

JUNE/JULY 2018

OFFSHORE

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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THE RACE TO NOUMEA

Inside the historic 1064-nautical-mile adventure

MATT ALLEN

The man behind Ichi Ban

ROOMS WITH A VIEW

Inside the new-look Clubhouse

SAILING THERAPY?

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The man behind Ichi Ban.



The race to Noumea

After a 25-year hiatus, the CYCA's longest race returned to the calendar.



Young achiever

Tara Blanc-Ramos is a 21-year-old with the sailing world at her feet.

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Michael Martin's TP52 at the start of the PONANT Sydney Noumea Race. Sydney Harbour.
Credit: Andrea Francolini

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COMMODORE JOHN MARKOS

At the helm

Welcome to the second edition of the new OFFSHORE. As with any new undertaking or venture, particularly one which is as exciting and progressive as producing our own magazine, there is a teething period. Mostly this is where we work out what we're doing right and inevitably which areas we need to work on. We've had a lot of feedback from the Member group which we value highly. Whilst there has been a positive response overall, we are aware we can't make this a better magazine without constructive criticism. As such we welcome all your feedback, the good, the bad and the ugly!



One of the initiatives that has come about since the first edition of OFFSHORE, is that we are going to produce a link to a PDF issue of the magazine. This will enable Members to get a hot-off-the-press version of the magazine via email, without waiting for Australia Post to deliver it. In some cases, it took up to two weeks for the previous magazine to be delivered to Members after it left the mail-house. Moving forward, Members who would prefer the online link over the magazine will have the option to opt out of the printed version.

Since I last wrote in this column there has been a great deal of racing in the sailing calendar. The Great Veterans Race was run on 21 April and was followed by a very well attended prize-giving. The Ladies Day Race opened the Winter Series on 22 April, under the flag of our new sponsor Audi Centre Sydney. We've had 102 participating boats in the very popular Audi Centre Sydney Winter Series and we would like to thank Audi Centre Sydney for coming on board.

The PONANT Sydney Noumea Race launch was a great success. We would like to take this opportunity to thank PONANT Cruises for their support in sponsoring this event after more than 25 years' absence from our sailing calendar.

“
It's been a challenging couple of years and I am incredibly grateful for the support of Karen and the Board, and everyone who advised and supported us along the journey over the past two years.
”

In further sailing news, the Sydney Gold Coast Race is just around the corner, which will start the Blue Water Pointscore Series. Please note also, the Notice of Race for the 74th Rolex Sydney Hobart Race is now available. The Invictus Games Sydney 2018 is an addition to our events line-up this year. Sailing and cycling will open the Games which continue through until 27 October. We are proud that the CYCA is the inaugural sailing venue for the Games on 21 October.

On the social front we've had a great atmosphere at summer prize-giving in our very popular temporary Clubhouse. Gus, our new resident mixologist, has been working the Cointreau Cocktail Bar. This has certainly proved a welcome addition to the weekend events. The bespoke beverages have been highly prized by the cocktail aficionados at the Club.

In closing, my time as Commodore of the CYCA will end before the next edition of OFFSHORE comes out. It has been a pleasure to contribute to and steer OFFSHORE with our management team. It's been a challenging couple of years and I am incredibly grateful for the support of Karen and the Board, and everyone who advised and supported us along the journey over the past two years.

With sailing expressions responsible for much of our daily language and many lessons in all walks of business and life, I leave you to ponder Bertha Calloway's comment, "You can't direct the wind but you can change the sails." ⚓

NEWS IN BRIEF



INVICTUS GAMES

Sailing is a brand-new addition to the Invictus Games and we are proud and excited to be the sailing venue for the Invictus Games Sydney 2018. The CYCA will be providing a fleet of Elliott 7s for the race competing at Farm Cove and will also host the medal ceremony on Sunday 21 October. The CYCA is delighted to also be co-hosting the Family and Friends function in conjunction with our neighbours RANSA.

VOLVO OCEAN RACE PRESENTATION

It was a full house in the temporary CYCA Clubhouse for the VOR presentation by Jordan Spencer and Nick Bice (right with Commodore John Markos and CEO Karen Grega). The organisers of the race are considering having two classes of boats racing in 2021, potentially with the existing 65 one-design class and another class, yet to be determined, competing in the same race. This will enable VOR to tap into an existing inventory of round-the-world race boats that are at the cutting edge of technology. They see this as a way to challenge the best sailors in the world with a class that encourages development and sits at the forefront of the sport.



MUSTO AND CYCA EXTEND LONG-TERM PARTNERSHIP

The world's leading sailing clothing brand, Musto, have committed to another three-year sponsorship agreement with the CYCA, signing on once again to sponsor the Musto Youth Match Racing Championship. We are delighted to have Musto on board for another three years and to work with this renowned company in partnership again.

The CYCA's online shop houses much of the Musto range - with the CYCA's distinctive branding. See shop.cyca.com.au for more. The CYCA's online shop is open 24/7, perfect for your sailing-related merchandise cravings... whenever they hit!



EXCITING NEWS FOR AUDI CENTRE SYDNEY BLUE WATER POINTSCORE SERIES

This year the entire fleet participating in the Audi Centre Sydney Blue Water Pointscore Series will be equipped with trackers. This will mean family and friends can check the progress of the boats, in much the same way they do with the Rolex Sydney Hobart Yacht Race and Sydney Gold Coast Yacht Race.

The Audi Centre Sydney Blue Water Pointscore Series will also have its own new website in coming weeks. This is part of our new promotional campaign to raise the profile of our premier Series. Stay locked on cyca.com.au for news on this as it develops.



THE LATEST ON HISTORIC 74th ROLEX SYDNEY HOBART

The Cruising Yacht Club of Australia has released the Notice of Race for the 2018 Rolex Sydney Hobart Yacht Race. This iconic race, starting in Sydney Harbour on Boxing Day, is considered one of the world's most challenging racing events. With an estimated 90 boats expected to enter this year, we are looking forward to yet another exceptional race down to Hobart, showcasing the skill set and resiliency of the competitors.

For the latest on the race, including news as it happens, visit rolexsydneyhobart.com - the official website of the Rolex Sydney Hobart Yacht Race.



LISA RATCLIFF

The race to Noumea



Bow work on Frantic.



Past Commodore Howard Piggott and yacht Flying Cloud.



PONANT proudly supported the historic race.

