

PRESIDENT'S REPORT

The AGM and Gin Tasting night was well attended with many staying well after the meeting concluded, to enjoy the company of fellow members. Thank you Lyn Humphreys and Kate Rowe for the enjoyable gin tasting and Barry, behind the bar, for those not so keen on the gin.

(From this editor's point of view, this was the best AGM I have ever attended; a little longer than most, but very informative and well presented - thank you Lisa.)



In the links below are the minutes from the AGM. Thank you to everyone who attended or sent their apologies. For those who witnessed the fall, you'll be pleased to know that I ran into Peter Bennell walking along Manly Beach with his daughter, fully recovered.

For those of you who were unable to attend, please find attached the following documents:

- [2024 Annual Report](#)
- [Minutes of the AGM](#)
- Updated [Constitution](#) which was adopted by members but is yet to receive ministerial approval.

THANK YOU

My thanks to all at MYC for their great efforts at correctly handling the drama. It was certainly a break from the usual boring AGM !

Other than it happening at a hospital, I can't think of a better place than MYC to have a cardiac event - with so many members trained on the First Aid courses!

Peter Bennell

Your Board for 2024/2025 is as follows:



President

Lisa Callaghan



Vice President

position vacant



Treasurer

David Lewis



Commodore

Stephen Teudt



Vice Commodore

Catherine Thornton-Rofe



Club Captain

Bruce Davis



Membership

Maz Radford

The reduction in the number of Board members and the creation of two new committees - "Membership & Social" and "Club" - is to facilitate broader engagement within our membership and reduce the workload of Board and Sailing Committee members. Honestly, I am both surprised and thrilled that we've already had interest from members to help on those committees.

In this and coming newsletters, we'll outline in more detail what each committee is responsible for; what goals it aims to achieve short and long term; and what skill sets we're hoping to help achieve those outcomes. We'll also detail how the tender service will work, its pricing model along with some exciting updates about the Club Championships for 24/25.

Lastly, I want to acknowledge and thank all the outgoing Board members, not only for their service this year but also to those who have served on the Board for many years, especially former President Cary Budd, who served for 12 years.

I look forward to serving as your President for another year. I am really pumped about the year ahead and celebrating our 75th Anniversary in 2025.

Lisa Callaghan - President





COMMODORE'S REPORT

The MYC sailing season is nearly at its end with only two more winter series races to go, but your Board and Sailing Committee have not been idle in the winter months, with much planning for the coming season. With that I'd like to update you on what's coming up.

TENDER SERVICES:

As you are all aware, with the demise of the *Runaround Club*, MYC moved quickly to fill in the gap by purchasing a tender. This service has been quite successful by providing tender services on race days. The club then later expanded the service to provide a "self-drive" option for those members who needed to access their boats outside of race days.

We have about 20 members who have done the training and are approved to drive the tender when they need. They just have to book it thru the **Tender WhatsApp** group. Contact me at commodore@myc.org.au if you require training so that you can access **Tender WhatsApp** group

To date this service has been free and was subsidised by the club, but this is not a sustainable option for the long term. MYC is a community and volunteer run organisation with limited sources of income. The Board has concluded that in the future the tender services have to be paid for.

After some significant modelling on how and who uses the Tender, the Board has come up with the following pricing structure.

MYC ANNUAL TENDER SERVICE FEES:

- For those who wish to use the tender mid-week to access their boats:
Self-Drive (excluding Twilights and Race Sundays) \$1500
- For those who just want the tender service just to get themselves and their crews to the boats for the twilight season:
Twilights \$400
- For those who just want the tender service just to get themselves and their crews to the boats for the Race Sunday days:
Race Sundays \$300
- Just Twilights and Race Sundays
Twilights plus Race Sundays \$600
- Self-Drive and Twilights and Race Sundays
Full access \$1900

To some, these might seem expensive, but I will make two points.

If you look around the harbour at similar services, these fees are very reasonable in comparison.

Even with the above fees, it really is just a cost recovery exercise, not a profit making one for the club. Depending on uptake, even these fees may not cover the cost of running the tender service for a full year.

To assist in covering the expenses that have been incurred to date, the Club has setup a tax deductible donation facility with a target of raising \$15000. I am pleased to say that we are more than a third of our way to meeting that goal. We have such generous members.

You can donate here: <https://asf.org.au/projects/manly-yacht-club/supporting-the-myc-tender-costs-for-the-2324-year>.

NOTE: The Tender is away for a couple of weeks getting serviced, antifouled and a paint job.

CHANGES TO NEXT SEASONS SAILING PROGRAM:

As previously mentioned, I am now pleased to confirm the MYC and MHYC have finalised a combined program for next season.

