

offshore

YACHTING

OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

PAUL CLITHEROE AND CREW TAKE OUT THE TATTERSALL'S AS OVERALL WINNER OF THE ROLEX SYDNEY HOBART

PERFECT BALANCE

MIXED DOZEN

TOP NEW YACHTS OF THE YEAR FROM PURE RACERS TO BLUEWATER CRUISERS

BOB

THE MAN BEHIND THE LEGEND OF AUSTRALIAN YACHTING, WINEMAKING AND TOURISM

RACING THE ASIA-PAC

OUR 2016 GUIDE TO SAILING THE REGATTA AND RACE WEEKS CIRCUIT THROUGHOUT THE REGION

ROLEX SYDNEY HOBART 2015

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Welcome to the second half of the sailing season, financial year and the beginning of 2016 – what is sure to be another fantastic year for the CYCA and its members.

December is a big month for many Australians – whilst work winds down and school finishes for another year – sailors are busy preparing themselves and their boats for the racing season. Casting our minds back to December you may remember a lot of rain, unseasonably cool conditions and the CYCA SOLAS Big Boat Challenge and CYCA Trophy, which were held on Sydney Harbour.

The SOLAS Big Boat Challenge was the perfect pre-race test for the larger yachts of the Sydney Hobart fleet, as *Wild Oats XI* battled with USA's *Rambler 88*, who bravely flexed her muscles against Australia's darling super-maxi. *Wild Oats XI* took a very commanding lead over the final leg and a successful defence of the SOLAS crown.

Rupert Henry's, *Chinese Whisper* came out on top in IRC over Matt Allen's Carkeek 60, *Ichi Ban* while *Ragamuffin 100*, *Perpetual Loyal* and *Rambler* had an interesting three-way battle that kept spectators entertained and commentators guessing.

The CYCA Trophy is another pinnacle event for our club with local Sydney yachts taking on interstate entrants that are preparing for the Sydney Hobart. Yachting Australia president and former CYCA commodore, Matt Allen finished the two-day series on top of Division 1 with his TP52, *Ichi Ban*. In Division 2, immediate past commodore, Howard Piggott, sailed *Flying Cloud* to an emphatic victory.

The CYCA Blue Water Pointscore was decided following the Sydney Hobart with Paul Clitheroe snaring the double aboard *Balance*. The calibre of racing in this series was outstanding with the results coming down to the final race. I have no doubt that the 2016 Blue Water Pointscore will see the growing number of TP52s again battle it out for glory.

Fast-forward to the 26th of December and the Rolex Sydney Hobart Yacht Race separated the yachties' from the cricket tragics as the Boxing Day Classic sailed for its 71st year. With 108 competitor boats across three start lines, Sydney Harbour provided a stunning backdrop.

Like a Hollywood script, the drama began from the opening scene – yachts caught marks, they caught each other and the super maxi's caught the best of the nor'easterly winds, setting their large spinnakers as they powered out of Sydney Heads. Under full steam, they set out into one of the most challenging races in recent memory.

It was also a year of records, with 27 international entries – including two from Mainland China, who had mixed success in their inaugural attempt. The Clipper fleet joined our iconic race with 12 yachts, providing fantastic competition for the fleet, but also a benchmark for safety and survival in trying conditions. We also welcomed yachts from Europe, New Zealand and the USA.

Tony Cable set out for his 50th race and in doing so, set the race entry record. Tony completed the milestone achievement, despite the harsh conditions, which I'm sure will serve as inspiration for many sailors to come. Well done to Tony and *Duende* for making Cable's 50th a memorable one.

In a bittersweet moment, we stood, shivering on the dock awaiting the arrival of the line honours champion. We watched in awe as *Comanche* limped home and the star spangled banner flew high above Constitution Dock, becoming the first international entry to take the crown this decade.

The 100-foot high-power, high-carbon (and high-cost) machine *Comanche* jointly owned by Jim Clark and Kristy Hinze-Clark, defied the odds in a tough race to take victory and arrive safely. Breakages and damage threatened to hinder the attempt and a premature retirement saw the yacht sail over 30 nautical miles in the wrong direction only to return to the race and take the glory. Kristy Hinze-Clark is the first female owner to win line honours in our race, which will see her written into the history books. The big question now is will they, or won't they return in 2016 to defend their title?

Overall winner of the Sydney Hobart, CYCA director, Paul Clitheroe and his crew on *Balance* provided us



"I urge you to remember that this is not only my club or your club; this is our club, the Cruising Yacht Club of Australia. A place for all; we are inclusive, successful and we set sail into another year where I hope you will join me for what will be a fantastic 2016! "

WITH THANKS
To the City of Hobart and its citizens: thank you. The atmosphere at the Hobart Race Village, a vision of The Conference Room, was as electric as the competing yachts moored alongside Constitution Dock. The public were treated to food outlets and live entertainment for all ages. Thank you to the Royal Yacht Club of Tasmania for their ongoing support, dedication, commitment and willingness to embrace the growth of the Rolex Sydney Hobart Yacht Race.

with an exceptional tale of persistence and determination following their nail-biting victory. Mid-race, IRC leader *Quikpoint Azzurro* fell victim to the unforgiving Derwent River and the door opened for the *Balance* crew. It wasn't meant to be for the *Quikpoint Azzurro* crew, as they posted the slowest time from the Iron Pot to the dock – but we cannot discount their noble attempt. Congratulations to the crew for their consistency this season after winning the Land Rover Sydney Gold Coast Yacht Race earlier in the year.

I would like to congratulate the winners and all those who competed in this year's race – each sailor who took part will have a tale that I am sure will be relayed for years to come, at the CYCA bar or to the grandkids at home. That is the ever-lasting spirit of competition and offshore yachting.