Not a single gybe or tack for the ocean-cleaner, Steve Capell's 40-tonne Swan 65 Eve; 1 day, 19 hours taken off the previous record by Mick Martin's Frantic, and a clean sweep of the handicap trophies by Seb Bohm's Rogers 46 Smuggler.

These were just a few of the high points of the PONANT Sydney Noumea Yacht Race, tried and tested by the CYCA for the first time in 25 years.

A fleet of 22 yachts set off from Sydney Harbour in the aftermath of a winter low-pressure system that delayed the start by 18 hours, to Sunday June 4. Forty-knot winds and an unsavoury sea state offshore brought about the race Committee's decision, and for the eventual IRC, ORCi and PHS winner Smuggler, the delay was crucial to their success. Plus it kept likely damage and retirements contained.

Hobart boat She's Apples II sadly dismasted within the first four hours and Tony Levett's Sydney 38 TSA Management pulled out a short while later with battery issues. The rest of the fleet carried on in building trade winds and other than some boats blowing out sails, the race was incident-free.

Mick Martin's TP52 Frantic from Newcastle lived up to its name, riding the trade winds conveyor to the beautiful French-speaking island of New Caledonia in the Coral Sea in a time of 4 days 2 hours 23 minutes.

The last to arrive, Michael Graham's Lake Macquarie Swan 43 Santana took 7 days 5 hours 2 minutes after the sou'easters ran out of puff.

"When the breeze got up to 25-30 knots we just smoked," said Martin, the former Wallaby winger. "Any kite work you had to go and see the bank manager. We blew up a fractional code zero and a kite - I'm still crying about that - but it was worth it."

The youngest and coolest skipper in the fleet by a good margin, Sebastian Bohm of Smuggler enjoyed his best blue water result so far.

The collaborative Anzac spirit between organisers of the coinciding races that left Sydney and Auckland on the same day worked well in terms of the finish at Port Moselle and communication camaraderie. The timing of the two coinciding races was deliberate, to feed boats from those ports into the biennial New Caledonia Groupama Race one week later, and of course there were bets on as to whether an Aussie or Kiwi would reach Noumea first. The New Zealanders won this time. Just.

Having a race sponsor who speaks French and works in the marine industry created a very positive synergy said CYCA Commodore John Markos. PONANT's first sailing ship, Le Ponant, is still taking guests throughout the world and their 30-year heritage and passion for the sea was evident in their support of the reinvigorated event, which last ran from the Club in 1993. ⚓



Sydney Harbour put on quite a show for the start of the PONANT Sydney Noumea Yacht Race after the indifferent weather in the lead-up.



Winners are grinners! The Smuggler crew at CNC Yacht Club in New Caledonia.

Bohm's away

Some Australian yacht clubs refer to the absence of 30- and 40-year-old boat owners running sizeable blue water crews as 'the valley of death'. It's the time when these age groups are typically less financial and racing around after family instead of around the buoys, or islands afar.

At 37, the IRC overall winner of the 1,064-nautical-mile PONANT Sydney Noumea Yacht Race, Sebastian Bohm, knows he's the odd one out when it comes to the average age on an average blue water skipper list.

Bohm started sailing in Adelaide on his father's various keelboats and went straight past youth classes into the offshore scene. The first boat he owned was a J24 and after five years of campaigning to a national level he stepped up to a Mumm 36 called Marabunta, meaning flesh-eating ant, racing for the Royal South Australian Yacht Squadron.

"We did a lot of offshores races; Port Lincoln, Haystack, down to Kangaroo Island," Bohm remembers. "Looking back I'm surprised we are all still walking around. We just went for it."

The greater waterline length of a Sydney 38 called Slipknot and a switch to the Cruising Yacht Club of South Australia marked the next stage of Bohm's development as an owner/skipper, and yachtsman.

When the family tour promotion business, Adrian Bohm Presents, brought Bohm to Sydney more frequently, he'd try for crew spots out of the Cruising Yacht Club of Australia and it was there he linked up with Bruce Foye's team on The Goat.

Relocation to Sydney for work became necessary and when the Rogers 46 Celestial came up for sale. Bohm and Foye went into partnership in 2015, ticked off two Rolex Sydney Hobart Yacht Races with The Goat then Bohm moved to sole owner.

The Rogers was renamed Smuggler, a reference to Bohm's successful Adelaide band Beat Smugglers which in its heyday supported global acts like The Black-Eyed Peas and Jamiroquai. Now he's living his motto: "Work hard, sail hard."

"Smuggler has always been a competitive boat; we just need to harness its power," Bohm said from Port Moselle marina the day of the trophy presentation for the PONANT Sydney Noumea Yacht race.

"We haven't done a lot of tight reaching in big seas before and the boat handled it perfectly. We were 70-80 degrees off the wind, surfing waves and sitting on 14 knots constantly. Our navigator David Van Der Wende made some great tactical decisions and got us as far east as we could, anticipating the big south-easter coming in. That set us up for a nice angle straight to Noumea.

"Everyone's ecstatic with the result. We don't have the biggest budget, we just know it's a really good boat. We were stoked to get sixth overall in the Hobart race; to win the Sydney Noumea race is really special."

Right-hand man Sam Price pulled together the talent pool together. After a 19 hour start delay from Sydney, due to strong winds and a dangerous sea-state, it set up the perfect scenario for Smuggler to blast reach in the 15-30 knot sou'east trade winds which blessed the 22-boat fleet.



Smuggler in full flight shortly after leaving Sydney Heads.

Other than the dark bulbous clouds out to sea that brought the boat to a standstill on a couple of occasions, the Rogers romped in a north-easterly direction across the Coral Sea at an average 10.6 knots, cementing it as the IRC favourite when Tony Kirby's Ker 46 Patrice relinquished the top spot.

"We learnt it can be very wet boat. We were hit in the face with water for four days, but I will say the water was getting warmer the further north we went. Downwind in the Hobart with a spinnaker everyone's at the back of the boat; this race we had to be on the rail.

"Because we are a younger crew and appear to be having fun we do attract a lot of talented fun people. For offshore we pick the best of the best; we are lucky to have people who want to sail with us," said the ever-gracious skipper.

