



The start of a 12ft skiff race, Woodford Bay, 1964

HOLD YOUR COURSE

The Participation of Women in the Lane Cove Sailing Clubs

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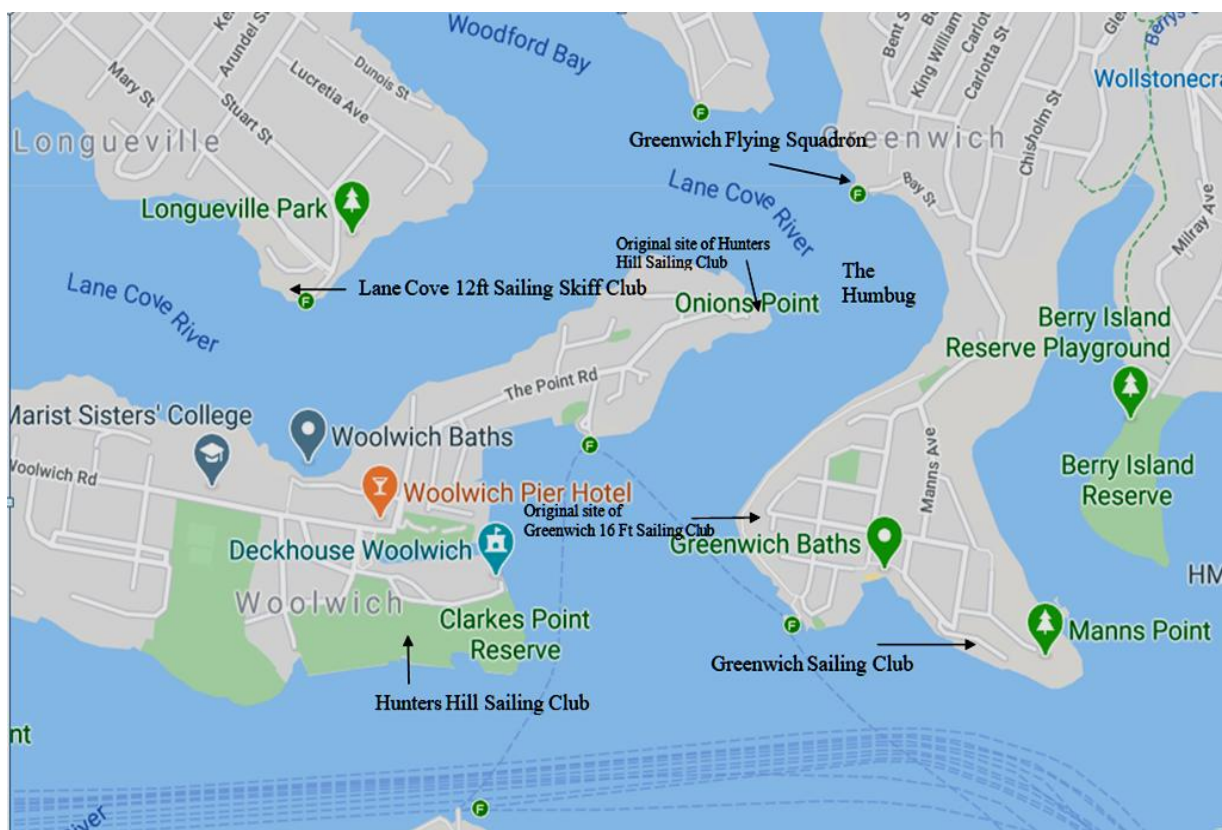
Pre-race rigging at the Greenwich Sailing Club

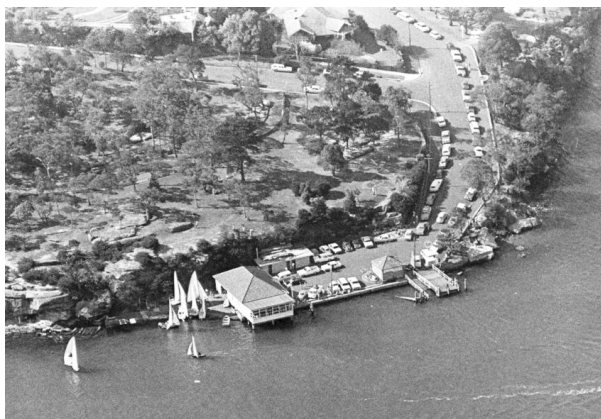
This research began with the history of the sailing clubs on the Lane Cove River, a history that goes back to the 19th century. But, in talking with club members as they rigged their boats, I asked, “Do you have many women in the club?” The response was enthusiastic, “Yes, of course! Some of our best sailors are women.” Was this recent? They didn’t know. This was the end of the discussion: if the participation of women is not an issue now, they implied that it never was an issue.

Since the Second World War there was a remarkable change in female participation in sailing, but it happened incrementally, mirroring economic and social changes in society generally, so that few had noticed and this often included the female sailors themselves. Yet the Lane Cove sailing clubs have produced some really top female dinghy and offshore sailors, so it intrigued me to find out when and how they had appeared, were they rare, and if so, was this the result of discrimination.

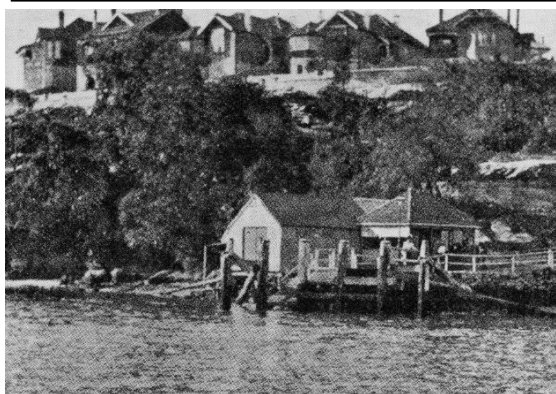
THE CLUBS

A remarkable number of sailing clubs exist on the lower reaches of the Lane Cove River. The first official club, the Lane Cove 12 Foot Sailing Skiff Club at the bottom of the Longueville peninsular, was founded in 1918, although it appears to have existed in less formal terms before then. There are numerous race reports in newspapers of the day, citing a Lane Cove Sailing Club which was described as ‘newly formed’ in 1895, and in 2018 the club celebrated its 100th anniversary.¹



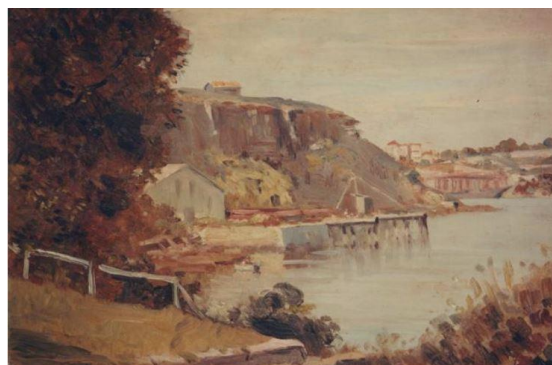


Left: The Lane Cove 12 Foot Sailing Skiff Clubhouse in 1970, below the junction of Stuart and Mary Streets, Longueville, and alongside the Longueville wharf; and Right: the club today.



Left: the boatshed at the bottom of Bay Street, c 1912 and Right: the Greenwich Flying Squadron clubhouse today, beside the Bay Street ferry terminal.

In 1924, a breakaway club, the Greenwich Flying Squadron, was established at the bottom of Bay Street, Greenwich. A dispute had arisen within the Lane Cove Club over the size of sails on 12ft skiffs and was an example of a common issue in sailing: whether a class of boats should be a development class or be a fixed, one design. Those members who rejected the restriction on sail size formed the Squadron.² By the 1960s the number of 12ft skiffs at the Squadron had begun to decline and the popular keel boat divisions developed that now distinguish the club from the other sailing clubs.³



Left: The 16ft Skiff Club in 1936 below Richards St, Greenwich; and Right: A painting of the Salt and Copra Bond Stores at Greenwich Point, artist unknown.

The third club, the Greenwich Sailing Club, began life in 1938 as a 16ft Skiff Club in the park at Richards St., Greenwich. The site was small, with no road access, and in 1968 it moved to its present location at the bottom of the Greenwich Peninsula where previously there had been a salt and copra bond store,⁴ and the Lane Cove Council provided road access.

There was even a fourth club, the Hunters Hill Sailing Club that was established on Onions Point at the bottom of Woolwich in 1961 but moved to Clarkes point 10 years later. As it now comes under the purview of the Hunters Hill Council, it will not be discussed in depth.

Unlike other major sailing organisations such as the Royal Sydney Yacht Squadron or the Drummoyne Sailing Club, the Lane Cove River clubs have remained unlicensed and are run by volunteers. All have suffered waxing and waning of fortune at different times due to the popularity or otherwise of their classes of boats.

All the dinghy races are held on the stretch of water from Cockatoo Island and Spectacle Island to Goat Island, opposite Balls Head, a very busy stretch of water. Depending on the wind, the race starts or finishes at the clubhouse and boats are forced to navigate through a tricky bend in the Lane Cove River mouth known as the *Humbug*, so named for the fluky winds there



Aerial view of the Greenwich Flying Squadron Black Division in the foreground, emerging from the *Humbug* at the entrance to Lane Cove River for the Wednesday Twilight race, 6th December 2017.

