

offshore

YACHTING

MAN OF *Steel*

BOB STEEL OF *QUEST* SPEAKS
ON HIS ROLEX SYDNEY HOBART
VICTORY AND 2009 PLANS

IV IN A ROW
FOUR CONSECUTIVE LINE HONOURS
WINS FOR *WILD OATS XI*

PIRACY
GETTING BEHIND THE HYPE
OVER PIRACY HOTSPOTS

PLUS:

COUNTDOWN TO *LOKI*
SEAQUEST 36 REVIEW
THE HELMSPERSON

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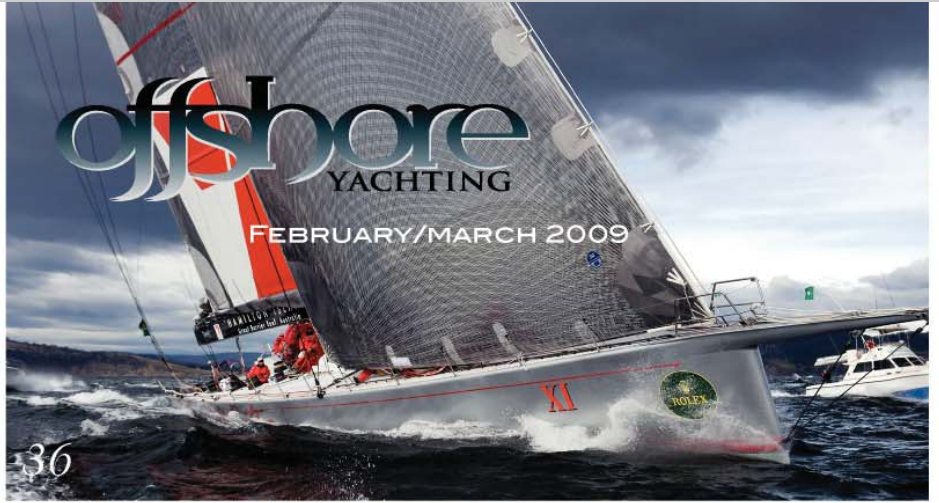


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32



36



66

54



64th ROLEX SYDNEY HOBART YACHT RACE COVERAGE FEATURES

24 HISTORY IN THE MAKING

Offshore Yachting's comprehensive six-page wrap up of the history-making 64th Rolex Sydney Hobart Yacht Race, from the pen of Rob Mundle.

32 A RACE TO REMEMBER

From first boat to last, Peter Campbell goes behind the mainstream media coverage and breaks down the untold stories of the Rolex Sydney Hobart Yacht Race 2008.

36 IV IN A ROW

Photographic highlights from Wild Oats XI's famous victory.

38 TACK & GYBE – BOB STEEL

In our exclusive interview with Bob Steel, he tells of the route to victory, his response to winning the Sydney Hobart a second time and his plans for 2009.

PLUS

23 GYBE TALKIN'

Quotable quotes from the Rolex Sydney Hobart 2008.

42 FULL RACE RESULTS

All boats, all divisions.

SPECIAL FEATURES

54 CREW POSITIONS – THE HELMSPERSON

Taking the wheel is a long road to glory, and there's more to helming than just steering the boat.

58 PIRACY IN THE 21ST CENTURY

It's time to get past all the recent hype on piracy.

66 COUNTDOWN TO *LOKI*

Stephen Ainsworth set the goal of racing his brand new *Loki* in the Sydney Hobart. And he just made it in time.

NEWS AND REVIEWS

12 SEAMARK

Yachting news from Australia and around the globe.

20 EIGHT BELLS

Remembering two former Sydney Hobart winners.

22 SCENE

The CYCA Ocean Racer of the Year awards.

46 RACE & REGATTA ROUND-UP

Race reports from Skandia Geelong Week, the Etchells Nationals, Sayonara Cup, the Short family's successful West Coaster campaign and *Limit's* crack at the King of the Derwent.

52 RACE & REGATTA PREVIEW

Upcoming races and regattas for those who like to get competitive.

62 YACHT REVIEW

Seaquest 36

70 NAUTICAL HISTORY

Jack Earl's *Kathleen Gillett* sails again.

VIEWPOINT

6 AT THE HELM

CYCA Commodore Matt Allen

75 DOWN THE RHUMBLINE

Peter Campbell



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AT THE HELM

**MATT ALLEN, COMMODORE
CRUISING YACHT CLUB OF AUSTRALIA**

AS WE WRAP UP THE 64TH ROLEX SYDNEY HOBART YACHT RACE WE CONTINUE TO SEE THE RACE ATTRACT ENORMOUS ATTENTION FROM THE YACHTING COMMUNITY AND THE MEDIA BOTH NATIONALLY AND INTERNATIONALLY. OUR RACE WAS WATCHED CLOSELY BY MILLIONS THROUGHOUT THE WORLD AS THE YACHTS CONTESTED FOR THE OVERALL WIN AND LINE HONOURS.

As global interest and awareness of this great race grows our technology requirements must continually advance to allow users worldwide to follow the race, through the continued development of the CYCA's Yacht Tracker and the race start broadcast live via the web on Yahoo!7 and televised on the Seven Network.

I wish to thank Rolex for their continued support of the race, we are most fortunate to have such a fine company as the sponsor. I would also like to record my thanks to the volunteers and staff of both the Cruising Yacht Club of Australia and the Royal Yacht Club of Tasmania for a job very well done.

I would like to congratulate Bob Steel and the crew of *Quest* for their overall win, a fine achievement against strong competition. It was an emotional moment at the official prizegiving when Bob presented his Rolex Oyster Perpetual Yacht-Master timepiece to his sailing master Michael Green.

Congratulations must also go to the crew of *Wild Oats XI* for their historic fourth successive line honours win.

I would like to acknowledge the efforts of *Telcoinbox Merit* and *Ragtime* for their assistance to the crew of *Georgia*. The seamanship demonstrated by all three crews was exemplary. We also extend our thanks to the NSW Water Police in particular the crew from police launch *Nemesis* and *VMR Narooma* who also provided assistance. The value of the Safety Sea Survival Course (SSSC) was highlighted in this situation.

I had the pleasure of welcoming John Walker and his crew onboard *Impeccable* to the docks in Hobart with a cake to celebrate John's 25th Race! For John to race to Hobart at the age of 86 is an inspiration to all, and a reminder that you can participate in our sport at almost any age.

Tony Cable became the first person to have raced to Hobart 45 times. This record is even more notable given that Tony has been a crew person on all 45 occasions. A great achievement!

Thank you to our official starters of the race who fired the cannons: Lou Abrahams, who after 44 races including two overall and line honours wins has decided to hang up his sea boots, together with Don Mickleborough and Richard "Sighty" Hammond. It was great to have these "old salts" who have contributed so much to the fabric and history of the Rolex Sydney Hobart Yacht Race to start this year's race.

To John Winning and his crew onboard *JBW*, thank you for your continued contribution as the Radio Relay Vessel and to David Kettel and his crew for running the radio scheds.

I would also like to congratulate Syd Fischer on being awarded the 'Ocean Racer of the Year' and for competing in his 40th Rolex Sydney Hobart Yacht Race. Syd and his crew on *Ragamuffin* won the Blue Water Pointscore last year for a record ninth time.

CYCA members have had an amazing few months of results both here and abroad. Ray Roberts skippering *Quantum Racing* won the racing division at the Kings Cup in Phuket, with *Ichi Ban* winning IRC Division 1. Ray also won the Royal Langkawi International Regatta for the fourth time. *Loki* won the Docklands Invitational in Melbourne and Graeme Wood skippered *Wot Now* to second place at Skandia Geelong Week, only losing to *Living Doll* on a count back.

Julian Farren-Price's *About Time* won the Pittwater to Coffs Harbour Race. Matthew Short and his family crew on *Shortwave* won the trifecta in the Melbourne to Hobart Race winning IRC, line honours and smashing over five-and-a-half hours off the previous race record.

Lang Walker's *Kokomo* won the Rolex Trophy Series Farr 40 class and Graeme Wood's *Wot Now* won the Rolex Trophy Rating Series in Division 1 with Leslie Green and his crew on *Ginger* winning the popular Rolex Trophy Passage Series in both IRC and PHS.

Our members have had an incredibly successful season of racing this summer, my congratulations to you all.

We took time to remember the lives lost and the lessons learnt from the tragic 1998 Sydney Hobart yacht race. The wreath laying ceremony at Constitution Dock in Hobart was an emotional time for all, but especially for those families present who had lost loved ones. I wanted this occasion to mark not only the 10 years from that tragic race and the lives lost, but also to remember those who had lost their lives in other years on deliveries to the start or on the way back home after the race. I made mention of the tragic circumstances of the Hobart-based yacht *Charleston* that was lost in 1979 with all five hands and only one month later the New Zealand yacht *Smackwater Jack* was lost with all four hands.

The positive side of the 1998 race was its enormous legacy in improved safety standards, training and safety culture that occurred as a result of the tragedy of the race.

I am pleased to announce that your Board has approved a new membership badge for 50-year members. I will be hosting a cocktail party to present the badges to all those 27 members who have earned the badge in the near future.

I look forward to seeing you at the Club or on the water in the near future. ○

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A SHARK'S Tale

As we slip into the final month of a hot Aussie summer, it seems many sunsets ago that over 100 starters set out from Sydney Harbour and turned right for the annual sailing 'Everest' - the famous Sydney Hobart yacht race. This issue is a definitive review of all the action out there on the Tasman, and all the divisional results at the finishing line on the Derwent River.

The Rolex Sydney Hobart was again a stunning success for the 64th running of one of ocean racing's true blue water classics. Race records were much talked about prior to the day with more than one supermaxi lined up to take on the history books. Although the winds and boat speed needed to better the line honours record set by *Wild Oats XI* three years ago did not quite meet the bar, the race was still a stunning high-speed contest at the pointy end of the fleet, with an exciting battle between *Skandia* and the re-optimised *Wild Oats XI*, which again made history with a fourth consecutive line honours win. The tale of the shark that wrapped itself around the fin forcing *Wild Oats XI* to stop, reverse and untangle not just the shark but also suspected weed, or other entanglement, apparently slowing the yacht, will prop up many a club bar for years to come.

Once again recognition must go to the entire *Wild Oats XI* team who somehow kept the challengers in their wake yet again, particularly as *Skandia* convincingly led them for most of the 628 miles to the south. Taking the gun in Hobart over four consecutive years is a true accolade for what is an extraordinary sailing machine and a crew brimming with talent, and drive. It sure shows what you can do when working towards a common goal. What next for *Wild Oats* we ask? Will the Oatley team not be satisfied until Bob and Richo can hold both trophies aloft - for line honours and handicap winner - at Constitution Dock in the one year, together with a new race record to boot no doubt?

The 2008 overall winner on corrected time, and holder of the Tattersall's Cup for the second time was Bob Steel with his latest *Quest*. Adding some more Sydney Hobart silverware to his trophy shelf with his second outright Hobart win is no mean feat. Our Tack & Gybe profile this edition asks Bob how he again mastered the IRC rule book with his 'new' TP52 *Quest* and how he brilliantly sailed the course and competition to rack up another overall winning stroke in the Hobart. Our profile features Stephen Ainsworth's all-new *Loki*. We also review the small but impressive Seaquest 36, that proves to be a great all-rounder for racing and cruising fun.

This issue as usual reviews a plethora of races and regattas sailed over the summer months across Australia and from abroad.

Coming up in Previews are the Audi Sydney Harbour Regatta early March, the Bluewater Pointscore series, the Audi Sydney Offshore Newcastle Yacht Race, and the second Port Stephen's Race Week. We also profile the role of Helmsman/person in our regular 'Crew Positions' series.

For cruising yachties, or for a more gentele pace following the Hobart race, our destination feature is Tasmania, and in our special feature this month *Offshore* looks into the issue of Piracy - what appears to be an increasingly concern for cruising yachtsmen in many parts of the world - and what you can do to minimise the risk to you and your vessel.

See you on the start line.

Anthony Twibill
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*We will miss you always
We will remember you always
We will learn from the tragic
circumstances of your deaths
May the everlasting voyage be
blessed with calm seas and
gentle breezes
May you never have to reef or
change a headsail at night
May your bunk always be dry
To us you will always be family
and we wish you farewell*

- A Sailor's Farewell, recited by Father Brian Nichols at the dockside remembrance service.

Photo: Rolex/Cario Baleghini

CYCA Commodore Matt Allen and RYCT Commodore Clive Simpson cast a floral wreath into the Derwent.

“We will remember you always” – 1998 Sydney Hobart victims commemorated at dockside service

Sailors, families, Sydney Hobart race officials, media and many others gathered together on the waterfront at Constitution Dock on 31 December 2008 to remember the 10-year anniversary of the tragic 1998 Sydney Hobart.

Cruising Yacht Club of Australia Commodore, Matt Allen, and Royal Yacht Club of Tasmania Commodore, Clive Simpson, cast a floral wreath into the River Derwent in a moving tribute to not only the six sailors who lost their lives in the storm-battered 1998 race, but all those who have died on delivery passages, such as the yacht *Charleston* which was lost along with its five crew members on its way to the start of the 1979 race.

Ten years ago a severe and fast-developing storm resulted in the biggest ever maritime rescue conducted in Australian waters with 55 sailors rescued. This rescue operation involved some 25 aircraft, six rescue vessels and approximately one thousand search and rescue personnel. Five yachts sank and of 115 starters only 44 yachts

made the finish in Hobart in a race that changed sailing sport forever.

The ceremony preceded the traditional dockside presentation of the Tattersall's Cup.

During his address, Matt Allen reflected on the loss experienced by families and the sailing community when six sailors died during the race.

“The 98 race is a poignant reminder that the sea always holds the trump card,” Allen said.

“Ocean racing, like many other pursuits in life which contain a level of excitement, will always have an element of danger and risk.”

But Allen also noted the positive changes made in response to the disaster which have resulted in safer ocean racing the world over. The CYCA's introduction of the sea survival course even had an

immediate bearing, even on the 2008 race, he said. “The abandonment and successful rescue this year of all fourteen crewmembers from *Georgia* has highlighted again the value of the course.”



Jessica Watson on track to breaking Jesse Martin's record



Jessica Watson

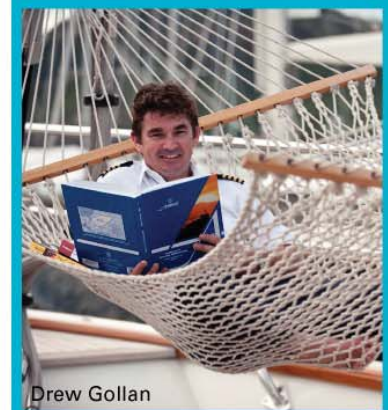
Fifteen-year-old Queenslander Jessica Watson has succeeded in her first step towards becoming the youngest person to circumnavigate the globe single-handed.

The young skipper safely completed a 1300 nautical mile test run from Brisbane to Whangarei, New Zealand, arriving on 13 January.

Jessica sailed the 34-foot Sweden sloop *Magic Roundabout* into the Whangarei Harbour with 10 knots of southwesterly in her sails, a flat ocean at her bow and, undoubtedly, a beaming teenage grin across her lips.

Although accompanied by two experienced sailors on this trip for insurance purposes, Jessica plans to begin her 22,000km round the world voyage later this year. If successful, she will unseat fellow Australian Jesse Martin, who started his voyage at 17, as the youngest person to complete a solo, non-stop circumnavigation. The journey is expected to take seven to eight months,

For further information visit www.youngestground.com or visit Jessica's blog at www.youngestground.blogspot.com



Drew Gollan

Antigua police searching for Drew Gollan's killer

Antigua and Barbuda police have questioned four people over the murder of Australian superyacht skipper Drew Gollan, who was shot and killed on the Caribbean island while defending his family.

Police spokesman Sgt. William Holder recently told reporters four unidentified people were "assisting with the investigation" but none had been charged.

The shooting has caused uproar not only in the Australian boating community but among locals of English Harbor where the fatal attack occurred.

Local yachting businesses have even offered a \$10,000 reward for information leading to the conviction of the culprit.

Gollan (38) was the skipper of the 163-foot superyacht *Perseus* and was killed in late January in a mugging attempt. His girlfriend Elena was also shot in the foot during the attack.

NSW Government tightens restrictions on powerboat license

It will soon be harder to get a boat license in New South Wales after recent changes were introduced by the Ports and Waterways Minister, Joe Tripodi, including compulsory on-water experience and a logbook similar to a learner drivers license.

The new licensing framework will come into effect on 1 June 2009, and has been welcomed by president of the Boat Owners' Association, Michael Chapman, as a positive development for the boating community.

"The new logbook is a practical initiative to improve boating safety. The inclusion of safety tips for the skipper and trainee encourages a straightforward and consistent approach for licensing," said Chapman.

Previously, NSW boat license applicants were only required to study a handbook and complete a theory exam to get their license. This framework meant license holders could legally drive high-powered vessels with no prior practical exposure to boat handling.

Under the new laws, in addition to the written test, 'trainees' will be required to undertake a minimum of three trips in a powered vessel with an experienced and licensed skipper and attend a practical course conducted by a recognized training provider.

For further information visit www.waterways.nsw.gov.au.



Julie Christon, Matt Hayes and Stephen Cutsforth accepting the award.

US Yachts named best international Hunter Marine dealer

US Yachts, the Australian agent for Hunter Marine's products, has been named International Dealer of the Year for 2008 at an awards ceremony in Florida, USA, beating 76 other international dealers in the running for the accolade.

Hunter Marine director sales and marketing, John Peterson, presented US Yachts CEO Matt Hayes with the award and commented that the company had made 'rapid progress' in increasing awareness of Hunter Yachts in

Australia since taking over the agency in 2003. "We are delighted to have US Yachts as our distributor for Oceania and Matt and his team have done incredibly well. Their location, at Darling Harbour in the Sydney CBD, is superb and the sales and marketing first class," said Peterson. US Yachts was also recognised with the Platinum Award for Customer Service, the highest award possible in that category.

For further information visit www.usyachts.com.au



19 teams enter 33rd America's Cup

Nineteen teams have entered the 33rd America's Cup, eight of which are new, with all competitors from the 32nd running of the event fronting up except one – BMW Oracle.

Two pre-regattas will take place in Valencia in 2009 in the lead up to the America's Cup Match in 2010, the first in July and the second in October. Brad Butterworth, skipper of the Cup defending team Alinghi, said the legal saga with BMW Oracle, which continues in the courts to sort out an official challenger, has not dampened interest in the event. "Having 19 teams from 12 countries entered for the 33rd America's Cup is a clear expression of the huge worldwide interest in the competition," said Alinghi team member, Brad Butterworth. "It's fantastic to see such an international fleet with newcomers such as Russia. It is also significant that all but one of the teams from the previous edition have entered again. We will continue to work together with these challengers to make the 33rd America's Cup a success, regardless of BMW Oracle's decision to pursue their legal strategy to eliminate all challengers and force their way into an America's Cup Match, something they have never achieved in the water." The teams recently agreed on an amended protocol and to design a new class rule.

33RD AMERICA'S CUP LIST OF ENTRIES

- Alinghi**, Soci t  Nautique de Gen ve (SUI) – Defender
- Desaf o Espa ol**, Club N utico Espa ol de Vela (ESP) – Challenger of Record
- Shosholozo**, Royal Cape Yacht Club (RSA)
- TeamOrigin**, Royal Thames Yacht Club (GBR)
- Team New Zealand**, Royal New Zealand Yacht Squadron (NZL)
- DCYC**, Deutscher Challenger Yacht Club (GER)
- Green Comm Challenge**, Circolo di Vela Gargano (ITA)
- Ayre Challenge**, Real Club N utico de D nia (ESP)
- Victory Challenge**, Gamla Stans Yacht Skallskap (SWE)
- Argo Challenge**, Club Nautico Gaeta (ITA)
- Mascalzone Latino**, Reale Yacht Club Canottieri Savoia (ITA)
- Team French Spirit**, Yacht Club de St Tropez (FRA)
- Luna Rossa**, Yacht Club Punta Ala (ITA)
- Russia Team** - Fiona, Yacht Club Seven Feet (RUS)
- Joe Fly**, Societ  Canottieri Lecco (ITA)
- K-Challenge**, Cercle de la Voile de Paris (FRA)
- Greek Challenge**, N.O.K. Poseidon - Nautical Club of Kalamata (GRC)
- Dabliu Sail Project** (ITA)
- China Team**, Qingdao International Yacht Club (CHN)

For further information visit www.americascup.com

News in Brief

Doyle Sails take on Bamar agency in NZ

Doyle Sails NZ has added the Bamar hardware range to its portfolio of product agencies, giving its customers access to the North American brand's range of sail handling and furling products.

Bamar's patented RollGen gennaker and asymmetrical sail furling system will be part of Doyle's offering. The RollGen allows short-crewed or single-handed yachts to easily and safely furl the headsail.

Also in the Bamar New Zealand catalogue will be vang and genoa furling systems, both manual and electric, which can be easily retrofitted to existing yachts.