It will be called "Combined Clubs Sunday Series". It will involve 7 days of racing throughout the season. It will run concurrently with the MYC Club Championship.

The Notice of Race and Sailing instructions have been finalised and will be published in each club's handbook. MYC will be inviting all other Sydney Harbour Clubs to join in as well.



Continued on next page ...



COMMODORE'S REPORT ... continued from previous page

The Mini Regatta has been replaced with a Sprint Series (over two separate race days) and the length restrictions on yachts has been lifted. We will also have MHYC (and other clubs) participating in this event as well.

As MYC and MHYC are taking the lead on running these combined clubs' events it is VERY important that our Race Committees do this work in the most professional way possible.

To that end, I invite all members to learn and / or upgrade their race management skills.

MYC will be running a **RACE OFFICERS' COURSE ON SUNDAY, 25TH AUGUST 2024** at MYC. Please come along to either learn new skills or, use it as a refresher if you have done this course previously. It will be in two parts (both on the same day). The morning session is theory, and, in the afternoon, it will be an on-water practical using the Club's brand-new committee boat "Ready Get Set".

Dates
for your



dates
to
Remember



AUDIT DAY: SATURDAY, 17TH AUGUST 2024

The day where all yachts competing in any MYC (or any other clubs' event) get their yachts checked to ensure they meet appropriate Category requirements as defined in the Australian Sailing Special regulations.

For MYC to race inshore you will need a current Category 7 certificate, and to race in the MYC offshore events you will need a Category 4 certificate.

You can find information on the requirements here:

<https://www.sailingresources.org.au/safety/specialregs/>

Compliance Forms here: <https://www.sailingresources.org.au/safety/equipment-auditing-forms/>

Our chief Auditor (Arthur) will be sending all skippers an email on the MYC requirements on the day soon. The main thing that the auditors want, is that you be well prepared on the day of the audit. Don't make it a "last-minute" thing or you will be wasting the volunteer auditors time.

MYC SAFETY BRIEFING: TUESDAY, 20TH AUGUST 2024 THIS IS COMPULSORY FOR ALL SKIPPERS

You can attend in person at MYC or watch the video later. Either way you will have to sign a declaration afterwards. It is a reminder on Col Regs and RRS obligations and local rules of Sydney Harbour to do with ferries and big ships. This year we will also be covering some changes to the MYC general regulations of sailing which can affect every skipper. It's not a bad idea for crew to attend too. For context, every club in the harbour runs these sessions, not just MYC.

FINALLY, A COUPLE OF SPECIAL MENTIONS:



Mondo won the CYCA Sydney 38 Division Winter series point score. Lisa (our MYC President) is proudly wearing her crown, given to her by the crew. (It's a tradition!) Congratulations Lisa!



Race 1 of the Bluewater Series (2024 Noakes Sydney to Gold Coast Race) starts on Saturday, 27 August. MYC boats *Kanreki*, *Mondo* and *Jupiter* (DH) are entered. Follow them on <https://bwps.cycaracing.com> We wish them all much success.

Stephen Teudt - Commodore



(That's the longest report I've ever had from you, Commodore... Ed)



NEW BOARD AND COMMITTEES STRUCTURE

If you feel you can assist in any way on any of the committees, please reach out to:

- Maz on the Membership Committee membership@myc.org.au, or,
- Stephen on the Sailing Committee commodore@myc.org.au, or,
- Bruce on the Club Committee club.captain@myc.org.au

Membership & Social Committee <i>Management of membership including engagement and pathways</i>	
Membership Director (Chair)	
Vice President	Membership Administrator (New)
Social Director	Pathways Coordinator (New)
Social Media Co-Ordinator (New)	Newsletter Editor
Webmaster	Club Historian
Diversity & Inclusion	

Board of Directors <i>Strategy, finance, risk and compliance</i>	
President (Chair)	
Vice President	Commodore
Treasurer	Vice Commodore
Membership Director	Club Captain

Sailing Committee <i>Management of all racing activities for all classes</i>	
Commodore (Chair)	
Vice Commodore	Rear Commodore
Race Directors	Sailing Administrator
Race Committee Coordinator	Principal Race Officer
Principal Audit Officer	Sponsorship
Handicapper	Junior Racing Program Director

Club Committee <i>Management and sustainability of all assets and infrastructure either owned by or maintain by MYC</i>	
Club Captain (Chair)	
Treasurer	Club Manager
Grants Officer	Sustainability Officer (New)
Boats Captain (New)	OHS Officer (New)
Tender Service Captain (New)	Equipment Captain (New)

FUNCTIONS OF THE COMMITTEES:

SAILING COMMITTEE

The responsibilities include managing and promoting the Club's sailing and training programs, ensuring compliance with regulatory requirements, maintaining safety standards, and overseeing race management. The committee's composition includes the Commodore, Vice Commodore, Rear Commodore, and other appointed members. The committee meets monthly, and the Commodore is responsible for chairing meetings and reporting to the Board.

