapeze, using traditional sails and plenty of man power to control the boats. We do however, have the addition of electronics on board, which is where the complexities begin.

Through hardwired electronics powered by a small toy-car battery inside the hull, we control both rudder and main board rake, backwards and forwards. There are sets of buttons on the tiller bar and tiller extensions for the skipper, as well as some next to the main foil for the bowman to control the boards. Finding the balance of rudder and board rake, and then maintaining steady flight is the trick of the trade for these boats. It's a skill that I was a complete novice at in January, but with time in the boat we're starting to achieve some very fast speeds. If you're not constantly pressing those buttons though, the boat will either sky or submarine...

Whilst the foiling adds a new dimension, I believe that the SuperFoiler has brought the racing style back to an

emphasis on traditional sailing skills that every sailor can relate to. The importance of getting a good start determines which end of the fleet you will be battling it out with. Boat handling around the course is imperative (a bad tack can cost 50 meters in these boats) and the ability to exploit shifts and transitions is becoming more evident in our racing. The racing has everything that spectators and sailing fans could want!

At the end of season one of the Grand Prix, the challenge of sailing these boats to their potential has been a lot of fun. The sailing backgrounds of those involved is extremely varied; America's Cup, GC32s, World Match Racing Tour, Moths, Rolex Sydney Hobart, Olympic Campaigns, Volvo Ocean Race. With these skills, foiling can be a future for everyone. I'm not saying that everyone will like foiling or that they should, but there are countless new opportunities brought about by the availability of the more recent foiling boats.

There is no doubt that foiling boats make the sport more exciting, faster, and appealing but not just to sailors, to the general public as well. What has been clear, is that the simple sailing skills that we all learnt along the way remain the key to success. It's just that the mistakes are even more costly, the shifts have more of an impact, and the crashes are bigger. It's some of the best fun I've had sailing and I've got so much to learn, but I can't wait to get back on the water.



Olivia Price  
SuperFoiler Grand Prix  
credit: Andrea Francolini



# : AP OVER A : NO MORE RACING

For close to 20 years Robyn Morton has given her time as a volunteer to help run the CYCA's racing, of which more than 10 of those years has been as a race officer. As Robyn hangs up her flags and puts down the radio receiver for the last time, we asked her for some insights into what it's like to be involved in world class racing.

## How did you get into the sport?

I came to sailing fairly late in life. I discovered it when I was 37. I went out in a twilight race on a J24 with a fellow I worked with and realised it's what I'd been looking for all my life. After that I sailed my boat out of the CYCA for 25 years, and being a race officer, I think that experience helps. Anybody working on the committee vessel is much better if they're a sailor and they understand what's going on out there. In your time on the MV Offshore, what changes have you seen in the sport? Boats have changed, they're quite different from what they were 20 years ago, but sailing is sailing. I still love that and while I can't run around boats any more, this has given me a chance to get out on the water and watch everybody. I've enjoyed it. It has always been interesting, but it can be a bit tedious at times, like the long blue water races when you're out there for 47 hours, that's a bit much!

## What will you miss?

I will miss is the camaraderie of the team, because it's a team out there. We've got a core group that have worked together for years. It all happens because everybody knows what has to be done and we all get along. We come back after the race, we

sit and we have a drink. That's as special as the sailors showing their appreciation of what we all do out there as well. When they finish, most thank us, and you feel it was all worthwhile.

## What are the tough parts?

I never really relax once the race has started, be it a Winter Series or Blue Water race. We all sit down and we'll have a sandwich after the start but I'm always watching what's happening. I haven't done the twilights for a while, but in a race like that where there's the opportunity to shorten, you've got to be watching the whole fleet the whole time to make that decision about where you will shorten to get everybody home. You don't ever stop thinking.

## What advice would you pass on to potential successors?

You have to want to do it. We have some new faces coming through and they've shown interest, and to start, that's all it takes. You need to have an interest and be prepared to do it. Anyone who has that, I would suggest they get in touch with the Sailing Office about being involved.