For further information visit www.doylesales.co.nz

Oceanis 31 wins European Yacht of the Year

Beneteau's Oceanis 31 has been named the European Yacht of the Year in the family cruiser category by a panel of 10 specialist sailing magazines in Europe.

The award was announced in late January in Dusseldorf, Germany. It was the first time the awards were categorized and judged according to sailing program rather than size. Beneteau beat the Bavaria 43, Sun Odyssey 30, Southerly 32 and Delphia 26 to take out the award.

For further information visit www.beneteau.com

Marten 49 owners race on Sydney Harbour

Marten 49 owners from around Australia and New Zealand recently gathered on Sydney Harbour for the inaugural Marten 49 Summer Celebration. The friendly regatta event saw Marten 49 owners pitted against each other in superb 5-10 knot breeze, which provided perfect sailing conditions for most competitors.

Yachts attending the race day included *Carrera*, *Lorita Moria*, *Sue Sea* and *Perpetual Mocean*, crewed by Marten Yachts founder Steve Marten. *Optimus Prime* was forced to pull out of the evening due to facing 50 knot winds on delivery from Fremantle. After some close racing, *Perpetual Mocean* won the day after taking the lead in the downwind return leg.

For further information visit www.martenyachts.com.au



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Photo: Audi/Andrea Francolini

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World beating IRC 40-footer coming Down Under

The Mark Mills designed King 40.

New Australian yacht importer ABM Marine has announced it will bring the King 40 IRC racing yacht to Australian waters, which has been sailed to victory in a number of American regattas and was recently voted 2009 Boat of the Year by Sailing World.

The 40-foot IRC cruiser/racer is designed for competitive IRC racing but will also have a quality fitout below the deck for comfortable cruising with the family. Designer Mark Mills has made the yacht to be competitive in offshore and around the cans racing. Importer Peter Horn, a past director of the Sydney

Ametuers and lifelong sailor, said after following race results from the USA, including the Key West race, the King 40 name kept cropping up at the top of the results pages.

Inquiries led Horn to Newport-based Summit Yachts, which sells the King 40 to the US market, and eventually to Buenos Aires, where the yachts are built by King Marine.

"It's got a very good pedigree," Horn told *Offshore Yachting*, referring to its origin on the drawing board of yacht designer Mark Mills.

"It is taking the world by storm over there, this really is an exciting new development in the IRC world." Horn expects the yachts will be attractive to those who are coming out of PHS racing or One Design and want an all around IRC boat, which can also be used as a family cruiser. With the new yachts shipping as Offshore went to print, expect to see one on the water by mid-April at a competitive price. The yachts will also be on display at the Sydney Boat Show in late July.

For further information visit www.summit-yachts.com

Volvo Ocean Race fleet takes a beating in Leg 4



The Telefonica Blue crew endured hell in the South China sea.

The Volvo Ocean Race fleet has endured a lashing at the hands of an angry South China Sea during the fourth leg of the race heading for Qingdao, China. The fleet encountered monster waves and winds of 40 knots gusting to 60 knots off the coast of the Philippines, causing serious damage to four yachts and forcing three to retire.

The damages bill included broken booms, delaminated hulls, broken bulkheads, shredded sails and destroyed navigation gear after the fleet endured days of hellish conditions.

Volvo Ocean Race blogger, Bouwe Bekking, said for 36 hours his yacht Telefonica Blue was in survival mode while traversing the Strait of Luzon.

"Being onboard in these conditions is like being in a washing machine, which is being hit continuously by a large sledge hammer. It's very, very noisy," Bouwe said.

"All the while, the skipper of Telefonica Blue was lying downstairs in his bunk, the waves outside were up to 14 metres and the wind was decimating

the wind gear at the top of the mast, shortly after recording 55 knots.

"We sailed most of the time with three reefs and the storm jib. The (canting) keel was locked in the middle and we kept all the sails downstairs, just to make sure we could sail as slowly as possible, but with enough steerage to avoid big waves."

Things went from bad to worse off the coast two days later when the fleet was again faced with larger, and this time more confused swells.

Team Delta Lloyd and Ericsson 3 were among the casualties in this stretch, with the former retiring to Taiwan with a broken bulkhead and the latter smashing up the bow and taking on water.

"We were very close to sinking," said Ericsson 3 skipper Magnus Olsson.

At the time of print, Telefonica Blue was in the lead ahead of Puma and Ericsson 4 not far from the finish line in Qingdao.

For further information visit www.volvoceanrace.org

ELEGANCE



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Classic yachts battled it out on a sultry Sydney day.

Photo: John Jeremy

Wife outsails husband in historic Australia Day Regatta win

In what must be a unique result in the 173-year history of the Australia Day Regatta on Sydney Harbour, yachtswoman Beverley Bevis outsailed her husband Fred to win the Classic Yachts division of the historic regatta on 26 January.

Beverley Bevis skippered *Tio Hia*, her 26-foot gaff-rigged Port Phillip net boat built in 1938 and restored after being found as a derelict hull on Melbourne's Marybyong River. Fred Bevis helmed *Warana*, his classic 31-foot Bermuda-rigged sloop built in 1930 of New Zealand kauri.

Both are members of Sydney Amateur Sailing Club, with Fred a past commodore and current honorary treasurer of the 173rd Australia Day Regatta management committee.

"It's going to be a real domestic match on the water," Fred said before the 173rd Australia Day Regatta. And so it seemed, with *Warana* finishing 10th across the line with *Tio Hia* just two places and just under three minutes astern.

On corrected time, however, Beverley Bevis beat husband Fred by 2 minutes 18 second, with third place going to *Antara*, skippered by well known ABC radio 'spin doctor' commentator Ian Kortlang.

The Classic Yachts attracted the second largest fleet of the 173rd Australia Day Regatta which saw 108 keelboats, plus historical and modern 18-footers, race in a 10-to-12-knot southerly breeze on an overcast but hot and humid day.

A further 35 yachts competed in the CYCA's Australia Day Regatta short ocean race from Sydney Harbour to Botany Bay and return, replicating the course taken by the First Fleet when it moved from its original landfall north to the more suitable Port Jackson.

Enjoying historic status with the Classic Yachts division was the Gaffers division for 'yachts that hoist

a spar', with first place going to *Onenona*, skippered by yacht broker Brendan Hunt. Runner-up was *Ranger*, skippered by 83-year-old Bill Gale, one of two octogenarians racing on Australia Day, third going to John Crawford's *Vanity*.

The other 83-year-old racing today, Gordon Ingate in his International Dragon class yacht *Whim*, finished out of a place in Division 2, won by *Hick-Up* (Bill Ure). Other winners in the 173rd Australia Day Regatta on the Harbour were *Nocturne* (Gerard Kesby) in Division 1, *Hornblower* (Peter Campbell/Steve Sweeney) in Division 3, *The Tavern* (Ian, Shane & Jean Guanaria) in Division 1 Non-spinnaker, *Slips* (David Kinsey – Sailability) in Division 2 Non-spinnaker and *Control Plus* (Daniel Marlay) in the International Yngling class.

Winner of the City of Sydney Sesquicentennial Cup for the overall PHS winner of the race to Botany Bay and return was *St Hilliers Quest*, skippered by Tim Casey, with a corrected time in PHS Division 1 of the CYCA's Short Ocean Pointscore of 5 hours 16 minutes 50 seconds.

The next best time came from PHS Division 3 winner *Stormy Petrel* (Kevin O'Shea) with a corrected time of 5 hours 18 minutes 19 seconds. The S&S 36 won the One Ton Cup world championship in 1971.

St Hilliers Quest is a Nelson/Marek 46 which won the 2002 Rolex Sydney Hobart and many other major regattas while *Stormy Petrel*, an S&S 36, won the 1971 world One Ton Cup.

Under IRC handicaps, Division 1 went to Leslie Green's *Ginger* and Division 3 to *Brilliant* (Howard & Susan Piggott).

ASM Shockwave 5 took line honours in the Botany Bay race to also win the Geoff Lee Trophy for fastest time in the Australia Day Race.





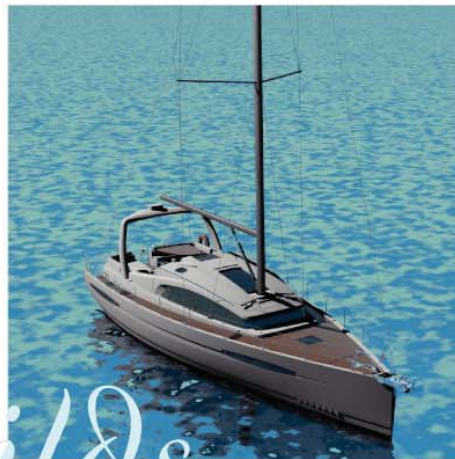
Alliaura Marine unveils 52-foot little brother to Feeling 55

Following on from the popular Feeling 55 cruiser, Alliaura Marine recently revealed the Feeling 52 which will be available this year.

The new 52-foot cruiser shares many points in common with the 55 such as high quality build, innovative use of space including a saloon with outside panoramic views, twin 55 horsepower engines and self-tacking solent. However, Alliaura Marine says the Feeling 52 will place greater focus on the use of exterior space.

Features include a lifting keel to alternate draft from 3.6 metres to 1.3 metres, up to nine berths and a spacious and functional cockpit.

For further information visit www.alliaura.com



new builds



Bavaria teams up with BMW and Farr Yachts for 55 Cruiser

Bavaria has enlisted BMW Group Designworks USA and Farr yacht design to create the new Bavaria 55 Cruiser, which the company launched at the Paris Boat Show in late 2008.

Drawing on Farr's expertise in yacht design and BMW Designworks flair for innovative and creative designs, Bavaria says the 55 Cruiser is a balanced and assured cruising yacht, with modern aesthetics and styling. Bavaria offers a variety of configuration options for the 55 Cruiser with the choice of three, four or five cabins. Features will include a dinghy garage aft for a three-metre dinghy with motor, twin rudders, cockpit seating and boarding gangway, five-metre unobstructed deck forward of the mast with flush deck hatches proving plenty of space for sunbaking and relaxing, and the choice of sails and rigging for sport or comfort.

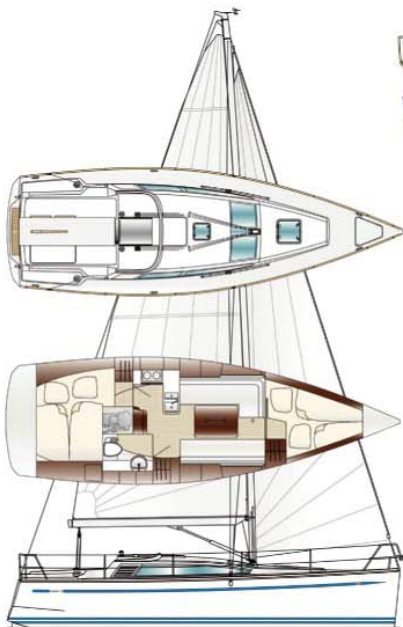
For further information contact Jamie Millar Bavaria Yachts Australia, phone (02) 9998 9600 or email Jamie@bavariayachts.com.au

Sunbeam adds 30-footer

Sunbeam has been remaking its range since 2005 and has already introduced the revamped versions of its Sunbeam 53 and Sunbeam 34 models. Now comes the new 30-footer, which features two large windows and a skylight to create a bright and open interior, V-berth and aft cabin berths providing space for guests and gear, and is available in two options, lake or coastal cruising.

Sunbeam says the modern hull provides easy handling in challenging wind conditions, which is further improved by the 9/10 fractional rig and a 103 per cent overlapping genoa.

For further information contact Westhead Marine, phone (02) 9999 6518 or email info@westheadmarine.com.au



EIGHT BELLS

TWO PAST WINNERS OF THE ROLEX SYDNEY HOBART YACHT RACE SAILED THEIR FINAL VOYAGE IN DECEMBER...GRAHAM NEWLAND AND ALBY BURGIN

By Peter Campbell

GRAHAM NEWLAND... "HE FARMED, HE FLEW, HE SAILED AROUND THE WORLD"

Graham Newland is one of only eight yacht owners to have won two or more Sydney Hobart Yacht Races overall since the famous ocean race was first sailed 62 years ago.

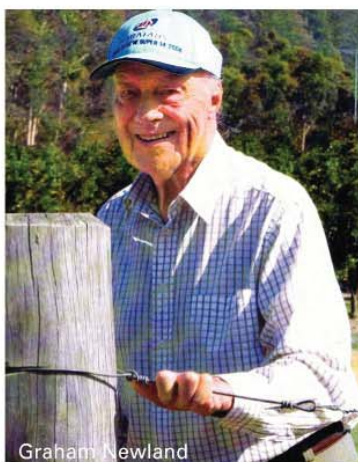
He won twice on handicap with his Lion class sloop *Siandra*, in 1958 and 1960, and also notched up a second and a third.

Newland, renowned for his contribution to Australian and international yachting, died in early December. In addition to winning the Sydney Hobart twice, he played a significant role in Australia's major international wins in the 1967 Admiral's Cup in England and the 1971 One Ton Cup in New Zealand.

Affectionately known as 'Nude Nut', he was born and raised in Sydney, where his first yacht was *Firefly*; in its first season at the Middle Harbour Yacht Club winning 14 races. The automatic handicapping system just could not keep up with the improvements by both boat and crew.

Always the innovative engineer, Newlands encouraged his crew to come up with ideas of how to do things better and was always ready to try them out. For example, *Siandra* was an early to use boom vang and in the days when all spinnakers were set in stops, she was the first on Sydney Harbour to set them flying.

He sailed as a watch captain on Gordon Ingate's *Caprice of Huon* in Australia's



Graham Newland

first challenge for the Admiral's Cup in Cowes in 1965, winning three of four races. The Australian team placed second overall.

In 1967, he had the same role with the boat, chartered by Gordon Reynolds. The Australian team of *Caprice of Huon*, *Balandra* and *Mercedes III* scored a major upset by winning the Admiral's Cup that year.

For the 1971 One Ton Cup in Auckland, the then prestigious level rating rule, Newland persuaded Sydney yachtsman Syd Fischer to charter the Sparkman & Stephens-designed *Stormy Petrel*.

Newland, an engineer and by then a renowned 'yacht doctor', suggested that her ballast and rig be increased, with new sails designed by Hugh Treharne for New Zealand conditions. The result was a great victory for Australia over the Kiwis, and against entrants from Germany, Hong Kong, Britain, Sweden, Switzerland and Canada.

In 1977, Newland joined his 1965 Admiral's Cup challenge skipper Gordon Ingate in campaigning *Gretel II* for her second tilt at the America's Cup at Newport, Rhode Island. His wife Lurl also played a significant role, as the 'house mother' for the crew at Newport.

Newland was tactician and starting helmsman in the "Dad's Army" campaign that went down fighting for the right to challenge the Americans.

He was also the first non-American to be invited to sail in the Congressional Cup finishing second.

Graham's long life was summed up in a poem written by his loving grandchildren for the memorial service, which read in part:

*'He farmed, he flew, and he sailed around the world
Inspiring all who knew him
He went where challenges lay ahead
And sailed through life with virtue.'*

ALBY BURGIN KEPT SAILING ON AND ON"

Lake Macquarie yachtsman Alby Burgin, who died in December at the age of 92, sailed his first Sydney Hobart Race as crew on *Defiance* in 1955. Forty-four years later, he sailed his last when he skippered his own yacht *Alstar* in the 1999 Rolex Sydney Hobart.

In total, the veteran yachtsman sailed in 32 Hobarts, on his own and other people's boats. He and co-owner Geoff Rundle won the Sydney Hobart with *Rival* in 1961.

When he finally retired from competing in the bluewater classic, Burgin held the honour of the being the oldest yacht owner to have sailed to Hobart. Middle Harbour's John Walker, also now retired at 86, took that honour when he reached 84 years of age.

Burgin sailed *Rival* in most races on the Australian East Coast while *Alstar* was the yacht in which he had circumnavigated Australia and sailed to Noumea double-handed.

A fine seaman and a colourful character with a notable stutter in his speech, Burgin also took line honours with *Boomerang of Belmont* in the 1976 Sydney Suva Race, having survived Cyclone Emily during the 1972 Brisbane Gladstone Race.

During that 307 nautical mile race, *Rival*, an 11.6-metre sloop, was rolled 360 degrees by a tremendous beam sea and dismasted. Burgin, who had been on the helm, found himself in the water well clear of the yacht when she righted herself, mastless.

He was still wearing his safety harness, but the cleat to which his lifeline had been attached was broken. Burgin swam back to the wallowing yacht, and as he was struggling aboard, the crew comedian reportedly yelled out to him, "What kept you?" ○



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Phil Eadie, Dan Morrow, John Walker and Syd Fischer at the Rolex Sydney Hobart Skipper's Party / Ocean Racer Awards.



scene

CYCA's night of nights as ocean racers of the year announced

Veteran Sydney ocean racer Syd Fischer outshined his younger competitors in 2008 to take out the CYCA's Ocean Racer of the Year award, which was presented at the annual Skipper's Party at the club in the lead up to the 2008 Rolex Sydney Hobart.

The octogenarian, who completed his 46th racing season last year, skippered his TP52 *Ragamuffin* to a record ninth Blue Water Championship in 2007/2008, achieved second overall in the 2007 Rolex Sydney Hobart and won the double as the top IRC boat and line honours winner in the inaugural Audi Sydney Newcastle race.

CYCA Commodore, Matt Allen, and Vice Commodore, Garry Linacre, joined Rolex Australia general manager, Richard de Leyser in presenting the award to Fischer, who shared some words of wisdom about the sport he so dearly loves.

"The thing about ocean racing is that it's a team sport and if there is one thing it teaches you it's to never give up. You can be going bad but then suddenly your competitors can go badly and then suddenly you are in clean air and your fortunes have turned around," said

Fischer on receiving the award.

"It's a great sport and I am pleased to be still able to participate in the sport, and it's even better that there is someone older than me in the race! Which makes me feel like a whipper snapper," he quipped, referring to John Walker, who picked up the CYCA Ocean Racing Veteran of the Year award for the fourth time.

Walker created yachting history earlier this year as the oldest skipper to compete in the Rolex Sydney Hobart at 86 years old, aboard his yacht *Impeccable*.

Fischer's longstanding navigator aboard *Ragamuffin*, Phil Eadie, was recognised as the inaugural winner of the new Navigator of the Year award, which pays tribute to the vital role of navigation in ocean racing.

"It is a great honour to be named the inaugural Navigator of the Year – I am quite surprised to receive this and I know that there were many other worthy recipients," said Eadie on the night.

"Navigation is an integral part of racing and it can be very challenging to get the boat in the right position."

Novocastrian Kym Butler was named

CYCA Ocean Racing Rookie of the Year after returning to the sport after a 20-year break from competitive sailing. Butler resumed his passion for ocean racing when he recently bought his Northshore 370 *One for the Road*, which saw him compete in the Gosford Lord Howe Island race, Pittwater Coffs Harbour race and the Sail Port Stephens regatta.

Limit crewmember Dan Morrow was recognised as Ocean Racing Crew Person of the Year after receiving a sterling recommendation by the yacht's owner, Alan Brierty.

Brierty lauded Morrow as an integral crewmember, commenting that, "without his assistance in all facets of the *Limit* sailing program I would find it hard to enjoy the sport as much as I do."

A Melbournian who undertakes considerable travel in his duties as a crewperson, Morrow was called up again for to accept his award.

"I didn't know I was coming tonight until this morning – so I am shocked and surprised to be receiving this award. I would like to thank my other crew members, the owner Alan Brierty and sailing master Roger Hickman," said Morrow. ○

GYBE TALKIN'

SOME QUOTABLE QUOTES FROM THE ROLEX SYDNEY HOBART YACHT RACE 2008.

"That's rubbish. She (*Wild Oats XI*) was just slow. They were using water ballast and that caused her to be stern heavy."

– Skandia skipper Grant Wharington rejects *Wild Oats XI*'s claims that debris was snagged on their rudder.

"This is better than winning the America's Cup. I don't think there is any greater achievement to be enjoyed in the sport."

– An emotional Bob Oatley speaks on the record-breaking fourth consecutive line honours win.

"Believe what you want. All I can say is that winners are grinners."

– *Wild Oats XI* skipper Mark Richards gets the final word.

"There was a large bang... We realised very, very quickly that she was going to go down."

– *Georgia* co-skipper, Graeme Ainley, relives the chilling moment the yacht's rudder snapped off.

"The only thing I can 'clean up' is the Sydney Hobart."

– *Quest* skipper Bob Steel prophetically quips to old friend and Clean Up Australia founder Ian Kiernan during the official race launch press conference on 26 November 2008. He sure did.

"We'll almost definitely be the slowest to Hobart."


– Another prophetic pre-race utterance. *Nest Property* skipper Murray Wilkes predicts his little yacht's cruisy southward pace. *Nest Property* was last to arrive in Hobart at 4:45pm on New Year's Eve.

"We told them we were 35 minutes away but they were concerned that 35 minutes might be too long."

– *Telcoinbox Merit* skipper Leo Rodriguez recalls his radio conversation with the sinking *Georgia*. The crew was waist deep in water when *Merit* arrived on the scene. *Georgia* sank 10 minutes later.