CLUB COMMITTEE

The Committee's purpose is to oversee the management and sustainability of the club's assets and infrastructure, promote sustainable practices, plan maintenance projects, ensure regulatory compliance, and manage budgets and grants. The Committee consists of a Chair (Club Captain), Vice-Chair (Treasurer), Club Manager, and at least three other members with relevant expertise. The Committee meets bi-monthly, makes decisions by majority vote, and requires Board approval for repairs over \$5000. It can establish subcommittees for specific projects.

MEMBERSHIP & SOCIAL

The committee's purpose is to promote and enhance the sailing community through member engagement and social activities, aiming to increase membership, foster inclusivity, organize social events, and support sailing education. It consists of a Chair, Vice-Chair, and at least three other members, meeting bi-monthly and making decisions by majority vote. The committee can form subcommittees for events or special projects.

POSITIONS VACANT

SAILING COMMITTEE

Marathon Race Director
Christmas Race Director
Crew Coordinator

POSITIONS VACANT

CLUB COMMITTEE

Boats Captain
Equipment Captain
Tender Service Captain
Sustainability Officer
OHS Officer

POSITIONS VACANT

MEMBERSHIP & SOCIAL

Pathways Coordinator
Social Media Coordinator
Diversity & Inclusion
Club Historian



Manly Yacht Club will be celebrating its 75th season at the start of September 2025. The Membership and Social Committee is **looking for ideas** of how to celebrate this milestone.

PUT ON YOUR THINKING CAPS AND DROP ME A LINE... membership@myc.org.au



NOAKES SYDNEY TO SOUTHPORT RACE



Dear crews of *Jupiter* (DH), *Kanreki*, and *Mondo*,

On behalf of the entire Manly Yacht Club, we wish you the best of luck in the Noakes Sydney to Southport Yacht Race. Your dedication, skill, and passion for sailing are a testament to the spirit of our club, and we are incredibly proud to have you represent us in this prestigious event.

The Noakes Sydney to Southport Yacht Race, established in 1986, has become a beloved fixture on the Australian yachting calendar. Covering 384 nautical miles from Sydney Harbour to Southport on the Gold Coast, this race challenges sailors with diverse and demanding conditions, from the strong currents of the East Australian Current to the potential for unpredictable weather. Over the years, the race has seen remarkable displays of seamanship and sportsmanship, earning a special place in the hearts of sailors and spectators alike.

As you embark on this exciting journey, know that the entire Manly Yacht Club community is cheering you on. May you have fair winds, following seas, and a race filled with camaraderie and success.

Sail strong, sail safe, and bring home the glory!

Best of luck!

Lisa Callaghan - President



WHAT'S COMING UP

Dear Members, there won't be an August newsletter (unless someone wants to fill in for August?) as I will be overseas... is that...



So, PLEASE take note of what's coming up...

AUGUST:

- 17 Aug - Equipment Audit
- 20 Aug - Compulsory Skippers Briefing (interested members welcome)
- 27 Aug - Race Officers Course (Theory & Practical)

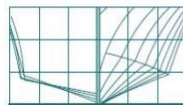
SEPTEMBER:

- 7 Sep - Season Opener BBQ (everyone welcome)
- 8 Sep - First race of the season (yachts and lasers)
- 14 Sep - Season Opener for Parents (Orientation)

NEW SEASON INFO:

- The on-line calendar is updated so start planning your races
- The handbook is at the printer and will be ready for the Equipment Audits
- The on-line version of the handbook is on the web page (under Yachts / Documentation)

THANK YOU



CASTLECRAG MARINE

FOR YOUR SPONSORSHIP
for
annual slip/clean/antifoul of
Ready, Get Set!!!



THE KITCHEN MAKER

CUSTOM KITCHENS & JOINERY

Looking forward to seeing your logo on the O'pen Skiff sails in the coming season.





DIVER WANTED!



MYC MEMBERS : DO YOU KNOW OF ANYONE WHO WILL KEEP THE MYC TENDER CLEAN?

The "new" MYC tender, purchased last season to replace the disbanded Runaround Club, is in dire need of some TLC - so it's heading off to be de-bearded and painted.

The barnacles grow quickly in North Harbour and the tender is always kept in the water, so, to keep the boat in good working order it needs to be cleaned at least every 4-6 weeks.