## Anything else?

Well somebody was telling me only yesterday that the bunk there (on MV Offshore) pulls out to make a double bed. I said, "How many years have I been trying to sleep on that thing and it's not wide enough? I'm falling off it. Now they tell me that it pulls out into a double bed." I wish I'd known that.

## How do you feel looking back at it all?

I think I've been very lucky. Of course no one is perfect but I think I've been a reasonable race officer because they always seem to make it out there and back. I'll miss a lot of it, but it'll be nice to have a sleep-in some days.

*The CYCA is deeply grateful to Robyn for her support of the club and wishes her well. The CYCA is always in need of great volunteers like Robyn. If you are willing to dedicate some of your time to support the CYCA - call us on 02 8292 7800 or email cyca@cyca.com.au*



credit: Hamish Hardy

## BLUE WATER GEAR

### Some new ideas from Tony Cable

Unfortunately I haven't been blessed with an inventive talent and it has taken me many wasted years before I accepted this fact. As a yachtsman from way back, I know the kinds of things that would be useful on a yacht and I've tried to develop them with disastrous results. So now I offer them to all and sundry in the hope that if someone makes a fortune out of any of these ideas, he'll remember me generously. Here are some of them:

1. Seaboots are alright as they are I suppose, but they do become clumsy to get around in when full of water. As a development I have been experimenting with a non-return valve in the insteps. This acts as a pump which exhausts water with every step. At this stage I am trying to overcome the noise factor in the prototypes as each step goes "ppt" and with 6-8 crew slopping around the deck going "ppt, ppt, ppt" the effect is rather disturbing. Nevertheless, I am confident that the next Admiral's Cup team will be wearing self draining boots at Cowes (in green and gold, of course). I should also mention these boots will be manufactured in a buoyant fluorescent foam material. If one falls into the drink at night they would be a floatation aid and you could readily be seen simply by waving your feet in the air.
2. I have always been intrigued by the retractable hoses used at Service Stations and thought perhaps this principle could be applied to safety harness, thus eliminating the problem of tripping over lifelines. Initially, I had problems with the lines retracting into the drums too quickly and in the process breaking two pairs of glasses and giving a guy behind me a black eye before the return speed was controlled. While on this subject, I am aware that seacooks would appreciate a form of retractable tackle that hooked to their backsides giving them great support from this reverse angle and thus leaving both hands free.
3. With the price of leather ("I've been overseas") shoes at the height they are, more yachtsmen are going back to the old days of bare feet. For these I would suggest cakes of non-stain resin compound for rubbing on the soles (a la surfboards). The adhesion would be better than sandshoes or seaboots, with the additional factor that the resin waterproofs the feet. Unfortunately, some of my early experimental compounds were a little too strong and a couple of my guinea pigs had to have plastic surgery -

they could not be con"soled" with the saying (if I've got it right) "I complained when I had no soles until I saw a man without seaboots".

4. Have you noticed that whenever you want something from your seabag, it is always hidden at the bottom of it?

My new bag has no bottom, having another zipper at the bottom in which case it would then be the top. Further, they are made from heavy gauge transparent vinyl incorporating a light activated by the zipper. This is powered by an alkaline cell which saves interior lights when searching for gear.

The only draw back with the see-through bag is that it is so public, you won't be able to smuggle your rum bottle or whatever, aboard so easily.

5. The latest in sailing shoes are those with plastic toecaps - as per work boots - the objective is to eliminate stubbed toes with a secondary advantage being that the toes never wear through as with canvas shoes. Multi colours will be available - this will be the first "chunky" look shoe on the water and the girls will really go for ocean racers wearing these. (It must be mentioned that with the plastic caps these shoes are also fabulous for tap dancing).

6. Crew shirts can be a big expense, particularly in a year of the Admiral's Cup selections, when the boys jump from yacht to yacht quicker than frogs off water lilies.