History in the making

Wild Oats XI basks in the golden early morning sun off Tasman Island.



FROM START TO FINISH, THE 64TH ROLEX SYDNEY HOBART YACHT RACE WAS ALL ABOUT HISTORY, REMEMBERING THE PAST WHILE STAMPING ITS OWN MARK ON THE RECORD BOOKS. IT CERTAINLY CAPTURED THE ATTENTION OF THE NATION LIKE NO OTHER RACE IN RECENT YEARS.

By Rob Mundle

It was the Rolex Sydney Hobart where everyone who had not done one, and wanted to, should have been pulling on their seaboots. It promised to be a fast downwind blast, almost all the way, and possibly the fastest ever. In short, it would be a cakewalk.

In so many ways it was just that, yet it was a fabulous contest, one that confirmed yet again this is a race where you must expect the unexpected. It was certainly fast, and mainly downhill, but for those going their hardest to win it was a tough test - not so much because of the strength of the wind or the savageness of the seas, but due to the many and varied elements that came with it - the very ingredients that make the Hobart the ultimate test of its type in the world.

The challenges were spread right across the 100-yacht fleet, and thanks to Grant Wharington's supermaxi *Skandia*, there was an unexpected and enthralling toe-to-toe battle with Bob Oatley's red hot favourite *Wild Oats XI* in the dash for line honours - a battle that held media and public attention until the last of the 628 nautical miles was covered, primarily because 'Oats' was going for an unprecedented fourth straight win.

There was also the dramatic loss of top Melbourne yacht *Georgia*, and the successful night-time rescue of her 14 crew. We saw Bob Steel win his second Hobart, this time with his latest *Quest*, and there were historic achievements, including a domination of the handicap results by modified TP52s. Adding spice to the mix were sharks, sunfish, floating rubbish, drifting logs, inspiring races within races, and some balls bowled by the weather that would have made Shane Warne proud. Even so, the weather did play ball: it was in direct contrast to the hurricane force storm that brought such tragic consequences to the race a decade earlier.

Frustration was also there, especially for Bruce Taylor who in Hobart 2008 scored his ninth division win, this time with his latest *Chutzpah*. But not one of those wins has ever converted to an outright corrected time victory!

On what was a pristine Sydney summer day *Wild Oats XI*, with Mark Richards at the helm, led the fleet of 100 yachts out of Sydney Harbour just 16 minutes after the start gun signalled the 64th edition of the Hobart was underway. An inestimable crowd, probably in the hundreds of thousands, watched from harbourside residences, bays, boats, beaches and headlands as the fleet began manoeuvring for the 1pm start. It was a Boxing Day scene that has become synonymous with Sydney, but every year it seems the atmosphere becomes increasingly electric. For outsiders it is even more stunning, as American Chris Welsh, the owner of the famous 1964 vintage 62-footer, *Ragtime*, explained to the Sailing Anarchy website readers: "The start in Sydney Harbour cannot be described," he said. "In four years of starting *Ragtime* at various events, nothing has been as adrenaline charged, scary fast, and over the top. This is the crystal meth yachting starts. And [there's a] spectator fleet lined up tooth and jowl, pressing again



The fleet tacking against the nor'easter up Sydney Harbour before a spinnaker run down the coast.

Photo: Rolex/Daniel Forster

the yellow buoy lines on both sides of the course. So many spectators that their ranks are impenetrable like a seawall.”

The freshening north easterly sea breeze and the overall forecast had race record written on it: the first yacht home needed to average only 15 knots to do the job, and it looked like the leaders would do near 20 until at least the east coast of Tasmania was reached.

Going into the first night the speed was certainly there, but the pre-race script was not being followed. *Wild Oats XI's* speed should have been demoralising, but it wasn't. *Skandia* was level with her and soon pulling ahead. Might the extensive modifications made to 'Oats' - including a lighter keel bulb, and an increase in the area of her largest spinnaker to 900 square metres - not be the wonder drug that was prescribed?

Big boats aside, there were personal battles being fought right across the fleet. Sadly though, the much anticipated duel between two of the oldest and smallest yachts, Sean Langman's 76-year old, 31-foot gaff cutter, *Maluka of Kermadie*, and Ian Kiernan's 50-year-old, 36-foot long yawl, *Sanyo Maris*, wouldn't go the distance. They were less than a mile apart when *Sanyo Maris* retired on the first night with a broken gooseneck.

Another grand old lady on the track was Chris Welsh's 48-year-old *Ragtime*, out of California. She was holding down an impressive 21st place in fleet.

Ironically, *Ragtime*, which was launched as *Infidel* in Auckland in 1964, was banned from competing in the Hobart race in the late 60's, all because the quite conservative race organisers of the time decided she was too radical to be safe in offshore races. Their big concern was that her low profile, chine design had her looking more like a semi-submersible than a conventional ocean racing yacht of the era, and her construction was ridiculously light - she was built from plywood and the hull was less than one inch thick! By their calculations it should have been at least 2½ inches thick. In 1973 she was sold by her kiwi owner to a syndicate in Los Angeles and has subsequently become one of the most famous offshore yachts in the US.

Ragtime's surge south came to an immediate halt soon after nightfall when her crew spotted a red distress flare arcing across the night sky. Simultaneously a May Day call split the airwaves: the Farr 53 *Georgia*,



Photo: Rolex/Daniel Forster

Unconventional in her day, *Ragtime* remains a head-turner



Georgia and crew just hours away from calamity when the yacht hit something and sank.



Black Jack chases *Loki*.

out of Melbourne and owned by John Williams and Graeme Ainley, was sinking rapidly after the rudder had been ripped from the hull following a collision with an unknown object. *Ragtime* and *Telcoinbox Merit* (Leo Rodriguez) were the closest competing yachts and immediately headed for *Georgia's* position, which was some 25 miles north east of Batemans Bay. "We radioed that we were 35 minutes away but they were concerned that 35 minutes might be too long," said Rodriguez. "The person on the

radio was already waist deep in water."

Just 10 minutes after the *Georgia* crew clambered aboard *Telcoinbox Merit* they watched their yacht roll over and sink. It was an eerie sight: the descent towards the ocean floor could be followed as the navigation lights were still shining.

The only crews not enjoying the racing were those looking for some upwind sailing to give their boat the best chance of winning. But in reality

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In the foreground, *Ichi Ban*, and the new *Limit* taking a closer line to the Tassie coast



Photo: Rolex/Daniel Forster

no one was complaining: it could have been a lot worse. Still, Bob Oatley was becoming concerned – his long-held dream of winning a history-making fourth consecutive line honours was unravelling. *Wild Oats XI* was struggling to make an impression on *Skandia's* lead. Even Wharington must have been pleasantly surprised as he had agreed before the start that the forecast meant Oats should beat *Skandia* home by hours.

As it would turn out, the dream was almost brought undone by a piece of rubbish – then saved by a shark. With some 200 nautical miles to go and *Skandia* leading by eight miles, *Wild Oats XI* collided with a 2.5 metre long shark that was loitering idly on the ocean surface. Its body buckled around the rudder and stayed there: the brakes were on and the only option was to stop the yacht, go head-to-wind, then sail backwards for a few seconds and wash the unwanted passenger free.

The mission turned out to be more successful than expected because when she got back to full racing mode she was off like a startled gazelle – up to 31 knots! Two hours later *Skandia* had gone from being eight miles ahead to five miles behind. Obviously some rubbish – maybe a large piece of plastic or a lump of old rope - had been caught on the rudder since somewhere just south of Sydney. Richards said that while the crew knew the yacht was sailing ‘like a dog’ for the first 24 hours they weren’t prepared at that stage to stop and do a back-down because, being under spinnaker at that time meant they would have sacrificed up to 15 nautical miles to *Skandia*.

Once ahead, *Wild Oats XI* took up a covering position and subsequently benefited from two significant wind changes, both of which made for a busy night: the crew had to complete more than 30 sail changes because of the massive changes in wind strength and direction.

With line honours ‘in the bag’ and the race record unattainable Richards and his 23 crew decided to play it safe and cruise to the finish.



Photo: Rolex/Carlo Borlenghi

A former line honours winner, the famous maxi of yesteryear, *ASM Brindabella*, finished 17th

They double-reefed the main to two-thirds of its size and set a small headsail, but even that proved too much when the notorious Derwent River belted them with a bell ringer of a squall out of the northwest as they entered the river for the final 11nm. The big boat survived and was then escorted to the finish by a flotilla of spectator and media boats. There were thousands of people cheering on the shore when she crossed the line



Quantum Racing before losing half her rudder due to a collision with some debris.

Photo: Rolex/Carlo Borlenghi

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Photo: Rolex

All is well back in the Dock after a relatively easy race for most.

Rolex's Richard de Leyser with Mark Richards and Bob Oatley.



soon after 9.30am and entered the history books with four straight line honours. Crewman Rodney Daniel also created a milestone – five consecutive line honours. Bob Oatley was a greatly relieved owner – for him it was better than a win in the America's Cup. *Wild Oats XI's* time of 1day, 20hrs, 34min, 14sec was almost two hours outside her record set in 2005. What might have been if it wasn't for the rubbish on the rudder?

When *Skandia* came home 67 minutes later Wharington scoffed at suggestions that "Oats" had been slowed by rubbish caught on the rudder: "That's rubbish," he said. "She was just slow. They were using water ballast and that caused her to be stern heavy and slow." With that Richards – who later denied that water ballast had been used for any significant time during the race – stepped from the crowd to congratulate Wharington on making it such a close contest. "Believe what you want," he announced to the dockside media. "All I can say is that winners are grinners."

The weather pattern did, as expected, play into the hands of the 40 to 50-foot yachts when it came to claiming the all-important IRC handicap prize, the Tattersalls Cup. Ray Roberts' giant-killing Cookson 50, *Quantum Racing*, was the leading claimant until she hit something at more than 20 knots and lost half her rudder just 12 hours from the finish. The crew was able to retain some steerage sailing downwind with what was left, but sailing upwind across Storm Bay and in the river was a nightmare. Remarkably, *Quantum Racing* still managed to win Division 0; however the broken rudder could well have cost Roberts the ultimate prize.

On so many occasions over the 64 years of the Hobart it's been the final 11 nautical miles up the Derwent River that has decided the result, and this year it was little different, as the race's worthy winner of the Tattersalls Cup, Bob Steel - owner of the souped-up CYCA-based TP52 *Quest* - was reminded: "The Derwent can be the toughest part of the race, and that was demonstrated when we got to near the

Overall winner Bob Steel collects the Tattersall's Cup and the Rolex.

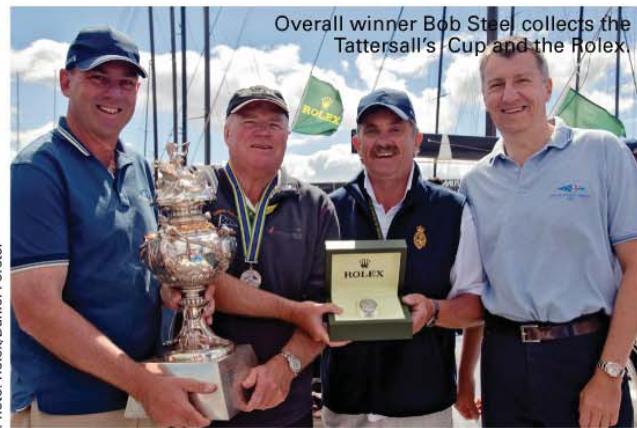


Photo: Rolex/Daniel Forester

finish," he said. "We got belted by a 50-knot squall and for a minute there I thought we might not make it. We were set up for 20 knots of wind, not 50. The sails were eased and flogging, I think if it had lasted much longer the mainsail would have blown apart."

It was a spectacular result, and with him also having won in 2002 with his previous *Quest* he has become one of only nine competitors to secure two corrected time victories.

Steel and his highly polished team, which had 170 Hobarts between them, did a superb job from start to finish. But there was more emotion behind this result than most people realised. When he held the Tattersalls Cup head high in recognition of the win, Steel's wife, Lee, and regular crew had an additional reason to celebrate: three years ago they believed this would be a day the passionate offshore racing yachtsman would never see. At the time he was in intensive care in a Sydney hospital and close to death – the victim of septicaemia that had come as a consequence of a prostate cancer operation.

"It was touch and go there for a while," he said in Hobart. "But that's all behind me now. I'm what you could call a cancer survivor."

It was also a second win on handicap for *Quest's* sailing master, Michael Green.

He described it as one of the easiest physically for the crew because there were very few sail changes, but for him as a helmsman it was particularly tough.

"These modern boats are so light and buoyant that they throw themselves around really violently both upwind and down," Green said. "As a helmsman you have to stay on your toes all the time and really hang

onto the wheel. I can hardly close my hands today because of the grip I had to have on the wheel for so long."

The pre-race forecast meant there would be few passing lanes, and there were only three points on the course where it was critical to get the race strategy right. If you got any one of those decisions wrong you really suffered as a consequence.

**"WE GOT OUR WINNING BREAK
ON THE FIRST NIGHT....."
IT PROVED TO BE THE RIGHT CALL**

"We got our winning break on the first night," he said. "We were confident there was more wind closer to the coast, so that was where we headed. It proved to be the right call because we also picked

up a favourable current. The guys who stayed offshore had less wind and an adverse current, and even though we sailed a greater distance than them we were ahead the next time we crossed paths. It was a big gain for us."

Quest won on corrected time by 28 minutes over *Cougar II* (Alan Whiteley). Graeme Wood's *Wot Now* was third and *Ragamuffin*, owned by 81-year-old race veteran Syd Fischer, took fourth. All were modified TP 52s.

There were numerous milestones of note: colourful CYCA character Tony 'short fat bald man' Cable established a new mark of 45 starts, and Middle Harbour's John Walker, aged 86, was the race's oldest ever skipper. It was also the 25th race for both him and his seemingly indestructible little Peterson 33, *Impeccable*.

And then there was *Ragtime*. 40 years after being banned from competing she sailed south at a speed that would have seen her leading the fleet by miles back then. The consolation prize this year was that she won her division! ○

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A YEAR TO REMEMBER

By Peter Campbell

THE 2008 RACE WAS A TIME TO HONOUR OF THE BEST AND WORST, THE TRIUMPHS AND TRAGEDIES, WHICH MAKE THE ROLEX SYDNEY HOBART ONE OF THE WORLD'S TRUE OCEAN CLASSICS.



A wreath was cast in remembrance of all who have lost their lives during the course (including delivery and return) of a Sydney Hobart.



Winner of the Plum Crazy Trophy for fastest small boat, Sean Langman's *Maluka* of Kermandie.



Wot Now passed the picturesque Organ Pipes.



Skandia surging through the chop of the spectator fleet.



Peter Goldsworthy's Volvo 60, *Getaway Sailing*.

The 64th Rolex Sydney Hobart Yacht Race will go down in yachting history for many reasons. However, all of us, competitors, their families and friends, race organisers and volunteers, sailing media, and followers of ocean racing, will remember the 2008 Sydney Hobart as the 10th anniversary of the tragic race of 1998. In a quiet recollection of nature's power at sea and in remembrance of lost friends and family, we paused for a minute's silence on several occasions before and after the race. The most poignant moment was when Commodores Matt Allen (CYCA) and Clive Simpson (RYCT) gently cast a floral wreath into the waters near historic Constitution Dock, as the then Commodores had done as we gathered with great sadness after the 1998 race.

Although *Wild Oats XI* did not break her 2005 race record, the fleet raced to Hobart in the fastest overall time since *Nokia*, when some 20 other yachts also slashed the race record in a westerly gale in 1999. Remarkably, the battle for the Tattersall's Cup, the overall winner on IRC corrected time, had been decided within a few hours of the first boat finishing and with 70 boats still at sea.

Eighty-eight boats had tied up in Constitution Dock or in the Kings Pier marina before midnight on 30 December, with the last boat, the Traditional 30 *Nest Property* back in her homeport before lunch on New Year's Eve.

The 64th Rolex Sydney Hobart produced some remarkable performances by yachts and yachties, with the 'resurrection of *Valberu*' a notable achievement for Beaconsfield medico Tony Lyall, who entered in the 2002 Rolex Sydney Hobart expecting to put in a top performance with his fast Elliott 13. But within minutes of the start their race was done. The French

"WE ALMOST GOT THROUGH BUT DIDN'T, AND SAT THERE FOR SEVERAL HOURS IN NO WIND AT ALL; AN ABSOLUTE MILL POND,"

entry *Peugeot Racing* collided with *Valberu*, forcing her to retire with severe hull damage.

For several years the battered hull of *Valberu* was parked in a paddock on owner's property near Beaconsfield while insurance companies were involved in protracted negotiations. It was a long and frustrating wait for Lyall but he made use of his non-sailing time by carefully planning the rebuilding of the yacht, with Fred Barrett designing modifications to both hull and rigging. In October 2008 *Valberu* set sail from the Tamar River for Hobart where he and his crew competed successfully in all events, including the Maria Island race.

Eight of the yacht's crew of 10 had sailed on *Valberu* at the start of the 2002 race. For them it had also been a long wait, but also a demonstration of the loyalty and camaraderie that ocean racing can engender. According to one crew member, Ian Ross, 'it was extremely important for us to get out of the harbour without incident and to finish the race for Tony. We have now erased some bitter memories.'

In a race dominated by the bigger grand prix racing yachts, there was plenty of keen competition among the smaller and older boats in Divisions 3 and 4.

In division 3, an Internet search paid dividends for Lake Macquarie yachtsman and his crew of *Tow Truck*.

In late 2007, after scouring the net for a new yacht his search led to the Channel Islands and the discovery of a Jason Ker-designed 11.3-metre racing yacht on the island of Jersey. The 'new' *Tow Truck* was shipped from Southampton on a car container ship and the crew of young Lake Macquarie sailors spent many hours putting the boat together.



TELCOINABOX MERIT COMES TO GEORGIA'S RESCUE

Over the years of the Rolex Sydney Hobart Yacht Race many yachts and the crews of these yachts have shown their true seamanship qualities by going to the assistance, without question, of other yachts in distress.

The crew of the Queensland Volvo 60, *Telcoinbox Merit*, maintained this fine tradition by immediately responding to the Mayday distress call from the 53-footer *Georgia* at 21:20 hours on the first evening of the 64th Rolex Sydney Hobart. *Georgia* was taking water and sinking after losing her rudder 32 nautical miles south-east of Point Perpendicular on the NSW South Coast.

Telcoinbox Merit, co-skipped by Leo Rodriguez and Ian Bishop from the Whitsunday Sailing Club at Airlie Beach, rendezvoused with *Georgia* and expertly effected a transfer by liferaft by 23:00. They then set course for Bateman's Bay where the 14 crew members of *Georgia* were transferred to the police launch *Nemesis* in daylight.

Telcoinbox Merit then continued on in the race, finally crossing the line in 16th place, an excellent position considering the time she had lost in the rescue operation.

In Hobart, the International Jury awarded her 18 hours redress and this, plus her subsequent fast sailing south, gave her overall first place in the PHS category and first in PHS Division 1.

At the prizegiving at the Royal Yacht Club of Tasmania, *Telcoinbox Merit's* co-skippers received the Rani Trophy, awarded by the race committee for outstanding seamanship, and the T W Thompson Memorial Trophy for outstanding crew members.

Top to Top, the first Swiss boat in the race, retired to Eden to cross Bass Strait in calmer weather.



Photo: Rolex/Carlo Borlenghi

Their efforts were rewarded with *Tow Truck* scoring a handsome win in IRC Division 3, beating the CYCA champion *AFR Midnight Rambler*, a modified Farr 40 owned by Ed Psaltis and Bob Thomas, who won the 1998 Sydney Hobart in their previous boat of the same name.

"The boat was a bit unknown to us, but we've always had a group of about 10 guys who have sailed together and know each other very, very well," skipper Paterson said in Hobart. "We just went out and learnt the boat over the 600 odd miles and pushed the boat as hard as we possibly could."

Third in Division 3 went to the well-sailed Adelaide boat *True North*, a Beneteau 40.7 skippered by Andrew Saies.

While the smaller boats in the Sydney Hobart fleet had been in contention for top overall IRC honours as they dashed under spinnakers down the New South Wales South Coast and across Bass Strait in the fresh to strong nor'easter, the prospects of a winner from these divisions came to an end with a shutdown in the wind in Bass Strait. It effectively split the smaller and slower boats from the fast-fishing 50 to 55 footers, including the top placed TP52s.

"We almost got through but didn't, and sat there for several hours in no wind at all; an absolute mill pond," commented Ed Psaltis.

Two near identical Dutch yachts, both designed by the New York naval architects Sparkman & Stephens and both launched 36 years ago, placed first and third in IRC Division 4.

Harry Heijst's *Winsome* took the honours with Atse Blei's *Pinta-M* third. In between was another S&S design, the famous 48-footer *Ray White Spirit of Koomooloo*, skippered by Mike Freebairn from the Royal Queensland Yacht Squadron.

Near sistership *Pinta-M* arrived three and a half hours later after being becalmed for an hour only three miles from the finish, to take third place on handicap.