THE EARLY YEARS

Racing for recreation grew out of the working boats that were being used all around the Harbour. The open skiffs were relatively inexpensive to make, with wide shallow hulls and centreboards that required the weight of the crew to counterbalance the force of the wind on the sails. Races were ‘mixed’ as the boats were used for all sorts of other purposes and at this time a single class of the same boats was unlikely. By the end of the nineteenth century it was these open boats that particularly became identified with Sydney sailing, and it was very much a boys’ club.

Keith Tierney recounted his experiences sailing out of the Squadron in 1937: “If you could swim, wield a bailing dish and absorb rough language, then you were selected from the queue and thrown aboard a 12 at the last minute if the Nor-Easter appeared to be building into a black one. If you were any good you were kept on and if you weren't you were tipped over the side, metaphorically. At any rate you were not wanted back.”⁵

Competitive sailing was for men and post-race celebrations were male only. Sailors would row over to Woolwich where the publican from the ‘Wooly Pier Hotel’ would sell them a 9

gallon keg and they would bowl it down the hill to return to the party.⁶ At the Squadron they ran two 'Smokos' as well as a couple of dances in the 1940s and '50s – the Smokos were for men only with a beer keg and prawns and were considered “pretty heavy ones!”⁷

There are occasional reports of women participating in sailing skiff races on the Harbour before World War II, although they are reported as rare oddities and their appearance attracted as much comment as their sailing skills. The following *Daily Telegraph* report dates from 1933:

Miss Clarice Hamilton likes housework. She is in her element in the kitchen inventing some new delicacy to please the family. Petite, soft-voiced, vivacious and a charming companion, she is a decidedly feminine girl. It comes as a surprise to discover that she has won fame in the world of sport as owner-skipper of the twelve-foot skiff, *Rivoli*.⁸

Miss Kathleen Farr, who had also regularly skippered in dinghy races, was the first and only woman entrant in the 12ft skiffs' Australian championships at Sandgate, Queensland, in 1935. She was described as, “Tall and fair, her hair done a plait round her head, there is a suggestion of the Viking about Miss Farr.” She attributed her success to the coaching of Mr. ‘Jock’ Winning of the Winning family that was to play a major part in Lane Cove River sailing.⁹

Even after the war records are scant, including the records of membership because the administration was done by volunteers with limited time.¹⁰ Club honour boards provide some of the only records available, although these record the champions, not all those who sailed. Up until 2000 honour boards identified female winners with ‘Miss’ before their name, implying that female sailors were unusual and special.¹¹



Sabot Club Champions Honour Board, 1970-1989, Lane Cove 12ft Sailing Skiff Club



The main class of boat at Lane Cove was, as the name of the club suggests, the 12ft skiff. In the 100 years between 1920 and 2020 the only female identified as winning a club championship in 12ft skiffs was Adrienne Cahalan. She skippered *Law Book Company*, with Michael Carter as crew, in the 1987/88 season.¹²

Adrienne Cahalan sailing a 12ft skiff

Men overwhelmingly dominate club championships and it is not until the late 1990s that women feature in the results to any degree. Between 1948 and 2000 in the discontinued classes of boats: VJ, Moth, Gwen 12 and Manly Junior, there are no female sailors on the Honour Rolls apart from two in the VJ class. In the current classes: Laser Radial Rig, Cherub and Flying 11, most of the female champions appear from the late 1990s but then they figure very well. Females appear earlier in the 1970s and 1980s in the Sabot classes but then more regularly in the 1990s and very well after 2004. [Note: Appendix A and B].

WOMEN and SAILING

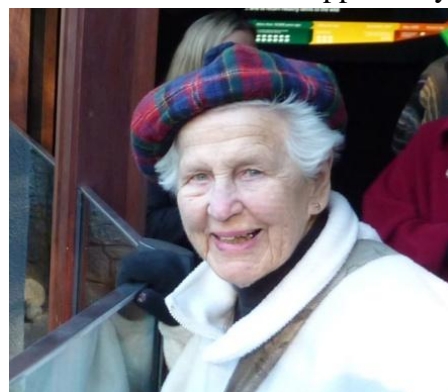


Miranda St Hill

Women feature in certain classes of boats where crew weight is a less important factor. Miranda St Hill, an older sailor, found she could right her boat after capsizing in a Laser but not in a Cherub. Light winds primarily require skill whereas sailing in a strong breeze, you need real strength to haul in the mainsail.¹³ Women were generally not successful in the Laser, a one design class, until a reduced rig, called a Radial Rig, was introduced in the late 1980s. In open competition it allowed for competitive racing in identical boats despite gender.

One of the early female sailors on the Lane Cove River was Helen Molesworth, who was born in 1923. She was one of a crew of five in a 16ft boat skippered by her brother, David, out of Greenwich, during the war years in the 1940s. During this time Helen also sailed 12ft skiffs from the Lane Cove Club with her younger brother, Bruce. When asked why she crewed and didn't sail her own boat, she replied "They were old wooden boats, I wouldn't have sailed them on their own, they were too heavy." The boats were built of timber or ply with cotton sails and brass fittings and it was not until fibreglass and other lighter materials were introduced that boat rigging and handling became easier for women.

Helen was training to be a nurse and couldn't always get off at the weekends but her brother would phone her saying, "We need you, Sis, it's blowing a gale." "I was plump in those days and they needed the weight." She was the body on board to crew and do what she was told and spent most of her time bailing. There was a 'Ladies Day' race where every boat had to have at least one



Helen Molesworth

female on board. Her brother's boat was nearly disqualified as Helen was busy bailing with her head down and, because she wore a beanie, they didn't recognise she was female. Her brother yelled at her "Take your hat off, Sis!"



The Helen Molesworth Medal for outstanding service to the club.

Helen married twice but neither of her husbands sailed so her own experience was confined to the war years, however she was fond of the Lane Cove Club and enjoyed watching the racing. She made a major contribution to the club that paid for two response boats, and in 2013 they initiated the Helen Molesworth Medal for men and women who have made an outstanding contribution to the club.¹⁴

Ladies Day was a tradition that continued. Carolyn Biggs was introduced to the Lane Cove club in 1963 by her boyfriend, Richard, who later became her husband. She reported that on Ladies Day:

....you were put in a tiny corner of an already tiny craft filled with ropes and three men...and told not to move or get in the in the way. The time I really enjoyed was when Richard and I took the boat out together on Ladies Day. I got to wear that wonderful belt of all belts, a trapeze belt. I must admit it didn't look as bad on me as it did on the men folk...I had great fun hanging out off the gunwale; I knew why Richard loved sailing so much.¹⁵

Carolyn thinks she might have been the first female to walk through the club door. "At first the men were surprised but they accepted me. I was a bit of a novelty." Men would change out of their sailing gear in the club house without thinking she was there: the men didn't alter how they behaved, Carolyn just slotted in.¹⁶ It never crossed her mind to crew or sail her own dinghy. Her husband was already regularly sailing with a close-knit crew and she was very happy to follow the races from the club launch. Subsequently she has sailed with her husband in their yacht and she knows about wind, sails and sheets but doesn't have the urge to skipper for herself.

FAMILY CLUBS

On the other hand, Carolyn experienced real pleasure from involvement in the social life of the club. By the late 1960s the boys' clubs had become family clubs and female volunteers ran the canteen, organised fundraisers and catered club functions. "The majority were stay at home mums and they took care of the children as the men sailed. That was expected and nothing else was contemplated," Carolyn said.¹⁷ Functions were organised around themes such as a Halloween Revue with pumpkins and candles or the Italian night which included "...a huge mess of spaghetti bol. All the ladies would pitch in and cook."



Fancy dress evening, Lane Cove 12ft Sailing Skiff Club. Carolyn Biggs on the left.

Facilities needed to be improved when women and children were around, such as showers and toilets. Similarly at Squadron, “the toilets simply emptied onto the beach under the clubhouse to be washed away by the tide and sink water dropped straight into the river.”¹⁸

Social life formed an essential part of all the clubs at this time and the events, catered by volunteers, the majority of them women, were a vital source of revenue. Robin Holden ran the canteen at the Greenwich Sailing Club for 16 years, was also Secretary and, when her husband was Treasurer, she did the books which he then signed off. They held barbecues after club championship races and their seafood nights were big fund raisers. Robin said, “I can’t tell you how many scones I made, I can’t even remember the recipe because I just did it.” Now the main part of the club’s revenue comes from hiring out their upstairs space.¹⁹

It was the same at the Squadron. “Chicken and Prawn nights were the ‘go’ in 1974 and have remained a popular informal way of getting together...one in October 1991 being attended by 102 adults and 18 children.”²⁰



By the late 1990s club social events and functions became increasing less formal. Pam Joy, the Squadron’s present Commodore, said that while organised social nights had been well attended in the past, the weekly casual dinners post Twilight races had become increasingly popular and now provided the main focus for Club social gatherings. Prize giving at the end of the year was also held as a casual afternoon event followed by drinks and nibbles.²¹



Above left: Pam Joy, and below, skippering her boat, *Tana*.