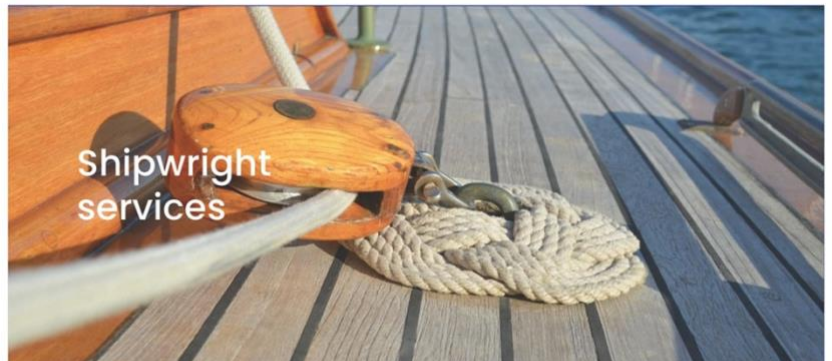
It would be great if someone could volunteer their time or provide a reasonable quote to dive on the tender on a regular basis. Contact club.captain@myc.org.au if you can help.



Club Manager Barry has been busy ... The hall and deck ... all spruced up!



... And ...a 300kg Tip Run completed with all the junk from around the back of the Club including the old busted table previously chained up outside around the front.



Location: North Harbour Marina

At Sydney Boat Works, our team offer over 30 years of boat building and shipwright expertise to deliver customised care for your vessel.

Our shipwright services encompass scheduled maintenance, repairs, refurbishment, restoration, brightwork & custom projects to keep your vessel performing at its best.

Get in touch for a customised quote, or pop into the workshop for a yarn.

Mike Cassidy

M: 0405 815 888

E: sydneyboatworks@gmail.com

W: <https://www.sydneyboatworks.com.au>



MYC WINTER SERIES RACE 2

2 JUNE 2024



PEPPER TREE WINES

The East Coast Low (ECL) looked threatening enough for *San Toy* to call it early, however Race Director Greg took the smarter path and warned the fleet to hold fire until Sunday morning where a decision to abandon, or race, would be made depending on where the ECL had shifted. As it turned out, the ECL essentially threw its tantrum over the eastern suburbs on Saturday night and proceeded offshore allowing our fleet to race.

The race period saw WSW winds between 11 and 15 knots with a gust or two reach 20 knots.

Perhaps it wasn't just *San Toy* who called it too early? Of the 19 boats in the fleet 13 turned up to race. The heavy weather course 5 was selected sending the fleet to Neilson Park, a very calm Taylor's Bay, Eastern Channel or Chowder Bay South depending on the fleet, before heading into the teeth of the CYCA fleet around Shark Is and then home.

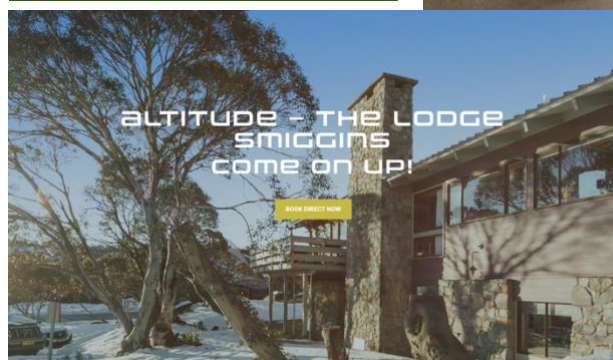
Gecko, *Absolut*, *Esprit* and *Ludicrous Mode* in division 1 with *Absolut* fastest around the course and *Plum Crazy*, *Ten Sixty* and *Kia Kaha* in division 2. Fastest around the course for this division was close - 13 seconds - *Kia Kaha* then *Ten Sixty*.

There was some fierce competition for the starters prize - *Plum Crazy* on 3 seconds - was that Bruce on the helm? Three boats - *Esprit*, *Ten Sixty* and *Pompadi* - all close on 5 seconds.

Thank you Andrew and Matt for race committee duty, Jason behind the bar and RD Greg for making the right call.



GRAND PRIZE DRAWN FROM BARREL - RACE 6

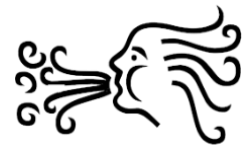


2 night accommodation grand prize drawn from the barrel for series entrants after race 6

LUDICROUS MODE

RACE REPORT - WINTER SERIES RACE 2

Scott Breakwell



As current tournament leaders, it was a busy week filled with multiple TV interviews. Despite the fact there'd only been one race in the series, we were winning, and that's what mattered. The fans were delirious with excitement and so were we!