Adrian Bohm is a great supporter of his son's passion for the sport of ocean racing though the current machine is on a new level altogether. "My dad comes out with us every-now-and-then; he thinks it's pretty full-on," Bohm smiles. 🚢



CYCA CLUBHOUSE RENOVATION

CEO KAREN GREGA

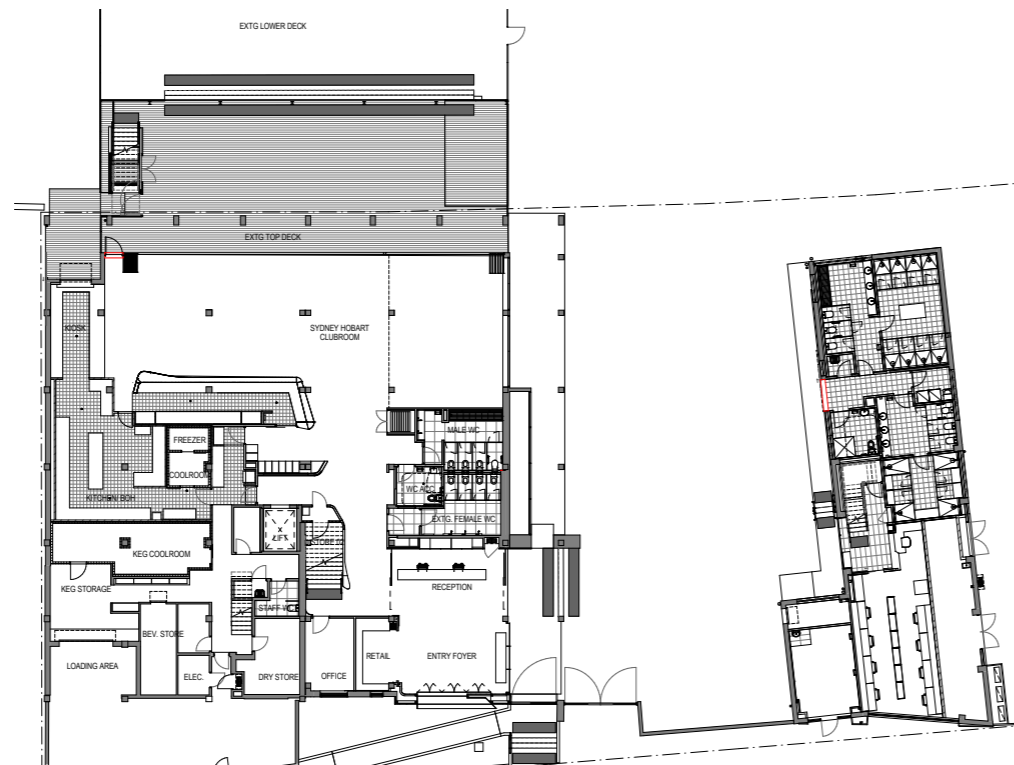
Rooms with a view

It has been over two years since the CYCA architect's Allen Jack + Cottier stood up in the Freya Room and outlined what was proposed for the two-stage refurbishment.

The Annex, Stage 1 and the CYCA Clubhouse, Stage 2.

Fast forward to May 2018 and much progress has been made. Stage one is complete and has been operational now for the past seven months.

With the completion of our renovated Clubhouse, now only four months away, allow me to take you on a tour of what to expect.



The ground floor plan for the CYCA's new-look Clubhouse.

The floor plan for the already-completed John Messenger Building ground-level facilities.



The fresh entrance at CYCA's reception.

Approaching the Club from the Rushcutters Bay side of New Beach Road, the front of the Club (top) has a new disabled access pathway. This takes you past a new front window that features several Club trophies relevant to the time of year.



CYCA CLUBHOUSE RENOVATION

An artist's impression of the Sydney Hobart Bar.

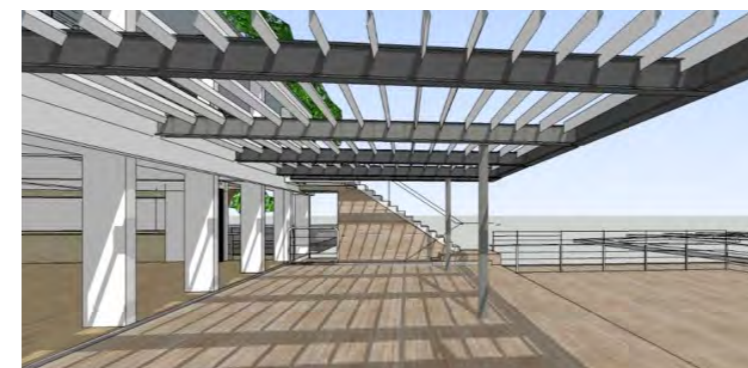
Ground floor

The once-dark, enclosed space with limited marina glimpses now offers an extended view of our marina. All of the bathrooms, male, female and disabled access, are located on the right-hand side before the Rani Room. The once-centrally-located kitchen is now at the back of house to maximise the view from the interior. While the Rani Room will remain open as before, it can now be converted, with operable walls, into a private function space.

The interior look and feel of the Sydney Hobart Bar is more sophisticated - from the increased length of the bar along with polished concrete flooring, acoustic ceiling panels and a new contemporary lighting plan. There are also new discreet pigeon holes for crew bags.

With a more open space throughout the Clubhouse, an interactive touch screen now provides images and details of past winners of the Rolex Sydney Hobart Yacht Race, replacing some of the prints and memorabilia on the walls. Our new 'Café 44' will service our members and guests, as well as users of Rushcutters Bay Park. The café is located along the far wall adjoining the park with a new opening out to the sunset gate.

The central external staircase is now on the park side of the building, opening the upper deck area for a dining space and a lounge area. The now enclosed void under the stairs provides much-needed storage space for items such as the barbecue, spit and Paella dish.



A new operable slat roof covers the main deck with the stairs relocated to the park side of the Clubhouse.

Deck

The polished concrete flooring extends out onto the main deck with an operable, slat-roof structure over the deck. The new roof also includes drop-down wet-weather protection and heating to maximise the usage of this area in all conditions.

The deck area on the ground floor is increased to accommodate an additional disabled access ramp with stairs from the main deck to the lower deck extending the full width of the deck.

The lower deck is now also dog friendly, so you and your canine companions can enjoy a social outing together!



New JANUS et Cie deck furniture is comfortable and classy.



Level 1 Freya and Morna Rooms in function mode.



First-floor plan of the new CYCA Clubhouse.

Level 1 of the John Messenger Building.



The board room has been removed to open up Coasters Retreat.

Level 1

When you climb the spotted-gum timber stairs to the members-only area, The Coasters Retreat, there is an elegant change in design. The contemporary concrete finishes give way to a warmer selection of materials, carpet and brass fittings.