Carolyn Biggs spoke for all the clubs when she concluded: “...It was a great family atmosphere and a regular weekly event...we still think of it as our club and the friends we made there are our closest friends...”²²

Gender is not an issue when volunteers are sought for management and administration, but again there are fewer women. Celia May was Secretary in 1999, then Commodore in 2003 and President in 2009, of the Hunters Hill Sailing Club and is a past President of the International Mirror Class. As mentioned, Pam Joy is the present Commodore of the Squadron.²³ Yet overall, women are still in the minority in these roles and, as Miranda St Hill, a committee member at the Greenwich Sailing Club, said: they are often the only females in the committee room.²⁴

This is even more marked at the big end of the Harbour where the major clubs are financially secure and control the prestigious sailing events. Karyn Gojnych, one of the successful female sailors to come from the Lane Cove River and with a national profile, is Club Captain and a Director of the Royal Sydney Yacht Squadron.



Flag officers of the Royal Sydney Yacht Squadron, L to R: Hon Treasurer – Ross Littlewood, Vice Commodore – Christian Brook, Commodore – David Ward, Rear Commodore – Russell Taylor, Captain – Karyn Gojnich.

She was the first female on the Board of the RSYS in 156 years and when this was pointed out to the other directors, they replied, “Well, you’re here now.” It was not until 1996 that females were accepted as full members of the RSYS but subsequently female membership has increased considerably, Karyn said.²⁵

TRAINING SCHEMES

During the 1960s as sailing clubs became family – oriented, training schemes were set up to introduce children to sailing.

Clubs Organise Training For Juniors

Two new ventures in the training of children in the handling, care and racing of small sailboats will be introduced in the coming summer on Sydney Harbour.

LATEST to realise the necessity of applying the “catch them young” technique if the sport of sailing is to progress as it should, are the Lane Cove 12ft Sailing Club and the Royal Sydney Yacht Squadron.

Yachtsmen will watch with interest the development of these clubs’ plans, but there can be little question of their success if the Vaseuse, Manly and other clubs’ junior activities are a criterion.

Frankly acknowledging as a shortcoming its lack of facilities for training and encouraging children to sail the squadron points out the emphasis placed on these activities in other States and says this could well be the reason for the small N.S.W. representation in Olympic teams in the past decade.

Extensions to the Squadron’s boatshed, which will solve the accommodation problem, now gives the committee the opportunity to introduce its child training scheme.

The ubiquitous Moth has been selected as the training boat and when the training program begins on October 1 there will be at least 17 available, seven club-owned and 10 privately owned.

For the present the scheme will be limited to the children and grandchildren (both boys and girls) of members. They will have to be able to swim and, except where the child is used to boats, must be at least 12 years old.

It is intended to give instruction on Sunday mornings. Before the children graduate to the Moths, initial training will be given ashore and in Jubilee yachts and Eims — both strongly represented in the Squadron.

Factors behind the choice of the Moth—specifically the Mark II—as the training boat are interesting. They include:

- Economy in purchase and the fact that the Mark II can readily be built by amateurs;
- Light weight, making it readily portable by child-reen;
- Children do not readily co-operate as crew and bet-

ter results have been obtained where they can be more independent, such as sailing single-handed with the cat rig.

● An established class facilitates the buying and selling of secondhand craft;

● Facilities for interclub racing and social contacts, and

● A well-run association governing Moth activities.

Officials of the Moth Association and of the Bal-moral Moth Club are co-operating with the squadron in having specifications for the Mark II brought up to date and it is hoped soon to club.

be able to call tenders for the building of the new fleet. Lane Cove club has also chosen a cat rigged boat—the popular Sabot—and at the outset of training, probably at the end of September, there will be four club boats and one privately owned available.

This scheme is being furthered by the club’s commodore, Mr H. “Toc” Winning, of the well-known Sydney open-boat sailing family.

Here again both boys and girls will be welcomed and the first class is expected to number at least 30. This scheme has interesting features.

The theory of sailing and seamanship will be taught at Friday night classes and practical experience on the club’s small and safe triangular course will be given on Saturday mornings with the children sailing two to a boat.

Sea Scout launches have been offered to follow the fleet. They will carry experienced club members who will watch the novices, both as guardians and instructors.

Each child will be required to contribute 1/ a lesson and after 10 lessons the 10/ paid will be applied to financing the child’s junior membership of the club.

Mr Winning



Toc Winning with young trainee sailors

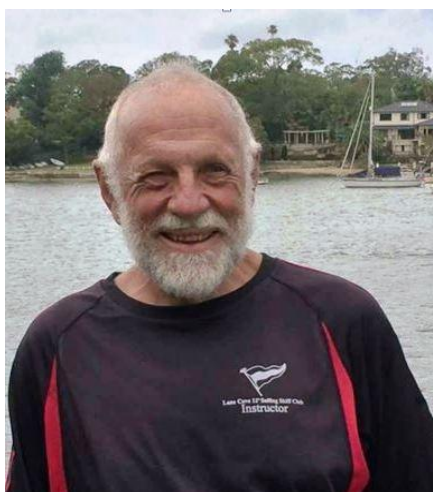
At the Lane Cove club, Jack Winning and his father Harold, universally known as ‘Toc’, were fundamental in setting up the sailing program – Toc in the 1960s and later Jack revived the schemes in the 1980s. Toc introduced Sabots to the club around 1958 as

he found they were good for young learners at the Abbotsford and Vaucluse Sailing Clubs.²⁶ Similarly the Squadron began training boys and girls under the age of 16 to sail using Sabots in 1963 in an attempt to boost membership and provide a service to the community.²⁷



Greenwich Flying Squadron Sabot Sailors rounding the mark in the Humbug, Autumn 2019.

The trainers although volunteers, had the necessary qualifications, and the training schemes provided revenue, but the expectation that club membership would also be increased didn't always follow. According to Jack, the training programs were a starting point and the club wouldn't have survived without them, while Ian Meggitt, who has been associated with Lane Cove for 60 years, considered there was about a 7% take up.²⁸ Other factors were influential, such as whether the children were having fun with friends at the club. Jack commented that sailing isn't an easy sport for young children because there is quite a bit of work in rigging and maintenance. "They need parental support - kids can't do it on their own," he said. Parents were encouraged to participate, and in some classes of boats, sail with their children.



Jack Winning

Girls came into the club with the learn-to-sail programs. According to Jack, "Girls came with their brothers and family and Toc encouraged them – he was probably before his time to encourage girls."²⁹ Statistics on gender participation from that time don't exist, he said, but today learn-to-sail programs usually have a 50/50 ratio of boys to girls. After the courses the retention of teenagers and young adults in sailing is poor and worse for girls, an issue common to all sports. Research offers a variety of reasons, as did the interviewees, and these included: the demands of after-school activities from sports to music; the attractions of the digital age; a social life no longer centred on the sailing club; the HSC and the priorities of tertiary education and lack of financial support after the end of schooling.³⁰



Junior Sabot sailors at Lane Cove 12ft Sailing Skiff Club



Dave Porter with his daughters preparing to rig.

champion at Greenwich in 1930. Dave had 10 famous years sailing the dramatic 18ft Skiffs on Sydney Harbour. He continued highly competitive sailing until some 18 years ago when he gave sailing away altogether – it was all or nothing, competition was the driving force and cruising or social sailing held no appeal.³¹

The expectation of what was appropriate for girls and what girls thought was appropriate for themselves was changing, reflecting changes in society in the 1960s. Women, and now married women, were moving from the domestic sphere into the workforce: between 1954 and 1998 the percentage of women aged between 15 and 64 who were in paid employment increased from 22.8% to 43%.³² But there still remained culturally embedded assumptions as to the role of women, leaving them also largely responsible for home and family.³³ At Olympic Games level it is recognised that starting a family at a peak time in a career is a major disruption for sportswomen. Guillaume Chiellino, the former director of the French sailing team, said, “In our sport you can be an Olympic champion a bit late, at 30 or 35. For women, sometimes that is the moment to have children. We want to take that into account and help them to be a mother and have an Olympic career.” Women were also being excluded from Olympic competition in dinghy sailing due to their disadvantage in weight and strength. In 1988 separate sailing events were introduced exclusively for women and the International Olympic Committee has now voted for full gender equity in the number of athletes and medals for the 2024 Paris Olympics.³⁴



Celia May with young sailor in a Mirror dinghy.

Once out on the water, girls sailed as well as the boys and better in some aspects. Dave Porter ran training classes at Greenwich in the 1980s as his two daughters were learning to sail in Tasars, Manly Juniors and Flying 11s there. A satisfaction from teaching and imparting skills was one reason a number of sailors say they became involved in training schemes. When asked if girls learned differently from boys, Dave did not want to be definitive but felt girls sometimes had a feel for helming with the wind and water - they were smooth and controlled whereas boys could be more aggressive. Dave was raised in Woolwich and was champion in a

12ft skiff at Lane Cove in 1965 and 1966, following on from his father who had been a

For adults wanting to learn to sail, there were then, and still are, less opportunities than for children and they are usually conducted in yachts rather than dinghies. A dinghy provides an immediate and individual experience: as Miranda St Hill said, the concentration required to keep the dinghy performing well took her mind away from a particularly stressful job.³⁵

Celia May wanted to learn to sail but her family didn't share her enthusiasm so her husband gave her a Mirror dinghy for herself on her fortieth birthday, 34 years ago – she is now 74. She then set out to learn to sail.