The solution to this is quite simple with the "Grass-hopper's Kit". This consists of a plain white shirt, boxed with jars of dye in the basic printer's process colours. By mixing any of these colours any crew shade can be dyed at home overnight. At no extra cost a selection of iron-on "instant ocean racing heavy" labels are enclosed, e.g. "San Fran to Mississippi '71", "Southern Cross Training Squad", "Murmansk 44", as well as labels for each potential Admiral's Cup contender (except for those having no show in the first place).

7. No need to wear tea towels any longer around your neck to stop the drips. I am developing a disposable "collar" made from biodegradable material similar to disposable nappies.

These look very much like the polo necks on submariners' jumpers (or clerical collars). They will come in boxes of 200, so there will be enough for the gentleman of the watch below to come up each time with a fresh collar.

This same material can be made into yachting kerchiefs and printed in 2 colours (for a long print run in your own colours). They look smart and jaunty and you can keep changing them as they get wet.

8. Finally, I think there is room for improvement in oilies. Zippers at the front are more subject to water lash than would be the case if there were zippers at each side. By opening the port or starboard zipper according to the spray ventilation, one would achieve better ventilation.

You might immediately say, "Ah, but what about when close tacking?" This is a problem, maybe just before "lee ho" you would zip up the leeward opening and brace yourself to unzip the windward.

Patents have not yet been applied for on these products. If you start marketing any of them, please give me a sample, I like to be a blue swell fashion leader. ■

OFFSHORE, April 1974. 11



**APRIL**

- 11 Trivia at the CYCA
- 18 Trivia at the CYCA
- 21 Top Jocks Regatta
- 22 Audi Centre Sydney Winter Series Opening Ladies Day (Race 1)
- 25 ANZAC Day at the CYCA - Two Up

25 Trivia at the CYCA

28 Women in Sailing Luncheon

28 Great Veterans Race

29 Audi Centre Sydney Winter Series Harbour Race (Race 1)

**MAY** CUB Stella Legere promotion - Win Gold Class Movie Tickets

04 Summer Season Prize-giving

06 Audi Centre Sydney Winter Series Harbour Race (Race 2)

09 Trivia at the CYCA

11 Champagne Tasting

13 Audi Centre Sydney Winter Series Harbour Race (Race 3)

20 Audi Centre Sydney Winter Series Harbour Race (Race 4)

27 Audi Centre Sydney Winter Series Harbour Race (Race 5)

**JUNE** CUB Corona promotion - Win a Carona Esky

02 PONANT Sydney Noumea Yacht Race

03 Audi Centre Sydney Winter Series Harbour Race (Race 6)

10 Audi Centre Sydney Winter Series Ladies Day (Race 2)

13 Trivia at the CYCA

17 Audi Centre Sydney Winter Series Harbour Race (Race 7)

24 Audi Centre Sydney Winter Series Harbour Race (Race 8)

29 Meet the maker from The Lane Winery

**JULY** CUB Great Northern Promotion - Win a fishing kit and Rum Night

01 Audi Centre Sydney Winter Series Harbour Race (Race 9)

08 Audi Centre Sydney Winter Series Harbour Race (Race 10)

11 Trivia at the CYCA

15 Audi Centre Sydney Winter Series Closing Ladies Day (Race 3)

20 Winter Season Prizegiving

28 Sydney Gold Coast Yacht Race



CYCA Merchandise available from [shop.cyca.com.au](http://shop.cyca.com.au)