Conditions for most of the race hardly favoured the three S&S boats, designed to go to windward, just like *Love & War*, the similarly aged winner of the 2006 Rolex Sydney Hobart. However, they hung in there with smart sailing tactics after crossing Bass Strait with the larger *Ray White Spirit of Koomooloo* finishing a creditable 47th across the line, 2 hours 41 minutes ahead of her rivals from the Netherlands.

Winning skipper Harry Heijst said the final day of the race had been a most difficult one. "We had lots of wind, then no wind getting close to Tasman Island. We lost it completely and then all of a sudden the wind came from 100 degrees somewhere else and we had no clue what we doing at that time," he said in Hobart.

However, he added that *Winsome* had been lucky in reaching the Derwent River before the breeze died away. "We had read that the wind is closed from 10 in the evening until six in the morning on the river, and we arrived outside the closing time."



Many personal achievements and examples of seamanship were recognised at the traditional public dockside announcement of the IRC overall and divisional placings and at the official prizegiving at the RYCT.

Tony Cable didn't receive a medal this year, but he certainly got plenty of congratulations, including a big sign outside the RYCT, after completing his 45th Hobart, passing the record of Lou Abrahams and the late John Bennetto.

Syd Fischer and Colin Wildman received Tasmanian Government medallions for sailing their 40th races. Fischer skippered his TP52 *Ragamuffin* in a fine climax to his 46th season of ocean racing, while Wildman was aboard the radio relay vessel *JBW*. Both can count past victories in the Sydney Hobart, Fischer with two line honours and an overall win with previous yachts named *Ragamuffin*, Wildman as a watch keeper on the maxi *Sovereign*.

Three skippers achieved the notable seamark of 25 Hobarts and also received Tasmanian Government medallions – Graeme Ainley (*Georgia*), Robert Green (*Chance of Shenval*) and John Walker (*Impeccable*).

In an emotional speech, the 86-year-old Walker, the oldest skipper ever to sail in the race, announced that his 25th race in the same boat was his last.

Understandably, Ainley was not in Hobart. Another trophy winner was Sally Smith, who skippered her father Dr Tony Fisher's *Helsal IV* for the first time, received the Jane Tait Memorial Trophy for the first female skipper. (Jane Tait sailed with her husband in the second Sydney Hobart in 1946 and was the first female crew to finish the race).

Sally also won the bet of a bottle of Bollinger champagne from her brother Rob who skippered *Helsal III*. I'm claiming a case now, as he did not even finish the race! Sally declared at the prizegiving.

The Plum Crazy Trophy for the fastest small boat (under 9.5 metres) went smallest and oldest boat in the fleet, Sean Langman's 9.1-metre, gaff-rigged *Maluka of Kermantie*. This was her second Sydney Hobart Race, having originally cruised to Hobart back in the 1930s, and she looked in pristine condition moored in Constitution Dock.

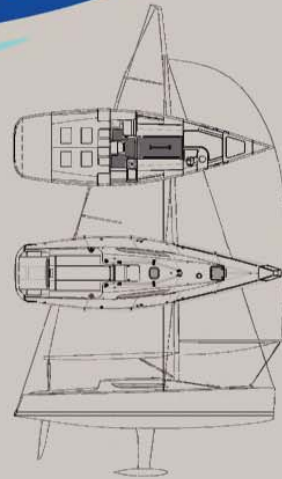
As always, the Rolex Sydney Hobart is an ocean race for all comers, be they 20-year-old club cruiser/racers sailed by a crew of good mates, or super maxis with canting keels and stored power, with a crew of largely professional sailors from around the world. For almost everyone, except perhaps Graham Ainley and co-owner of *Georgia*, John Williams, it was another Great Race South, whether they reached Hobart in first or last place! ○



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IV



ON THE TOOTH-AND-NAIL FIGHT WITH *SKANDIA*:
"THERE'S NO QUESTION THIS WAS THE
TOUGHEST RACE BY A COUNTRY MILE.
HAVING TO WORK THAT HARD
WAS FANTASTIC."

ON FITTING A SHARK MID-RACE:
"IT WAS A GODSEND IN THE END
BECAUSE THE SECOND WE GOT
HIM OFF THE BOAT WAS BACK TO
ITS OLD SELF."



IN A ROW

FOUR CONSECUTIVE LINE HONOURS WINS FOR *WILD OATS XI*. FOUR QUOTES FROM SKIPPER MARK RICHARDS WHICH SUM UP THE VICTORY.



ON GRANT WHARINGTON'S DISMISSAL OF *WILD OATS XI*'S RUDDER IMPEDIMENT SAGA:
"BELIEVE WHAT YOU WANT. WINNERS ARE GRINNERS."

ON NOT BEATING THE RACE RECORD:
"WE HAD ONE GOAL, AND THAT WAS TO GET HERE FIRST."



STEEL WILLED

BOB STEEL'S OVERALL VICTORY IN THE ROLEX SYDNEY HOBART 2008 ABOARD HIS TP52 *QUEST* HAS ELEVATED THIS SYDNEY YACHTSMAN TO AN ELITE LIST OF JUST NINE OTHER SKIPPERS TO HAVE WON THE BLUEWATER CLASSIC TWICE.

By Matt Henry

Photo: Andrea Francini

Amidst the great media flourish which annually engulfs the line honours battle in the Sydney Hobart, it's the true blue yachties who will ask: 'who won overall?' After all, it's the Tattersall's Cup which the majority of competitors in the fleet are vying for. The Rolex Sydney Hobart 2008 was no different. While many sat spellbound by *Wild Oats XI* and *Skandia's* duel for first past the post, just hours behind a fascinating battle was unfolding between a spirited fleet of highly-charged TP52s. At the head of the pack was *Quest*, skippered by Sydney yachting stalwart Bob Steel, winner of the Rolex Sydney Hobart 2002. *Offshore Yachting* caught up with the two-time Tattersall's Cup winner in mid-January to get the inside word on his stellar 2008 Hobart campaign and his plans for *Quest* in 2009.

OY: It's no doubt been a busy month, have you had a chance to sit back and take it all in yet?

BS: Yes and no, I sort of move onto the next thing. It was a good result and I'm still very pleased.

OY: And what is the next thing for you?

BS: Well I'll do the Audi Sydney Harbour Regatta in March, and then I'm still thinking about the sailing program for the rest of the year. I might take the boat offshore and do the Asian circuit, or the Transpac – or I

might stay here. I haven't quite made up my mind yet. But I'll have to soon because I need to get the plans sorted – saying it is one thing, but doing it is another.

OY: 2008 was a great year of racing for you, starting with a win in the Skandia Geelong Week and second in the Audi Sydney Gold Coast race. You must be quite happy with how the boat is at the moment?

BS: Yeah absolutely, it's a great boat – it's an older boat, it's a 2004 model – but it seems to be a constant design. We've been able to do the kinds of things we need to do to make it competitive under IRC, like putting a bowsprit on it, a new keel on it and putting some good sails on it – and putting a good crew on it is always pretty important. All those things. It's a fabulous boat – real value for money. It sits in the middle of the big boats, it's very fast as you know and the costs are quite reasonable.

OY: As you say, it's very quick in its own right, which you showed by winning a very competitive division in the Sydney Hobart...

BS: I think we were only four and a half hours behind *Wild Oats XI* – quick! It must have been conditions which favoured us because we blew a number four spinnaker out on the first morning which didn't help us at all, and maybe we would have been even more competitive still.



Photo: Rolex/Carlo Bortenghi

Long-time helmsman and friend Mike Green, at the wheel of Quest.

Bob Steel amidst his triumphant 2008 Rolex Sydney Hobart crew.



OY: That must have been quite a moment, what was going through your mind at that point?

BS: Well, I just thought we had done our dash, you know? I mean, if you've got gear failure in a race like that normally you can't get out of it. Having said that, sailing is a very funny sport and it's not over until it's over. We've won our division in the Sydney to Southport in the last couple of years and we've had gear failure in both of those trips, damaging sails and not being able to use the sail we wanted to. So sometimes you think you aren't doing too well, but everyone on the racecourse has their own problems too. Quite a few boats would have lost spinnakers on the way down.

OY: You had a very experienced crew including Mike Green, who has done something like 28 Hobarts...

BS: ...30 he reckons! His father did 35 as well. He's a good guy and was my sailing master in 2000.

OY:...So you had a few mishaps along the way, and the Hobart is always a race where anything can happen. What role did that sort of experience play in your 2008 campaign?

BS: Well it's a marathon race, and you've got to treat it like a marathon race. A lot of yachtsmen are setup for around the cans regattas and sprint, but the good offshore sailor is a slightly different animal. He just knuckles down and he can do hour-by-hour-by-hour, have an hour's kip and just come up and do it again. They're the ones who are very valuable because they just keep going, and they encourage the rest of the crew to keep going. The rest of the crew were made up of young people who have not maybe had the experience that these old guys have had, but they put their nose to the grindstone and rose to the occasion.

OY: You also had a few debutants onboard, how did they fare?

BS: I've got a comment that I make before a Hobart, which is "don't leave anything in the tank." Well, they certainly didn't leave anything in the tank. If they get into Constitution Dock rested and ready for the party... Well, you want to get into Constitution Dock absolutely stuffed, have a couple of beers and go to bed for 12 hours. You've got to have the right mental attitude, and a lot of guys just go down there for the party. We're happy to party, but we're more happy to win.

OY: On the subject of celebrations, did the crew have a bit of time to be together and enjoy the atmosphere in Hobart?

BS: Well we did actually, because we got in a day or so earlier than we had anticipated and so we got in on the afternoon of the 28th, whereas we expected to be there on the morning of the 29th. So we had more time in Hobart and then the 30th and 31st because they started having presentations on the first. A lot of the crew stayed because a lot of them probably won't – although I hope they do – experience a win again. So a lot of them stayed for the presentations, so it was good, we had plenty of time to relax and enjoy the moment.

OY: For you personally, winning the double as they call it, it must have been a big moment. What does it mean to you to be counted among such illustrious company as one of just nine sailors to win the Hobart twice?

BS: Oh well mate, look, I take it as it comes. I'm highly delighted about it of course, but it's such a hard race to win and there are so many variables. As I always say, you've got to win your division first before you're even a



The "new" *Quest*, a TP52, is now four years old.

chance of winning overall. There's a lot of good sailors and a lot of good boats, and it's a yo-yo race in some regards because if you're on the wrong side of the weather front the people in front of you pull away or the people behind you close in, so you've got to have an ounce of luck in being in the right spot at the right time. So I'm absolutely delighted to have won it twice, it's sensational.

But I also can reflect on the times I didn't win it, like in '95 I was announced as the preliminary winner of the race for 30 hours. In those days you used to have a different rule and you used to wait for the last yacht to get in before they did a course average speed and for 30 hours we were preliminary winner and after that three little boats came in on New Year's Eve and changed the wind speed from 10 knots to eight knots and we lost by seven minutes! And you go, 'bugger! Māte, I could have been a three-time winner!

OY: Well, I guess that makes sense of your fairly cautious post race comments when it wasn't yet official...

BS: Yeah, I mean, I chartered the boat in 2000 to an English guy and had half his crew and came second. We didn't sail as well as we might have with a normal crew, so that was another one which might have got away from me.

The criteria is you've got to have a good boat – a competitive rating boat in that class – and then you've got to have a bloody good crew and a good navigator, because navigators play a very positive role. We had a

couple of navigators actually, one guy who was our technician and another who was our navigator, but between them they sorted out a few moves that the others didn't really pick up on. We gybed inshore on the first night and got through a little lull that hit all the others – our guys thought there might be a bit more breeze on the other side which could work to our advantage and low and behold, we skipped away a few miles.

OY: Is that the point at which you feel, in retrospect, that you won the race?

BS: Well it certainly helped us, no doubt about that. But we thought we were back in the middle of the pack the next day when we blew our No. 4 (spinnaker) up, but that gybe was where we skipped away from a few of our competitors.

OY: The racing was very close going down the east coast of Tasmania, what was going on around you? Did you have a clear sense that it was still very neck and neck with some of the other 50-footers?

BS: We knew on the position reports who was around us; we crossed tacks with *Yendys* a couple of times and we knew *Cougar II* was pretty close because we crossed tacks with them on the evening before the 28th. So we knew they were thereabouts, they went inshore and we went slightly offshore and we all converged around Tasman Island. We were in front but they were coming from a better gybe angle and had their kites up, whereas we only had our headsail up and they were coming in quick. Basically we just held on to the end.



The old *Quest* pictured here in the 2002 Sydney Hobart.

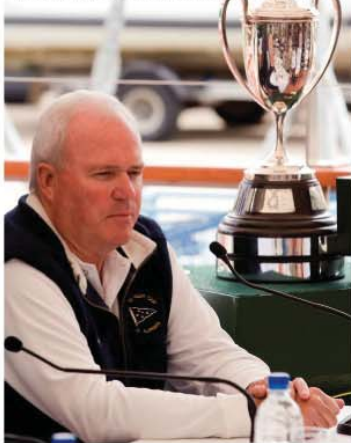
OY: It was a nailbiting finish too, particularly with that big gust hitting you right at the very end.

BS: Yeah, about half an hour out there was a change on over the mountains, a westerly change and you could see the rain coming. I thought it might be time to get the wet weather gear on because it looked like it was about to pour. Then the breeze started to really pump in, as it can do in the Derwent, and hit us and hit the other two TP52s who were behind us, which was *Wot Now* and *Cougar II*, who weren't too far behind us. At that point you just reflect and think, we've come all this way and now we're set up for 20 knots of breeze and a nice comfortable ride up the Derwent, and all of a sudden you're in 50 knots. You don't want to reef, but you don't want to do a mainsail change because you know the others are going to close on you. So it's about what gear the others decide to use and it's a bit of cat and mouse up the river. Like with *Cougar II*, they decided to reef their main and that's when *Wot Now* got through them and they were all blowing up. But they went with what they deemed was sensible to finish the race. So yeah, that was a bit nerve wracking.

OY: Well you made it in the end, congratulations again and thanks for talking to *Offshore Yachting*...

BS: No problem, I'm very grateful to the CYCA that when they launched the race they asked me to be there (at the press conference). I remember [Ian] Keirnan was there, and I have a great deal of respect for him, and I used to be on his board for a while and sponsor him quite heavily. And they were talking about Clean Up Australia, and that was when I made the flippant comment that "the only thing I can clean up is the Sydney to Hobart". And mate, in the end the words were prophetic weren't they! History was being written at the time! (laughs) But no one picked up on anything I said because the others were too interesting. ○

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IRC Overall	Yacht	Div	Line Placing	Elapsed time	Handicap	Corrected Time	Owner /Skipper
1	Quest	1	9	02:01:00:37	1.341	02:17:43:22	Bob Steel, NSW
2	Cougar II	1	11	02:01:12:29	1.345	02:18:11:05	Alan Whiteley, VIC
3	Wot Now	1	10	02:01:10:26	1.358	02:18:46:41	Graeme Wood NSW
4	Ragamuffin	1	12	02:01:46:37	1.344	02:18:54:01	Syd Fischer NSW
5	Yendys	1	8	02:00:57:05	1.379	02:19:30:14	Geoff Ross NSW
6	Quantum Racing	0	13	02:02:30:26	1.355	02:20:26:14	Ray Roberts NSW
7	Limit	1	5	01:23:05:58	1.495	02:22:24:49	Alan Brierty WA
8	Loki	1	7	01:23:29:50	1.492	02:22:51:57	Stephen Ainsworth NSW
9	Secret Mens Business 3	1	14	02:07:10:28	1.299	02:23:40:18	Geoff Boettcher SA
10	ASM Shockwave 5	1	4	01:22:57:30	1.543	03:00:27:24	Andrew Short NSW
11	Ichi Ban	0	3	01:22:28:10	1.625	03:03:30:46	Matt Allen NSW
12	Black Jack	0	6	01:23:19:31	1.599	03:03:40:23	Peter Harburg, QLD
13	Wot Yot	1	17	02:08:57:31	1.329	03:03:41:53	Graeme Wood NSW
14	Chutzpah	2	21	02:15:22:20	1.204	03:04:18:01	Bruce Taylor VIC
15	Wedgetail	2	22	02:15:37:30	1.209	03:04:55:21	Bill Wild QLD
16	Ragtime*	2	18	02:12:33:15	1.274	03:05:08:46	Chris Welsh USA
17	Skandia	0	2	01:21:41:17	1.744	03:07:40:48	Grant Wharington VIC
18	Audi Centre Melbourne	1	20	02:12:53:42	1.311	03:07:50:00	Chris Dare VIC
19	Pale Ale Rager	2	25	02:16:42:56	1.239	03:08:10:57	Gary Shanks SA
20	Goldfinger	1	23	02:15:44:20	1.292	03:10:21:02	Peter Blake & K Mitchell VIC
21	Wild Oats XI	0	1	01:20:34:14	1.928	03:13:55:55	Robert Oatley NSW
22	Tow Truck	3	30	03:03:52:33	1.148	03:15:06:20	Anthony Paterson NSW
23	Rush	2	28	03:00:28:32	1.229	03:17:04:21	Ian & John Paterson VIC
24	Optimus Prime	2	27	02:23:43:21	1.255	03:18:00:42	Trevor Taylor WA
25	Winsome	4	69	03:18:54:51	0.991	03:18:05:45	Harry J Heijst The Netherlands
26	Ray White Spirit of Koomooloo	4	47	03:16:13:40	1.027	03:18:36:36	Mike & Don Freebairn QLD
27	AFR Midnight Rambler	3	32	03:06:30:38	1.164	03:19:23:11	Ed Psaltis / Bob Thomas NSW
28	Pinta - M	4	72	03:22:27:51	0.971	03:19:43:29	Atse Bjei Netherlands
29	Terra Firma	2	31	03:05:48:02	1.188	03:20:25:37	Nicholas Bartels VIC
30	Impeccable	4	78	04:00:45:58	0.96	03:20:53:44	John Walker NSW
31	Dormit INSX	4	59	03:17:13:24	1.049	03:21:35:43	Robert Sill VIC
32	Wild Side	4	61	03:17:18:09	1.049	03:21:40:42	Martin Vaughan VIC
33	Pisces	4	58	03:17:09:44	1.056	03:22:09:19	David Taylor TAS
34	True North	3	56	03:16:47:54	1.063	03:22:23:33	Andrew Saies SA
35	Valheru	2	33	03:06:39:36	1.207	03:22:56:33	Anthony Lyall TAS
36	Mr Beaks Ribs	3	38	03:13:30:58	1.111	03:23:00:30	David Beak NSW
37	Lady Courier	3	35	03:12:51:33	1.124	03:23:22:54	Gery Trenteaux France
38	Seahold Perie Banou II	4	83	04:04:48:14	0.953	04:00:03:58	Jon Sanders WA
39	Morris Finance Cinquante	3	42	03:15:33:56	1.101	04:00:24:35	Ian Murray VIC
40	41 SUD	3	55	03:16:46:58	1.09	04:00:46:24	Jean-Luc Esplaas New Caledonia
41	The SubZero Goat	3	44	03:16:01:28	1.101	04:00:54:54	Mitchell Gordon NSW
42	Broadsword	3	46	03:16:13:28	1.104	04:01:23:59	Simon Wood NSW
43	Obsession	3	54	03:16:45:28	1.099	04:01:32:41	Andrew Lygo NSW
44	Copernicus	3	65	03:18:11:48	1.084	04:01:46:23	Greg Zyner NSW
45	Eleni	3	45	03:16:10:21	1.109	04:01:47:00	Tony Levett NSW
46	J Steel (Yeah Baby)	3	48	03:16:17:53	1.109	04:01:55:21	Louis & Marc Ryckmans NSW
47	Mustang Sally	3	57	03:17:04:38	1.1	04:01:59:06	Warren Batt New Zealand
48	She's The Culprit	3	52	03:16:35:21	1.107	04:02:04:06	Todd Leary TAS
49	Maluku of Kermandie	4	89	04:13:49:05	0.898	04:02:37:00	Sean Langman NSW
50	Jus' do it 3	3	53	03:16:38:04	1.113	04:02:39:00	Ian Darby Scotland, UK
51	Typhoon	3	51	03:16:33:40	1.115	04:02:44:44	Barry Kelly NSW
52	Papillon	3	66	03:18:16:12	1.095	04:02:50:44	Phil Molony NSW
53	Balance	2	34	03:12:24:35	1.174	04:03:05:49	Paul Clitheroe NSW
54	Strewth	3	37	03:13:09:02	1.165	04:03:12:01	Geoff Hill NSW
55	Patrice Six	3	50	03:16:32:56	1.125	04:03:37:03	Tony Kirby NSW
56	One For The Road	4	75	03:23:47:23	1.042	04:03:48:46	Kym Butler NSW
57	Pla Loma IV	2	36	03:12:59:45	1.18	04:04:17:42	Rob Reynolds NSW
58	Aurora	4	74	03:23:46:00	1.049	04:04:27:33	Jim & Mary Holley NSW
59	Kioni - Global Yacht Racing	3	64	03:18:06:43	1.122	04:05:06:20	Global Yacht Racing UK
60	St Jude	2	39	03:14:16:26	1.182	04:05:58:33	Noel Cornish NSW
61	Mahligai	2	40	03:15:02:02	1.174	04:06:10:40	Murray Owen & Jenny King NSW
62	Bacardi	4	81	04:03:34:54	1.04	04:07:33:54	Martin Power VIC
63	Secret Men's Business 1	3	62	03:17:49:58	1.166	04:08:44:42	Trembath / Rob Curtis / Sneedan NSW
64	Audacious	3	73	03:22:43:55	1.109	04:09:03:28	Greg Clinnick VIC