She said, “I was upside down in Wallis Lake when a man who I have never seen before and have never seen since, told me I should go to the Hunters Hill Sailing Club and ask them to teach me how to sail my Mirror. That was 1987 or ’88 and they had quite a large fleet of Mirrors at that time.” She was welcomed and having always been a bit competitive, went on to improve her skills in national and international competitions. “I never was much good but could rise to the top of a smallish pool,” she said. Now she sails out of Greenwich with kids as crew and has a steady turnover as they improve and go into their own boats.³⁶



Left: *LOTS* Regatta in Ynglings; Right: Karyn Gojnich coaching at the RSYS.

Karyn Gojnich runs the *Ladies of the Sea (LOTS)* training courses in keelboats at the Royal Sydney Yacht Squadron at Kirribilli. The twilight program has been running for 15 years and many of the participants were women who sailed with their partners on yachts but didn’t understand what made the boat work, or they saw their children sailing and said, ‘Why can’t I do that?’ Karyn felt that females learn differently from males and coaching styles have to adapt. Women need a more supportive atmosphere rather than having the skipper yell instructions at them.³⁷ As well as *LOTS*, there are an increasing number of training schemes for women such as, *She Sails* and *Women on Water (WOW)*.³⁸

Karyn returned to Lane Cove when her eldest daughter enrolled in one of Jack Winning’s Learn-to-Sail programs. She is now coordinator of the Discover Sailing Centre at the club, having assisted in the junior sailing classes, coaching and mentoring other parents. She said, “I would like to see sailing, like swimming, as a sport that every primary school child could experience. They do it in France - they go to the coast and have 2 weeks of sailing and here we are, a country surrounded by water.”

THREE WOMEN SAILORS



Left to Right:
Karyn Gojnich
Lyndall Coxon
Adrienne Cahalan

Karyn Gojnich, Lyndall Coxon and Adrienne Cahalan are three extraordinary female sailors who began sailing on Lane Cove River and continued to international success while balancing their sport with careers - in Adrienne's, case actually developing a career as a professional sailor. All three acknowledge their beginnings in the river clubs and in return they have supported sailing with voluntary coaching or administrative work. But their experiences also demonstrate that women face difficulties in pursuing a competitive career once they move beyond the local clubs. Adrienne wrote in 2006, "...a woman onboard any type of vessel, in a race-winning crew, or at the head of a sailing syndicate, is still something of a novelty." The reasons, she said, included boys being mentored through the sport more frequently than girls and that women are not 'tipped in' to rides in the same way as men – by which it is understood that male networks assist crew selection. She wrote:



While women continue to race only against other women, as they do in the Olympic classes, and not in open classes, they will not receive the respect they deserve. If I could name one single thing that was crucial in winning me the small measure of respect I needed among my male colleagues and crew mates, it was the time I spent in the 18 foot skiffs. I was able to compete against guys at their level, sailing with and at times beating them.³⁹

Arienne Cahalan skippering *Elle Racing* 18Ft skiff on Sydney Harbour.

Karyn Gojnich, née Davis, like Adrienne, competed in the 18ft skiffs. Born in 1960, she was eight years old when her family moved to Longueville, where sailing was a way of life: "We literally messed around in boats, we sailed, we rowed, we swam, water skied, wind surfed, fished, prawned, hunted for crabs, had jelly fish wars – it really was a wonderful way to grow up and I was very fortunate." After sailing in a variety of skiffs, she had a season on the 18 footers with Vanessa Dudley. "We were sponsored by the cosmetic company, *Nutrimetics* and *Cosmopolitan* magazine and that was fantastic fun, the 18 footers must have been the most exhilarating sailing I have ever done, they go seriously fast."⁴⁰

Karyn and Nicky Bethwaite were selected to represent Australia in the Seoul Olympics in the two-person 470 Class. They were the first female sailors to represent Australia when separate sailing events were introduced for women in the Olympics, in 1988. Karyn went on to compete in the Athens Olympics in 2004 and 2008 in the three-person Yngling class. Mounting an Olympic campaign is very demanding: as Karyn said, "Sailing full time, including multiple 6 to 8 week blocks overseas away from your family, can be challenging." Lyndall Coxon, a World Champion Laser sailor, concurred: "To compete at that level you have to be single minded and fit as a fiddle and with time on the water."⁴¹

Karyn had a career in IT which complemented her sailing as the company she worked for was considerate about time off, so she stayed with them for 20 years. Mounting a sailing campaign is disruptive for careers and today aspiring Olympic sailors sail full time. But the



Karyn Gojnich at the Seoul Olympics 1988

problem of what to do at the end of competition remains. Sailors often combine sailing with a marine - related business, but again, this is more common for men.

Lyndall Patterson, née Coxon, born in 1955, also had a stellar sailing career that began in Woolwich on the Lane Cove River, in a family of champion sailors that included her elder brother, Rick, and younger brother, Michael. Lyndall and Michael messed about in boats, rowing up wind and then sailing downwind by using a table cloth tied to the oar with the other oar as a sweep. They never had formal sailing lessons; their father just pushed them out onto the river and later quizzed them on tactics for tides and wind.⁴²



Lyndall (Patterson) Coxon, winner, World Women's Laser Championship, 1978-9

When, aged 19, Lyndall joined Lane Cove, she couldn't remember any other girls sailing Lasers at that time. Lyndall raced in different classes of skiffs until her university medical studies took priority. In 1977, aged 22, she was selected to contest the World Women's Laser Championship at Hayling Island, near Portsmouth, UK, where she won, and won again the following year at Monnickendam, Netherlands. The European and American sailors were surprised she had no qualifications as there they had levels of training and certificates. Her wins and those in the NSW Championships were all the more remarkable because they were with the full Standard Rig rather than the less demanding Radial Rig. But the university would not allow further time from her course for training and she was unable to defend her title again.⁴³



Above: Dr Patterson at a medical conference, 2019; Left: winning the Masters 2010.

Thirty three years later, in 2010, Lyndall won the Masters in an Open Division for 55 - 65 year olds against both men and women using the Radial Rig. It was a special event for her and she trained for it because it was being held at Hayling Island again, where she had first won the World Championship. She has entered most Masters Worlds since 1999 and been in the top 3 in the female division, working

around her commitments to family and her practice as a medical anaesthetist. She has chaired the Queensland Laser Association for seven years.⁴⁴

Both Lyndall and Karyn have been awarded a Barrenjoey Pin for those who have qualified at the highest levels in sailing. Whilst they concentrated on dinghy sailing, Adrienne Cahalan created a rare career in ocean racing. When Karyn was asked whether ocean racing had any appeal, she replied ‘I like a shower at the end of the day.’



Adrienne Cahalan with 18 Footers

Adrienne, born in 1964, grew up in Tambourine Bay in a working class family of six children and attended the Marist Sisters College in Woolwich. In 2015, in a speech she gave to her old school, she said, “33 years ago, I sat in those seats. When I sat there I didn't know I would leave and become a professional sailor and maritime lawyer.”⁴⁵

Although the river was her playground, she didn't really take to sailing until she was 15 when she sailed a Hobie Cat while on holiday staying with an aunt in Papua New Guinea. She then “bought a Laser with money saved from waitressing and working in a nursing home part time while I was at school.”⁴⁶ She started sailing out of the Lane Cove Club but realised that as a small-framed female, she didn't have the weight to sail the Laser competitively with the Standard Rig of the time. Jack Winning introduced her to the 12ft skiffs because the rig could be adjusted and weight was not a disadvantage.

Adrienne had tenacity and a strongly competitive spirit and enjoyed making decisions at high speed.⁴⁷ She wrote in her memoir:

My time sailing 12 foot skiffs was one of the most critical times in my sailing development. The sport became all consuming. The crews of the other boats were soon good friends of mine. We socialised together, sailed together, drank at the sailing club and slept in our boats when we couldn't drive home.⁴⁸

Sailing in skiffs can have their dangers, especially when out on the trapeze. A few weeks before her 21st birthday in 1985, she was sailing with a friend, under spinnaker, at the mouth of the Lane Cove River. When they capsized, her trapeze hook caught on a fitting and she was held under the boat. “I remember thinking I would not make my 21st birthday and I was wondering what would happen about the party I had been planning, and more particularly if my sisters would keep my presents.” She was pulled to the surface by her companion but has remained uncomfortable with the memory and later found she hated righting an 18 footer by standing on the centreboard and hanging on as it went underwater through a 180 degree roll.⁴⁹

The first event she won was the Sydney Harbour 12ft Skiff Championship in 1986 and her first international competition was the Interdominion Regatta in New



Adrienne skippering Ella Baché

Zealand in 1988. Then she moved into the Formula One racers of Sydney Harbour, the 18ft skiffs, and said because of the similarities between 18 and 12 footers, the transition was relatively easy. *Ella Baché* was seeking a female skipper for their 18ft skiff of the same name and this was a big break for her as she was employed to race each week for 6 years and it projected her into a professional class of sailors.