Turning right, you'll now find female toilets adjoining the male toilets and an additional disabled access toilet with the new entrance to Coasters Retreat directly in front of you.

Internally the space is divided by a double-sided fire place which offers a quiet and more relaxed lounge environment to the right, with an archives/reading space where the Board Room used to be.

On the other side of the fire place is the new bar area, with high-back stools, tables and two longer benches.

New glass sliding doors run the width of the upper floor offering enhanced soundproofing, a key issue addressed in all upstairs functions rooms.

There is now only one expanded access point from Coasters Retreat into the Morna Room on the water side.

There are new acoustic ceilings in each function space, with additional acoustic treatment to the sliding door of the Morna Room bar, the operable walls between the rooms and on the new timber doors leading into all function rooms.



Freya Room

The newest feature to the Freya Room is the addition of a third, centre window on the park side back wall providing enhanced views of both the park and the water (left). The previous expanse of white wall did nothing to promote our unique park and harbour ambience this room offers.

Flexible training room

To the left of the back wall is the flexible training room. This was previously the furniture storage/AV area. This room provides a classroom for the YSA or can be opened up to increase the size of the function space offered by the Freya and Morna Rooms. This room also has a new window on the park side to maximise the view in function mode.

Level 1 back of house

Adjoining the training room on the New Beach Road side is the relocated furniture storage area and catering office. In the upstairs back of house area the existing kitchen and cold room are expanded and upgraded to more adequately cater for Club functions. Topping off the refurbishment, literally, are the solar panels which will be installed as part of our sustainability program and to reduce the ever-increasing electricity costs.

Ground floor back of house

Venturing down the backstairs is the less seen loading dock and enhanced keg room area providing more efficient access for staff attending to beer and goods deliveries. An enhanced beer reticulation system means less waste into the future.

Having now done the rounds of the new CYCA Clubhouse, we look forward to creating new memories within, as we approach the 75th anniversary of the Cruising Yacht Club of Australia and the 75th Rolex Sydney Hobart Yacht Race in 2019.

MATT ALLEN

Under sail

He's no stranger to winning iconic yacht races and breaking world records. But who is the man behind the trophies?



It's been a big six months for Matt Allen. After a dream-come-true finish, winning 2017 the Rolex Sydney Hobart Yacht Race; he followed it up by winning the Brisbane to Gladstone. It was the first time anyone has won the double. In the same breath he managed to break the world record for the fastest time for a conventionally ballasted boat...

OFFSHORE: You've got a pretty impressive CV Matt. You're the Australian Sailing President, you've been elected to the Australian Olympic Committee (AOC) Executive Board, you're a former commodore of the CYCA...

Matt: Too many hats!

OFFSHORE: So where did this first start? Where did your love of sailing come from?

Matt: Well, my father was a commodore of a boating Club. It was really more about fishing and water-skiing and cruising on

Port Phillip Bay in a suburb called Mount Eliza. They were trying to get more sailing happening in the club, so my father bought my brother and I a Mirror dinghy. I think my brother went out on Saturday and said, "I don't like this, I want to go water-skiing and chase girls." And I was a bit younger, so I went sailing and had no idea what I was doing. And, you know ... I still don't. I guess it just carried on from there. Sailing has been a passion that's gone the whole of my life since about the age of 10 or 11.

OFFSHORE: You did your first Hobart when you were 17 years old. How has it changed since then?

Matt: It's quite different. In those days, there was virtually no-one being paid on board. The boats were a lot slower, so you had a lot more time, especially coming up from Melbourne. You'd leave Melbourne on the 6th of December. And you'd come up and do the Southern Cross Series. The last race of

the Southern Cross Series was the Sydney to Hobart. You'd head down to Hobart and it would take, four or five days to get there and then you'd spend probably a week there.

You'd cruise back and stop off at Triabunna and do the Crayfish Derby, maybe stop off in Bicheno and at Deal Island. You'd go for a swim in the very balmy waters of Bass Strait! Everything happened so much more slowly. It seemed like you were almost away for six weeks, maybe seven, just to do the Southern Cross Series.

And people weren't rushing off to get back on aeroplanes. They would hang around and enjoy the ambience. You got to know people a lot better, you spent a lot more time with them. In those days, you could actually stay on board the boats. So we

didn't stay in a motel or wherever, we just stayed on board. We'd wake up every morning, have a shower and then you'd work on the boat.

There was just a lot more time. I think as a crew you became very close. I think people from that era, you became such close friends with them, that sort of bond stays with you forever. You just spent so much time with them and had so many experiences, on and off the water. In those days when you got down to Hobart, most of the boats were in Constitution Dock. You

were actually able to walk across Constitution Dock. Not that I can walk on water yet, but just going from boat to boat. And everyone would be sitting there in their little cockpits, and there'd be a couple of cold ones in the fridge, and you'd be walking across, and somebody would say, "Hey, do you want a beer?" or something like that. And you'd sit with them and have a beer.

OFFSHORE: How does that compare to the professionalism in racing now?

Matt: Yeah, it's totally different, because you almost don't want to have a party on a modern race boat. And you can't really sleep in a modern race boat. You can barely do it at sea, let alone in the dock. So it's very different. People tend to fly out pretty quickly.

“ I think halfway to Hobart, probably every other year, I wonder why the hell am I doing this? ”



Allen's Carkeek 60 Ichi Ban, Rolex Sydney Hobart Yacht Race 2015.



CARL CRAFOORD Cup runneth over



This year the CYCA team took home, for the second year in a row, the coveted Federation Cup, in the iconic QantasLink 70th Brisbane to Gladstone Yacht Race. The Federation Cup is awarded as a team-based prize for the best combined score in the race. CYCA was represented by Matt Allen on Ichi Ban, Ray Roberts on Team Hollywood and myself, Carl Crafoord on Sail Exchange - all of us competing with new boats.

Last year "Sail Exchange" had a bare-bones program on our Farr 1104, with wool on the shrouds, no instrumentation, internet or comms. A major southerly wind shift 40 miles out of the shipping channel put our first place in IRC Div 2 chances back to fifth.

This year in our Cookson 12, formally, "About Time", we were much better prepared, and we had a thoroughbred to ride! I have been fortunate to do a dozen of these races and the race start on Good Friday is always a big event. As a team we all started bang on the line when the gun went. Hollywood at the boat end, Ichi Ban mid line and Sail Exchange at the pin end. The race was pretty much standard SE trade conditions 20-25 knots maybe a touch more. It's a 305nm race with the first 150nm to Indian Head historically being tough to stay off the lee shore of Fraser Island.