BART YACHT RACE

2008 Results

65	Walross 4	2	43	03:15:40:25	1.207	04:09:49:19	Christian Masilge Germany
66	Chancellor	3	84	04:04:49:21	1.062	04:11:04:25	Ted Tooher NSW
67	Jazz Player	3	71	03:21:01:05	1.158	04:11:42:54	Andrew Lawrence VIC
68	Nest Property	4	92	05:03:42:52	0.897	04:14:58:19	Murray Wilks TAS
69	Finistere	2	80	04:00:59:38	1.229	04:23:12:20	Robert Thomas WA

Helsal III*	1	Retired - at Port	Rob Fisher (15) TAS
Inner Circle*	4	Retired - at Port	Ken Robinson (3), D Cooney NSW
Leukaemia Foundation*	3	Retired - at Port	R Holstein (9), S Kellie (2) NSW
Sanyo Maris*	4	Retired - at Port	Ian Kiernan (12) NSW
Georgia*	1	Other	Graeme Ainley, John Williams VIC
Shogun*	1	Disqualified	Rob Hanna (3) VIC

Notes: Ragtime - redress granted of 1 hour 55 minutes for standing by Georgia

Helsal III - rudder damage

Inner Circle - generator failed

Leukaemia Foundation - rudder damage

Sanyo Maris - broken gooseneck

Georgia - broken rudder - boat lost - crew rescued

Shogun - disqualified for breaches of RRS 11, 12 and 13

Line Honours: Wild Oats XI, Reichel Pugh 98 (Bob Oatley/Mark Richards, NSW) 1 day, 20 hours, 34 minutes and 14 seconds - JH Illingworth Trophy, Rolex timepiece

PHS Overall	Yacht	Div	Line Placing	Elapsed time	Handicap	Corrected Time	Owner/Skipper
1	Telcoinbox Merit*	1	16	02:07:58:58	1.4305	03:08:05:01	Leo Rodriguez QLD
2	Getaway Sailing.com	1	15	02:07:47:13	1.454	03:09:06:51	Peter Goldsworthy NSW
3	Pirelli	1	24	02:16:39:43	1.3369	03:14:26:48	Les Goodridge NSW
4	Krakatoa II	1	29	03:02:34:44	1.1796	03:15:58:24	Rod Skellet NSW
5	Lloyds Brokers - Too Impetuous	2	70	03:19:53:23	0.9677	03:16:55:18	Rudy Weber QLD
6	Sailors With Disabilities 1	26		02:22:11:48	1.2716	03:17:15:43	David Pescud NSW
7	Flying Fish Arctos	2	68	03:18:23:46	0.993	03:17:45:48	Flying Fish Australia
8	CHorse	2	76	04:00:10:28	0.945	03:18:53:01	John Smith NSW
9	Time Lord	2	60	03:17:15:03	1.019	03:18:56:48	Donald Munro, NZ
10	Chance of Shenval	2	79	04:00:48:01	0.9409	03:19:04:46	Robert Green VIC
11	Inca	2	88	04:09:32:15	0.874	03:20:14:23	Noel Sneddon & Rob Saunders ACT
12	AQM Brindabella	1	19	02:11:00:29	1.6	03:22:24:46	Peter Baker NSW
13	Quetzalcoatl	1	49	03:16:32:24	1.0797	03:23:35:48	Antony Sweetapple NSW
14	She	2	87	04:05:46:56	0.9427	03:23:57:00	Peter Rodgers NSW
15	Dream Lover	1	41	03:15:06:44	1.1125	04:00:54:44	Rick Morgan QLD
16	Salona	2	77	04:00:14:45	1.0103	04:01:14:14	Phillip King NSW
17	Helsal IV	1	67	03:18:21:37	1.085	04:02:02:27	Sally Smith TAS
18	Abacadabra	1	63	03:17:56:39	1.1246	04:05:09:04	James Murchison NSW
19	Isabella	2	85	04:05:28:16	1.004	04:05:52:37	John Nolan NSW
20	Polaris of Belmont	2	91	04:21:19:23	0.9284	04:12:55:22	Chris Dave NSW
21	Getaway Sailing 2	1	90	04:15:05:00	1.0989	05:02:04:10	Jay Pettifer NSW

*Telcoinbox Merit - redress granted of 18 hours for assisting and rescuing crew of Georgia

SYDNEY 38 One Design

		ELAPSED TIME	OWNER
1	Morris Finance Cinquante	03:15:33:56	Ian Murray VIC
2	The SubZero Goat	03:16:01:28	Gordon/Foye/ Peckman/Clayton NSW
3	Eleni	03:16:10:21	Tony Levett NSW
4	J Steel (Yeah Baby)	03:16:17:53	Louis & Marc Ryckmans NSW
5	Audacious	03:22:43:55	Greg Clinnick/ Paul Holden VIC
	Leukaemia Foundation*	Retired - at Port	R Holstein (9) /S Kellie (2)

CRUISING OVERALL

		ELAPSED TIME	OWNER
1	Pippin	04:04:21:06	Roger Sayers QLD
2	Charlie's Dream	04:05:28:58	Peter Lewis QLD
	Pachamama: Swiss TOP to TOP Global Climate Expedition	Retired - at Port	Dario Schwoerer Switzerland
	Somoya*	Retired - at Port	Garry Rose VIC

ROLEX SYDNEY HOBART YACHT RACE 2008

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCC	CORRECTED TIME	OWNER/SKIPPER
1	Quest	1	9	02:01:00:37	1.341	02:17:43:11	R Steel, NSW
2	Cougar II	1	11	02:01:12:29	1.345	02:18:11:05	A Whitely, Vic
3	Wot Now	1	12	02:01:10:26	1.358	02:18:46:41	G Wood, NSW

IRC DIV 0

1	Quantum Racing	0	13	02:02:30:26	1.355	02:20:26:14	R Roberts, NSW
2	Ichi Ban	0	3	01:22:28:10	1.625	03:03:30:46	M Allen, NSW
3	Black Jack	0	6	01:23:19:31	1.599	03:03:40:23	M Bradford, QLD

IRC DIV 1

1	Quest	1	9	02:01:00:37	1.341	02:17:43:11	R Steel, NSW
2	Cougar II	1	11	02:01:12:29	1.345	02:18:11:05	A Whitely, Vic
3	Wot Now	1	12	02:01:10:26	1.358	02:18:46:41	G Wood, NSW

IRC DIV 2

1	Ragtime*	2	18	02:10:38:15	1.274	03:02:42:15	C Welsh, USA
2	Chutzpah	2	21	02:15:22:20	1.204	03:04:18:01	B Taylor, VIC
3	Wedgetail	2	22	02:15:37:30	1.209	03:04:55:21	B Wild, QLD

*Redress given: 1 hr 55 min

IRC DIV 3

1	Tow Truck	3	30	03:03:52:33	1.148	03:15:06:20	A Paterson, NSW
2	AFR Midnight Rambler	3	32	03:06:30:38	1.164	03:19:23:11	E Psaltis, NSW
3	True North	3	56	03:16:47:54	1.063	03:22:23:33	A Saies, SA

IRC DIV 4

1	Winsome	4	69	03:18:54:51	0.991	03:18:05:45	H J Heijst, The Netherlands
2	Ray White Spirit of Koomooloo	4	47	03:16:13:40	1.027	03:18:36:36	M Freebairn, QLD
3	Pinta - M	4	72	03:22:27:51	0.971	03:19:43:29	A Blei, The Netherlands

PHS OVERALL

1	Telcoinbox Merit*	1	16	02:07:58:58	1.431	03:08:05:00	L Rodriguez, QLD
2	Getaway-Sailing.com	1	15	02:07:47:13	1.454	03:09:06:51	S Price, NSW
3	Pirelli	1	24	02:16:39:43	1.337	03:14:26:48	L Goodridge, NSW

*Redress granted: 18 hrs

PHS DIV 1

1	Telcoinbox Merit*	1	16	02:07:58:58	1.431	03:08:05:00	L Rodriguez, QLD
2	Getaway-Sailing.com	1	15	02:07:47:13	1.454	03:09:06:51	S Price, NSW
3	Pirelli	1	24	02:16:39:43	1.337	03:14:26:48	L Goodridge, NSW

*Redress granted: 18 hrs

PHS DIV 2

1	Lloyds Brokers - Too Impetuous	2	70	03:19:53:23	0.968	03:16:55:18	L Patterson, QLD
2	Flying Fish Arctos	2	68	03:18:23:46	0.993	03:17:45:48	J Dobie & A Fairclough, NSW
3	CHorse	2	76	04:00:10:23	0.945	03:18:53:01	J Smith, NSW

SYDNEY 38 OD

1	Morris Financial Inquante	42	03:15:33:56	03:15:33:56	I Murray, VIC
2	The SubZero Goat	44	03:16:01:28	03:16:01:28	M Gordon, NSW
3	Eleni	45	03:16:10:21	03:16:10:21	T Levett, NSW

CRUISING

1	Pippin	82	04:04:21:06	04:04:21:06	R Sayer, QLD
2	Charlie's Dream Somoya*	86	04:05:28:58	04:05:28:58	P Lewis, QLD G Rose, VIC

*Retired: broken furler

Trophies and Awards

Jack Rooklyn Memorial Trophy (first yacht out of Sydney Heads): Wild Oats XI, Bob Oatley

F&J Livingstone Trophy (first yacht south of Tasman Island): Wild Oats XI, Bob Oatley

Rani Trophy (most meritorious performance as judged by the race committee): Telcoinbox Merit, Leo Rodriguez and Ian Bishop

TW Thompson Memorial Trophy (most outstanding crew members): crew of Telcoinbox Merit

Battery Point Trophy (first small boat across the line): Tow Truck, Anthony Paterson

TasPorts Trophy (first Tasmanian boat IRC): Pisces, Dave Taylor

Tasmanian Government 40 Race Medallions: Syd Fischer (Ragamuffin) and Colin Wildman (radio relay vessel JBW)

Polish Trophy (for the yacht travelling from the furthest port to compete): Walross 4 (Germany)

Tasmanian Government 25 Race Medallions: Graeme Ainley (Georgia), Robert Green (Chance Of Shenval) and John Walker (Impeccable)

City of Hobart Trophy (navigator of first Tasmanian yacht on corrected time): Graham McKibben (Pisces)

Bill Owen Memorial Trophy (navigator of winning yacht): Bruce Baker (Quest)

Alan Payne Memorial Trophy (designer of winning yacht): Bruce Farr (Quest)

Apollo Trophy (first yacht under 18.5 metres across the finish line): Yendys, Geoff Ross

Jane Tait Memorial Trophy (first female skipper): Sally Smith (Helsal IV)



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John Bertrand, Andrew Palfrey, and Ben Ainslie en route to success at the Etchells Nationals.

BERTRAND WINS ETHELLES NATIONALS WITH A DAY TO SPARE

JOHN BERTRAND AND HIS ALL-STAR TEAM OF ANDREW PALFREY AND BEN AINSLIE SAILED *TRIAD* TO VICTORY IN THE 2009 AUSTRALIAN ETHELLES CHAMPIONSHIP FOR THE FOURTH TIME – WITH A DAY TO SPARE.

Sailing took place in generally boisterous seabreezes and lumpy seas on the Gulf of St Vincent off the coast of Adelaide, with 44 Etchells from all mainland states competing.

John Bertrand and crew secured victory on the second last day after scoring third in heat 6 and a win in heat 7 handing him a seven point buffer over the Kiwi team led by Alastair Gair on *Valsbeda*, who also secured second place overall in the event with a day to spare, winning heat 6 and placing third in heat 7.

Heat 6 started in south to south-west winds building from 16 knots to 23 knots at the finish of heat 7 with two-metre waves, which made for challenging upwind sailing and great surfing conditions downwind.

Third overall went to Mark Bulka sailing *Critical Balance*. Victorian



The crew of the *Moe Szyslak Experience* making the most of the gusty conditions.

Bananas in Pijamas (Ian Johnson) placed fourth, last race winner *Roni* (Mark Bradford) fifth and local yachtsman Chris Pratt sixth in *La Vie Dansante*.

Among the fleet of 45 was Sir James Hardy, who finished second in the Grand Masters division sailing *Foolhardy*. He described conditions as “a bit too fresh although I do enjoy it.... I am the same age as the Sydney Harbor Bridge, though I think it will see me out.”

He went on to say, “Etchells, clearly the most competitive senior class; Bertrand and Gair both class acts with Ainslie unquestionably the best small boat sailor in the world, and pushing the best of all time, Paul Elvstrom.”

Best placed New South Wales boats were *Steampacket 7*, skippered by state champion Rob Brown, and *Avalon*, skippered by Peter McNeil. *Steampacket 7* placed seventh overall, *Avalon* eighth overall.



Limit took line honours at the King of the Derwent but placed fifth on corrected time.

LIMIT NOT FAST ENOUGH IN KING OF THE DERWENT

DESPITE HITTING 24 KNOTS AROUND THE BAY, THE WEST AUSTRALIAN YACHT *LIMIT* COULD NOT HOLD HER TIME IN THE KING OF THE DERWENT RACE IN HOBART.

Traditionally contested by local boats and yachts from the Sydney Hobart and Melbourne Hobart races, the King of the Derwent this year attracted a fleet of 75 boats.

The winner on IRC corrected time was Lloyd Clark's *Voodoo Chile*, a member of the Royal Yacht Club of Tasmania. The Farr 40 won from another RYCT boat, the Bakewell-White 45 *Crotty Legal and Dental*, skippered by Gary Smith, fresh from his line honours win in the Launceston to Hobart.

Voodoo Chile and fellow Farr 40s *POW* and *War Games* chased the 62-footer *Limit*, with Sydney-based Tasmanian Roger Hickman on the helm, around the course but on corrected time *Voodoo Chile* scored a comfortable IRC win.

Limit, a newly-launched Reichel/Pugh 62, won the start and was never headed as the 75-boat fleet raced around the broad waters of the Derwent estuary in a chilly southwester, which gusted up to 28 knots. On the spinnaker run, *Limit* hit more than 24 knots and sailed the course in the fast time of 1 hour 4 minutes 4 seconds, with a gap of nearly nine minutes to the Farr 40s.

Third overall went to the Melbourne to Hobart Race entrant *Isuzu Marine* (Jock Macadie) while *Limit*, which is owned by Alan Brierty, had to be content with fifth place.

Isuzu Marine won PHS Division 1 from Wayne Banks-Smith's *War Games*, which did not race under IRC, and *Voodoo Chile*. Skippered by Craig Clifford, *POW* had been provisionally placed second in posted results but was later ruled OCS and penalised five placings to seventh.

PHS Division 2 went to another Melbourne to Hobart competitor *Ingenue*, skippered by Dr Rosie Colahan, from Malcolm Cooper's *Kaiulani* and *Chikara Outlaw* (Bill Trueman) also from Melbourne.



The Short family's *Shortwave* sailing in Middle Harbour Yacht Club's recent SSORC.

SYDNEY SUCCESS IN WEST COASTER

THE SHORT FAMILY FROM SYDNEY SAILED IN THE WAKE OF THEIR FATHER AND GRANDFATHER TO TAKE LINE HONOURS AND BREAK THE RACE RECORD FOR THE MELBOURNE TO HOBART WEST COASTER RACE.

Yachts had two alternative courses for the 2008 Heemskirk Consolidated Melbourne to Hobart Yacht Race – the traditional one down the West Coast of Tasmania or a repeat of the popular East Coast course used in 2007 following the Rudder Cup Centenary race across Bass Strait.

In fact, three fleets set sail for Tasmania from Portsea, just inside Port Phillip, on 27 December – the overnight race to Launceston, finishing at Low Head, and the two Melbourne to Hobart races.

With a fresh north-westerly breeze blowing, the three fleets made fast time across Bass Strait in the three different directions, with the West Coaster fleet enjoying strong breezes all the way on the 480 nautical mile course. However, the wind faded somewhat for the East Coaster fleet which sailed out of Bass Strait to the north of Flinders Island.

Cruising Yacht Club of Australia member Matthew Short and his family crew that included his wife and four daughters led the West Coaster fleet all the way in his Judel/Vroljik-designed TP52 *Shortwave*, smashing the 12-year-old race record by a massive 5 hours 32 minutes and 01 seconds with an elapsed time of 1 day 17 hours 28 minutes 59 seconds.

Shortwave also placed first on IRC corrected time, winning from Angus Fletcher's Radford 45 *Tevake II* and Jock Macadie's *Isuzu Marine*, a 14-metre Jones/Hart design. *Tevake II* won the AMS division from *Isuzu Marine*.

The Short family sailed the West Coaster race in the wake of Matthew's father Fred, a former Commodore of the ORCV who competed in several Melbourne to Hobart races in the early 1970s with Matthew and his brothers in the crew.

Like those early races, which were very much a family affair, *Shortwave* was sailed by a large contingent of the Short family headed by Matthew and his wife, Christine, and their four keen sailing daughters Kylie, Nikki, Caitlin and Sarah Short. Two of the girls' fiancés were also in the crew,

along with two uncles and two family friends.

Kylie Short, the eldest daughter and navigator, said, "It's amazing how many dolphins and seals we saw; I have never seen anything like it. It is so pretty around the South West Cape and it was great to see Maatsuyker Island."

South West Cape, the most southerly tip of Tasmania, is notorious for high wind and huge seas as the boats dip into the Southern Ocean. *Shortwave* rounded in a 25- to 35-knot westerly, but as the evening wore on the breeze strengthened and took its toll on the 10-boat fleet.

The second group found themselves in 40 to 45 knots with lumpy seas and gusts over 50 knots. *Ninety Seven*, skippered by Alan Saunders, lost its steering, the mainsail flogging itself to pieces as the crew struggled to repair the broken steering cable in the heavy sea conditions. Navigator Neville Rose reported, "By the time we got the main down it was in 47 pieces. So we are coming up under trysail."

RYCT WINS SAYONARA CUP AND PRINCE PHILIP CUP

HOBART YACHTSMAN NICK ROGERS HAS REGAINED THE HISTORIC SAYONARA CUP FOR THE ROYAL YACHT CLUB OF TASMANIA AS WELL AS WINNING THE PRESTIGIOUS PRINCE PHILIP CUP SAILING HIS NEWLY LAUNCHED INTERNATIONAL DRAGON CLASS YACHT *KARABOS IX*

Rogers and his crew of Leigh Behrens and Simon Burrows had a highly successful trip to Sydney in late December to early January. They won, in 10 days of sailing, the Martin Graney Memorial Trophy match-racing series, placed second in the Ted Albert Memorial fleet racing series, won a hard-fought Prince Philip Cup against an international fleet and, finally, regained the historic Sayonara Club for his club in Hobart.

The Prince Philip Cup was Rogers' ninth as a skipper, plus one as a crew, while this was the sixth time he had won the Sayonara Cup as a challenger or defender for the Royal Yacht Club of Tasmania.

A 4-0 match racing victory against Sean Kirkjian, sailing *Tatsu* from the Royal Prince Edward Yacht Club, regained the Sayonara Cup for the

1. *Karabos IX* (Nick Rogers, Tas) 2-3-4-1-3-6-5, 32.4 points
2. *Wbim* (Gordon Ingate, NSW) 1-4-11-4-1-7-3, 34.7
3. *Murka 3* (Mikhail Muratov, RUS) DNF-1-8-2-5-4-4, 43
4. *Taranui* (Matt Whitnall, NSW) 4-14-2-DSQ—2-5-2, 47
5. *Murka 9* (Olga White, RUS) 9-2-1-DSQ-OCS-1-1, 49



Matt Whitnall and the *Taranui* crew.

RYCT for the first time since 1996.

"More than anything else I wanted to bring the Sayonara Cup back to Tasmania – and we did it with a convincing win," Rogers said after his straight set victory over Kirkjian.

"I think the fact that we have done a lot of racing over the past 10 days helped us a lot."

The best-of-seven match racing challenge was sailed in ideal conditions on Sydney Harbour, with a building north-easterly seabreeze, the first race sailed in 8 knots, the last in 15 to 18 knots.

Kirkjian started the challenge at a disadvantage as the original Dragon he was to have sailed, *Liquidity*, had sunk the previous Friday after a collision during the Prince Philip Cup.

Over the past 58 years, the RYCT has won the Sayonara Challenge Cup nine times.

Third place overall went to Russian Mikhail Muratov, sailing *Murka 3*, with Sydney Etchells sailor Matt Whitnall finishing fourth in *Taranui* on 47 points. Whitnall had his claim for redress again turned down the previous evening by the protest committee, certainly costing him a chance of a top three placing.