Amidst the events in December, I would like to acknowledge and thank our major sponsor, Rolex. Their contribution to our club puts us on the world stage as an elite sailing club hosting one of the toughest and highly regarded ocean races.

The State Governments of New South Wales and Tasmania have again demonstrated their commitment to sailing via their agencies: New South Wales Roads and Maritime Services and TasPorts. These have both been fundamental State agencies that have assisted us in delivering world class events on and offshore.

A lot of behind the scenes people need to be recognised and I would like to acknowledge the following people and committee for their continued support: The Race Committee, chaired by Timothy Cox; the International Jury chaired by John Rountree; the Winning family for the use of the Radio Relay Vessel, *JBW*; David Kellett, his communication team and crew on board *JBW*; The Rolex Sydney Hobart Media Team led by Di Pearson, the CYCA Sailing Office managed by Justine Kirkjian and the teams of volunteers in Sydney at the CYCA and in Hobart at the RYCT for their assistance and dedication. My thanks to the CYCA Associates Committee for coordinating some key activities for the club again.

I wish all members sunny afternoons and great company on the clubhouse deck. If you can't be there, I hope the deck of your yacht treats you to some beautiful summer days and nor'easterly sea breezes.

See you on the water,

JOHN CAMERON
Commodore CYCA

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This New Year edition of *Offshore Yachting* – depicts the annual Australian ocean racing classic, the Rolex Sydney Hobart Yacht Race, as well as much more of what has been a stunning summer of sailing.

We've been spoilt for choice with the ISAF Sailing World Cup event sailed on Port Philip Bay in Melbourne, the Sail Sydney regatta and the return of the Extreme 40's 'stadium racing' sailed on Sydney Harbour in the lead up to Christmas, the spectacle of Clipper round the world race stopovers in Albany, Sydney, Hobart and Airlie Beach, and the Festival of Sails in Geelong late January.

As expected the ubiquitous Hobart race delivered all the challenge and consternation for which it is renowned. From start line dramas and the carnage of the opening night's battering wind and bruising seas knocking many famous names out of the running, with defending champion super-maxi *Wild Oats XI* among the retirements, the race settled into a drawn out affair of largely light conditions delaying the bulk of the fleet's arrival into Hobart.

Nevertheless, this was to be *Comanche's* year for line honours at its second attempt. Battling the equally impressive *Rambler 88* much of the way south, the American super-maxi ultimately prevailed, leading the race into Hobart to cross the finish line on December 28 as dusk descended to darkness, her inky black sails and hull silhouetted against the evening sky.

The battle to claim the Tattersalls' Cup was ultimately won by Sydney yachtsman and CYCA director Paul Clitheroe with his crew aboard TP52 *Balance*. Clitheroe competed in his first Sydney Hobart 10 years ago in 2005 where he got the bug for ocean racing. A decade later, in his fifth *Balance*, his sixth time as skipper, aged 60, he has won it.

Bruce Montgomery chats with Clitheroe and crew for the Skipper feature this issue, with race media director Di Pearson wrapping up the 2015 Sydney Hobart for our opening feature; and Peter



Campbell reports on all the dockside action by the Derwent in his 'Customs House corner' piece.

Other features of interest include our Tack & Gybe interview with McConaghy's Jono Morris on the surgery undertaken for the 'new again' super-maxi *Wild Oats XI*, which promises to be the one to watch in ocean races to come, despite the 2015 Hobart race retirement with a torn main.

In other reports this issue, we look ahead to the tremendously varied circuit of race weeks and regattas being staged across our Asia Pacific region; we present our Top Yachts of the Year for 2016, profiling a 'mixed dozen' of new models; Ivor Wilkins updates us on the latest technical developments in the America's Cup, and we also chat with North Sails CEO (and *Comanche* skipper) Ken Read in our Technical feature. And for our Yacht Review this edition, I get to sail the new Dehler 46 cruiser racer, which promises a sailing experience that defines competition in comfort.

ANTHONY TWIBILL
Publisher / Editor

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Balance took home the coveted
Tattersall's Cup in the 2015 Rolex
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BLUE WATER POINTSCORE

Hanging in the balance

2015 has proven to be Paul Clitheroe's year, taking out first place in the Blue Water Point Score with his yacht *BALANCE*, writes DI PEARSON.

Victory in the 2015 Rolex Sydney Hobart Yacht Race has earned Paul Clitheroe's *Balance* the coveted Cruising Yacht Club of Australia's 2015 Blue Water Pointscore (BWPS) title in the closest series ever, the TP52 winning on countback from Rupert Henry's *Chinese Whisper*.

Henry's JV62 has lived up to all the hype since arriving in Australia mid last year, and held a three-point lead over *Balance* in the six-race one-drop series leading into the non-droppable Rolex Sydney Hobart. Roger Hickman's *Wild Rose*, winner of the 2013 BWPS, finished third overall (and won Division 2 from *Black Sheep* and *Calibre*) 10 points behind the top two.

Ironically, *Celestial's* (Sam Haynes' Rogers 46) BWPS win last year (he finished fourth overall with his recently purchased TP52 *Celestial* this season) was in the same circumstances as *Balance's* this year, when the latter led the series going into the Sydney Hobart. But *Balance* faltered and finished the race 36th overall to Haynes' boat 11th overall, costing Clitheroe the series.

"Just like I didn't think we'd won

the Hobart, I didn't think we'd won the Blue Water Pointscore. I thought *Chinese Whisper* had it. I actually went and congratulated Rupert, but he had a better grasp of the situation.

"It wasn't until I was told we got 0 points for the Hobart, and that *Quikpoint Azzurro's* third place put her between us and *Chinese Whisper* (fifth overall in the Hobart) that I realised we had won on countback. How good is that?"

