

Bowline By Ian Roberts, Vice Commodore

“Would you like to join me in sailing in this year’s Sydney to Hobart?”

THIS was the question I put to the crew that have now committed to leaving Adelaide on 4 December 2021 for Sydney to participate in this year’s Sydney to Hobart race.

In asking the crew I indicated to them that the mantra for *Bowline* is that all sailing and associated activities **must** first and foremost be **FUN**, secondly be **SAFE**, and thirdly be **COMPETITIVE**.

This invitation was extended and accepted at a time when all parties knew that the race might not even happen, due to the then pandemic and interstate travel restrictions. Nobody in the crew has ever seriously doubted that the race would not happen and all have prepared accordingly.

Each of the crew who have accepted the invitation has committed to this mantra and it has made for a great sense of camaraderie among all the crew as we get ready for the big race. This was evident in the laughter and smiles while we all did the ‘in the pool session’ in the dead of winter as part of the two-day sea safety course that, as a crew, we have been required to do in order to enter.

This attitude has been maintained throughout, notwithstanding the odd challenge of tearing spinnakers, sail changes

in the dead of night, being becalmed when all we want is a stiff breeze, and the lengthy and tedious but necessary compliance requirements to get the yacht up to Category 1 safety standards.

There are many key dates and requirements to be met when considering entering the race. Not the least are the technical certificates that must be provided to the Cruising Yacht Club of Australia on or before 29 October. It was with an audible sigh of relief that we were able to tick these requirements off one day early!

Matters such as insurance (the premium for the yacht race is equal to my annual premium), the hiring of a life raft for 10, the necessary repairs of sails and the unexpected repair of torn sails are all part of the items to be considered and arranged for the entry to be successful.

Selection of crew again is a matter that tests the mettle of the skipper.

Forthright discussions and decisions must be made. How many to take? Who? What positions on the boat need to be filled? What redundancy factor needs to be built in? All these factors must be considered and implemented.

There is also the sequencing of the items to address for the boat to be totally prepared in order that it can depart and provide a fun/safe/competitive platform to be able to compete in the race. Slipping, motor servicing and accessories within the boat (pumps, winches, running rigging, sheets, lines) must be considered and factored in.

None of these items can be done by one person. I have been blessed to have an extremely supportive crew, and while it is often not appropriate to single out any particular names, Peter Hutchison, Bruce Roach, Jodie Roberts, Andrew and Jenny Geytenbeek and Anthony Pennington have been unbelievable in putting in the extra yards to help get the boat ready. The other members of the crew, Reid Bosward, Nick Smith and Joe Mac Mathuna have all done their bit when requested, and as a skipper I could not be prouder nor happier to be associated with all of these very good sailors in what promises to be a memorable adventure in our sailing lives!

Should anybody wish to enquire as to what has been involved to get the boat ready just to be able to enter the race, please feel free to contact me whenever you see me wandering around the Club.

Enchantress By John Willoughby



Geoff Tomlins helming and Paul Craig on main

TEAM Enchantress competed in the South-East Queensland Ocean Racing Qualifier out of Southport Yacht Club on 12 November. This race was the first time I had seen *Enchantress* since arriving in Sydney 11 months ago when I had to abandon her on the dock of CYCA. Geoff Tomlins had moved her to Brisbane and has been organising and racing regularly, with the crew working well together.

Unfortunately, Geoff became unwell with a severe earache just prior to the race and had to go to an Emergency Clinic, so we were late for the start. Thankfully we were nowhere near the collision which destroyed *Dream* which was on starboard tack when *Trouble and Strife* on port tack failed to give way.



I to r: Nick Kahl, David Miller, Paul Schaffer, Geoff Tomlins and Paul Craig

We sailed through early rain squalls of up to 30 knots for the first six hours, then the skies cleared and the winds lightened over the next 24 hours. We decided to cut the race short and not go on to Southport as there was an active Covid case there, and we would miss the high tide that would allow us to travel up the inland waterway. Paul Craig from RSAYS needed to be back in time to catch a plane so we pulled out. However, having sailed 200 miles and after being at sea for 30 hours we have qualified for the Sydney to Hobart Yacht Race.

Inukshuk By Rob Large

New challenges for *Inukshuk* – Sydney to Hobart short-handed!

WHEN the new double-handed division in the Sydney to Hobart Yacht Race was announced two years ago, and as I’m always up for a challenge, there was no question I would enter this event. I began to prepare immediately and not surprisingly it has taken every day of that time to get *Inukshuk* and the crew ready. There are still a few last-minute preparations to do – training, refining procedures, sail alterations, food preparation, sourcing good rum, and oh look, the chain plates are leaking!

Chris Riggs is my loyal and dedicated sidekick. Not only does his banter and humour brighten my day but also, as a talented engineer, he has innovative and pragmatic solutions to the various issues forever rearing their ugly head. Most of all I know his depth of reserves means that in the toughest of conditions I will sleep very soundly knowing that he is at the helm.

I thank the Squadron for their amazing support of my endeavours and short-handed racing. And a very special thank you to my



Inukshuk underway



Chris Riggs and Rob Large

wife Leslie for being my biggest fan and whose perseverance and attention to detail means the daunting and seemingly never-ending mound of paperwork is finally in order.

Inukshuk is nearly ready. To sail her alone or with a small crew is always a great joy. She is up to the task, and it’s with excitement that we look forward to what will be nearly 3,000 nm of sailing before we are home again.

Smuggler By Seb Bohm, a Squadron Member based in Sydney



Smuggler under spinnaker at Port Stephens Race Week

AFTER the absolute heartbreak and disappointment of the 2020 Rolex Sydney Hobart Race being cancelled for the first time in its 76-year history, we immediately looked towards the 2021 edition of the Great Race and it is, finally, almost upon us. 2021 began with a lot of hope and promise but we were all quickly brought down to Earth when, at the end of June, the Delta strain was out in the Sydney community which led to a very (at times strict) long and tiring lockdown. Even yours truly’s big 4-0 was a disappointing casualty in the path of destruction left by Delta.

With restrictions eased and the Tasmanian Government announcing they will be opening the border to fully vaccinated travellers on 15 December, it is now all go for the Hobart. This was amazing news for the sailing community and meant we needed to immediately get the boats back into full racing trim. Luckily, due to our incredible shore team, this didn’t mean all that much work for us. The CYCA has put together a busy lead up schedule which will allow us to get back into the swing of offshore racing. It started with the Flinders Islet Race on Saturday 6 November, which is a 92-mile race down to Wollongong and back. In a building north-easterly it was a beautiful spinnaker run down the coast with a solid beat back to Sydney. All good practice for the big one! *Smuggler* was in her element in these conditions and finished a respectable 6th on IRC in a very strong fleet of yachts including seven TP52s.

The next weekend we had the Bird Island Race which is an 85-mile race up to the Central Coast and back. The forecast for this race was a blistering westerly at 25-35 knots with gusts up to 40 knots. A real test for what you could expect heading south! The boat and the crew were

up to the challenge, but due to our slightly older pedigree of TP52 the newer generation boats were hard to catch as they are much better at reaching. We finished 10th on IRC but are currently sitting in 6th overall in the prestigious Blue Water Pointscore.

As well as the other Inshore club racing and Twilights, which we love to do, the next big test is the 180-mile Cabbage Tree Island Race. This is the Hobart qualifying race for NSW boats and is another trek north up to Port Stephens and back. We are hoping for favourable conditions for our boat to try and improve on our 6th overall in the series and also have us in top shape for race. Following that there is the CYCA Trophy Series which is traditionally the final lead up race to the Hobart and then we get ready to strap ourselves in for the big dance!