At the same time Adrienne was enrolled in Arts/Law at Sydney University. Subsequently she has established a practice as a consultant in marine law, but sailing is her profession.⁵⁰ She studied small craft seamanship and navigation with Norm Wood at TAFE at night and he bequeathed her his navigation papers and equipment when he died – clearly recognition of the navigator she had become by then.⁵¹

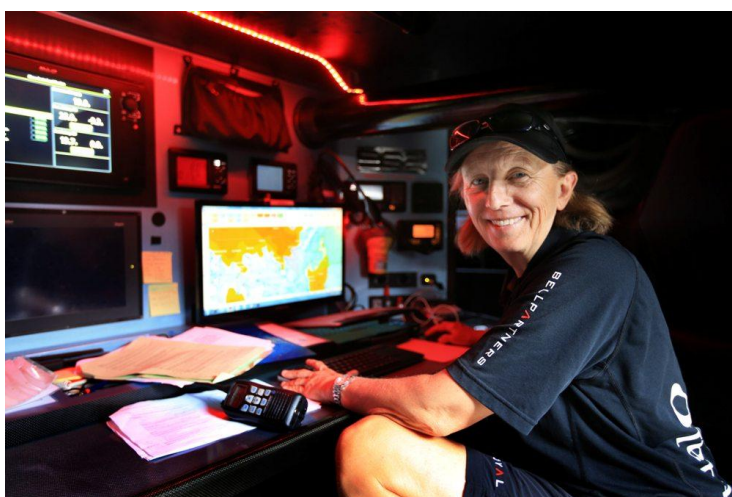
While still sailing skiffs, Adrienne developed an interest in off-shore racing. In 1984, at the age of 20, she went on her first Sydney to Hobart and, as of 2020, had completed 28 Hobarts



Left: Wild Oates XI; Right: Adrienne, navigator on Wild Oates with the trophies for line honours and handicap, 2012

She said, for her first berth on a small 36 footer, *Mystic Seven*, she had just asked and asked and asked at the CYC until she found a place.⁵² She was the navigator on 5 occasions for *Wild Oats XI* when it won line honours, on two occasions with the handicap win and race record as well. She has only missed one scheduled berth to Hobart because she was 8 months pregnant.

It is in ocean racing that Adrienne has really made her mark. She has participated in a number of prestigious races including Fastnet, Transatlantic and Transpacific races, and with qualifications in applied meteorology as well as navigation, Adrienne has carved a niche in professional ocean racing. Her job is below deck, running the computer analysis of weather and boat performance, radar and GPS, but as backup, she still carries paper charts, dividers and a compass as she trained in the days before computerisation.



Adrienne considers her greatest achievement was being navigator on the maxi-catamaran *Cheyenne* when it broke the non-stop Round-the-World Record in 2004. Another was sailing in the Whitbread and Volvo Ocean Round the World Race, both of which are sailed in extreme

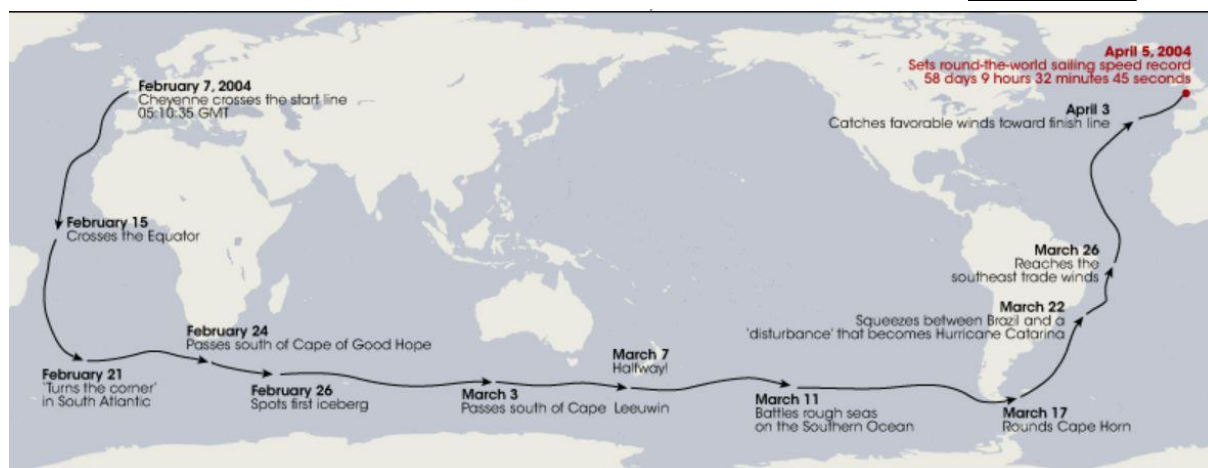
Adrienne has found a niche in ocean racing as navigator and handling the technology – here on *Perpetual Loyal* for the Sydney – Hobart 2015 race.

conditions and are a challenge to endurance, as Adrienne describes in the first chapter in her book, *Around the Buoys*.



Left: Maxi Catamaran, *Cheyenne*, 2004.

Below: Route of the round-the-world speed record.

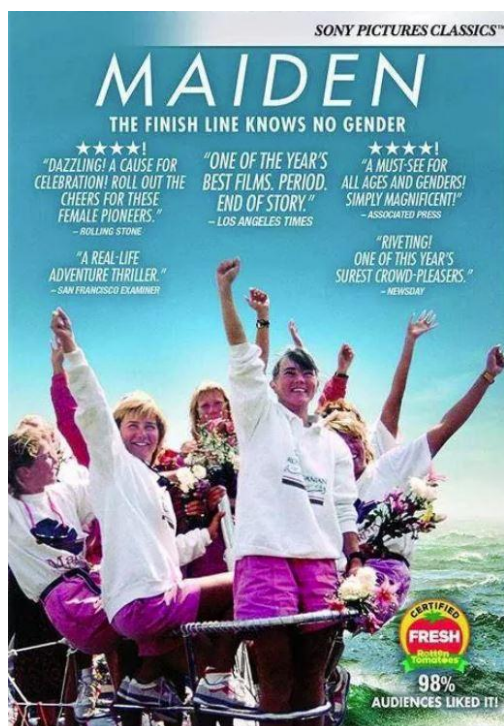


Adrienne commented, “It is so hard to get a place on the Volvo, whether you are a man or a woman, and the same with Olympic sailing...We were told in the '80s we could have it all, but we have learned you can have most of it, but not all of it at the same time.”⁵³

Adrienne has numerous awards including the Order of Australia and has been inducted into the Australian Sailing Hall of Fame. [A full list of her qualifications and achievements are to be found in Appendix B.]

CONCLUSION

Between the 1960s and the 1990s changes occurred in the participation of women in the Lane Cove River sailing clubs which reflected similar cultural and economic changes in Australian Society. The numbers of female participants in sailing and the administration has risen, both in the river clubs and in the major clubs of the sailing hierarchy such as the RSY, yet men continue to outnumber women significantly. The reasons may include demands of family or career, as in the case of Lyndall Coxon; yet men would say they are subject to similar demands. There may be no conscious discrimination but expectation of roles, both placed on and accepted by women, still play a part.



Internationally, as of 2018, only 122 women have participated in the Volvo Ocean Race compared to over 2,000 men.⁵⁴ As Adrienne suggests, the selection is determined by sailing syndicates and crew selectors that are more than likely all male; yet women have proved their ability in all female crews. This was shown by Tracy Edwards, who skippered *Maiden* in the Whitbread Round-the-World Race, as early as 1990.⁵⁵ The Volvo racing committee has now instigated rule changes to have female sailors actively included in crews.

The *Women in Sailing Strategic Review* conducted by the World Sailing Trust in 2019 found that of the 4,500 respondents from around the world, 59% of females and 14% of males had experienced some form of discrimination. This discrimination included limited support from yacht clubs, lack of role models, women being perceived as having lack of talent and strength and the limited opportunities and negativity around selection for racing.⁵⁶

Of these, women are most commonly discriminated against on grounds of strength and experience. Concerning the requirement for strength, male skippers concede that helming, trimming and navigation do not require great strength. On the other hand sail changes and grinding do, and when crew positions are limited, someone who can do both is often preferred.

Ken Read, two times Volvo Ocean Race skipper, recognised the classic impasse: that women need to *have* the experience to *get* the experience, and he conceded that “It’s a kind of cronyism”, that skippers favour those they are comfortable with and who are like themselves. “Shame on me for not figuring this out sooner,” he said.⁵⁷



Ken Read.

¹ *Sydney Morning Herald*, Mon 25 Nov 1895, page 6, See TROVE:

<https://trove.nla.gov.au/newspaper/article/14026325>

² There are arguments each way: a fixed design allows everyone to sail on equal terms but doesn’t encourage experimentation and improvement in design and construction. On the other hand a development class can be expensive, advantaging deep pockets.

³ See Rosalie Lucas, *Greenwich Flying Squadron the first 75 Years*, Maritime Heritage Press, Sydney, 1999, p.24.

⁴ The history of this move is found in John May, *A short history of Greenwich Community Association 1944 – 2014* Published by the Greenwich Community Association, July 2016, p.9.

<http://www.greenwich.org.au/Documents/GCA%20History.pdf>

⁵ Keith Tierney, “Greenwich Memories,” in Rosalie Lucas, *ibid*, p.75.

⁶ Email from Carolyn Biggs to Michael Chapman 13th July, 2004 for the History of Lane Cove River Sailing that was being compiled. Carolyn can’t remember the source but said, “it was early days, really early days, before the club house was built.”

⁷ Rosalie Lucas, *ibid*, p.50.