The CYCA director reasons he owes Shane Kearns a few drinks. "I think I'll have to buy him more beers. We won the Hobart when Shane (*Quikpoint Azzurro*) looked like winning, then he helped us win the Pointscore. Thanks Shane."

Balance did not start the series particularly well, finishing 19th overall in the Land Rover Sydney Gold Coast Yacht Race. Results picked up with a run of second, fourth, third and sixth in the ensuing races ahead of the Hobart.

Back in Sydney, Clitheroe said: "I thought winning the Hobart was out of reach, just a dream, but I've thought for a while we had a realistic chance of winning this series. I believed 2016 might be our year." ⚓

COMING OUT ON TOP
Balance in the Flinders Island Race, one of the six races that is incorporated into the Blue Water Point Score.

NEWS IN BRIEF

Australia Day Regatta

Fidelis, the line honours winner of the 1966 Sydney Hobart Yacht Race, showed she is still a sprightly racer at the age of 52 by winning line and handicap honours in her division of the 180th Australia Day Regatta.

In the Australia Day Regatta ocean race, from Sydney Harbour to a mark off Botany Bay and return, line honours went to the TP52 *Balance*, Paul Clitheroe's overall winner of the 71st Rolex Sydney Hobart Yacht Race. On corrected time, however, first place on PHS scoring and the prestigious City of Sydney Sesquicentenary Cup went to *Next Light*, an X35 skippered yesterday by Mark Rutherford, one of three co-owners, the others being Chris Ryan and Derek Collins.

CYCA members receive Australia Day Honours

CYCA Life Member, John Winning and member Robin Crawford, have each been made a Member (AM) in the General Division of the Order of Australia for 'significant services to the community'. Winning's contribution to sailing, equestrian and charities has been substantial. It is due to Winning that the replica Historical 18's are on the Harbour today, providing the financial support to build them and encouraging former 18 foot skiff sailors and others to sail them. 'Woody' as he is known to friends and sailors, also races in the class each Saturday, and of course, in the 180th Australia Day Regatta. Robin Crawford was recognised for his significant services to the community through leadership roles with cancer support, mental health and social welfare. Crawford, who won the 1992 Sydney Hobart under IMS with *Assassin* (in conjunction with the IOR winner, *Ragamuffin*), and represented Australia at the 1994 Kenwood Cup.



SOLAS TRUSTS

Making a milestone

The Cruising Yacht Club of Australia Safety of Life at Sea Trusts continues to do its good work, having just achieved a milestone donation figure of \$1 Million.

A \$1 Million milestone donation achievement by the SOLAS Trusts comes as Mollacoota Coast Guard received funding for replacement navigational equipment to the value of \$19,272.

CYCA SOLAS Trusts chairman, Matthew Allen said that the donation milestone is a reflection of how the Trusts have been supported by the CYCA, various other yacht clubs and a very large number of generous corporate and private donors.

"To reach one million dollars is



a fantastic achievement for the Trusts," Allen said. "It is humbling to look back on the donations we have made across the country to volunteer organisations and individuals and know that the money is not only improving marine search and rescue but it is also helping families who have lost loved ones at sea."

Since being established following the tragic loss of six lives in the 1998 Sydney Hobart Yacht Race, the CYCA SOLAS Trusts has funded an extensive number of volunteer organisations across Australia. The Trusts have funded projects such as communication upgrades, search and rescue equipment, and safety devices.

"The range of projects has been so diverse that it is almost impossible to list the scope of aid," Allen said. "Importantly we have also assisted a family that was in need and we have also broadened our scope to cover funding education and further research activities such as our Medical Management for Mariners advanced first aid course."

More recently projects supported by Yachting Australia will assist in improving the safety of how yachting events are conducted around Australia. With initiatives like this, the CYCA SOLAS Trusts are paving the way for international yachting groups who have replicated the Safety at Sea Survival Certificate (SSSC) that the CYCA developed following the 1998 Sydney Hobart.

GIFT OF GIVING
Right: Matt Allen, the CYCA SOLAS Trusts chairman presents the cheque to Chad Griffith and Richard Jones (right), one of many donations from the Trusts.



"Mallacoota Coast Guard are another example of a volunteer organisation that do a fantastic job all year round but step up over the Summer months to cover not only the Rolex Sydney Hobart Yacht Race but they ensure the safety of the influx of tourist that descend on the most eastern township in Victoria," Allen said.

Situated in the shadow of Gabo Island and considered the entry point to the Bass Strait amongst yachties, Mallacoota has a population of 900, which grows to over 10,000 over the Summer months.

Since obtaining a Noosa Cat search and rescue boat, the Mallacoota Coast Guard quickly identified that their navigational equipment needed some upgrading.

"The boat was in good condition when we brought it but the navigational equipment was out dated and difficult to use even with a fair degree of training for the crew," Commander John Rudge from VF15 Mallacoota Coast Guard said.

"The holiday season, with its influx of tourists using ocean access has seen our Coast Guard attend approximately ten ocean call outs and a smaller number within the estuary system. The replacement navigation system has provided us with the ability to not only be more thorough, but to increase our effectiveness which when it comes to marine search and rescue, is paramount." ⚓

FOLLOW THE LEADER

Right, from left to right: *Rambler 88*, *Perpetual Loyal*, and *Ragamuffin 100* raced behind *Wild Oats XI* as she quickly increased her lead in every leg of the race.



SOLAS BIG BOAT CHALLENGE

Wild Oats proves herself again

In the SOLAS Big Boat Challenge that took over Sydney Harbour, a revamped WILD OATS XI reclaimed the Harbour while CHINESE WHISPER roared, reports JIM GALE.