We got out of the bay with the outgoing tide in good shape and had a 15 knot SE with a short beat from Brisbane across to Moreton Island. Once past the island we bore away with the S2 heading out of the shipping channel and clear of the bay. The breeze tightened up heading across to Fairway buoy then into the evening it freed up and built to 20 knots where we were pressed with the code zero.

Other boats in our division (IRC 1) like Kerisma punished us on the leg to Indian Head as they've got better righting moment and form stability in the bump. Kerisma had seven miles on us by Indian Head until we were able to set the S6 towards Breaksea Spit reef where we started reeling them back in. We pushed the boat hard with our formidable drivers and trimmers,

sailing inside the fleet in five metres of water, gaining us seven miles back on Kerisma!

Meanwhile Ichi Ban and Team Hollywood were already on the sleigh ride from Breaksea Spit to the finish with Lady Elliott Island being a mark of the course but with the breeze direction it became more of a passing mark. The bigger boats were putting extra miles on the fleet as it was closer to their VMG angle.

My partner on the boat asked me why we travelled so far from Sydney to do a 29-hour race? The grins on their faces surfing downhill towards Gladstone made me turn around say, "This is why we travelled so far!" It is truly a sensational yacht race and Nigel and Jodi from the QCYC do an incredible job managing the race professionally.

Our over the line result was sixth. On IRC we won Div 1 by two-and-a-half hours which was an outstanding effort by the crew and really made up for last year's attempt in spades.

It was a great effort from Matt, Ray and their crews and we look forward to doing it all again next year.

Also a special mention to Ichi Ban, receiving the Mayor's Cup, a new trophy from the Gladstone Mayor's office for the best combined score result for the Rolex Sydney Hobart Yacht Race and The QantasLink Brisbane to Gladstone Yacht Race.

I personally believe it is important we support these events to maintain the competitive spirit in offshore sailing. ⚓

“ It's about putting really good people round you. And having a good decision-making process on the boat. ”

The modern race boats are much more pleasurable boats to sail. And the equipment's better and better, but the level of professionalism is high. And probably the risks, you know ... it's probably easier to make a mistake on a modern boat than it was on the old boats. The engineering is a lot closer in terms of what the boats can withstand. So if there's no operator error, everything should be fine. The old boats could cope with a fair bit of operator error and they'd still be fine.

In 1983 we built what was possibly one of the first carbon fibre boats in Australia and probably one of the earlier ones in the entire world. And the engineering was just sort of make it up as you go along. We really had no idea. We were just using more judgment than anything else.

OFFSHORE: On to a slightly more serious question: obviously things can go wrong at sea. In an interview with The Australian, you said during the last Rolex Sydney Hobart Yacht Race, "We had water above our heads, we were buried in water for a long time." Do you ever get scared at sea?

Matt: I've never really been scared at sea. I guess I've been cautious, but not scared. There's a big difference between 'water' and 'water'. Is it spray coming over... which is happening all the time versus solid water. And I guess there is an issue of coming back to the John Fisher incident in the Volvo Ocean Race. The modern boats are going to have more and more solid water coming over them, and that's creating some management issues for the people on board.

OFFSHORE: Do you ever get to that point where you think, "I've had enough of this sailing caper. Why am I even doing this?"

Matt: I think halfway to Hobart, probably every other year, I wonder why the hell am I doing this?

But look, I think it's so intertwined with just having an adventure. There are very few sports that you can play at this age and still compete against at that level. And that's the beauty of sailing. I mean, you can do it in some other sports, but there's not that many. There's

nothing like the Rolex Sydney Hobart race, you know, the start, the finish, the international recognition of the race. I think the passion keeps going and these new boats, as I've said they're not easy to sail, but boy they're fun and they're incredibly rewarding to sail.

OFFSHORE: The last question is a bit of a light-hearted one to finish off. We wanted to know if you've ever been seasick? And if so, how badly?!

Matt: You know, I've never been seasick.

OFFSHORE: That's a terrible non-story!

Matt: However, I think everybody can get seasick. I mean, there's no doubt that one day I think I'll be seasick. But it hasn't got me yet.

OFFSHORE: When we're talking about these hairy situations, it sounds like you find them more exhilarating than stressful?

Matt: It's about putting really good people round you. And having a good decision-making process on the boat. There's a lot of times, for everybody, where they've got to make decisions about sail changes and navigations or, "Can we get around a particular point with this sail, or do we need to change sails?" I think whether it be in business or sailing or whatever, having good people around you and making sure you've got the right decision-making sort of process happening gives you the best chance of success.

It's really important when you're racing at that level. Because things can go wrong. And the one thing you know about a boat, is that if one thing goes wrong, it tends to multiply. If you can stop that first thing going wrong, or really limit that first thing going wrong, because things do go wrong. It's just a matter of trying to win it back and that will give you your best chance.

OFFSHORE: That's quite a good metaphor for life isn't it?

Matt: There's a lot of similarities, for sure. ⚓

Vale Jeannette Dorothy York OAM

LIFE MEMBER CYCA
1935 - 2018

I first met Jeannette in 1984 when I joined the Associates Committee. I immediately noticed this impressive, self-assured and knowledgeable lady who knew everything about the CYCA's history, its members and their yachts. I later learnt that she and her family had been involved with the Club from day one, and that she was around nine years of age when her father, the late Merv Davey, became a founding member of the Club in 1944. Jeannette was an original member of the Associates Committee which was formed in September 1963. She was a wealth of knowledge and it was always entertaining to hear her historical tales about early days at the Club and about ocean yacht racing in general, both in Australia and overseas. Her memory for detail was amazing: dates, time, places, people, and boat names.

Jeannette was passionate about sailing, the CYCA and Sydney Harbour, and served as Vice-Chair of the Sydney Harbour National Park Advisory Committee from 1994 to 1999 and as an inaugural member of the Lower Parramatta River Catchment Management Committee.



A young Jeannette York with the sun on her face enjoying what was to be a lifetime-long love of sailing.