But as we arrived at the club today for race two, the crew looked sheepish. Team excitement had morphed into team hangovers, which perhaps wasn't the ideal preparation for the conditions. It was blowing hard, with a strong wind warning issued for Sydney Enclosed Waters!

We reefed the main and prepared for course 5, a heavy weather course to the south end of the harbour.



On deck today we had the full complement of House, Stu, Digger and me, plus Jules and Nick on the rail. We had clean hull, and 150mm of rain overnight had left the boat looking sparkling!

So, with 5 minutes to the starting gun confidence was high, then disaster struck. The soft shackle stitched to the jib sheet had ripped apart, causing the jib to flap wildly as the shackle disappeared overboard. So, we had to drop the jib, reverse the sheets (to use the ends without loops) and reattach them with bowlines... all costing us valuable time.

Somehow we made it behind the start line just in time, and before we knew what, was what... we were racing! With a reef in the main and bodies on the rail we were nicely balanced for the first leg to Nielsen Park. Some mountainous swells tested the crew's resolve, but we fought through the

Heads and hit the first mark in good shape.

The next leg was across the harbour to the mark at Taylor's Bay, which was tucked behind the headland and eerily becalmed. We shook the reef out as the wind completely died but ran out of puff approaching the mark. The fleet gained some ground on us here, but soon everyone was drifting aimlessly. It was frustrating, as the wind was literally 50 metres away, just out of reach!

Finally, *_finally_*, we were moving, and with *Esprit* popping their kite the decision was made to follow suit.

This took valuable time to set up and both *Esprit* and *Absolut* slipped ahead. Eventually we hoisted and took off like a rocket, hurtling towards the Eastern Channel mark at a blistering pace.

Around the mark and it was uphill to Shark Island, but the breeze had strengthened significantly! Having shaken the reef it was tough going, and Digger struggled to maintain control of the tiller. At times we were sailing more sideways than forwards, which wasn't ideal as a large chunk of land appeared in front of us. An extra tack was needed to avoid the headland which added more valuable time.

We made it around Shark Island some distance behind the leaders. It was now time for the kite hoist out of the hatch, which was executed majestically. For the crowds on the island it was like watching SailGP again as we tore off down the harbour at unbelievable speeds.

We were fast - very fast - and we were catching them!

Awesome!

As we crossed the Heads, huge walls of water made for a thrilling ride and we hurtled into Manly Cove towards the finish line. We crossed the line a couple of minutes behind the leaders, unsure of our performance on handicap. Had we done enough for a podium finish? It was close!

In the end we were a bit off the pace, with our official position 4th. Not a podium finish, but with only four boats in the race this was suboptimal. The good news is we're still first on the leader board, equal with Gecko on 5 points!

That means more TV interviews for the team as ticket sales start to ramp up for race 3 in this six-race series...

Can we do it? Yes, we can! until then👍

SNIPPETS FROM SIGNALS - SAILABILITY MANLY



END OF YEAR REGATTA CANCELLED

Our end-of-year regatta goes ahead come rain, hail or shine... the only exception being winds over 15 knots which make it too dangerous for our little boats. Sadly, this year, those were the conditions we were faced with, so official race controllers Bruce & Pam Davis made the decision to call it off, with unanimous support from all the volunteers who had shown up regardless. We sat on the dock and tucked into the delicious sandwiches that Eli had made, and the impressive antipasto platter provided by Shelley, with cake and chips set aside for another day. Many thanks to John W for organising the event, and to Bruce & Pam for being ready to officiate... and to all the volunteers who were willing to brave the conditions!



Lions Club of Manly



LIONS KEEP CHARLIE AFLOAT

We were very lucky to receive a donation of \$1500 from the Manly Lions Club to help keep Charlie's Chariot on the water. Our rescue boat is an essential part of our operations and we wouldn't be on the water without it. To keep it running, we have to pay for mooring fees, annual maintenance, repairs and fuel, all of which add up. A huge thank you to our friends at Manly Lions for their generous support!

EQUIPMENT GRANT

In another windfall this month we've secured a grant from the Federal Government aimed at supporting volunteer welfare and funding essential equipment. We intend to use the grant for volunteer training, rescue equipment and a new camera. Well done to our Grants Officer, Nomusa, for securing this essential funding!

ANNUAL VOLUNTEER RECOGNITION EVENING

By Maz Radford

I, once again, had the great pleasure of attending the Sailability Volunteer Recognition Evening. President Warwick played Master of Ceremonies; Nola checked everyone in; Caroline took lots of photos and Eli made sure that everything would run smoothly.

After entrees were devoured Kim Preston Hiney from MP James Griffin's office, said a few words and joked around with Warwick. Jim was next up to speak about his Sailability experiences and some of the highlights for him. Shortly before the main meal was served, Krysten Granville from Northern Beaches Council also gave a brief talk.