⁸ *The Daily Telegraph*, Thursday 30 Nov 1933 P 13: “Women in the Active Sports Sphere SKIPPER-OWNER OF 12-FT. SKIFF Girl Describes Thrills of Sailing,” by Pat Hansen. <http://nla.gov.au/nla.news-article247167844> The Australian National Maritime Museum has identified Irene Pritchard as Sydney’s first female race skipper in 1898. They also state that there was not another female skipper until the 1960s, although here they appear to be

referring only to 18ft skiffs. See: Åsa Wahlquist, "Irene Pritchard, Sydney's first female race skipper", *Signals* 117 (December 2016). https://www.sea.museum/2018/01/17/irene-pritchard-sydneys-first-female-race-skipper#_edn19

⁹ *Sunday Mail* (Brisbane Qld) Sun 29 Dec 1935 P17, "GIRL SKIPPER Champion at 16 Rare Skill", by Charlie Hansen. <http://nla.gov.au/nla.news-article97856960>

¹⁰ Jack Winning, Interview, 2/6/20.

¹¹ Celia May photographed the honour boards of the Hunters Hill Sailing Club when there was a concern that arson may damage the club house. She provided the following sample of results for the Cherub class for 1969 to 1968 to indicate how the names were recorded.

CHERUB	1969-70	HI-LITE	MISS J. MERRINGTON	R. QUICKENDEN
CHERUB	1970-71	HI-LITE	MISS J. MERRINGTON	R. QUICKENDEN
CHERUB	1971-72	SUHAIL	MISS L. COXON	R. DREVERMAN
CHERUB	1972-73	SUHAIL	MISS L. COXON	R. DREVERMAN
CHERUB	1973-74	AZTEC	M. FISHER	C. FISHER
CHERUB	1974-75	HUNKI DORI	M. FISHER	C. FISHER
CHERUB	1975-76	MAGIC	MISS J. GARDINER	N. NEWMAN
CHERUB	1976-77	STANLEY CROCODILE	L. GILBERT	J. KING
CHERUB	1977-78	MAGIC	MISS J. GARDINER	G. WILLIAMS

¹² Lane Cove Honour Roll, <https://www.lc12ftssc.org.au/website-builder/honour-roll> p.23

Subsequently Adrienne advised that she had also shared the championship, skippering with Dave Lusty and with Glen Farquhar as crew in *Lufthansa* in 2014-15.

¹³ Miranda St Hill, interview, 4/3/20.

¹⁴ Helen Molesworth, Interview 3/6/20 and John Hayward, a distant relative, 4/6/20.

¹⁵ Carolyn Biggs, "From Carolyn Biggs' Point of View," 19/12/97. Memories compiled for a club celebration (75th Anniversary?)

¹⁶ Carolyn Biggs, interview 29/05/20.

¹⁷ Carolyn Biggs, interview, 26/05/20.

¹⁸ Rick Havyatt, in "Contributions from Squadron Members Past and Present," Rosalie Lucas, *ibid* p.86.

¹⁹ Robin Holden, Interview 15/06/20.

²⁰ Rosalie Lucas, *ibid* p.50.

²¹ Pam Joy, Interview, 27/5/20.

²² Carolyn Biggs, "From Carolyn Biggs' Point of View," *ibid*.

²³ Celia May, email 29/6/20. Hunters Hill Sailing Club has both a President and a Commodore. The President looks after the financial side, future planning, grants, membership, relationships with Council, Yachting Association and Yachting Association of NSW. The Commodore is responsible for sailing, risk management, sailing calendar and documentation. The other clubs have a similar arrangement but different titles.

²⁴ Miranda St Hill, interview, 4/3/20.

²⁵ Karyn Gojnic, interview, 25/5/20 and subsequent communication, 16/7/20: "In October 1929 the club introduced an 'Associates' membership.... It was not until 1996 that females were accepted as full members, and paid equivalent membership fees. Today the club has over 3,000 members of which 32% are female.... Encouragingly in our youth membership of under 18's, 67% are female. This number does drop to 44% for our 18-30 year olds however it is encouraging when compared to our history.

As at July, 2020, other major yacht clubs have a similar low ratio of women to men Flag officers or Board of Directors.

Sydney Amateur Sailing Club: No women either on the Board or as Flag Officers.

Cruising Yacht Club: 2 women of 8 Board members;

Middle Harbour Yacht Club: 1 woman of 5 Flag Officers and 2 women of 9 Board members;

Royal Prince Alfred Yacht Club: 2 of 7 Flag officers and 1 of 6 Board members.

²⁶ Jack Winning, interview, 2/6/20.

²⁷ Garry Richards, "The First 50 years" in Rosalie Lucas, *ibid*, p11.

²⁸ Ian Meggitt, interview, 4/2/20.

²⁹ Jack Winning, Interview, 2/6/20.

³⁰ There are many studies that confirm the drop out from sport with adolescence, especially females, note: R. M Eime, J. T Harvey & M. J Charity (2019): "Sport drop-out during adolescence: is it real, or an artefact of sampling behaviour?" *International Journal of Sport Policy and Politics*.

<https://doi.org/10.1080/19406940.2019.1630468>, also cited: Australian Sports Commission 2016, Wong et al. 2016, Eime et al. 2016b, 2016c.

³¹ Dave Porter interview 23/1/20.

³² Australian Bureau of Statistics, Paid Work: Trends in women's employment, 4102.0 - Australian Social Trends, 1998,

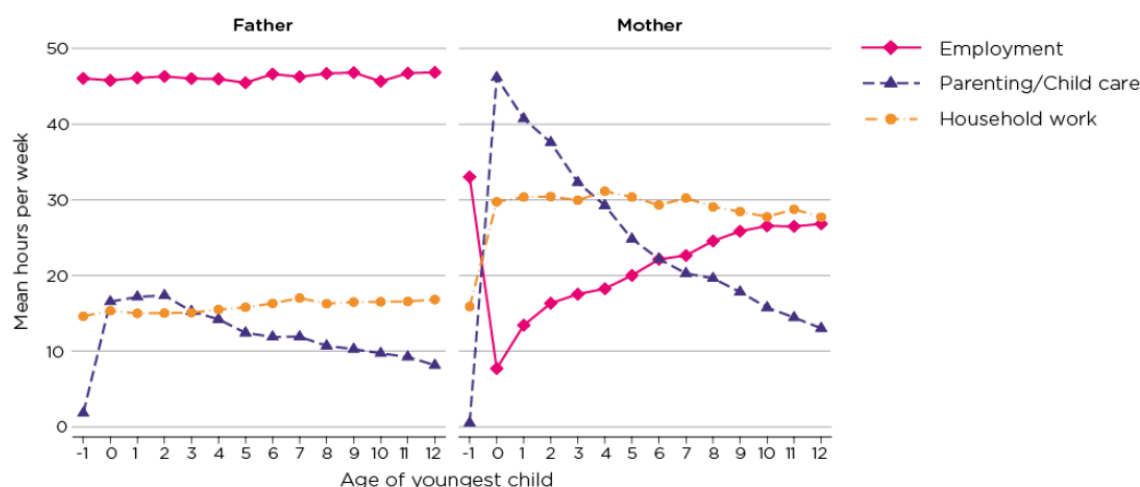
<https://www.abs.gov.au/ausstats/abs@.nsf/2f762f95845417aeca25706c00834efa/42e23011aaf49548ca2570ec001971c8!OpenDocument>

³³ A comment from Karyn Gojnych, interview, 25/06/20: “Family and care giving can affect female careers across the board but societal views on that are changing.” See also Australian Government Workplace Gender Equality Agency’s paper, *Unpaid Care work and the Labour Market*, undated, but with statistics from 2016: “Many women are balancing paid work with unpaid caring responsibilities...In Australia women spend substantially more time on unpaid care work than men.”

<https://www.wgea.gov.au/sites/default/files/documents/australian-unpaid-care-work-and-the-labour-market.pdf>

Another graph from Australian Institute of Family Studies, and shows “how men and women’s working patterns change upon the arrival of a baby. For men, it barely changes. For women, it never recovers. Jennifer Baxter, *Fathers and Work: A statistical overview*, Australian Institute of Family Studies, May 2019, <https://aifs.gov.au/aifs-conference/fathers-and-work>

Figure 1: Mother and father’s time use up to and after the birth of first child



Note: Age of youngest child = -1 is the year before the first birth.

Source: HILDA, pooled Waves 2 to 16¹

Credit: Australian Institute of Family Studies 2019 (aifs.gov.au/copyright)

³⁴ Chris Museler, “Mixed Events Shake Up Olympic Sailing,” *New York Times*, Aug. 4, 2019.

³⁵ Miranda St Hill, interview, 4/3/20.

³⁶ Celia May, interview, 09/06/20.

³⁷ Karyn Gojnych, interview, 25/5/20.

³⁸ *LOTS Ladies of the Sea*: <https://www.rsys.com.au/sailing/women-s-sailing>; *She Sails*: www.shesails.org.au; *WOW, Women on Water*, Royal Prince Edward Yacht Club: <https://www.rpeyc.com.au/calendar/women-on-water/> and other outlets for *WOW*.

³⁹ Adrienne Cahalan, *Around the Buoys*, Random House, 2006, p. 212-3.