With nine wins as a helmsman and one as a crew, Rogers is the most successful sailor in the Prince Philip Cup since the now Duke of Edinburgh presented the trophy for the Championship in 1954.

RECORD FLEET FOR SKANDIA GEELONG WEEK

WITH EVENT HOSTS THE ROYAL GEELONG YACHT CLUB CELEBRATING ITS 150TH ANNIVERSARY, SKANDIA GEELONG WEEK 2009 WAS EXPECTED TO BE A BIG ONE, AND IT DIDN'T DISAPPOINT.

A record fleet of 473 yachts turned out for the annual sailing regatta, held from 23 to 26 January in Geelong, Victoria, topping the previous record of 457 boats set last year.

Skandia Geelong Week is the largest regatta in Australia and one of the oldest events on the annual sporting calendar. The event's organisers claim around 100,000 spectators turned out to witness racing in a variety of classes, from dinghys to maxis, on the waters between Geelong and Melbourne. The event also attracted a star-studded fleet including many of the high profile Sydney Hobart contenders from around the country contesting the Audi Series.

The Audi Series Division 1 came right down to the final race with Graeme Wood's *Wot Now* leading coming into race six slightly ahead of the pack. But a late sprint by Michael Hiatt's *Living Doll* saw he and his crew make a stunning comeback to nudge ahead of *Wot Now*, taking second place with *Wot Now* in third.

The second-place finish saw *Living Doll* tie with *Wot Now* on championship points, but ultimately clinch the series due to having more wins on its scorecard.

"We over rod Lloyd (tactician Ross Lloyd) on that first beat and *Wot Now* rounded in front of us, but we gybed inside them and caught up a bit of time on them on that first downwind leg. After that we picked them up bit by bit. We picked the shifts right – someone up there was looking after us," said Skipper Michael Hiatt.

"We got away from them after that and were able to sail our own race in clear air. It's a great win."

Stephen Ainsworth's *Loki* finished the series in third place overall.

Skandia took out line honours in the passage race, contested by over 400 boats, while in the Sydney 38s local yacht *Cinquante* (Ian Murray) was too good, taking the series win ahead of *Challenge* (Lou Abrahams).

Although big boat racing takes centre stage at the Skandia Geelong Week, the inclusion of the Zhik International Moth Australian Championships for 2009 proved a popular spectacle in the 2009 program.

Described by some as a 'nautical motorcycle', the sprightly moths are



Living Doll's red sail emblem stands out amidst the fleet.

Photo: Andrea Francolini

compact and high performance foil yachts and provided an exciting one-on-one racing format, at times reaching speeds over 22 knots.

Despite being fairly new to sailing moths, Olympian Nathan Outteridge cleaned up the series win, proving his ability to quickly settle into a new class. ○



"Nautical motorcycles" The Zhik Moth in action.

Photo: Andrea Francolini

A record fleet of 473 boats turned out for Skandia Geelong Week 2009.



Photo: Andrea Francolini



Finals Action - Amanda Scrivenor (CYCA/Australian Sailing & Development Squad (Bavaria Boat) facing off against William Tiller RNZYS (Line 7 Boat)

KIWIS STORM PODIUM IN YOUTH MATCH RACING CHAMPIONSHIP

After being runners up in 2007, Royal New Zealand Yacht Squadron has returned with a vengeance to take out the Bavaria Yachts International Youth Match Racing Championship. William Tiller and his crew of Daniel Pooley and James Maloney sailed a consistent regatta to claim the Joyride Trophy.

RNZYS also finished in third place with their team of James Williamson, Donovan Neill and Bradley Farrand. Joining the RNZYS teams on the podium in second place was the women's team of Amanda Scrivenor, Nina Curtis, Alex South and Olivia Price representing Cruising Yacht Club of Australia and Australian Sailing & Development Squad.

The regatta was sailed over four days with 10 teams competing. A weather forecast of thunderstorms did not eventuate and only the last day caused PRO Denis Thompson some frustration with shifting conditions delaying the start of racing and requiring the course to be moved several times during the day.

Along with the two teams from RNZYS, the CYCA also hosted teams from Royal Freshwater Bay Yacht Club, Sandringham Yacht Club and local teams from Royal Prince Alfred Yacht Club, Royal Sydney Yacht Squadron and CYCA.

At the presentation on Friday evening, Bob Mulkearns from sponsor Bavaria Yachts presented prizes to the placegetters and said that he was pleased to see so many young sailors enjoying the competition and especially the number of women competing at the same level in the sport as their male counterparts.

Following the announcement earlier this month that women's match racing will be included in the 2012 Olympics in the Elliott 6 class boat, we look forward to our women's squads coming together and building over the next few seasons.

FINAL PLACINGS:

- 1st William Tiller (RNZYS)
- 2nd Amanda Scrivenor (CYCA/AS&DS)
- 3rd James Williamson (RNZYS)
- 4th Lucinda Whitty (RSYS)
- 5th Peter Nicholas (RFBYC)
- 6th Sean O'Rourke (CYCA)
- 7th Jordan Reece (RSYS)
- 8th Adam Evans (SYC)
- 9th Tristan Brown (RFBYC)
- 10th Amy Lee (RPAYC)



Winning team of William Tiller (with tiller) Daniel Pooley and James Maloney from Royal New Zealand Yacht Squadron.



Freedman Foundation participants and coaches



Coach Alex Ward with students and teacher from Quakers Hill High School

FREEDMAN FOUNDATION SAILING PROGRAM CONTINUES TO GROW

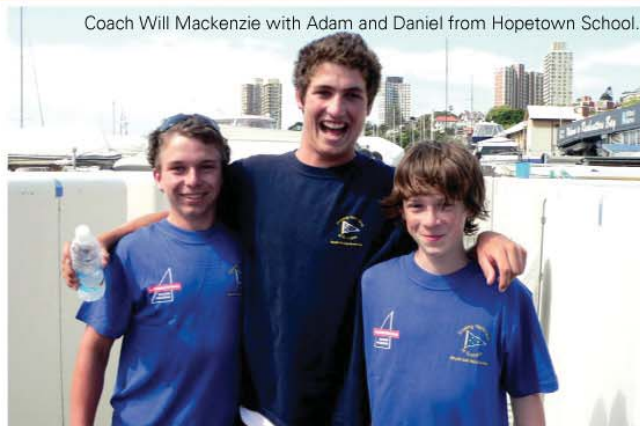
Now in its seventh year of introducing high schoolers to the sport of sailing, the Freedman Foundation continues to grow, recently adding its 14th participant with the enrolment of Glenwood High.

The Freedman Foundation was founded to give school students who would not otherwise to experience sailing the opportunity to learn the sport. Squad members of the CYCA's own Youth Sailing Academy (YSA) have been encouraged to get involved with the program in coaching and mentoring roles. Of special note were Tom Barker, James Francis, Will Mackenzie, Karen Muller, Sean O'Rourke, Amanda Scivenor and Alex Ward, who the CYCA has commended for their efforts in the four-day sailing programs.

CYCA members also responded overwhelmingly to the request to take students into their crew during the twilight races in late 2008.

This gave the students an introduction to CYCA and familiarised them with sailing on a keel boat, giving them some preparation fo steppingdown onto the Elliot 6s for some more hands-on theory and sail training.

The CYCA has thanked the two head coaches of the Freedman Foundation, Larry Cargill and Dayne Sharp, who introduced the students to the sport of sailing. ○



Coach Will Mackenzie with Adam and Daniel from Hopetown School.



AUDI SYDNEY HARBOUR REGATTA

The Audi Sydney Harbour Regatta will commence on 7 March and once again the overall winner will take home a brand new Audi.

This will be the fourth running of the event and follows a record fleet of over 250 yachts spread across 19 divisions in last year's race.

According to host club Middle Harbour Yacht Club, the Audi Sydney Harbour Regatta is now the most successful regatta since the 2000 Olympics and will again attract one of the most competitive fleets assembled in the country made up of everything from prestigious IRC racers through to highly popular international classes.

For further information visit www.mhyc.com.au

Start time: 11am 7th and 8th March, 2009
Where: Sydney Harbour
Host Club: Middle Harbour Yacht Club (NSW)

AUDI ETHELLS WORLDS

The Audi Etchells Worlds will be contested on Port Philip Bay from 5-14 March and a number of highly-experienced crews have lined up to challenge for the title.

In the spotlight following their triumph at the Etchells Nationals in January will be John Bertrand's team comprised of Olympians Ben Ainslie

and Andrew Palfrey.

Also in the field are former and current America's Cup sailors, match racers and one-design champions, not to mention previous Etchells Worlds champions such as defending champion Andy Beadsworth from Great Britain, Judd Smith from the USA and Australians Peter McNeil (NSW) and John Savage (Vic). America's Cup sailor Mark Bradford (Qld) and Skip Lissiman (WA), a crew member of Bertrand's winning America's Cup team in 1983, are amongst other strong contenders for the title.

The event will comprise of nine windward/leeward courses on Port Philip Bay.

For further information visit www.audietchellsworlds2009.com.au

Start time: 5-14 March
Where: Port Philip Bay
Host Club: Royal Brighton Yacht Club (VIC)

PITTWATER PORT STEPHENS REGATTA

The Pittwater Port Stephens regatta enters its second year in 2009 after being hailed a great success in its inaugural running in 2008. The 2009 Sail Port Stephens event will be sailed in separate classes including cruising, NSW IRC championships, Sports Boats and Performance Cruising, and officially commences on Saturday 18 April with the Commodores Cup PHS cruising division.

As in 2008, this year's event will offer a packed social calendar for the whole family, and with ANZAC Day also taking place over the weekend there will be special events taking place including a dawn service at Nelson Bay.

For further information visit www.sailportstephens.com.au

Start time: 18 April 2009
Where: Pittwater to Port Stephens
 (via Newcastle for cruising yachts)
Host Club: Corlette Point Sailing Club

AUDI SYDNEY OFFSHORE NEWCASTLE RACE

After success in its inaugural running last March, the CYCA will again hold the Audi Sydney Offshore Newcastle race this year. The 2009 edition of this 213 nautical mile Cat 2 race will start at 6pm on Friday 27 March, 2009, from Sydney Harbour to a laid mark around 20 nautical miles east of Crowdy Head before the fleet heads to Newcastle and the finish in the Hunter River.

The arrival of the fleet into the Hunter River will provide quite a spectacle for the Novocastrians who are expected to turn out in large numbers to witness the arrival of the cream of the Australia's offshore fleet.

Newcastle Cruising Yacht Club's new premises have recently been opened, and boast a modern bar area overlooking the Hunter River.

The 2009 race was won by Syd Fischer, who took line honours and the handicap win, finishing the course in just under 25 hours.

For further information visit www.cyca.com.au ○

Start time: 6pm, Friday 27 March 2009
Where: Sydney Harbour to Newcastle
Host Club: Cruising Yacht Club of Australia (NSW)

OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS

AUSTRALIAN RACES AND REGATTAS

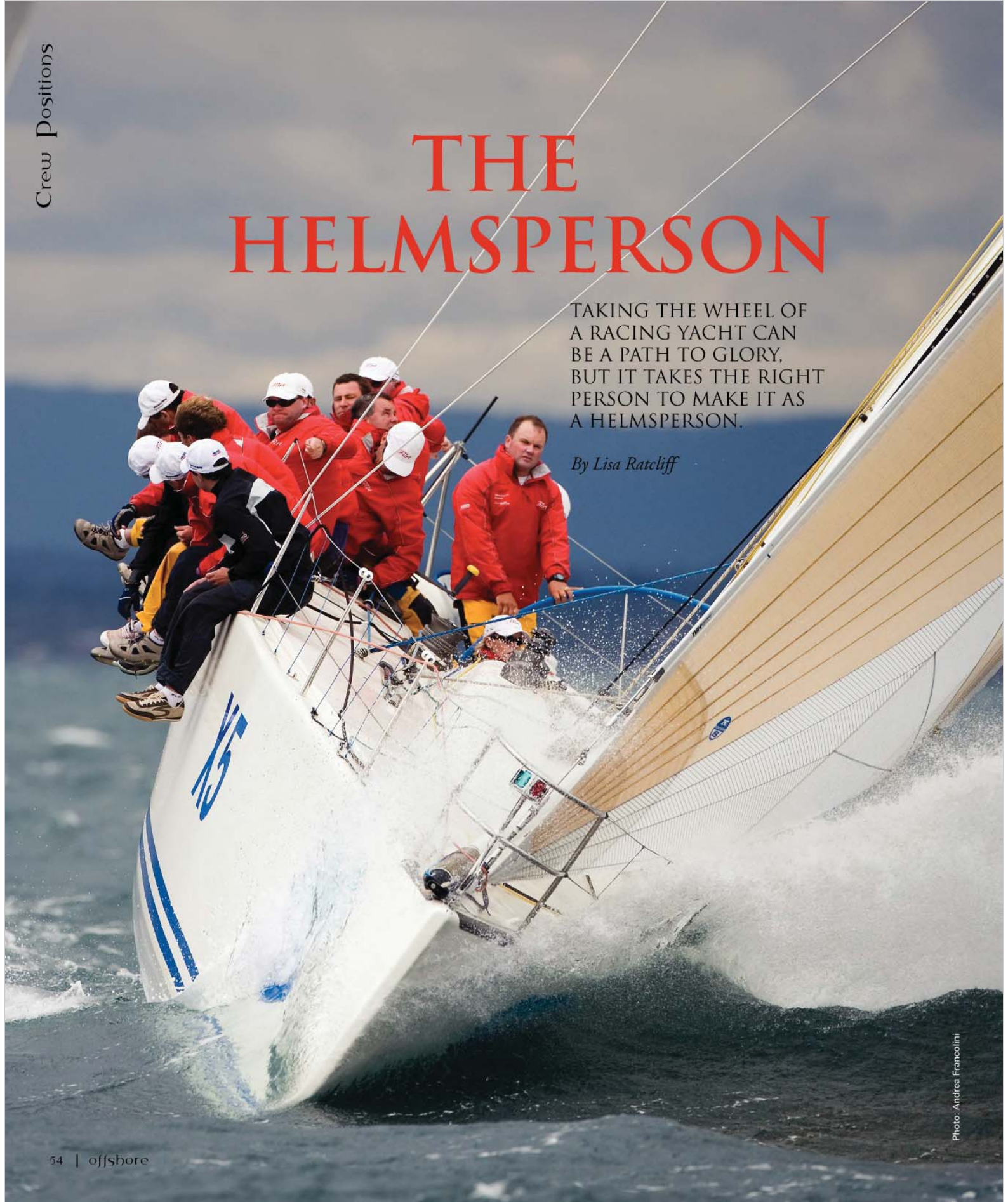
INTERNATIONAL RACES AND REGATTAS

EVENT	DATE	YACHT CLUB	EVENT	DATE	YACHT CLUB
FEBRUARY			FEBRUARY		
Hardy Cup Under 25 ISAF Grade 3 Match Racing	1-5 February 2009	RSYS	Volvo Ocean Race Leg Five - Qingdao to Rio De Janerio	14 February 2009	Qingdao, CHN
Bluewater Pointscore Flinders Island Race	6 February 2009	CYCA	BMW Auckland Regatta	20-22 February 2009	Auckland, NZ
Ocean Pointscore Race, Sydney Newcastle Race	7 February 2009	CYCA	Primo Cup - Trophee Credit Suisse	5-8 and 12-15 February 2009	Monaco
Milson Memorial Cup SOPS Race	12 February 2009	RSYS	MARCH		
Short Haul Race to Pittwater	13 February 2009	CYCA	International Rolex Regatta	27-29 March 2009	St. Thomas, VIR
Farr 40 Sprint Series	14-15 February 2009	CYCA	APRIL		
SOPS Race	21 February 2009	MHYC	Rolex San Fernando Race	April 2009	Hong Kong, HKG
RANSA Regatta	22 February 2009	RANSA	Palmyra	April 2009	Palma de Mallorca, ESP
Farr 40 National Championship	20-22 February 2009	RSYS	Volvo Ocean Race Leg Six - Rio De Janerio to Boston	April 2009	Rio de Janerio, BRZ
SOPS Race	27 February 2009	CYCA	MAY		
MARCH			MAY		
Stepping Stones House Regatta	4 March 2009	RSYS	Tabiti Perri Regatta	7-10 May 2009	Tahiti, PYF
Audi Etchells World Championship	5-14 March 2009	RBVC	Top of The Gulf Regatta and Coronation Cup	1-5 May 2009	Jomtien Beach, THA
Audi Sydney Harbour Regatta, IRC/inshore classes	7-8 March 2009	MHYC	JUNE		
SOPS Race	13 March 2009	RSYS	Giroglia Rolex Cup	13-20 June 2009	St Tropez, FRA/Genoa, ITA
Marinasses Women's Match Racing Regatta	14-15 March 2009	CYCA	Storm Trysail Block Island Race Week	21-26 June 2009	Rhode Island, USA
Mt Gay Rum Top Jocks Regatta - invitation only	20 March 2009	CYCA	JULY		
Audi Sydney Offshore Newcastle Race, Founders Trophy	26 March 2009	CYCA	Rolex Baltic Week	5-12 July 2009	Kiel, DEU
APRIL			Six Senses Phuket Race Week	22-26 July 2009	Phuket, THA
Final St Arnou Wednesday Twilight Race	1 April 2009	CYCA	AUGUST		
Final RSYS/RPEYC Saturday pointscore	4 April 2009	RSYS/ RPEYC	Rolex Fastnet Race	9-14 August 2009	Cowes/ Plymouth GBR
Autumn Championship Regatta, Eaton Cup, Etchells, Sydney 38s, Sydney 32s	4-5 April 2009	RSYS	SEPTEMBER		
Harken International Womens Match Racing Regatta	4-8 April 2009	CYCA	Maxi Yacht Rolex Fastnet Race	August 2009	St Tropez, FRA
International World Championship, Port Phillip, Melbourne	5-14 April 2009	RBVC	JUNE		
61st Brisbane to Gladstone Race	10 April 2009	QCYC	Audi Winter Series continues	June 2009	CYCA
MAY			Gill Two Islands Race	June 2009	SSAA
Audi Winter Sunday Series begins	2 April 2009	CYCA	Combined Clubs Winter Race	June 2009	RANSA
JUNE			Australian Women's Keelboat Regatta	6-8 June 2009	RM
Audi Winter Series continues	July 2009		JULY		
Melbourne to Vanuatu (Port Vila) Race	July 2009	ORCV	Audi Winter Series continues	July 2009	
Inner Circle Polar Challenge	July 2009	SSAA	Melbourne to Vanuatu (Port Vila) Race	July 2009	ORCV
Vanuatu (Port Vila) to Mackay, Qld Race	July 2009	ORCV	Inner Circle Polar Challenge	July 2009	SSAA
Audi Sydney Gold Coast Race and Audi Sydney Mackay Race	July 2009	CYCA/MYC	Vanuatu (Port Vila) to Mackay, Qld Race	July 2009	ORCV
AUGUST			Audi Sydney Gold Coast Race and Audi Sydney Mackay Race	July 2009	CYCA/MYC
Sydney to Pittwater	August 2009	SSAA	AUGUST		
Pittwater to Sydney	August 2009	SSAA	Sydney to Pittwater	August 2009	SSAA
Meridien Marinas Airlie Beach Race Week	August 2009	WSC	Pittwater to Sydney	August 2009	SSAA
Audi Hamilton Island Race Week	August 2009	HIYC	Meridien Marinas Airlie Beach Race Week	August 2009	WSC
SEPTEMBER			Audi Hamilton Island Race Week	August 2009	HIYC
Magnetic Island Race Week	September 2009		SEPTEMBER		
			Magnetic Island Race Week	September 2009	

THE HELMSPERSON

TAKING THE WHEEL OF
A RACING YACHT CAN
BE A PATH TO GLORY,
BUT IT TAKES THE RIGHT
PERSON TO MAKE IT AS
A HELMSPERSON.

By Lisa Ratcliff



It took Irish born professional helmsman Gordon Maguire a decade to learn that he was just another trimmer, and, contrary to the kudos that usually accompanies the role, a small cog in a big machine.

The naturalised Australian has experienced the glamorous side of the sport. He's travelled the world and been given the opportunity to show off his driving skills, steering a thoroughbred such as the Volvo 60 in six metre seas and 35 knots in the Southern Ocean as his heart pounded against his chest and the sweat froze on the back of his neck. But with maturity he has also learnt his place on the crew – and that the difference between a good driver and a great driver is the ability to get on with others.

Maguire enjoyed considerable international success sailing in the UK before the lure of Sydney's Northern Beaches proved irresistible. With four Volvo Ocean Races, Admiral's Cup, King's Cup, Rolex Fastnets and at least 16 Rolex Sydney Hobarts on his CV, the 47 year old has had a string of offers to sail on Aussie boats since migrating in 1998. Most recently he's sailed one design with Brett Neil's Farr 40 *White Cloud* and offshore he's raced with Matt Allen's *Ichi Ban* and Leslie Green's Swan 601 *Ginger*.

The self-effacing Maguire says many helmsmen believe they are making the difference to the boat's performance and tend to claim a disproportionate share of the accolades, but when the role is stripped back, "the driver is just trimming the rudder".