Overcast skies and a modest breeze robbed the Cruising Yacht Club of Australia's annual Solas Big Boat Challenge bash around Sydney Harbour of some of its drama this year, but the flat waters and light winds were made to order for the slim, elegant *Wild Oats XI*.

After a perfect start, Sandy and the late Bob Oatley's super-maxi steadily drew away from the bigger, wider, more powerful 100-footers.

Only the much lauded American 88-foot speedster, *Rambler 88*, looked a potential threat to *Wild Oats XI*'s dominance of the annual Challenge (she can count eight wins from 10 starts, beaten only by her virtual sister ship *Alfa Romeo*).

Barely a boat-length separated the two at the first windward mark. But as soon as the Australians unfurled their huge Code Zero for the downwind run to Fort Denison, it was as though she had found an extra gear. One boat length quickly became two, then three, then four as *Wild Oats XI* settled into the race.

Oats' skipper Mark Richards was very pleased with this first outing of his radically rebuilt maxi. Looking at her, she is still *Wild Oats XI* – but she's not. The longer bow has given her a more self-contained look, shifting the whole rig aft. She is faster, but curiously she looks to be in less of a rush.

"We're seeing improvements around the board with this boat. It's a big deal to ask your owner to cut seven feet off the front and 30 feet of

the back, but they backed us and today showed the results," Richards said.

But that was round one, a curtain raiser. In fresher offshore conditions *Rambler* has looked very fast. And then there is *Comanche*, absent from the field for the race as she waited for her crew to fly in from America, a year older and wiser now.

Not far behind *Rambler*, *Perpetual Loyal* and *Ragamuffin 100* had waged their own private battle. Scarcely a boat length lay between these two at that first mark, and it wasn't until the final downwind leg that *Perpetual Loyal*, flying her huge Code Zero, reputedly the largest in the world, managed to open up some distance over *Ragamuffin 100*.

And while all this was happening at the front end of the fleet, *Chinese Whisper* just knuckled down, recovered from a dreadful start, when she, *Black Jack*, *Ichi Ban* and *Brindabella* had all had to turn back and restart, and won the race overall.

Rupert Henry's JV62 showed just how quick she is, confirming the growing consensus among the yachting cognisanti.

Some very lucky people bid for places aboard the likes of *Wild Oats XI* and *Perpetual Loyal* via an eBay auction, and experienced their first taste of big boat racing, while also helping to raise funds for the CYCA Safety of Life at Sea Trusts (SOLAS). This was the eighth year the race was sailed to raise money and awareness for this charity. ⚓





CYCA TROPHY

Winners take all

ICHI BAN and *FLYING CLOUD* have claimed the CYCA Trophy - Passage Series, reports DI PEARSON.

It was a lay down *misère* for Matt Allen (*Ichi Ban*) and Howard Piggott (*Flying Cloud*) when the two sailed their yachts to divisional victories on both days of the CYCA Trophy - Passage Series to claim the spoils in the Cruising Yacht Club of Australia hosted event, traditionally held as the last regatta in the lead up to the Rolex Sydney Hobart.

Peter Harburg's *Black Jack*, skippered by Mark Bradford, took line honours both days, as the predominantly Rolex Sydney Hobart fleet took a final opportunity for a final shakedown ahead of the race.

Sailed over the weekend of 12 and 13 December, Allen utilised his TP52 to clean up Division 1 on the first day, outclassing TP62 rivals *Balance* and *Cougar II* by six minutes-plus.

Flying Cloud's Division 2 win was as decisive, Piggott's Beneteau First 40 defeating Bruce Taylor's *Caprice 40 Chutzpah* by nearly five minutes and Derek and Martin Sheppard's Beneteau 45, *Black Sheep*, by more. Although conditions on the Harbour were fine, it was by no means an enjoyable day offshore on the first day.

"It was a long day in terms of conditions," Allen said. "Steering upwind was tough, it was lumpy with lots of chop - leftovers from last night - and then there was current. There

were boats coming off waves and skidding off the back of them - there was quite a bit of groundswell. As you sailed further east there was three knots of current.

"We had a big advantage on the rest of the fleet, because we have tiller steering and you can use the appropriate amount of rudder. It was still hard though; each wave you had to judge independently - it kept changing," the Sydney yachtsman added of the 27-nautical mile race.

Piggott agreed. "It was a real challenge. The sea state threw us around a lot, but we got a good start and sailed tactically well. *About Time* was at the top mark with us, so we knew we were in good shape," he said.

It is a psychological advantage to go into a final day with a lead, and so it was with those aboard *Ichi Ban* and *Flying Cloud*, while the rest fought over the minor placings.

Seas had moderated and were more kindly on the final day, with a pleasant 15 north-easterly beckoning in the 23-nautical mile race. The course took the fleet to a mark off North Head, to Long Reef and back and resembled a long windward/leeward, but also included a reaching leg. It gave the yachts a good workout and was a picnic compared to the previous day.

Ichi Ban extended her win in Race

2, defeating the brand new South Australian *Concubine* by over 10 minutes on corrected time. Andy Kearnan/Peter Wrigley's TP52, *Koa*, was third.

Allen said it was special to win the British Trophy. The historic piece of silverware was presented to the CYCA as the perpetual trophy for a new annual regatta dating back to 1967, originally introduced as the Southern Cross Cup.

"Obviously we are very happy to win this trophy," he said.

"We sailed in a slowly building north-easterly. It was quite nice conditions actually. Upwind on starboard tack we were surfing upwind in a groundswell. On port tack it was quite different, more into the swell and chop, so you had to sail the boat quite differently," said Allen, whose TP52 took off after *Black Jack*, the line honours winner for the second day running, leaving the rest of the fleet in its wake.