⁴⁰ Sailing Women’s Network Podcast Series: April 17, 2020 *Women in Sailing - Karyn Gojnych* <https://www.listennotes.com/podcasts/sailing-womens/women-in-sailing-karyn-gojnych-LNGJYTimej1/>

⁴¹ Lyndall (Patterson) Coxon, interview 7/6/20.

⁴² Lyndall Coxon, interview, 7/6/20.

⁴³ Rick Coxon, interview 14/06/20. Note the record of Lyndall Coxon on the Lane Cove Club Honour roll. See Appendix A.

⁴⁴ *Laser Waves*, April 2015, p14.

⁴⁵ Jade Ramirez, “Champion Sailor Inspires Girls,” *About Catholic Schools*, June 18, 2015. <https://aboutcatholicschools.wordpress.com/2015/06/18/champion-sailor-inspires-girls/>

⁴⁶ Sailing Women’s Network Podcast Series, *Women in Sailing - Adrienne Cahalan*, May 23, 2020

⁴⁷ Adrienne Cahalan, interviews, 18 & 19 May, 2020.

⁴⁸ Adrienne Cahalan, *ibid* p. 77.

⁴⁹ Adrienne Cahalan, *ibid*, pp. 77-78.

⁵⁰ Agar Cahalan Maritime, Marine Lawyers, Weather & Climate, Navigation, Marine Consultants T: (+61) 0421 936 850 E: adrienne@acmaritime.com

⁵¹ Adrienne Cahalan, interviews, 18 & 19 May, 2020.

⁵² Sailing Women’s Network Podcast Series, *ibid*.

⁵³ Sailing Women’s Network Podcast Series, *ibid*.

⁵⁴ *12 Degrees West*, “Women in the Volvo Ocean Race,” <https://12degreeswest.com/women-in-the-volvo-ocean-race/>

⁵⁵ Sony DVD, *Maiden*, 2019. The Whitbread Round the World Race was the precursor of the Volvo which is now known as The Ocean Race.

⁵⁶ The World Sailing Trust, *Women in Sailing Strategic Review*, 2019.
[https://www.sailing.org/tools/documents/WSTWiSStrategicReviewReport2019-\[25819\].pdf](https://www.sailing.org/tools/documents/WSTWiSStrategicReviewReport2019-[25819].pdf)

⁵⁷ Quoted from CNN Sports: *Where are all the women in sailing?* By Shirley Robertson, April 19, 2017.
<https://edition.cnn.com/2017/04/19/sport/sailing-women-olympic-games-vendee-globe-volvo-ocean-race/index.html>

APPENDIX A

World Woman's Singlehanded Championship Sailed in Laser Standard Rigs:

1977 Lyndall Coxon Hayling Island, United Kingdom

1978 Lyndall Coxon Monnickendam, Netherlands

Woman's NSW Championship Sailed in Standard Rig boats 1975 to 1990, Radial Rigs from 1990 to present:

1976-77 Lyndall Coxon

1977-78 Lyndall Coxon

1978-79 Lyndall Coxon

(details taken from LC12SSC Honour Roll).

APPENDIX B

Adrienne Cahalan

Achievements

- Completing the Marine Forecasting for the Yacht Racing and Olympic Teams from 1984 to 2020;
- Undertaking the role of Navigator for Circumnavigations in 1993-94, 1998, 2004, 2005;
- Navigator of Transatlantic Crossings 14 times;
- Navigator in the Sydney to Hobart Race 28 times, including 6 Line honours wins, 2 overall wins and 2 race records;
- Navigator in the Fastnet Race 3 times;
- Competing in the Transpacific Races 3 times, in 2007, 2008 and 2013;
- Being recognised as the Weather and Climate Expert for Litigation from 2006 to 2020;
- Receiving the Australian Sports Award in 2000;
- Being nominated 4 times for the World Yachtswoman of the Year in 1998, 2002, 2003 and 2004;
- Winning Australian Yachtswoman of the Year in 2003 and 2005;
- Setting 5 World Sailing Speed records including the Round the World race 24 hour record in 2002 and the World Speed Record in 2004;
- Completing 3 global sailing circumnavigations;
- Medal of the Order of Australia (OAM), 2019, for service to sailing;
- Inducted to the Australian Sailing Hall of Fame, October, 2019.

Qualifications

- Bachelor of Arts (Hons), 1989.
- Bachelor of Laws, 1990.
- Graduate Diploma in Legal Practice, 1991.
- Insurance Institute of NSW: Marine Insurance Short Course, 1992.
- University of Southampton UK, Maritime Law Short Course, 1994.
- Admitted to the Supreme Court of New South Wales, 1991.
- Admitted to the Federal Court of Australia, 1992.
- Admitted to the High Court of Australia, 1992.
- Admitted to the Supreme Court of Queensland, 1999.

Qualifications (Science and Maritime)

- Master of Science (Applied Meteorology)(Merit), University of Reading UK, 2003.
- Navigation (Offshore), New South Wales TAFE, 1984.
- Navigation (Coastal), New South Wales TAFE, 1984.
- Meteorology, New South Wales TAFE, 1984.
- Radio & Seamanship, New South Wales TAFE, 1984.
- National Certificate in Maritime Operations (Master 5), New South Wales TAFE, 1999.
- National Certificate in Marine Engineering (MED 3), New South Wales TAFE, 2000.

Affiliations

- International Regulations Commission, World Sailing, 2009 – present.
- Oceanic Committee, World Sailing, 2009 – present.
- Yachting Australia, Director, 2004 – 2010.
- Council Member, World Sailing, 2013 – present.
- Women's Forum, World Sailing (Chair), 2013 – present.
- Patron of Lane Cove 12ft Sailing Skiff Club, New South Wales.
- Patron of Marist Sisters College Woolwich Sailing Club, New South Wales.

APPENDIX C

HONOUR ROLLS – records of female sailors at LC12SSC in Club Championships.

12 Foot Skiff Club Championship

Championships for 12 foot skiffs, the distinctive class of LC12SSC, from 1920/21 to the present, ie 100years. The only female champion was:

1987-88 *Law Book Company* Adrienne Cahalan Michael Carter

[In 2014-15 Adrienne Cahalan also shared the skippering of *Lufthansa* with Dave Lusty and with Glen Farquar as crew]

Former Classes

Gwen 12 Club Championship from 1960/61 to 1969/70: None

Moth Class Club Championship: from 1955/56 to 1974/75: None

VJ Class Club Championship from 1948/49 to 1970 /71:

1952-53 *Dart* Valerie Polak John Massie

1953-54 *Chiquita* Peter McEnally Robyn McEnally

Manly Junior Club Championship from 1996/97 to 2000/01: None

Current Classes

Laser

Club Championship – Standard Rig, sailed from 1975/76 to present: None

Club Championship – Radial Rig, sailed from 2004/05 to present:

2004-05 *Victim* Vicki Kornman

2005-06 *Victim* Vicki Kornman

2006-07 *Victim* Vicki Kornman

2014-15	<i>Magic Happens</i>	Georgina Deal
2017-18	<i>Victim</i>	Vicki Kornman
2019-20	<i>Victim</i>	Vicki Kornman

Cherub

Club Championship sailed from 1987/88 to present:

1997-98	2977	<i>Ajax</i>	James Moor	Sarah Board
1999-00	2977	<i>Ajax</i>	Clare Hozack	Catherine Logan
2004-05	2985	<i>Screamin' Seamen</i>	Melanie Killoran	Kate Hayward
2005-06	2985	<i>Screamin' Seamen</i>	Melanie Killoran	Kate Hayward
2007-08	3145	<i>Alchemy</i>	Fiona Lunsmann	Rolf Lunsmann
2009-10	3158	<i>Sparky</i>	Alison Chapman	Rhys Mara
2010-11	3145	<i>Alchemy</i>	Claire Lunsmann	Rolf Lunsmann
2014-15	3145	<i>Alchemy</i>	Claire Lunsmann	Henry St Hill
2015-16	3152	<i>Enough Rope</i>	Nicole Barnes	Jeremy Jones
2016-17	3152	<i>Enough Rope</i>	Nicole Barnes	Oliver Jones
2017-18	3118	<i>That Bad Girl</i>	Adele Phillips	Dan Phillips
2018-19	3118	<i>That Bad Girl</i>	Adele Phillips	Dan Phillips
2019-20	3118	<i>That Bad Girl</i>	Adele Phillips	Dan Phillips

Flying 11

Club Championship sailed from 1968-69:

1975-76	<i>Tip Top</i>	Michelle Byrne	Wendy Hill
1998-99	<i>Beat It</i>	Angela Farrell	
1999-00	<i>Beat It</i>	Angela Farrell	
2000-01	<i>Beat It</i>	Carly Farrell	Tom Phillips
2001-02	<i>Mad Dog</i>	Andrew Chapman	Alison Chapman
2002-03	<i>Mad Dog</i>	Andrew Chapman	Alison Chapman
2003-04	<i>River Rat</i>	Andrew Chapman	Alison Chapman
2004-05	<i>River Rat</i>	Andrew Chapman	Alison Chapman
2005-06	<i>JynX</i>	Jay Griffin	Amy Gojnich
2006-07	<i>Bambino</i>	Alison Chapman	Alex Paton
2007-08	<i>Bambino</i>	Alison Chapman	Alex Paton
2008-09	<i>The Ritual</i>	Sandy McWilliam	Jacqueline Smith
2009-10	<i>Bambino</i>	Oliver Hartas	Lucy Roper
2010-11	<i>Splash</i>	Emma May	Sophie Afaras
2011-12	<i>Decoy</i>	Gretta Quealy	Tom Smith
2012-13	<i>Living the Life</i>	Nicole Barnes	Jessica Tavener