"It's a relatively simple role and it's a job that comes with too much kudos. A helmsman's greatest attribute is being able to get on with other people on the boat, otherwise you'll be on your own. Also, never employ anybody worse than you, if you surround yourself with good people you can take the day off!"

Physically, Maguire suggests the helmsperson doesn't have to be particularly strong, unless sailing bigger boats with plenty of load on the helm, but they have to have the concentration to be able to steer to a set of numbers for long periods.

"The road to glamour is long and painful; it's doing 8.6 knots of speed hour after hour. It can be very repetitive but if you are good you might be offered the chance to do some extreme sailing."

For 56-year-old Mike Green, amateur sailing master and principal helmsman on the 2008 Rolex Sydney Hobart overall winner *Quest* and the 2002 overall winner, a previous *Quest*, being a former front row forward has its advantages.

"Core body fitness is important, particularly on the bigger boats. Steering for up to two hours in extreme weather conditions requires a lot

of physical stamina, it really does pound you around the thighs," says the broad-shouldered Green, who graduated from Manly Juniors and Cherubs and believes his introduction to sailing via dinghies is what has given him the edge since first taking the helm of a keel boat in 1980.

Two Admiral's Cups, three Kenwood Cups and 30 Rolex Sydney Hobarts later Green still harks back to his childhood dinghy days, which he says instilled the basic feel of a boat. "You've got to become part of the boat, learning to sail without instruments means it becomes second nature."

Maguire describes helming as an intense job and says certain personalities suit certain conditions, which is relevant when it comes time to select and rotate drivers.

"As a helmsperson you can become specialised based on your character. For the professional or bigger campaigns such as the Volvo Ocean Race there can be light to medium and heavy air drivers on board with those gun shy preferring the intricacies of light air sailing on flat water. They might

be able to concentrate in little breeze for hour upon hour, but if it blows in at 35 knots they can be too terrified to push the boat forward."

For best performance on the track, these days Maguire advocates an early to bed policy. "You can drive with a broken leg but if you haven't had a good night's sleep or you are hung-over your judgement will be clouded. It doesn't pay to be out late the night before, it's not a winner."

Pre-race, Maguire looks at the forecast in order to create a mental picture of the day. "On the way to the boat I like to talk it up in mind, tell myself that nothing about the day will phase me. If it's going to be light I tell

myself it's going to be a long day and to do everything slowly. Equally if it's going to be a changeable day you've got to make gear changes, not only on the boat but in your mind."

For the long races the helmsperson needs to recognise the signs of fatigue and be prepared to hand over the wheel. The driver may start their watch at 100 per cent capability but two hours later they might be operating at 80 per cent. Maguire suggests quick changes between three or four drivers every hour and a half.

"You've got to understand your own ability and not overestimate how good you are when you are fatigued," says Maguire.

Like all of the roles covered in previous issues of *Offshore Yachting*, the importance of communication is stressed by Maguire and 'Greeny'.

"The helm is a position of openness when it comes to communication



Mike Green at the wheel of the *Quest* at the start of the 2008 Sydney Hobart.

Photo: Rolex/Carlo Borlenghi

"A HELMSMAN'S GREATEST ATTRIBUTE IS BEING ABLE TO GET ON WITH OTHER PEOPLE ON THE BOAT, OTHERWISE YOU'LL BE ON YOUR OWN."



Gordon Maguire helming in big seas where concentration is all-important.

but you have to be able to filter out information. If you hear the crew talk about the process of getting the boat around the course you relax, if everything goes quiet you get nervous," says Green.

The general loop of communication for the helmsperson is between them, the tactician and the primary trimmers – main, jib and spinnaker.

"Helming is about making the boat go as fast as possible where your tactician sends you and being able to adjust to his tactical requirements immediately and without questioning the call. I also spend a lot of time talking to the trimmers, they are the ones giving me input on their target speeds," says Green.

"The essence of fast boat speed is when all three trimmers (the helmsperson being the rudder trimmer) are in synch. If all three spend the day stating the bleedin' obvious there is less chance of stuff ups," agrees Maguire. He also believes an average driver can still be in good shape with a good crew and likewise, a good driver will encourage an average trimmer to raise their game.

Green also talks of this bond between a driver and his or her trimmers and the strong pact that can form, so strong that when the helmsperson transfers to another boat the trimmers also jump ship.

"THE ROAD TO GLAMOUR IS LONG AND PAINFUL, IT'S DOING 8.6 KNOTS OF SPEED HOUR AFTER HOUR, IT CAN BE VERY REPETITIVE BUT IF YOU ARE GOOD YOU MIGHT BE OFFERED THE CHANCE TO DO SOME EXTREME SAILING."

"A lot of guys take their trimmers with them. They may not be at the top of the 'trimmer's tree', however you can relate to their skill level and more importantly, you know you can communicate with them."

Now a double Rolex Sydney Hobart winning principal helmsman, amongst other career highlights, Greeny adheres strictly to an onboard hierarchy. He commands the respect of his crew and admits he's a "little short" when it comes to handing out praise, but when Bob Steel passed him the winning Rolex at the trophy presentation in Hobart, the big fella was quickly overwhelmed.

Maguire is a revered international helmsman who has contested the world's most gruelling and high profile yachting events. With exposure to the uppermost level of the sport he has over the years become a more humble helmsman who is happy to be out of the spotlight sitting alongside his trimmers.

Irrespective of background, age, management style or professional versus amateur, Green and Maguire are highly prized drivers who have been at the top of their game for decades and understand the subtle differences between a good and a great helmsperson. ○

For all yachting enthusiasts,
great and small...



Photo: EMW Creative



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They sport swift boats, expensive assault rifles, rocket launchers and semi-automatic pistols. They walk town with the swagger of a movie idol, have accountants with laptops, hold grand parties and wed the most beautiful of girls. They are the pirates of the 21st Century.

The hotspot for modern piracy against ships is no secret. Somali pirates have surged onto the world stage as the bad-boy stars of the high seas. In stories seeped out of the secretive world of the chief pirate region of Puntland in Somalia, they are even touched with a hint of romance. With their ransom earnings they have created boom towns like Puntland's Eyl in the heart of the country's desolate north. Just as Sir Francis Drake was a hero to the English but just a simple pirate to the Spanish, so today's Somali pirates, dreaded by the maritime world, are adored as local heroes.

But while the world's press goes into a frenzy with such stories, what does it mean for the cruising sailor? With so much attention being paid to the Somalis, it's easy to forget that most attacks are on commercial vessels, there are few incidents involving private yachts and there is no record of cruising sailors ever losing their lives by piracy in that area.

On the contrary, there have been many, many attacks on yachts, some resulting in death, in the Caribbean. In Nigeria the danger is so great for small vessels that even the local fishermen have stopped fishing. A vicious incident occurred in the Mediterranean off the coast of Porto Vecchio in southern Corsica, and even sweet Fiji was recently the site of a serious attack on a cruising yacht.

Non-sailors are fascinated by stories of pirates, which encourages a little exaggeration in scary tales around firesides and barbecues. 'Have you had any problem with pirates?' is the first question the landed citizen will ask when talking to a long-range sailor.

The highly dramatised attention paid to piracy in general leaves long-range cruising sailors jittery. This nervousness reached absurd proportions in February 2008 when some German sailors were arrested by the Indian Navy off the coast of India for shooting at an unarmed fishing boat whom they thought were pirates. They had wounded one of the fishermen. A magistrate in a Galle, Sri Lanka, court, agreed the matter could be settled by the payment of US\$1,000 compensation to the fisherman, and the sailors were freed.

So how much is scaremongering, and how much is real? What ARE the facts, and where ARE the most dangerous regions in the world for the cruising sailor?

According to the International Convention, a real pirate attack can only occur 'on the high seas', or 'outside the jurisdiction of any State', specifically, therefore, outside territorial waters. Whether an attack is regarded as piracy or armed robbery may occupy the minds of authorities and the media, and set pedants to measuring how far off the coast certain attacks occurred, but is irrelevant to the cruising sailor looking for the best advice on where to go – or not go.

The Gulf of Aden has been notorious for pirate attacks on yachts long before the recent spike. In the last 10 years approximately two boats per season were robbed, either by Yemenis, opportunistic fishermen, or by Somalian people smugglers who saw cruising yachts as bonus income. They often robbed yachts while their terrified passengers cowered in the overloaded 'pirate' vessel. Most cruising sailors put up no resistance to the theft of electronic gear and cash, and were certainly threatened, frightened, but not hurt.





Yacht Piracy in the 21st Century

— Staying away from the Hot Spots.

...BUT WHERE ARE THEY? PIRATE DANGER ZONES FOR COMMERCIAL SHIPS MAY NOT BE THE MOST DANGEROUS FOR CRUISING YACHTS.

By Nancy Knudsen



This shot was supplied by the author, Nancy Knudsen. The visitors soon departed without incident.

There are three known exceptions. In January 2000 Stephen and Gail Phillips, sailing their catamaran *Gone Troppo* through the Gulf of Aden, were approached by a blue-painted open boat. They tried to outrun them, but after the pirates shot at the yacht, wounding Gail in the leg, they stopped and gave over money and electronic equipment. A year later, April 2001, three pirates in a wooden boat reportedly approached the yacht *Daisy Duck*, ordering it to stop. When the Italian Pettenella family on board increased their speed, the pirates shot at them with a machine gun. After a distress call, and return fire with a pistol, the pirate boat withdrew.

March 2005 was the most serious incident. Two American sailing yachts, *Mahdi* and *Gandalf*, were moving SW 30 nautical miles off the coast of Yemen, when they were shot at by two unidentified boats. The skipper of *Mahdi* shot back, wounding or killing two pirates, and *Gandalf* rammed the other pirate vessel. The yachts then escaped. *Gandalf* later counted 14 bullet holes in the cockpit.

In the years 2006 and 2007, there were no attacks to match the seriousness of these examples. It was generally believed that the fact of coalition warships in the area because of the Iraqi war was acting as a deterrent.

However, with Somalia's continued spiral into chaos and lawlessness, and the recent spate of pirate attacks on commercial shipping, several yachts have been targeted. These events have already received worldwide attention. Two French yachts, the small cruising yacht *Carre D'as IV* and the superyacht *le Ponant*, and one German yacht the *Rockall* were each hijacked and their crew kidnapped. France has been the most successful, freeing both French crews by a combination of ransom payment and raid, and the German sailors were freed after 41 days in captivity and the assumed payment of a ransom.

One thing that has changed for the better in the Gulf of Aden is the

“FOR SHEER DANGER AND TRAGIC OUTCOMES, NOTHING MATCHES THE CARIBBEAN AND THE GULF OF MEXICO. IT IS HERE, IN THIS MOST FAMOUS AND HEDONISTIC OF ALL SEA PLAYGROUNDS, THAT CRUISING SAILORS SEEM MORE VULNERABLE.”

in to the coast of Yemen, where the Somalis do not venture, and where the Yemeni Coast Guard is in control.

Another hotspot for yachts is the Pacific Ocean off Ecuador. There have been sundry attacks close to the coastline, sufficient that the US Government has recently warned cruising yachts to stay out of sight of land. Several years ago there were some attacks further off the coast.

In 2004, the Japanese *Yume Maru* was rammed and boarded, its crew tied up at gunpoint, then robbed of anything valuable

on board. Just a couple of months later another boat had to outrun a similar craft. The next year, in 2005, the Australian yacht *Cardonnay* narrowly escaped by turning off their lights and escaping in the dark. It is widely believed that these

recent involvement of the Yemeni Government. Since they have strengthened their coast guard and set up pirate coordination centres in three coastal cities, the opportunistic Yemeni fishermen seem to have vanished. The word out among cruisers headed for the Red Sea this year is to sail very close





PIRACY HOT SPOTS

pirates hail from the island of Malpelo, and since then cruising yachts have been advised to stay at least 50 nautical miles away from the island.

However, for sheer danger and tragic outcomes, nothing matches the Caribbean and the Gulf of Mexico. It is here, in this most famous and hedonistic of all sea playgrounds, that cruising sailors seem more vulnerable, and more hardened to the idea of being attacked, than in any other region. Theft is very common, security is necessary everywhere, but it is the pirate attacks with violence that are most alarming. The bleak situation is taken so much for granted that cruising sailors have developed a 'Caribbean Safety and Security Net' website for the dissemination of information about the issues.

No less than four confirmed pirate attacks have occurred recently in the beautiful bay of Chateaubelair in St Vincent and the Grenadines, part of the Windward Islands. All involved armed robberies, and several included injuries. The Caribbean's Safety and Security Net is warning sailors to steer clear of the bay altogether.

No less than three deaths of cruising sailors have been reported since July in the southern Caribbean waters close to Venezuela. In the latest incident, on Saturday 8th November, two yachts left Puerto La Cruz, Venezuela, bound for Isla Tortuga. They anchored for the night at Isla Borracha and soon after were attacked, with one skipper killed and the other injured.

Two violent attacks have also occurred at Caraballeda on the mainland, but by far the most attacks with violence occurred around the island of Margarita, in the anchorages of Porlamor, Robedal and Pampatar, with attacks occurring both on passage and while in the anchorages. Sailors have frequently been knifed or shot, some with permanent injuries, one suspected to be paralysed for life.

The Rio Dulce in Guatemala is another hot spot where there have been a number of serious attacks, at least one ending with the death of the sailor.

"THE SKIPPER OF MAHDI SHOT BACK, WOUNDING OR KILLING TWO PIRATES, AND GANDALF RAMMED THE OTHER PIRATE VESSEL. THE YACHTS THEN ESCAPED. GANDALF LATER COUNTED 14 BULLET HOLES IN THE COCKPIT."

So considered beside these attacks, the recent behaviour of the Somali pirates towards their kidnapped victims appears downright courteous, and certainly reminiscent of the renowned chivalry of Sir Francis Drake.

Evidence for this was found neatly hand-written on a scrap of paper after the pirates had abandoned *Le Ponant*, the French superyacht whose 30 crew spent seven days as their hostages:

THE CHARTER

- No sexual assaults on women hostages
- No shouting loudly at prisoners
- Allow them to use the toilet
- Give hostages food and drink regularly
- Let them sleep when they want

Foreknowledge and preparedness are the friends of cruising sailors in many aspects of sailing – the boat choice, the weather, the chosen gear, the crew. Sailing the oceans of the world could compare to exploring many a large city. There might always be some murky streets and seedy suburbs which are dangerous to walk through, but if you avoid these, the rest can be delightful.

Jimmy Cornell, veteran sailor and renowned sailing author, and the founder of the Atlantic Rally for Cruisers and Noonsite.com, has the last word. He says, "Most dangerous situations can be avoided, and by taking some simple precautions, cruising can be just as safe, if not actually safer, than living on land." ○

A CUT ABOVE

THIS REICHEL/PUGH 36-FOOTER IS RAZOR-SHARP, BUT WON'T FRIGHTEN THE FAMILY.

By Barry Tranter

“NICE unit,” says a bloke walking down the CYC dock. He was carrying tools, heading for a job further down the marina. He’s referring to the boat I am about to jump on and he’s right; the Seaquest 36 is one nice-looking unit.

The credit for its good looks goes to designers Reichel/Pugh, renowned locally for high performance designs such as *Wild Oats XI* and *Alfa Romeo*, among others.

The Seaquest before me is not exactly an uncompromising 30-metre maxi, but its role in life is easily apparent to the casual observer. Local agent Chris Pomfret says, “The Reichel/Pugh philosophy is to build a fast boat, one you will enjoy. They don’t design specifically to IRC so if the boat is fast and it also goes well under IRC, fantastic.”

The Seaquest 36 is a 2005 design but has undergone some detail changes since debut. The model is built in Dubai by a company involving the original builders (British) and a local Sheikh whose interests include Class One offshore powerboat racing.

Its designers and builders have embraced an interesting philosophy. For club racing you need only add sails and instruments to the standard craft. There are racing options if you want, including tiller steering (which saves around \$10,000); Quattro secondary winches (Chris reckons the standard Harken #40s can handle the spinnaker sheet loads) and you can have the Vectran halyard package (Spectra is standard for halyards and







The navigation table.



The Seaquest 36 can be sailed easy with a light crew.



lines). You can also order a bowsprit but he recommends the standard spinnaker for IRC racing.

"I don't think you get the VMG with a bowsprit until you get to around 52 feet," Chris says. "The TP52 is one of the smallest boats you can get the angles for good VMG."

But the other side of the Seaquest's nature is that it is not stripped-out-minimal below.

There are two good-sized cabins aft, with standing headroom at the saloon end. The forward cabin is quite narrow so it is really only comfortable for one. But in the saloon the settee backs lift up, clip to the deckhead and have lee cloths as standard, so you can sleep four here if you want. The table top, which has drop leaves, lifts out for racing revealing a stainless steel hoop to provide support for the crew and for spare sails when racing.

The galley has all you need and it is snug so the cook gets support. There's a two-burner gas stove with oven and an icebox or fridge in the benchtop. A second fridge, under the settee, is optional – Chris suggests using that as a freezer and the benchtop unit as the day fridge.

The head on this boat is manual but you can choose an electric version. A shower can be fitted but the owner of the boat we sailed had opted for a stern-mounted shower as he planned to do only local cruising with his son, and reckons that is all they will need.

A pointer to this boat's personality is that the cabins have doors where some competitor craft have curtains or nothing at all. Admittedly the doors are hollow but in an era when the philosophy of race Saturday and cruise Sunday is the norm, you need these civilised touches. You wouldn't cruise the Seaquest great distances, says Chris, but she would be comfortable for a small family for a week or so. You can organise the saloon table to set up in the cockpit; you can have downlights in the boom, a binnacle over the boom, cockpit cushions and even a dodger. And, of course, a barbie on the pulpit. Or none of the above.

The rig is classic modern, with small-overlap jibs of around 105 per cent, rod rigging and a Tuff Luff forestay foil.

According to Chris, an ideal headsail setup for club racing is a light/

medium, a medium/heavy and then a No. 4, which you can use as a heavy-air sail.

"If you really want you can have a light, a medium and a heavy. You don't have to change headsails very often because we've got the adjustability in jib cars and barber haulers. So your light/medium will get you to 12 to 13 knots, the medium/heavy to 20 and after that, if conditions are bumpy and you want to sail the boat flatter, maybe you go to the 4 or you may hold onto the medium heavy a bit longer. The sail choice depends on your budget."

This boat has North 3DL using a fabric with a taffeta core which is light but easy to live with. "North are getting the clew heights right," says Chris, "which is critical in a non-overlapping headsail as you can use the whole headsail track to trim. If the sailmaker gets the clew too high you use only the aft half of the track. If they get height 100 per cent right you can go right through the full wind range with each sail."

A key part of the gear is the backstay, a 32:1 tackle arrangement on the transom.

This boat has a tackle mainsheet system (4:1) immediately ahead of the wheel; a German split-sheet system is optional.

The 4:1 fine tune is cascaded inside the boom, which means you're not always jumping back to the coarse tune when you run out of scope on the fine.

As we motor out, the 20hp Yanmar Saildrive, which drives a two-blade folding Gori prop, is very, very quiet. A 30hp is optional but Chris thinks it would be more than most would need.

He puts up the No. 4 headsail. There are three on board; Chris, me, and my wife whose devotion to sailing can be gauged by the fact that she will sit only on the shady side of the cockpit.

We reach out into a variable breeze; we get a gust and the Seaquest accelerates like a skiff, the wake smoking behind us. Upwind we get 7.3 knots in 14 knots true at 33 degrees. Because we have no crew weight Chris advises me to steer for balance rather than worrying about the tufts; we flatten the headsail and steer to a nice angle of heel and we see 8 knots at 39 degrees in 14 true. This is with Chris sitting to windward, me at the



A bright and welcoming interior makes good use of space.

wheel and The Missus down below.

The steering is razor-sharp but I am clumsy; I need time to settle in. It's a superb wheel system but the boat is so responsive a tiller would be nice. This 36-footer reacts like my late-lamented J24, only at much higher speeds.

Chris reckons the Seaquest will beat Sydney 38s upwind in light airs but when reaching the extra waterline tells.

How does she rate? "Depending whether you go for masthead or for short, fat spinnakers, the TCC can be anywhere between 1.060 and 1.069 and the boats are sailing to that, well and truly. Anybody educated in the rule will be able to look at the numbers and realise that if they sail the boat

well they will do fine".

The base model sells for \$290,000 (the Australian dollar was at 67 cents at time of writing), but what Chris calls a 'fair dinkum boat' with B&G instruments will set you back in the vicinity of \$340,000.

This is a terrific boat. She responds like a dinghy but the options enable an owner to make her as comfortable as personal taste demands. As a result, any compromise is so small it's not worth worrying about.