He said they enjoyed the race, which started off Shark Island and finished in Watsons Bay, set by principal race officer Denis Thompson.

"I think everyone enjoyed today more than yesterday. The seaway was better and everyone had their chances," Allen said.

Ichi Ban also won ORCi overall from *Black Sheep* and *Cougar II*, while the PHS spoils were claimed by *Cougar II*, with *Concubine* second overall and Steven Proud's *Kernan 44, Swish*, rounding out the top three.

The day's Division 1 results translated to second place overall for *Concubine* and third overall for *Cougar II*. Jason Ward returned to South Australia assured his new boat had stacked up against the tried and true, while Lyall was happy for some pre-Hobart practice.

Howard Piggott and his crew have not done much racing of late, so Piggott was thrilled to find a set of new sails and a concerted crew effort came together well against intense pressure from her more practiced rivals in Rolex Sydney Hobart reigning champion, *Wild Rose*, Hobart runner-up *Chutzpah* and *Black Sheep*.

"The competition was second to none and we haven't done any racing at this level for a while, so of course we were happy to win both races in what were very different conditions," he said.

On Day 2, *Black Sheep* rolled *Chutzpah* for second place overall, while the Victorian yacht's fourth place behind *Wild Rose*, secured third place overall for Bruce Taylor. ⚓

ENDURANCE TEST
The *Goat* racing in very tight quarters with her opponents in the two-day Trophy - Passage Series in December.

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**TEAM WORK**

Harry Price said the crew work amongst the team was exceptional. Below: The winning team of Harry Price, Murray Jones, Jack Hubbard and Benjamin Robinson.

2015 MUSTO INTERNATIONAL YOUTH MATCH RACING CHAMPIONSHIP

Price wins Musto International

Finishing off an excellent year in 2015, Harry Price from the Cruising Yacht Club of Australia has won the 2015 Musto International Youth Match Racing Championship.

Harry Price has topped off a superb year of match racing and made his home club proud after winning the 2015 Musto International Youth Match Racing Championship.

Not since Seve Jarvin in 2005 has a Youth Sailing Academy Representative from the CYCA won the Harken International and the Musto International events in one year.

"I'm pretty happy with that," said Price in relation to the comparison to Jarvin. "Seve went to the same school as me and he has always been someone I look up to because he has gone above and beyond."

With lighter conditions on the Harbour for the final day of competition, Price capitalised from the first semi against Malcom Parker from the Royal Prince Alfred Yacht Club.

"Conditions if you were in front today were pretty easy to extend on and we were really happy with our pre-



starts all day because we struggled a bit with those during the week. Today we turned it on and managed to do really well," Price said.

"I was really looking forward to the lighter breeze today because it gave us so many more options, having more experience on board was a plus too. Having 'Muz' (Murray Jones) on the main next to me helped out heaps because he just tells me what to do and when to do it. The crew work was exceptional."

Having competed in the Musto event four times, Price was thrilled to finally score the top honour.

"I have to thank Pam Scrivenor for believing in me over the journey to be selected to represent the CYCA at all of the events this year. Also Jay Griffin who has been my coach for the whole year and from whom I have learnt an incredible amount – even back in the day watching him match race when I was sailing against him if I was crewing."

Price won all three matches in the final against the strong finishing William Boulden from the Royal Freshwater Bay Yacht Club in Western Australia.

Boulden started the day with a semi-

final match up with Leonard Fry from the Royal New Zealand Yacht Squadron. Boulden took the first match and Fry the second before the boys from Western Australia stamped their authority to claim the third and deciding match.

Facing Price in the final, Boulden was the first to admit that he had come off second best to the 2015 Governor's Cup Champion.

"Full credit to Harry [Price], he goes really fast and he is very hard to keep up with, even when you're in front and you feel like you should have control you just feel uneasy because of his speed," Boulden said.

"We couldn't get over the final hurdle today but we are happy with the result having improved on our performance last week at Harken."

Sam Miles from Musto Australasia attended the prizegiving and was full of praise for the young sailors and their achievements throughout the regatta.

"It is great to see all of these young sailors showcasing their skills on the Sydney Harbour over the past four days and we are proud to support such a fantastic event," Miles said.

"To see a good number of participants sailing in their Musto gear and we hope that as their ability and passion for sailing develops that they carry the same passion for the Musto brand."

CYCA Director and Chairman of the Training and Development Committee, Anthony Dunn said that the club are thrilled to see the YSA thriving on and off the water.

"Our YSA representatives have had fantastic results this year on the water and to see it all culminate over the course of this week during the Musto Regatta has been phenomenal," Dunn said.

"Investing in the new Elliott 7s has paid off and we are pleased to offer a program that is producing some of the best youth sailors in the country." ⚓

Final placings

First CYCA – Harry Price, Murray Jones, Benjamin Robinson and Jack Hubbard

Second RFBYC – William Boulden, Douglas Campbell, Sam Monkhouse and Damian Garbowski

Third RNZYS – Leonard Fry, Logan Andresen, Josh Wijohn and Matthew Hughes

Fourth RPAYC – Malcolm Parker, Evelyn Foster, Harry Hall, Travis Thorn and Ruby Scholten

Fifth RFBYC – Lachlan Gilmour, Alex Negri, Ryan Donaldson, Cameron Seagreen

Sixth RNZYS – Lucas Chatonnier, Taylor Burn, Jacob Willis and Cameron Moss

Seventh RYCT – Zac Pullen, Sam Tiedemann, James Brewer and Alec Bailey

Eighth RPNYC – William Eastman, Callum Pritchard, Stuart Williams, Zoe Bennett and Amy Anderson

Ninth SCST – James Hodgson, Ben Vercoe, Fergus Gillanders and Hayden Johnson

Tenth CNC – Tom Picot, Kim Goetz, Theo Bore, Owen Nicaise and Edouard Amatte

Eleventh CYCA – Emma May, Rosie Lee, Alexander Chittenden, Caitlin Tames and Sophie Shannon

Twelfth RPNYC – Oakley Marsh, Will Martel, Polly Wright, Angus Adamson and Jaymin Southee

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Holding the Fort

On Friday 18 December, the 2015 Rolex Sydney Hobart Yacht Race was welcomed in style with 150 guests enjoying a sophisticated cocktail function on Fort Denison, Sydney Harbour – one of the city's most unique and iconic locations. Both states were symbolically recognised with the flying of the NSW State flag and Tasmanian State flag on the Fort's flag mast. Mother Nature was in full glory with the weather turning out to be picture perfect for the occasion, delivering a sensational sunset.