2013-14	<i>Dynamite</i>	Tilly Lang	Ben Kirkby
2014-15	<i>Fire Ice</i>	Adele Phillips	Jack Moran
2018-19	<i>Hydromatic</i>	Eve Peel	Isla Whitehead
2019-20	<i>Wild Thing</i>	Monique McEneaney	Lily Leung-Nicholson

Sabot

Sabot One-up Club Championship from 1972/3 – 2019/20

1986-87	<i>Me Bee</i>	Magda Kotecki
1987-88	<i>Me Bee</i>	Magda Kotecki
1990-91	<i>Black Magic</i>	Jenny Behr
2002-2003	<i>Slippery</i>	Catherine Trew
2003-04	<i>Wipeout</i>	Daniella Bujna
2008-09	<i>Supersonic</i>	Chloe Jensen
2010-11	<i>Eat My Bubbles</i>	Lilly Peel
2011-12	<i>Babe</i>	Gael Glassock
2014-15	<i>Synergy</i>	Jessica Swadling

Sabot Junior Two-up Club Championship from 1970-71

1971-72	<i>Trinidad</i>	Kim Whiteman	Jenny Morton
1980-81	<i>Desperado</i>	Georgina Grover	
1985-86	<i>Etak</i>	Kate McHugh	Jenny Behr
1985-86	<i>Etak</i>	Kate McHugh	Jenny Behr
1986-87	<i>Etak</i>	Kate McHugh	Jenny Behr
1989-90	<i>Black Magic</i>	Jenny Behr	Penelope Colyer
1994-95	<i>Yo Yo</i>	Simon Relf	Julia Bisby
1995-96	<i>Jessica</i>	Jessica White	David Winning
1996-97	<i>Jessica</i>	Jessica White	David Winning
1997-98	<i>Jessica</i>	Jessica White	Mark Hayward
1998-99	<i>Clueless</i>	Samantha White	Phillipa Verdich
2004-05	<i>Panic</i>	Amy Gojnich	Melinda Smith
2005-06	<i>Oink! Oink!</i>	Catriona Glassock	Ally Lusty
2006-07	<i>Babe</i>	Catriona Glassock	Lilly Peel
2011-12	<i>Gone in 60 Seconds</i>	Henry Larkings	Eve Peel
2012-13	<i>Tommy Gun</i>	Tom Larkings	Eve Peel
2013-14	<i>Tommy Gun</i>	Tom Larkings	Eve Peel
2014-15	<i>Eat My Bubbles</i>	Eve Peel	Lola Vickery
2016-17	<i>Imagine That</i>	Xianing Berroeta	Aisling Tobin

2017-18	<i>Insanity Fair</i>	Aisling Tobin	Harry Mercer
2018-19	<i>Synergy</i>	Zara Coates	Luke Mercer
2019-20	<i>Slippery Little Sucker</i>	Bailey Mayne	Emily Armitstead

Sabot Senior Two-up Club Championship

1972-73	<i>Thistle</i>	Roger Johnston	Annette Johnston
1974-75	<i>Valkyrie</i>	John Glenn	Lucy Glenn
1975-76	<i>Valkyrie</i>	John Glenn	Lucy Glenn
1977-78	<i>Waikerie</i>	Miss L Perry	
1981-82	<i>Double D II</i>	Catherine West	

INTERVIEWS:

LANE COVE 12FT SAILING SKIFF CLUB

Carolyn Biggs
 Adrienne Cahalan
 Rick Coxon
 Karyn Gojnich,
 Ian Meggitt
 Helen Molesworth / John Hayward
 Lyndall (Coxon) Patterson
 Jack Winning

GREENWICH FLYING SQUADRON

Rosalie Lucas
 Harvey Porter
 Pam Joy

GREENWICH SAILING CLUB

Robyn Holden
 Sean Langman
 Celia May
 Michael Nash
 Mark Palmer
 Dave Porter
 Miranda St Hill

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My Special thanks to Rolf Lunsmann for providing access to written material and images relating to the history of the Lane Cove 12ft Sailing Skiff Club.

IMAGE SOURCES:

- 12ft skiff racing, start, Woodford Bay 1964 - courtesy Lane Cove 12ft Sailing Skiff Club.
- Greenwich Sailing Club pre-race rigging – **courtesy Mark Palmer.**
- Left: The Lane Cove 12 Foot Sailing Skiff Club, 1970, below the junction of Stuart and Mary Streets, Longueville and alongside the Longueville wharf and Right: the club today. – **courtesy Lane Cove 12ft Sailing Skiff Club.**
- Left: the boatshed at the bottom of Bay Street, c. 1912 and Right: the Greenwich Flying Squadron today, beside the Bay Street ferry terminal – **courtesy Greenwich Flying Squadron.**
- Left: The 16 Foot Skiff Club in 1936, below Richard St, Greenwich, photograph, Margaret Tanner; and Right: A photograph of a painting of the Salt and Copra Bond Stores at Greenwich Point, in the collection of Bruce Stuckey, artist unknown - **Reproduction rights of both held by Lane Cove Library.**
- Aerial view of the Greenwich Flying Squadron Black Division in the foreground, emerging from the *Humbug* at the entrance to Lane Cove River for the Wednesday Twilight race, 6th December 2017.
Courtesy Andrew Richardson / www.crossfirephotography.com
- Sabot Club Champions Honour Board, 1970-1989, **Lane Cove 12ft Sailing Skiff Club.**
- Adrienne Cahalan sailing a 12ft skiff. **Permission sought from Vita Williams via Rolf Lunsmann.**
- Miranda St Hill- **courtesy of Miranda.**
- Helen Molesworth, photograph courtesy of Helen and John Hayward.
- The Helen Molesworth Medal for outstanding service to the club, **Lane Cove 12ft Sailing Skiff Club Honour Roll:** <https://www.lc12ftssc.org.au/website-builder/honour-roll>
- Fancy dress evening, Lane Cove 12ft Sailing Skiff Club. Carolyn Biggs on the left - **courtesy Lane Cove 12ft Sailing Skiff Club.**
- Above left: Pam Joy, and below, skippering her boat, Tana - from the GFS newsletter, *Humbug*, Issue 1, 2018, **with Pam's permission.**
- Flag officers of the Royal Sydney Yacht Squadron, L to R: Hon Treasurer – Ross Littlewood, Vice Commodore - Christian Brook, Commodore – David Ward, Rear Commodore – Russell Taylor, Captain – Karyn Gojnich. – **with permission of the Flag Officers of RSYS.**
- Article, 1960, newspaper unknown.
Toc Winning with young trainee sailors – **both courtesy Lane Cove 12ft Sailing Skiff Club.**
- Greenwich Flying Squadron Sabot Sailors rounding the mark in the *Humbug*, Autumn, 2019, **courtesy of Richard Hawkins:** a screen shot from a video taken by Richard Hawkins, GFS Junior sailor Sophie Hawkins is in the lead, followed by Olivia and Tim Kannegieter, with Ayden and Tristan not far behind.
- Jack Winning – **permission sought.**

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- Junior Sabot sailors at Lane Cove 12Ft Sailing Skiff Club – **courtesy of the Club.**
 - Dave Porter with his daughters preparing to rig – **source unknown.**
 - Celia May with young sailor in a Mirror dinghy – **courtesy Celia May.**
 - *LOTS* Regatta in Ynglings; Karyn Gojnich coaching at the RSYS – **permission sought.**
 - Karyn Gojnich – **courtesy of Karyn**; Lyndall Coxon – **publication not found**, Adrienne Cahalan – **permission sought.**
 - Arienne Cahalan skippering *Elle Racing* 18Ft skiff on Sydney Harbour – **courtesy Frank Quealey.**
 - Karyn Gojnich at the Seoul Olympics 1988 – **source unknown.**
 - Lyndall (Patterson) Coxon winner, World Women's Laser Championship, 1978-9 - **publication not found.**
 - Left: Lyndall Patterson winner Masters Laser Open 2010 – **courtesy Lyndall**; Above: Dr Patterson at a medical conference, 2019 – **courtesy Liane Reynolds, Operations Manager, ANZCA.**
 - Adrienne Cahalan with 18 Footers - **courtesy Frank Quealey.**
 - Adrienne skippering Ella Baché - **courtesy Frank Quealey.**
 - L: Wild Oates XI; R: Adrienne, navigator on Wild Oates with the trophies for line honours and handicap, 2012 – **permission sought.**
 - Adrienne has found a niche in ocean racing as navigator and meteorologist – here on *Perpetual Loyal* for the Sydney – Hobart 2015 race – **courtesy Mark Evans / Daily Telegraph.**
 - L: Maxi Catamaran, *Cheyenne*, 2004 – **permission sought.**
 - Ken Read – screen shot from CNN Sports: *Where are all the women in sailing?* By Shirley Robertson, April 19, 2017.