For further information call Chris Pomfret 0421 869 004 or visit www.seaquestyachts.com

TECHNICAL SPECIFICATIONS



11 metres	LOA
10 metres	LWL
3.3 metres	BEAM MAX
2.49 metres	BEAM WL
2.2 metres	DRAFT
5100kg	DISPLACEMENT
2500kg	BALLAST
70.5sqm	SA 100 PER CENT
39sqm	MAIN
32sqm	CODE 1
1.060	IRC RATING
20hp Yamnar	ENGINE POWER
8	BERTHS
Cast-iron top, lead T-bulb, 2.5 tonnes approx	KEEL
200 litres	WATER
80 litres	FUEL
From \$290,000	PRICE



Sixty-three feet of pure racing pleasure – the new *Loki* is one of the most exciting new yachts in Australian waters.



COUNTDOWN FOR LOKI

JUST OVER A YEAR AGO, *LOKI* LAY IN RUINS, SMASHED AND ABANDONED AGAINST THE ROCKY SHORES OF SICILY AFTER AN ALL-FATED MIDDLE SEA RACE CAMPAIGN. BUT LIKE THE INCORRIGIBLE NORSE DEITY WHOSE NAME IT BEARS, *LOKI* IS BACK TO CAUSE MISCHIEF FOR ITS CONTEMPORARIES. THIS TIME RESURRECTED IN THE FORM OF A 63-FOOT REICHEL-PUGH. OFFSHORE YACHTING FOLLOWED *LOKI*'S SWIFT RETURN TO RACING IN THE LEAD UP TO THE ROLEX SYDNEY HOBART.

words: Karen Eriksen

Dec 11: The countdown is running. Fifteen days to Boxing Day and the start of the 64th Rolex Sydney Hobart Yacht Race and the new *Loki* is at Woolwich Dock, preparing for launch. It was a mammoth effort to get the new 63-footer ready after late modifications were made to the boat's stern, but superyacht experts McConaghy in Sydney and the *Loki* team just made it.

The boat's owner Stephen Ainsworth looks on as she is slowly lowered into the water, savouring the moment as the keel pierces the surface of Sydney Harbour for the first time and, ever so gradually, the hull's flotation takes the weight off the crane. Ainsworth is really looking forward to the first sail, "it's a bit like the day before Christmas," he admits in his excitement.

Loki is back and she's looking good, but she's by no means ready to race.

Dec 12: A day after launch and the boat is buzzing with people – sparkies, riggers, engine men, the CYCA safety officer, you name it. "We could go sailing this afternoon," project manager David "Hightower" Sampson states confidently. But torrential rain and a million little things put the brakes on this optimistic plan for now.

Ainsworth is there as usual to get an update while his 24-year-old son Peter joins the gang to work on the boat. Unlike some owners who press the "order" button and wait for the boat to be delivered, Stephen Ainsworth is involved in the project every step of the way. He is beaming from one ear to the other about his new baby and doesn't dwell on the tragic loss of the previous *Loki* off the coast of Sicily in the Middle Sea Race in 2007. After the 60-foot Reichel-Pugh lost its rudder the crew was forced to abandon ship and were airlifted to safety. Meanwhile, the boat foundered on the rocky shore and was subsequently looted. Almost straight away Ainsworth was talking to designers Reichel-Pugh and various boat yards, and just 12 months later the result is the new *Loki*, a Reichel-Pugh 63.

Dec 16: But it gets better. Only a few days after the first trial sail, *Loki* is skippered by Cameron Miles to a handicap victory in the SOLAS Big Boat Challenge on Sydney Harbour. What a debut! Her owner is particularly pleased that she beat the 80-foot *ASM Shockwave* and Matt Allen's Volvo 70 *Ichi Ban* over the line.

The first duel with sistership *Limit*, Alan Brierty's Reichel-Pugh launched in Melbourne just a week prior, also goes to *Loki* in a tight race. Who will be ahead going to Hobart? Onboard *Limit*, 32-time Hobart veteran Roger

Photo: Rolex/Daniel Forster

“Hicko” Hickmann will be calling the shots, but the Melbourne boat has to give *Loki* time due to its lighter crew and square top mainsail

The new *Loki* is an uncompromising racing machine. Ainsworth has successfully raced two cruiser-racer Swans before the previous Reichel-Pugh 60 with its modular cruising fitout that came out for racing. This time he has gone the full way, with the new yacht measuring in at three feet longer boat and 12.5 ton (a ton and a half lighter). Down below the contrast couldn't be bigger. Carbon everywhere, from the Italian toilet, 16 minimalist bunks, the *Loki* inscribed companionway steps to a capsule-like navstation hidden back under the cockpit.

A canting keel was no option for Stephen Ainsworth, he doesn't like the maintenance and reliability issues. “It's the right thing for chasing line honours but on a rating basis you wouldn't buy a canting keel boat.”

Loki's broad stern doesn't tell the tale of major design alterations late in the building process. But radical surgery at the back was deemed necessary when it appeared that the stern sections of the boat were too buoyant. “The changes done to the hull were worth it,” says Ainsworth. “You just do everything you can to make the boat competitive and she is a rocket ship. The problem always lies in going upwind and she goes well upwind. She is a fast around boat.”

With Harken deck fittings, Lewmar winches, a Southern Spar mast, North sails, B&G instruments *Loki* has what a racing boat nowadays has to have. Asked why he didn't go for the square top main Ainsworth replies: “We didn't want to cop the rating penalty and decided we didn't need the extra sail area.”

Although he did contemplate strengthening the transom to take an emergency rudder, weight concerns prevailed. Reichel-Pugh designed a significantly stronger rudder stock this time with larger rudder bearings to take the loads.

Dec 20: Not long to go now. *Loki* hasn't made it to the Rolex Passage Series today but was pulled out of the water for small adjustments to the rudder. Now she is back in and the team has gathered to talk through the remaining job list. It is minor stuff, put some hose over a chafe spot on the backstay, put some stronger velcro somewhere etc. Andy Beadsworth, flown in from the UK as one of the helmsmen for the Rolex Sydney Hobart, arrives straight from the airport with his family. In his previous five Hobarts, some on Syd Fisher's *Ragamuffin*, he has had his share of bad weather across Bass Strait, notably on *NewsCorp* in 2001. “It is a unique race,” he says. “You know you will get serious wind at some stage.”

Dec 21: The last test before Boxing Day, the second day of the Rolex Trophy Passage Series, turns out a bit of a wind lottery and *Loki* ends up sixth on corrected time with Swan 601 *Ginger* going the right way and winning.

Safety for the upcoming ocean race is clearly paramount and on *Loki* the guy responsible for the job couldn't be a better choice. *Loki* boat captain Darren Senogles was airlifted off *Sword of Orion* in 1998 and a second time off the previous *Loki* last year in the Med. “I have frequent flyer points,” he jokes while he ticks off safety gear from his extensive list. “My dad says you don't get three chances, that's an incentive.”

Dec 25: Peter Ainsworth is enjoying Christmas pudding at his grandmother's house while cousins and uncles tease him, “eat while you can, there won't be any food for days from tomorrow, which bunk will



Loki and friend off the Tasmanian coast during the 2008 Rolex Sydney Hobart.

Photo: Rolex/Carlo Borlenghi



Stephen Ainsworth (middle) was very hands-on in the *Loki* build.



She's built for speed, not comfort.

Photo: Andrea Francolini



Loki's space-age navigation station.

Photo: Andrea Francolini

you be in, the dark one next to the rudder?" goes the friendly banter. He is grinning, clearly looking forward to his first race across Bass Strait as a cockpit grinder.

Dec 26: The big day! Sunny with a fresh Northeasterly. No major weather front is forecast, it could be an easy ride down. In this year's Hobart unlike in previous years attention is not so much on the maxis with three-times winner *Wild Oats XI* the hot favourite and *Skandia* likely in close pursuit. This year there is a whole group of mini maxis and 50-footers. Apart from *Loki* at 63 feet and her sistership *Limit* - called a 62 but also 63 feet - and *Black Jack* at 66 feet. Also the flock of TP 52 with *Quest*, *Ragamuffin*, *Wot Now*, *Cougar II*, *Quantum Racing* will all be in the money for the IRC win, the coveted Tattersall's Cup.

Loki has a fantastic start in the middle of the line and crossing most on starboard before the first tack. In 10 to 15 knots of breeze the fleet powers to the turning mark near Sydney Heads and *Loki* is in third position close behind the maxis *Wild Oats XI* and *Skandia*, ahead of the 70- and 80-footers. Ainsworth's boat bears the image of its namesake, *Loki* the Norse god of trickery and mischief, with *Loki*'s ancient sketched visage made into a logo to adorn the yacht. Will it prove good luck, or a bad omen?

Stephen Ainsworth is not planning to match race *Limit* to Hobart. "We are going to follow our own game plan," he said. "However, seeing where everybody else is much easier nowadays due to the tracker available on the internet."

Dec 27: On Boxing Day evening after only a few hours racing the CYCA's website temporarily shows *Loki* leading on handicap, but it's still a long

way to Hobart and a lot can happen. Overnight the wind lightens and with the smaller boats catching up from behind the fleet converges. *Loki* also falls into a hole for a couple of hours. "The weather pattern suited the 50-footers," Ainsworth says after the race. "Once you get that compression it's hard to get your lead back."

Dec 28: The final run up the Derwent in over 40 knots of breeze gives boat and crew a final challenge but with a double-reefed main and the No 1 heavy genoa the new racer speeds towards the finish. The race is over, *Loki* crosses the line at 12.29 pm just short of 48 hours after the start, in seventh position overall. On handicap the new Reichel-Pugh comes in eighth. Alan Brierty's *Limit* is ahead by 27 minutes on corrected time. The Tattersall's Cup is won by TP52 *Quest* followed by sisterships *Cougar II*, *Wot Now* and *Ragamuffin*.

Stephen Ainsworth is not disappointed with the result. "You have to have the right size boat for the conditions, once you get that you have a good chance. The boat is a great boat, everybody on board has been very happy with it. We'll be back!"

He is now looking forward to Geelong Week. "It's 1:1 all with *Limit*, so let's see what happen in Geelong." Son Peter Ainsworth couldn't have had a better first Sydney-Hobart race. "The crew has said he should quit while he is ahead," his father jokes. "He is never going to get it better than this."

What's next for *Loki*? The IRC championship races Geelong, Audi Regatta, Hamilton and Southport and maybe the Maxi Cup the following year. ○

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SENTIMENTAL SAIL ON KATHLEEN GILLETT

JACK EARL'S BEAUTIFULLY ILLUSTRATED LOG OF HIS ROUND-THE-WORLD VOYAGE IN *KATHLEEN* IS ONE OF THE TREASURED POSSESSIONS OF THE CRUISING YACHT CLUB OF AUSTRALIA.

By Bill Richards and Peter Campbell

Sunday, 7 December 2008 marked the 60th anniversary of the completion of the circumnavigation of the globe in 1947-1948 by the famous gaff-rigged ketch *Kathleen Gillett*, now one of the floating exhibits of the Australian National Maritime Museum at Darling Harbour.

Owned by noted marine artist Jack Earl, *Kathleen* had two years earlier been one of the fleet of nine yachts that competed in the inaugural Sydney Hobart Yacht Race and Earl's wonderfully illustrated log is preserved at the Cruising Yacht Club of Australia at Rushcutters Bay.

To mark the 60th anniversary, the Museum took yachtsman Mick Morris, his family and friends for a sentimental sail on *Kathleen*. Mick was one of Jack Earl's crew during the historic voyage, only the second circumnavigation by an Australian yacht.

Earl commissioned the building of the yacht in the early 1930s, working to a design by the internationally renowned Norwegian naval architect Colin Archer. He named the boat after his wife Kathleen.

With four crew members most of the way, Earl sailed north from Sydney to Cape York, west through Torres Strait and then across the Indian Ocean to Cape Town, across the Atlantic to the Panama Canal, and then westward home across the Pacific Ocean to Sydney.

After Earl sold *Kathleen* in the early 1960s, the Colin Archer-designed, double-ended ketch had a colourful career, including island trading around Papua New



Mick Morris stepped aboard *Kathleen Gillett* for a nostalgic sail last December.

Guinea and crocodile hunting near Bougainville.

Located in Guam, and considerably altered from the original design, she was bought by the Government of Norway, restored and presented to Australia as a bicentennial gift celebrating the sea links between Norway and this country.

The spirit of this great maritime adventure of *Kathleen* and her crew is captured in an exhibition currently at the Australian National Maritime Museum, "Kathleen darling: Jack Earl's voyage around the world 1947-48".

Included in the exhibition are photographs taken along the way, including the crew celebrating Christmas with cake and sweet sherry at 4am off the island of St Helena; a meeting with film star Errol Flynn in Trinidad, and many others. ○

WATCHING IT ON THE BOX

By Peter Campbell

"THE LIVE CROSSES BROUGHT VIEWERS RIGHT INTO THE ACTION, INCLUDING THE BRIEF 'SPAT' BETWEEN HELMSMAN MARK RICHARDS AND TACTICIAN IAIN MURRAY AS *WILD OATS XI* WAS LINING UP FOR THAT ULTIMATELY PERFECT PIN END START."

Channel Seven's coverage of the Sydney Hobart was the best yet.

The editor-at-large is currently domiciled in the beautiful city of Hobart, capital of our island state of Tasmania, enjoying the more laid-back lifestyle of the southern capital as we look down the River Derwent on a sparkling summer's day. For that reason, albeit traveling south by car and Bass Strait ferry (with a stopover for a family Christmas in Victoria), this was one of the few times over the past 30-odd years that I did not watch the start of the Rolex Sydney Hobart Yacht Race from the water.

While I certainly missed the bustling atmosphere of Boxing Day morning at the CYCA and all the drama and excitement of a hundred yachts powering past thousands of spectator craft after the cannon fired, I thoroughly enjoyed the Seven Network's 90-minute live coverage. According to regular interstate viewers, it was the best yet.

Two old friends, presenter Gordon Bray and yachting expert Rob Brown, kept viewers well informed about the competing yachts and crews – and not just the big boats. The live crosses to various boats were well controlled by the producer and brought viewers right into the action, including the brief 'spat' between helmsman Mark Richards and tactician Iain Murray as *Wild Oats XI* was lining up for that ultimately perfect pin end start.

The Seven Network's subsequent regular reports also kept viewers informed on the very quick progress of the fleet southwards in the Tasman Sea and it was well and truly all over by the time I reached Hobart on New Year's Eve. Not having to write progressive reports on the 64th race, I had

enjoyed a leisurely trip south in a car packed to the gunwales for a long stay in Hobart and by ship across Bass Strait.

Unfortunately, I could not get to Hobart in time for the moving dockside memorial service for those lost in the tragic race of 1998, the most dramatic and emotional event in my many years as media director of the Sydney Hobart Race and as a yachting journalist covering the blue water classic.

But I did have time to catch up with many of the sailors who had enjoyed the mostly downhill race of 2008 and the extra days of R&R in Tasmania, including CYCA Commodore Matt Allen and overall winning skipper Bob Steel and his sailing master Mike Green. Mike told me this had been 30th Sydney Hobart and he planned just five more to equal the record of his famous father Peter.

Matt gave a moving speech at the prizegiving, paying tribute to those who lost their lives at sea in the 1998 race but also remembering others who had died in or sailing to or from the Sydney Hobart Race. For many Tasmanians, including Royal Yacht Club of Tasmania sailing manager Nick Corkhill, it was a poignant moment as the Commodore recalled the loss of the entire crew of the Tasmanian yacht *Charleston* on its way from Hobart to Sydney in 1979. Nick lost his father and his grandfather in that tragedy.

As we stood for a minute's silence inside the RYCT clubhouse, the strong westerly wind howled through the flag staffs outside the clubhouse, an eerie reminder of that fatal storm of 1998. ○



KART-IT, DON'T CARRY IT

Carrying provisions, luggage and sailing gear down the pontoon is one of the worst parts of a day sailing, but finding a marina trolley can also be a chore. Kart-It has come to the party with a new product to eliminate all the hassle and get you on the water quicker.

The Kart-It is a collapsible trolley with a folding V-shaped frame to give it a generous carrying capacity while allowing it to be folded up and stowed neatly on the boat or in the boot of a car. Its makers claim the Kart-It has enough capacity for a full sail wardrobe in one trip up the pontoon. The trolley has a maximum weight loading of 100kg – equivalent to a small outboard and a four-man liferaft.

Kart-It trolleys are available in two sizes with either powder-coated or stainless steel frame. Prices start from \$295 and accessories such as rain covers, insert shopping bags and branding can also be purchased.

For further information visit www.kart-it.com or email Ray Scicluna at ray@allgoodstuff.com.au

HELLA MARINE'S DURALED UP TO THE JOB

Hella Marine's new DuraLED wall-mounted utility lamp is designed for tough marine environments for exterior or interior lighting, such as storage lockers, tender lighting or in other wet areas. LED lighting is quickly becoming a preferred option in marine lighting due to its durability, efficiency and versatility. With no bulbs or filaments to break the DuraLED is highly resistant to shocks and vibration and it's also completely sealed thanks to a saltwater-, UV- and impact-resistant enhanced-acrylic housing.

Hella Marine's Multivolt circuitry means the highly efficient light (drawing just nine watts) will work across a range of voltages, from 9V to 33V DC – even under severe voltage fluctuations.

Surface-mounted, the compact lamp head measures 18cm long, 10cm wide and x 3cm deep. For convenience, the light is pre-wired with 2.5 metres of twin core marine cable.

For further information phone +64 9 577 0000 or visit www.hellamarine.com

72 | offshore

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RFD has released two new high-quality personal flotation devices, both PDF 1 jackets.

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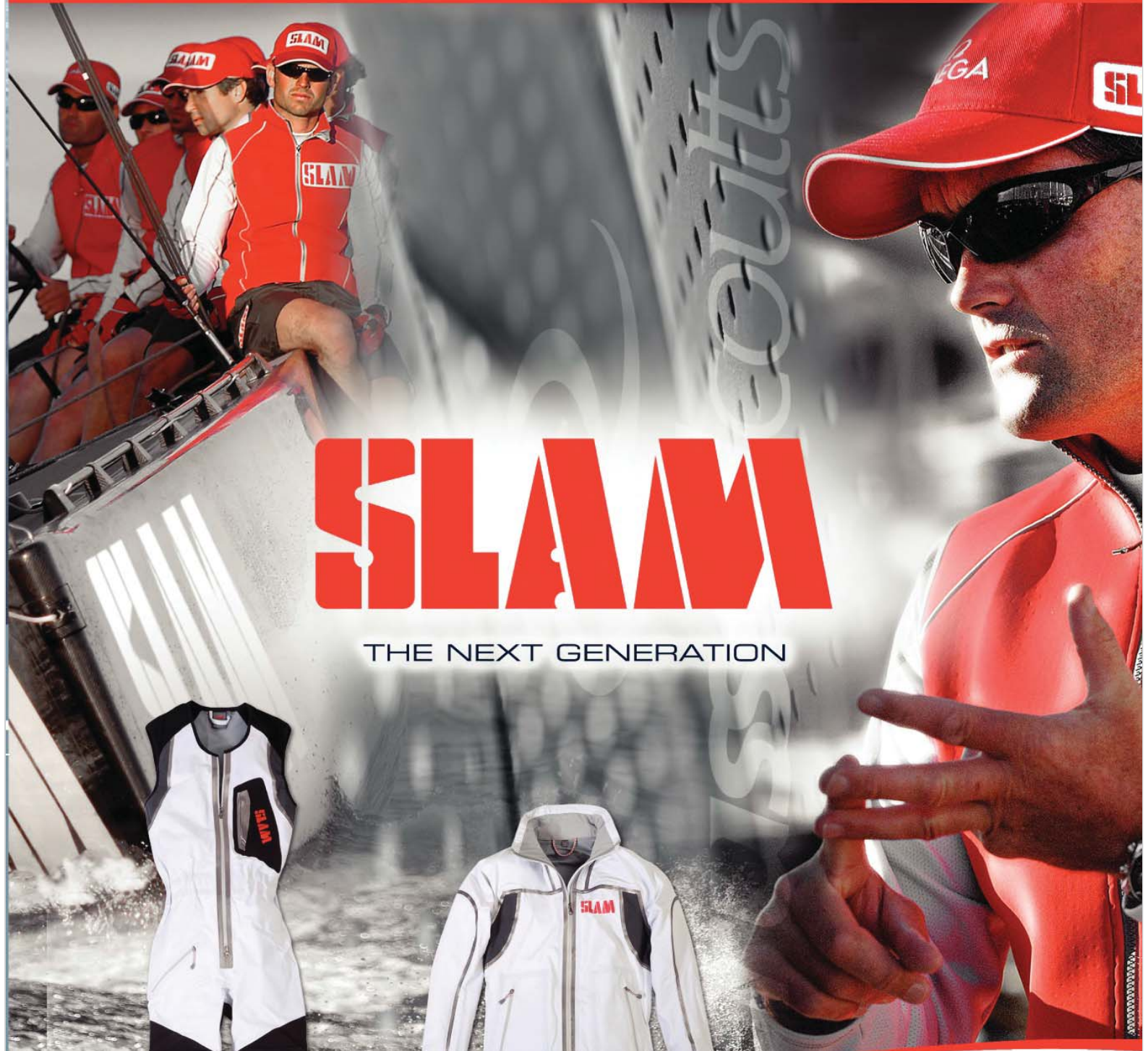


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