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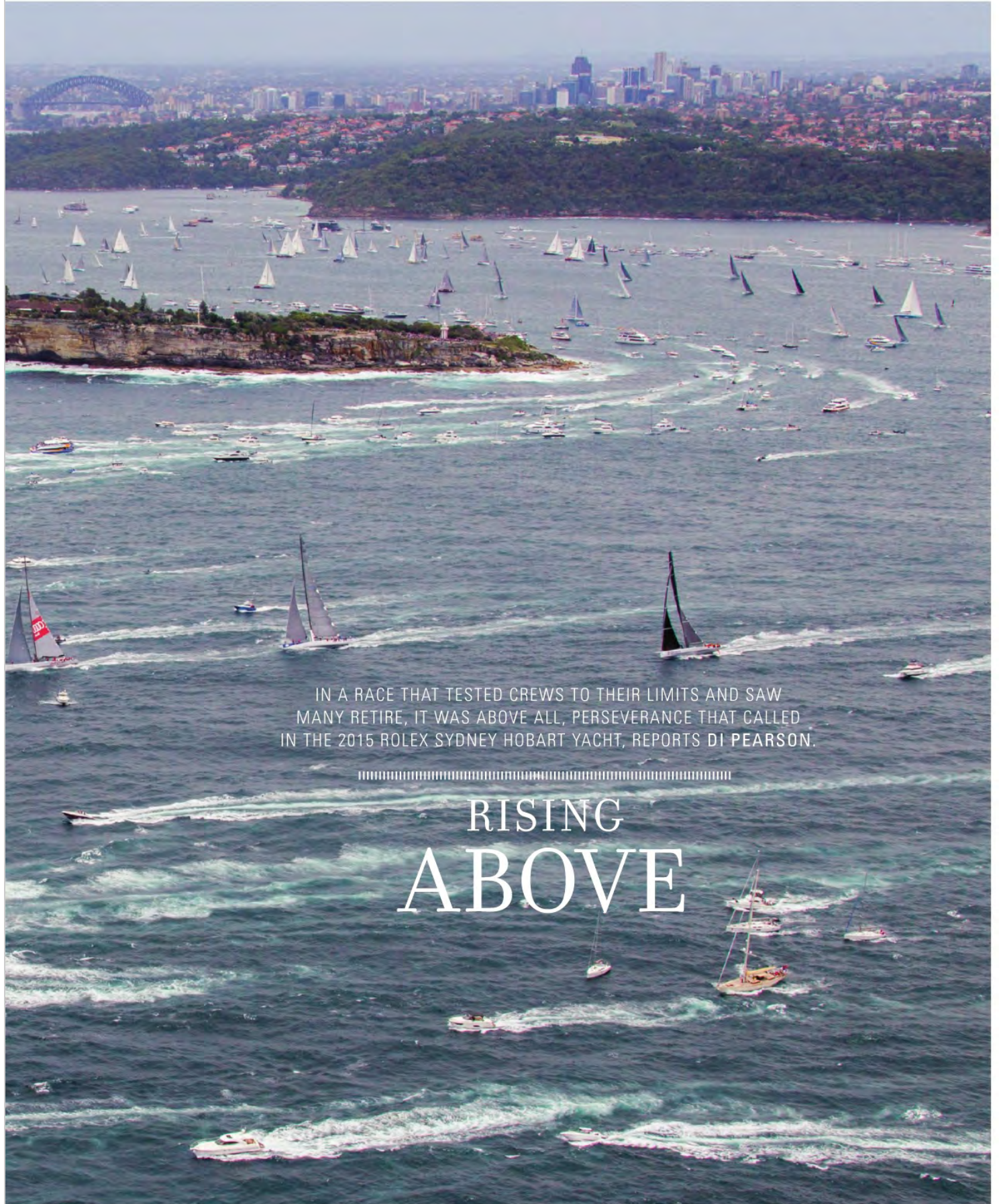
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Home of the Rolex Sydney Hobart Yacht Race

SYDNEY SPECTACLE

Crews leave Sydney Harbour in glorious weather after the race start on Boxing Day, but conditions were soon to change with extreme weather building along the south east coast.





IN A RACE THAT TESTED CREWS TO THEIR LIMITS AND SAW
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IN THE 2015 ROLEX SYDNEY HOBART YACHT, REPORTS DI PEARSON.



RISING ABOVE



It was a race that delivered shock departures and ended hopes for many – a demolition derby with more twists and turns than a soap opera. The line honours trophy left our shores, while the overall winner sat it out until the smallest boat’s chances had evaporated.

Jim and Kristy Clark’s *Comanche* took Rolex Sydney Hobart Yacht Race line honours with steering issues and minus her starboard daggerboard and rudder, when the former snapped off and took out the starboard rudder on the way through. In the race for overall honours, Paul Clitheroe and his TP52 *Balance* were victorious, despite a badly torn main.