MEN'S EDWARD RUGBY GREY MARL  
Was \$165  
Now \$82.50



MEN'S EVOLUTION CREW JACKET PLATINUM  
Was \$220  
Now \$110



LADIES' BIARRITZ STRIPE POLO DAZZLING BLUE  
Was \$90  
Now \$45



LADIES' LUCIA 3/4 SLEEVE STRIPE TEE PEACOCK WHITE  
Was \$90  
Now \$45



MEN'S MONACO STRIPE KNIT ANTIQUE SAIL WHITE  
Was \$165  
Now \$82.50



MEN'S MILES TIPPED POLO DAZZLING BLUE  
Was \$105  
Now \$52.50



MEN'S SCATTERED POLO WHITE  
Was \$95  
Now \$47.50

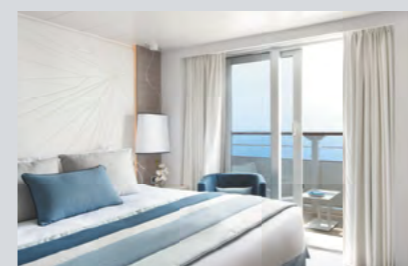


MEN'S BRAYDON L/S STRIPE SHIRT TRUE NAVY  
Was \$115  
Now \$57.50



WORLD LEADER OF LUXURY EXPEDITIONS

INSPIRE YOUR SPIRIT



DISCOVER WHY PONANT HOLDS POLE POSITION IN LUXURY SMALL SHIP POLAR EXPEDITIONS

PONANT is the **World Leader of Luxury Polar Expeditions**, carrying more guests each year to explore these isolated regions than anyone else. Experts with **over 20 years experience** and more than 330 Antarctic and Arctic expeditions. Sail onboard the **world's youngest fleet**: ice-rated small luxury expedition ships that offer all the ecological benefits and safety of modern maritime technology plus the facilities of large ships. Enjoy an **Open Bar** and **sophisticated cuisine** as you experience PONANT's unique combination of French lifestyle, refined adventure, comfort and intuitive service. Accompanied by **experienced Expedition teams**, gain valuable insights and enjoy Zodiac® outings which make landing ashore in remote, seldom visited destinations, safe and enjoyable, enabling you to truly immerse yourself in these extraordinary places.

**In Antarctica**, discover the icy vastness and the **prolific fauna** of the White Continent: humpback whales, seals, penguins... **In the Arctic**, fjords, glaciers, icebergs of changing colours and varied fauna await you: polar bears, Arctic foxes, walrus, orcas, whales... without forgetting special moments of interaction with the **local Inuit people**. Or go on a 23-day voyage of the extraordinary **Northwest Passage** from Kangerlussaq, Greenland to Nome, Alaska.

- THE BEST OF SPITSBERGEN:** 7 nights from \$13,180 pp\*<sup>(1)</sup> departing 2<sup>nd</sup> June 2019
- BAFFIN BAY SECRETS:** 13 nights from \$16,480 pp\*<sup>(2)</sup> departing 11<sup>th</sup> & 15<sup>th</sup> August 2019
- NORTHWEST PASSAGE:** 22 nights departing 24<sup>th</sup> August 2020 - **Limited availability. Contact us.**
- EMBLEMATIC ANTARCTICA:** 10 nights from \$11,810 pp\*<sup>(2)</sup> multiple departures in 2018, 2019 and 2020
- THE GREAT AUSTRAL LOOP - ANTARCTICA, FALKLAND ISLANDS & SOUTH GEORGIA:** 15 nights from \$14,720 pp\*<sup>(2)</sup> departing 14<sup>th</sup> & 15<sup>th</sup> November 2019

Learn more, call us to register for our Information Events. Contact your Travel Agent or our Cruise Consultants on: 1300 737 178 | [reservations.us@ponant.com](mailto:reservations.us@ponant.com) | [au.ponant.com](http://au.ponant.com)

\*Ponant Bonus fare per person, based on a double occupancy, including port taxes, yield managed, correct at time of writing - 15/03/18. (1) In a Prestige Stateroom Deck 4. (2) In a Superior Stateroom. Photographs: © PONANT: Lorraine Turci, Laurence Fischer, Servan Roy Berton, François Lefebvre. ABN: 35 166 676 517.





CRUISING YACHT CLUB OF AUSTRALIA'S PRINCIPAL SPONSORS



CRUISING YACHT CLUB OF AUSTRALIA'S OFFICIAL SPONSORS



YOUTH SAILING ACADEMY SPONSORS AND SUPPORTERS