A choice of lamb shanks or bream for mains kept everyone quiet and when we had all finished eating, it was time to present the trophies:

- VOLUNTEER OF THE YEAR** - Corey Nicholls
- JUNIOR VOLUNTEER OF THE YEAR** - Hugo Isherwood
- SAILOR OF THE YEAR** - Sophie Lintvelt
- IMPROVED SAILOR OF THE YEAR** - Shelley Berning
- WAYNE BLACK TROPHY FOR BEST SKIPPER** -
 - 1st Sophie Lintvelt,
 - 2nd Jonathan Schaffer
- WAYNE BLACK TROPHY FOR BEST CREW** -
 - Joint 1st Skye Fitzgerald & Clare Archer,
 - 3rd Ken Boyes

The night concluded with a few brief words from me on behalf of Lisa and Manly Yacht Club.

A good night was had by all.



Volunteer of the Year



Junior Volunteer of the Year



Sailor of the Year

MYC WINTER SERIES

RACE 3 - 16 JUNE 2024



PEPPER TREE WINES

Blue skies had the entire fleet on the water today except for *Esprit*; minus 1 keel - out for inspection. Thank you Team *Esprit* for your race committee duties today.

The swell through the heads and the occasional lulls in the breeze made Course 3 sailing interesting. Tussles between *San Toy* and *Ludicrous Mode* saw Ludicrous mode, eventually in 4th place. Sometimes it's better to just sail the course. *San Toy* first over the line, first on handicap and fastest around the course, followed by *Absolut* in second place and *Gecko* in third place on handicap. Although third over the line and fourth on handicap, *Ludicrous Mode* did manage to snatch the starters prize from *San Toy*.

In Division 2, the clear winner was *Plum Crazy*, first over the line, first on handicap and fastest around the course with the crack team from *Pensive* on board. Hot on their heels for fastest around the course was *Kia Kaha* on 50 seconds behind. *Esprit De Four* were second over the line and second on handicap, followed by *Micron* in third spot on handicap.

It looks like the race committee were kept busy with a whole bunch of boats coming in 14:13:05 and 14:15:58. Well Done!



RACE 4 - 30 JUNE 2024



PEPPER TREE WINES

It was certainly a change of tune for race 4 of the winter series - wet and wild!

Of the six entrants in Division 1, only *Absolut* braved the weather. Well done!

Division 2 fielded a much harder bunch of sailors. Ten of the 13 entrants hit the water, or did the water hit them? Course 3 was the course of choice again with Commodore/PRO Stephen, and Jan & Greg from *Esprit* on Race Committee duty.

This was no day for spinnakers and *Kia Kaha* flew around the course without one, First across the line, first on handicap and fastest around the course. Followed by *Micron* in second place on handicap and *Fast Company* in third spot.

With 2 more races to go there is still a chance that *Absolut* can get toppled from first place in Division 1 and equally so for *Plum Crazy* in Division 2. GAME ON!



GRAND PRIZE DRAWN
FROM BARREL AT
RACE 6
PRESENTATION
Be there to win!



10



EVIE TAKES ON THE WORLD



Kieler Woche 22 - 30 June 2024

While we shiver here in Manly, our own Evie Saunders is "smashing it" in Europe.

First up, Kiel Week in Germany competing in the Woman's Dinghy class (ILCA 6) against 39 other competitors from around the world, including the Sweden, Germany, Denmark, the UK, NZ and Australian Tokyo Olympian Mara Stransky. Four Australians coming in the top 10 places with Mara and Evie 2nd and 7th respectively, in the final results. Well done to all competitors.

ILCA 6 - RESULTS AFTER DAY 4		
1	AGATA BARWINSKA POLAND	23
2	ANNA MUNCH DENMARK	36.3
3	MARA STRANSKY AUSTRALIA	47
4	LINE FLEM HØST NORWAY	67
5	EVIE SAUNDERS AUSTRALIA	67

FULL KIEL WEEK RESULTS [HERE](#)

And then it was onto the ...

ILCA International Laser Class Association
2024 ILCA Under-21 World Championships
 Monday 1 July 2024 - Monday 8 July 2024
 PORTUGAL, Viana do Castelo

In Portugal the fleet was much bigger with 80 boats contesting the racing. A few more European countries were competing as well as boats from the USA, Canada and China.

After 12 races and 1 drop, Evie placed second against a very strong Irish opponent in Eve McMahon, a good 30 points ahead.

Congratulations, Evie. It took a lot of hard work and you deserve the place.