Drama arose before the start. The start vessel took on water and offloaded passengers at the Zoo wharf, among them Col Betts, Norm Hyett and Chris Oxenbould, who were to fire the start, five-minute and 10-minute cannons respectively. The Cruising Yacht Club of Australia had to quickly deploy a replacement boat, obviously without the trio and the cannon.

More drama ensued when the predicted building nor’easter arrived for the start of the CYCA’s 628-nautical mile classic. That, and





THRILLS & SPILLS

Clockwise from left: *Perpetual Loyal* beat her highly fancied rivals out of Sydney Harbour, but her victory was short lived, bearing away at the sea mark; *Rambler 88* fought hard until the end; The diverse race fleet heads out of Sydney Harbour; *Wild Oats XI* and *Comanche* raced tack for tack immediately after the race start.

perhaps some nerves, signalled the end for four boats just after the start.

A collision with *Ragamuffin 52* left *Ark323* (the first Mainland China entry in the history of the race) with a cracked deck, forcing her retirement. *Ragamuffin 52* finished the race, but later lost the protest and was penalised. A shredded forestay and forecast southerlies ended M3's race.

In the other incident, *Lupa of London* (UK) and *Cougar II* collided, resulting in bow damage to the canting *Lupa*, which had sailed all the way to Sydney for the race, while *Cougar*'s transom on the starboard side was smashed up. Both retired. The international jury found *Cougar II*, one of only two Tasmanian entries, had failed to keep clear.

Maserati, carrying Pierre Casiraghi, grandson of Monaco's Prince Rainier and Princess Grace, sensationally hooked three exclusion zone marks near South Head, her famous skipper and first-time Hobart sailor Giovanni Soldini sending a crew member over the side to free them.

In another sensation, *Perpetual Loyal* was the first boat around the first mark. Anthony Bell's victory



was short lived. Bearing away at the sea mark, *Comanche* unleashed in big running conditions and shot away from the pack. Fellow US entry, George David's *Rambler 88*, also picked up speed and took off.

The competition between the two was to continue nearly to the end, but under reduced circumstances for them and others.

As predicted, a southerly buster hit the fleet on the first night out and wreaked havoc before retreating the next afternoon.

Defending line honours and race record holding champion, *Wild Oats XI*, made a shock exit shortly before 10pm that evening when a 40-knot squall ripped her main in half. Game over for Mark Richards and crew on Bob Oatley's boat. *CEX Dolce* was next, her mast broken.

Among others, *Perpetual Loyal*, with former Aussie cricket captain Michael Clarke on crew, retired with a broken rudder. Then *Comanche* retired, reporting daggerboard and rudder damage.

Will Oxley, *Ichiban*'s navigator, reported 43-knot gusts from the front end of the fleet. In all, 23 yachts retired with damage by early morning, including *Pretty Fly III* with a broken forestay and *Takani* with rudder damage. *Brindabella*, an early casualty last year, was also out with main damage, as was *Patrice*.

In all, 31 were to retire from the 108 starters, including *Black Jack* when owner Peter Harburg broke his leg, and *Victoire*, after owner Darryl Hodgkinson broke three ribs and a haemothorax. But the skippers of *Comanche* and the German entry, *Haspa Hamburg* (rigging damage), found solutions and returned to the race.

Meanwhile, *Rambler* pressed her advantage, taking the race lead for 13 hours, with Syd Fischer's *Ragamuffin 100* just 19 miles astern.

Decorated Italian single-handed sailor, Giovanni Soldini, had taken *Maserati* on a course out to sea and it was paying dividends, as the V70 was only a handful of miles behind Fischer's boat, but later found a nasty parking lot.

Jenifer Wells, navigator of 2014 Sydney Hobart winner *Wild Rose* reported: "The predicted front arrived almost bang on. Our group of boats faced a sudden change of 38 knots from south-east at about 10.15am, 50 miles east of Ulladulla. As Hicco would say, 'we had a bit on.'

"News of a boat with its spinnaker in the water up ahead came across the radio as we reefed and put up the

number five jib.”

From further south a little later, Will Oxley reported: “The southerly is more manageable, in the 27-knot region.” The carnage was over for the time being, but there was more to come.

At 9am on December 27, *Comanche*’s skipper, Ken Read, called and said: “We decided to punch on through. We think we can get to Hobart safely.

“I don’t care if we limp over the line. We didn’t come all this way not to finish. We’re going to finish this damned race,” he added with emotion.

It was hard-going; sailing on port tack was compromised and steering was difficult.

Rambler, an 88-footer, was 11 miles ahead of the race record, *Comanche* giving chase in the weakening southerly. *Ragamuffin 100* and *Maserati* were in their own match race, 20 and 30 miles astern of the leaders.

“I don’t care if we limp over the line. We didn’t come all this way not to finish. We’re going to finish this damned race”

KEN READ

Comanche



That afternoon, *Comanche*’s bow was back in front. *Rambler*’s Australian navigator, Andrew Cape, reported their starboard daggerboard was broken.

“We have no idea what we hit, but it was a solid hit. It shook the boat. Our port tack performance has been badly affected, and it’s all upwind to Tasman Island, so we have a lot of pain to come,” Cape said.

The race for line honours became a ‘race of the sailing wounded’ when *Ragamuffin 100*’s port daggerboard sheared off during the southerly. She dropped from eight to over 50 miles behind *Comanche* and *Rambler 88*.

Sailing master David Witt said, “We dropped off a wave and snapped it off. The wind has been on the nose for the last... since I can remember.”

“We pulled the starboard daggerboard out and drilled a hole in the bottom of it. When we tack, we



FEAR FACTOR
Decorated Italian single-handed sailor, Giovanni Soldini skippered *Maserati* (above), which was only a handful of miles behind Fischer’s boat *Ragamuffin 100* (left), before it found a nasty parking lot.

turn it upside down and drop it in on the other side. It’s a bit dangerous in the heavier conditions; easier in the lighter winds we have now,” Witt said, seeing the irony of imparting this news from the parking lot they were now in.