From 2000-2008 Jeannette convened the Associates Annual Parade of Sail and Blessing of the Fleet, which was for Classic Yachts of 25 years and over, plus she was judge of the Ship Shape and Bristol Fashion Awards, which took place during the parade, from 2011-2014. She personally knew most of the owners and details of their beautiful wooden yachts. Jeannette arranged for the Sydney Heritage Fleet's 73' Edwardian schooner "Boomerang", built in 1903, to be the official start vessel, along with an RAN Chaplain to bless the fleet and the Sydney-Hobart cannon to start the parade. Her husband Michael York OAM, a CYCA 50+ Year member, skippered Boomerang on the day.


It was a pleasure to work with Jeannette on the Associates Committee. She was precise, articulate, had the ability to allocate work and follow through on any project with no fuss or bother. Her involvement with the Members and Services Committee is also well noted.

I was President of the Associates Committee in 2003 when they celebrated their 40th Anniversary. In the lead-up to this event and to make it a double celebration, it was my honour to nominate Jeannette to the CYCA board for Life Membership. This was to acknowledge her hard work and contribution to 40 consecutive years of membership and uninterrupted dedication and loyalty to the Associates Committee.

Jeannette became the first woman Life Member of the CYCA. She is a highly respected sailor and along with Michael they sponsor the York Family Corinthian Trophy in the Sydney to Hobart Yacht Race.

Jeannette was always working on some project, be it for her family, managing her home stay, PLC Ex-Students' Association, or her local community. She was awarded her Order of Australia Medal in 2015 "for service to the community of Drummoyne and to local government". Jeannette was the Deputy Mayor of Drummoyne from 1995-1996 and was a councilor from 1989-2001. She was also a stalwart member of the Drummoyne Community Centre and served as its Vice President.

Jeannette was a devoted wife, mother and grandmother and our condolences go to Michael and the York family.

Gail Lewis-Bearman
CYCA - Life Member 

Tara Blanc-Ramos: Young achiever

21-year-old Tara Blanc-Ramos is doing what the Youth Sailing Academy (YSA) graduates do best, knocking out a university degree while winning races around the world...



Tara Blanc-Ramos is currently completing her fourth year of a combined Bachelor of Commerce and Arts degree. During the past four years she's also managed to show up to sailing training three times a week and a race every weekend. How does she do it? Well for starters she's pretty modest about her time-management skills

"It kind of worked out okay for me because being a commerce degree, it's not a lot of hands-on time at uni, so I had more time to be able to do my own work at home."

Sailing mates Harry Price and Angus Williams competed with her in the 2015 Governor's Cup, the oldest international youth match racing regatta in the world. It was her first major international regatta. They won. Fast forward to 2017 and the same YSA team won the World Youth Match Racing Championship held at the Balboa Yacht Club in Newport Beach, California. World's attracts only the best youth sailors from around the world and competition is notoriously tough. When the boys, Harry and Gus competed without Tara in the Governor's Cup in 2017, two weeks prior to World's, they came fourth place without her.

"It was kind of fun to be able to go over there and say, 'well clearly I'm the missing link!'" she says lightheartedly.

So what type of sailing do YSA graduates move on to? Do they stick with match racing? Regattas? Offshore?

"I think you get a real mix nowadays," says Blanc-Ramos. "Historically, it was a lot more offshore and nowadays you get a lot of people who do go into the bigger boats and go into offshores. But then you've got your Harry Prices, who are going to stick with match racing and campaigning on the World Match Racing

Tour. He doesn't want to be an offshore sailor. He wants to be a match racer."

Might offshore sailing be on the cards for Blanc-Ramos? Maybe a Hobart?

"I've only ever done the Flinders Islet Race which is a short offshore race. I thought it was great. Whilst I'm a small, 60-kilo girl I still want to give it a go. There's a lot of young girls like Emma May for instance who said, 'I want to do a Hobart. I want to try it now.' (May completed her first Hobart at 18.) And she just happens to love it."


Does that encourage her to do a Hobart having watched Emma?

"I've known Emma since we were probably 10 years old. We both grew up sailing. It's pretty cool to see that she did [the Rolex Sydney Hobart Yacht Race] early and enjoyed it so much. She was a bowman, which is one of the more challenging positions in an offshore race. It's great to hear someone say, 'It's really good. I want to keep doing it!'"

What's next for this intrepid YSA sailor?

"I've done a couple of one-design races and IRC racing and things like that which I really enjoy. I'd like to get into a bit more of that, on bigger boats. And I still enjoy a Sunday race. This year, the YSA has the Women's Nationals, so I'd like to come back and do that."

Her studies finish mid next year which means she's obviously going to be looking for - "Yeah, a proper job," Blanc-Ramos says with a laugh.

No doubt she will approach her professional career with the same vigour as she has her sailing. 

PAM SCRIVENOR

Preparing the CYCA's next generation

At this time of year, many dinghy sailors are looking for opportunities so they can continue sailing throughout the winter months. Most dinghy clubs run programs for junior sailors from October to March - the Youth Sailing Academy (YSA) is able to offer several options to take them through the winter.

The entry level for the YSA is the School Holiday program. These four-day courses run over the holiday periods and are a great introduction to the Elliott 7 keel boats. With four days exploring Sydney Harbour,

learning the basic rules of sailing and finishing with an afternoon of fleet racing, this course is a great introduction for 14- to 18-year-old sailors.

At the next level, sailors are selected to join the tiered structure of winter squads commencing in April/May each year where they have the opportunity to extend their experience on the Elliott 7s. Sailors who are 14 to 16 years old, can join the Talented Sailor Squad (TSS) which focuses on fleet racing, 15- to 17-year-old sailors can join the Development Match Racing Squad (DMR) which introduces sailors to the rules of match racing and 17- to 24-year-old sailors can join



CYCA team of Eric Sparkes, Dante Olivieri, Jessica Grimes, Emma Harrison, Thomas Grimes after winning the SHARP Australian Youth Match Racing Championship.



Students touring around the harbour and learning sailing essentials.



CYCA's Finn Tapper takes a close dip at 2017 SHARP Australian Youth Match Racing Championship.



Dante Olivieri and Jessica Tavener training as a part of the YSA Winter Squad.

the Advanced Squad, continuing their match racing training and representing CYCA in State, National and International events.

Finding young sailors to fill the School Holiday Courses and TSS has been made easier with the generosity of CYCA member, John Kirby and Sun Foundation. Through this donation, the YSA can offer scholarships to approximately 25 dinghy clubs within our catchment area which extends north to Newcastle and south to Illawarra. The YSA issues four scholarships (50% discount on courses) to each dinghy club and these are usually presented at their summer prizegiving to worthy young sailors who are keen to extend their sailing experience to keel boats and match racing. Many of these sailors are also aiming to join Members' yachts for harbour and ocean racing in the future.