Class : ILCA 6 Women

Pos	Sail #	Crew / Club
1	IRL 216111	MCMAHON, Eve / IRL / IRLEM39
2	AUS 215011	SAUNDERS, Evie / AUS / AUSES12
3	NED 221341	WIND, Roos / NED / NEDRW21



FULL U21 WORLD CHAMPIONSHIPS RESULTS [HERE](#)

If you haven't been following Evie, or are new to the club you can find out more about the success of one of our juniors - from an Opti to an ILCA 6 & 4 - here:

- <https://sahof.org.au/award-winner/evie-saunders/>
- <https://www.sailing.org/sailor/evie-saunders>
- <https://www.eviesauanders.com.au>



Wishing all Australians competing in the 2024 Paris Olympics and Para Olympics in September, the very best in their prospective sports. Fair winds and safe sailing for all of our sailors. I'm sure Evie will be keeping an eye on Zoe Thompson in the ILCA 6 racing.

See the Australian Sailing Team [here](#)



2024 QLD **O'pen** SKIFF CHAMPIONSHIPS

The 2024 QLD O'pen Skiff Champs were held at the end of June with 2 of our juniors heading up to compete in the Gold fleet. Besides the Queensland clubs' representatives there were another half dozen boats, coming from Kurnell and Cronulla, competing the in the Silver fleet.

The Gold fleet results show some very tight racing with Manly Yacht Club's Maya and Toby coming 3rd and 4th respectively. Maya was also listed in the U17 division coming first, with Toby in the U15s in a respectable 3rd place.. Congratulations to you both. It looks like you had fun and it certainly would have been warmer there than in Manly!

(I suspect dad, Bevan had a hand in these pics ...Ed)





Jupiter starts at the 2024 RPA Pittwater to Coffs Harbour Yacht Race. Photo: RPA | Andrea Francolini.

JUPITER

CYCA Member Ian Smith, who also represents Manly Yacht Club, has been sailing on a broad spectrum of boats for much of his life but his focus more recently has turned to two-handed competition on his beautifully set-up 2021 J/Boats J/99 *Jupiter*.

And his achievements, both inshore and offshore, have been impressive.

Last month, *Jupiter* was the Overall Winner of RPYC's 2024 Pittwater to Coffs Harbour Race (IRC and PHS) in what became a challenging test of tactical skills and attrition in the light breeze for the fleet of 27 entries. Co-skipped by Billy Sykes, the two-handed entry bettered many of the regular (and fully-crewed) coastal stalwarts.

Ian also won the 2023/24 CYCA Two-Handed Pointscore and finished 5th in the Club's Two-Handed Coastal Rally. Back in December, *Jupiter* had placed 3rd Two-Handed IRC in the Audi Centre Sydney Blue Water Pointscore's Cabbage Tree Island Race behind Rupert Henry's Rolex Sydney Hobart winning *Mistral* and David Henry's *Philosopher*.

As with his approach to business, Ian is keenly focused and adopts a dedicated regime across all facets of the sport; his approach is one that underlines professionalism - from campaign planning through to execution.

Offshore recently sat down with Ian for a coffee and to discuss two-handed sailing and the *Jupiter* program. Here are some of his reflections.

APPEAL OF TWO-HANDED SAILING

"The idea of getting into two-handed sailing had great appeal and was a decision made pretty quickly. The division offers a great test of seamanship and the opportunity to use all-round sailing skills. It is also logistically simpler.

"After years of sitting at the corporate desk, I watched a few videos, bought the boat, had no crew, started sailing. That was the key for me, because it's hard to find crews, and I wasn't well connected coming out of the corporate world.

"My objective was single-handed or double-handed; single being that I could go out with my wife and just do it myself. I have done single-handed before, but having the experience I've got now, I probably wouldn't progress on that, because it's a little bit too dangerous if things go wrong. You haven't got an extra pair of hands to help you out.

"I really started with no knowledge. I just happened to like sailing and I don't really know why. I sailed with my mate down at Manly for 20 years, every couple of weeks, which suited me because I was in a busy executive role.

"If you look at the big boat programs, most people are specialised in a particular role, they may know two, three, four things but they don't necessarily know about the whole boat. With double-handed, and I think this is what grabs people the most, you do everything, and you need to be proficient in every aspect of the boat".



Jupiter sails out South Head during the Club Marine Ocean Pointscore Botany Bay Race. Photos: David Hislop.

J/99S

"I was searching Google one night and was thinking of what sort of boat I'd buy. Firstly, I've always been interested in racing. I watched a fabulous video of a J/99 outfit on the Brittany coast of France. Something like 30 knots and a huge great big swell and they were just reaching along and I thought, that's for me. That makes sense. The choice at the time - as it still seems largely the case now - is either the Sunfast 3300 or the J/99. For Australian conditions where there's more upwind/downwind racing on the east coast, the J/99 seemed a great option. Once you look at reaching, the Sunfast 3300 is - and I don't like to say this - probably a superior boat on a reaching angle.

"I like the look of the J/99. It's more traditional. And that's the sort of boat I wanted because I really didn't have any experience, background or knowledge of what it means today to race a racing boat competitively. Because I've come with a mentality from twenty years ago where there were no computers when we raced".

BACKGROUND

"About 20 years ago, I was sailing Sydney 38s. I sailed with Ed Psaltis in the early '90s on a boat called *Revelation*. I've known the Psaltis family since the early '80s and used to go over to Porto Cervo where Bill had a villa. That all started in 1984 and I was there for about four seasons. Became a bit of a local.

"Prior to going there, I was sailing a Moth at Seaforth. I turned up in Porto Cervo and was asked, whether I'd be part of the New Zealand America's Cup boat. Which was the old *Enterprise*. I was with Ed, so we both joined that team.

"That was the first America's Cup World Championship. And that really coincided with the start of professionalism. Chris Dixon was the professional helmsman. They used to pick up the crew for free.

"I did that for a few years, ended up representing the Australian team in the Sardinia Cup. Just because I was around. That was the year Bob Oatley won on the original *Wild Oats*.

We had a sirocco all the way - kite up doing 15 knots. And it didn't change. I was steering for a lot of it. Ended up sailing the Swan World Cup over there.

"I kept up my sailing afterwards. I went and lived in Newport, sailed with a dentist up there who had an original Mazarin. It was about a 30-footer - I've forgotten what they called it. And then he ended up buying a Sydney 38 called the *Big Picture*, which turned into *Bigger Pitcher*, because of an accident that occurred.



"I did a couple of Coffs Harbour races on that boat as well. Before all that, my actual experience was with moths, skiff moths.

"So, I've done a bit of everything. I call myself handy when anyone asks, what do you do, how good are you, who do you know, what's your background? I'm just a handy sailor".

CAMPAIGNING A BOAT

"You need your wife or partner to encourage you. You've got to put the long hours in, whether on the dock getting your boat prepared or actually out there racing.

"It's important to consider progression and to have a longer-term game-plan. After getting the boat, we did some inshore racing and then looked at the CYCA's Ocean Pointscore, largely because the series offered IRC racing which differs considerably from Club PHS. I enjoy sailing up to Lion Island and down to Botany Bay. It's some of the best coastline in the world.



"Day racing is really good fun. And you only have to be Cat 4 to do it. So, it's not much of a jump up from Cat 7 Harbour racing.

"And the CYCA effectively provides a centralized spot where sailors can talk to each other. [The Club] has a strong offshore racing mentality about it.

"As with all racing, you end up finding a couple of boats that you're frequently racing with on the course. For me it was *Borderline* and *Foreign Affair*, both of whom I've got to know and enjoy racing with. It's difficult to beat *Foreign Affair* up and down the coast - she's well rated and an extremely light boat - but it's still fun trying to get there.

The real question is, where do you want to compete? Do you want to just participate and do pretty well on a day? Or do you want to try and get closer to the front on a regular basis, which is where *Disko Trooper*, *Contender Sailcloth* and *Mistral* are in the two-handed divisions".

BUSINESS APPROACH

"For me sailing's very much like business. I have started three businesses from scratch and was quite successful with all of them. I just employ the same approach to sailing. I started from scratch knowing nothing. And building up information. The professional level is where I decided to be; I wanted to push up in the front of the fleet and test myself. That comes with taking what I call an 'elite mentality'. If you want to compete with the elites, you need to have a mental approach of being elite, which starts with your physical fitness.

"In business, I surround myself with really smart people. So, I have done the same in sailing. I've literally replicated my business approach - engaged professionals to get me up there. Because I couldn't do it on my own".

FITNESS

"I found with two-handed sailing that you need to be fit for two reasons. Firstly, to be competitive, but secondly, to enjoy your sailing because it can be very tiring and less enjoyable if you're unfit.

"I do cross training in a cross gym - a boxing gym. Four rounds of boxing, four rounds of weightlifting and four rounds of endurance [training]. It replicates what happens on a two-handed boat where much is done in short bursts of activity.

"The older you get, you also get a few aches and pains here and there. It's another reason to be fit. With short-handed sailing, you'll be participating, not competing if you're not in good shape".

We wish Ian all the very best with his two-handed pursuits this year and no doubt will see the name *Jupiter* at the top of leaderboards in various regattas and series to come. 🍀

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