The YSA works with several match racing clubs as well as the dinghy clubs in our local area. With similar programs to the YSA winter squads running at Royal Sydney Yacht Squadron, Royal Prince Alfred Yacht Club and Newcastle Cruising Yacht Club we have the ability to hold competitions on an InterClub level. DMR sailors are invited to contest the InterClub Cup which sees each of these keel boat racing clubs hold a one-day regatta where they compete in a club team for the title.

The CYCA team currently hold the title, returning it to the Club in 2017 after several years absence.

The more senior sailors in the YSA have the most on their plate during the winter season. The Advanced Squad program runs for 14 Saturday sessions with each session starting the day with one hour of fitness followed by an on-water sailing session through until mid-afternoon. Throughout the season, the YSA, with the support of several Members, is able to hold two World Sailing-graded regattas as training events. Shelving Systems Match Racing Regatta is a one-day event in late June which is sponsored by Phil Tomkins and Shelving Systems and Captain John Piper is a two-day event, sponsored by Dean Harrigan. The YSA invites its fellow match racing clubs to these events to share the competition and regatta practice during our training seasons. These regattas are important training days for the NSW and Australian Match Racing Championships (Open, Womens and Youth) which are all held at the end of the training season. In 2018, all of these Championship events have been awarded to CYCA to host in recognition of the 25th Anniversary of the formation of the YSA.

Follow the CYCA's YSA on Facebook at [Facebook.com/CYCAISA](https://www.facebook.com/CYCAISA)



BY RENEE SMITH

Is sailing the ultimate therapy?

If you met me 12 months ago I was a workaholic. I was totally buried in my career as a coping mechanism to manage my life with a spinal cord injury. I was feeling lost and unsure of myself after having been medically suspended from competing in my para-equestrian sport. The doctors believed I had developed Multiple Sclerosis.

So how is it that today I emanate a different kind of happiness and confidence?

A healthy passion and a love for my family-like community of friends? I didn't quit my job. I didn't uproot my home. And I didn't have a sea change - well, as such. Quite simply, the girl who had always disliked boats, got on a yacht for the first time and fell in love with sailing.

I fell hard and fast.

Spiritually, physically and literally!

Spiritually. It was the moment the bow of Kayle, the 54' Lyons yacht, belonging to Sailors with disABILITIES (SWD) was turned down. I felt her accelerate as her sails harnessed the natural power of the wind.

Physically. The instructors forgot to tell me in advance what the helmsman's call of, "Prepare to tack," means. I had to work out how to slide myself from one side of the boat to the other while timing it just right as the heel changed. Without warning, physically and literally I fell hard and fast!

But as the training sailing session for new SWD volunteers came to an end, I looked at my empty wheelchair awaiting my return on the dock, and all I knew, was that this is where I needed to be.

Behind the fairy-tale of my sailing journey is a mountain of challenges and numerous unpleasant stories. However, all my sailing Instagram posts have the hashtag, #myfreedom attached to them. But how can

I feel free when the physical challenges I face in life continue to besiege me even on the boat? A photo of me belies what is really going on as I sit on the rail as we beat upwind. My partially functional core muscles are screaming as I hold my torso up against the heel of the boat. My arm muscles too, burning from the strain to hold me upright because without any leg or backside muscles to support myself, my arms are the only thing keeping me on the rail and out of the ocean. The pressures on the crushed section of my spinal cord causes me significant nerve pain, battling fatigue, the threat of pressure sores, it is all constant.

But let me tell you there's a much deeper meaning to #myfreedom than simply being free of my wheelchair.

Whether I'm with my fellow SWD race crew who have disabilities, or I'm taking a group of kids or adults with disabilities out for an opportunity to try

sailing with SWD, the same rule applies to all of us and you too. The wind and the ocean doesn't know if you can't walk, can't see or hear, are missing a limb, if you have an intellectual impairment or a mental illness.

#myfreedom is because we all get treated the same - no judgements, no sympathy, no excuses.

#myfreedom is because sailing is a level playing field, an inclusive sport that offers many adaptable options

#myfreedom because every time I achieve a new milestone or simply go out sailing, I know the number of challenges I've needed to overcome, which builds my self-confidence and resilience.

#myfreedom because if you want to be a sailor bad enough you'll fight whatever demons you have and you'll break through.

#myfreedom because here I'm not a disabled person. I'm a sailor. ⚓



WOMEN IN SAILING

Ruth Smyth & Leander Klohs



Deborah Wallace, Zoe Taylor, John Markos, Karen Grega

DEBORAH WALLACE Women in sailing luncheon

"I stood on the shore watching the start of the Rolex Sydney Hobart and thought I can do this..." Zoe said. "What's your dream and passion?" she asked.

These opening lines resonated with many of the ladies and gentlemen attending the luncheon.

The ladies of the CYCA live and breathe being on the water, they are competitive sailors, and it's a love and passion like nothing else. Last year, after completing the Sydney Gold Coast race, I discussed the idea of a Women in Sailing lunch with a few competitors. It would be a gathering of a few fellow women sailors and those who support and embrace our efforts.

This luncheon proved to be a wonderful forum to network, share and compare stories, with ladies who are looking at getting more involved in sailing and to listen to those that have paved the way. It was a celebration of the past season, and an opportunity to reconnect after the first ladies race for 2018. A catch-up, where both men and women come together, to be encouraged and support each other's abilities, ambitions and achievements.

We would like to thank our sponsors for their generosity and also thank our guest presenter Zoe Taylor. ⚓



Zoe Taylor



Deborah Wallace, David Kellett



Lindsey Gilbert



Naomi Parks



Amanda Green, Jocelyn Webb, Mig Rees



Zehia Ters, Jodie van Der Velden, Barbara Mckay, Cathie Mulherin

From the archives...

HOW TO BE A FASHIONABLE SEA DOG

by TONY CABLE

The clothing required for ocean racing has been altering rapidly over recent years, so that nowadays certain items previously not worn, have come to be considered almost as essentials, e.g. seaboots, and there is now quite a trend to fashionable 'in' items. Just after the War, jungle greens and other services gear were thought to be quite appropriate. The old waterproof that had served well on the Kokoda Trail, was also felt to be adequate for seagoing. But today, the 'in' yachtsman has to turn out in much more fashionable attire. The following points out some of these developments and describes a few of the up-to-date items the 'new generation' yachtsman seems to need.

Footwear provides some good examples of these points. Up to around the time of the '62 Cup Challenge, bare feet were the rule, even when sailing in the colder Tasmanian waters. But the 12 metre crews gave the lead to the wearing of blue canvas deck shoes, which soon became standard 'in' gear. They had to be faded and dog-eared, of course, for like navy coloured shorts, they had to show a necessary age, in order to distinguish the 'veteran' yachty. It must be acknowledged however, that stalwarts are still about who claim "that bare feet grip better" and are often the ones who wear thongs ashore.

The next trend was to the hyper-priced leather American deck shoes, anyone wearing these was certainly one cut above his mates. The rationale for wearing these was that they were so... so... comfortable and really the (unbelievable) price was not all that much, when their life was double (sorry, quadruple) the canvas ones. Indeed, their service could be much longer than this, when worn only around carpeted bars, in which case they still had to have a used-at-sea salty look.

The new importance given to 'looking the part' should not be overlooked. One of our Admiral's Cup team members was seen, unfortunately, strutting around a Cowes pub in a brand new leather pair, some of the Pom team assessed the Australian team by these feet and their morale soared. The adage is,

'even if you aren't much good at the sport, at least look as though you are'.

The next footwear trend is predicted to be towards the "training shoe" type (they should preferably be in crew colours). There will not necessarily be any practical reason for wearing these, although the fashion leaders will nevertheless justify them on such grounds as: they help one to run around the foredeck faster; they are nice and sturdy (or nice and soft); they grip faster (or a bit slower); although more expensive than bare feet, they are less expensive than other types; or, more expensive, but better value.

Lots of this new gear has been brought back from overseas, particularly seaboots, which are being seen more and more. To compensate for the weight reductions from such innovations as aluminium masts, some yachts can now carry eight pairs of boots. For those who feel that the black ones look too much like dairy boots, there should be no problem in finding a colour and style to suit. There is even a tie-up type; might be fun to see a chap with a pair having a hard swim when he can't get the knots undone. Referring to shades, white was last year's fashion, while pale blue is now the rage, pity it's not a safety colour for those inclined to float feet up!

With the '62 Challenge came another prestige garment — the "Speedo" jumpers, with their discreet yacht name and flag on the breast. Anyone sporting one of these, had a distinct status, even when the wearer was merely from a training squad. These are by now somewhat depreciated currency, having been issued to rather large numbers, but their owners, nevertheless, still gain considerable kudos in trotting them out on special occasions. Such an event is never on the early morning watch when covered in oilies. More likely, when a chap takes his girl friend for a sail and modestly says that it was the only sweater he could find as he rushed out of the house in

parade to page 7



OFFSHORE, October, 1972 3

Continued...

FASHIONABLE SEA DOG from page 3

between such airings, they seem to be well preserved, as it is still possible to see odd "Gretel '62" prominently displayed.

Oilies provide another interesting topic. To look like a real ocean racer get hold of oilies proper. They might be a little smelly and sticky, but your image is guaranteed. I am not sure where they are available these days, but a council worker might give a clue. Modern types are available in a wide range of styles and colours. Do try to select a shade that matches your boots. It might be worth remarking that a safety colour may again be desirable when choosing your oilies wardrobe. The '62 Cup squad had a nice camouflage — sea blue tone — so that if a chap went over, he would never again be seen by his rate captain. If you want to cause confusion, wear only a cheap plastic raincoat and they won't know whether you are an old swell or a new hand.

Crew uniforms are now the rule, with the objective that each outfit should outdo the others in distinctiveness and brightness. The great variety seen at the start of a Hobart, puts the Melbourne Cup jockeys to shame. Once one is in Hobart, the style is never take one's shirt off (for days), thereby you can be instantly recognised as one from the fleet (as if your beaten up shoes, don't give you away anyhow!).

The shirt can even be worn home on the plane, although one wonders what the non-sailing cabby thinks of his passenger, in his iridescent green shirt with "Mary Maid" emblazoned across his breast.

Next, hats provide some illustrations of trend changes. The

old rusty canvas fishing hat has given way to sports car driver type towelling ones (preferably in crew colours). The really smart chaps wear jaunty Carnaby Street styles, with Skipper hats, once acquired from the R.A.N. in 1944, are now likely to have been got from bus drivers. As always, they can impress and further, as I spent most of my time aboard it upturned, rather than in the cockpit, such a hat would have looked rather undignified. The caps may be worn with varying amounts of badges and braid. I suppose that if you have an 80H, line honours champion (inevitably!), you are entitled to sew on as much fruit salad as Macarthur had as a field marshal.

Other gear now commonplace in the 70's, includes white socks with coloured tops (preferably in crew colours); imported canvas trousers, ideally in maroon, for some reason, otherwise faded navy. More and more linen yachting kerchiefs are being worn by the trendy set who enjoy sailing with wet rags around their necks; many find that the ones printed with "how to do knots" quite handy. Today, shirts can be worn that previously would have been considered too feminine. Now it is acceptable to wear three-quarter length sleeves, giraffe stripes and tie-up fronts; the laces provide a bit of a giggle when caught in a winch. Leather yachting gloves are also coming in, for protection of lemon soft hands and from the severe cold in Australia.

COMING ATTRACTIONS

JUNE		24 Audi Centre Sydney Winter Series - Race 8 State of Origin II Pie, mash, peas & beer - \$20	27 Trivia at the CYCA	29 Meet the Wine Maker "The Lane" Wines	30 Shelving System Match Cup
JULY		01 Audi Centre Sydney Winter Series - Race 9 Cointreau Cocktail Bar from 2pm	05 Christmas in July	06 Trivia at the CYCA	08 Audi Centre Sydney Winter Series - Race 10 Cointreau Cocktail Bar from 2pm
11 Trivia at the CYCA State of Origin III Pie, mash, peas & beer - \$20	15 Ladies Day Race 3 (Chris Lee Trophy) Audi Centre Winter Series Cointreau Cocktail Bar from 2pm	17 CYCA AGM	18 Trivia at the CYCA	20 Audi Centre Sydney Winter Series Prize Giving	
21-22 YSA Captain John Piper Regatta	26 Sydney Gold Coast Yacht Race - Race Briefing	28 Sydney Gold Coast Yacht Race	AUGUST		04-05 Club Marine NSW Youth Match Racing Championship
				08 Trivia at the CYCA	

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