Witt later told how during the first night, he and bowman Justin Shave were dragged overboard and the yacht capsized on top of them – the water ballast and keel on the wrong side of the boat – their electronics wiped out.

Ragamuffin’s crew, including 88-year-old owner Syd Fischer (the oldest competitor in the race), were hopeful the westerly would offer them a lifeline to catching *Rambler 88* least, which was a tantalising 25 miles ahead.

Comanche took line honours at 9:58:30pm on December 28, making Kristy Hinze-Clark the first female owner to win the title. Their finish time of two days eight hours 58 minutes 30 seconds was well outside the record of 1 day 18 hours 23 minutes 12 seconds set by *Wild Oats XI*



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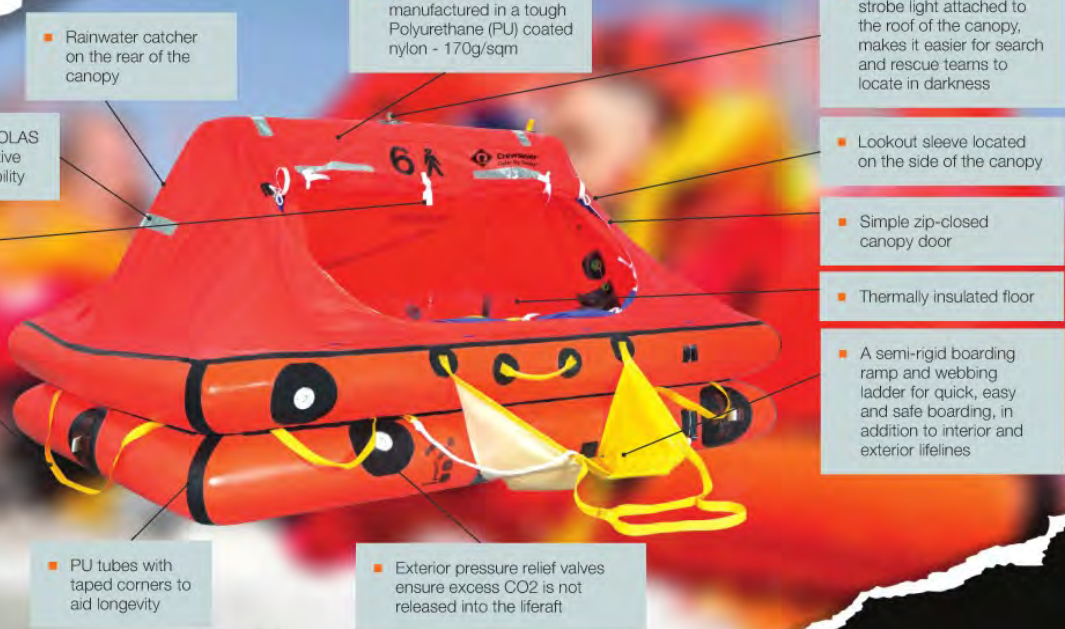
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George David commented, "We sailed a great race. We did damage, but the boat held together and everything was great until the blower shut down. Yesterday was bizarre. We had no air. The big high swallowed up the guys behind, then got us."

"To add insult to injury, the boats behind us came down with a northerly and sailed right to us. To put it in perspective, at one point we were 60 miles ahead of *Ragamuffin 100*. But this is a handicap race. Every boat is trying to win handicap. That's where the competition is."

In the meantime, the chase for overall victory was in full flight. *Rambler* looked in good shape before the north-easterly came through. Then 10 boats were in contention.

Rupert Henry's JV62, *Chinese Whisper* and Matt Allen's Carkeek 60, *Ichi Ban*, match raced the whole way and ultimately finished fifth and six on line, fifth and eighth overall for first and second in Division O respectively.

Primitive Cool, the 2010 overall winner as *Secret Mens Business*, ultimately finished fourth overall and second in Division 1; *Teasing Machine* (FRA) won Division 3;

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The race for line honours became a 'race of the sailing wounded'

in 2012, but considering her damage and short retirement, the feat was a remarkable one.

Adding the race's Illingworth trophy and Rolex Yacht Master II timepiece to her already enviable collection, year-old *Comanche*, from the drawing board of Verdier Yacht Design and VPLP, was the first American yacht to take line honours since Larry Ellison's *Sayonara* in the fatal 1998 race.

"I think it's fair to say we've got the fastest 100-footer in the world. We were 30 miles ahead when we broke," Ken Read commented dockside.

"You guys have a hard, hard race. I've sailed around the world two and a half times and I thought I'd seen it all, but that is one really tough body of water."

Kristy Clark said: "There were a bunch of emotions that went on. Pure terror at one stage – excitement – and now just total joy and fulfillment. It's one of the best things I've ever done.

Unable to race, Jim Clark kept the faith ashore. "As soon as I heard they were going to keep going, I knew the crew wouldn't stop unless they couldn't keep going," he said. "But we

won't be back to defend; It takes too much time and money."

Clark and *Comanche*'s crew were disappointed their ambition to beat *Wild Oats XI* did not pan out.

Back on the course, *Rambler* was left to hold *Ragamuffin 100* at bay, but the 100-footer clawed back the miles.

In a thriller from Tasman Light to the finish, the two were glued together until *Rambler*'s highly credentialed crew, including Brad Butterworth, saw the windless patch on the Derwent near the finish and made the decision to head for pressure closer to shore.

It forced Witt to make a tough decision for *Ragamuffin*. He opted to sail the direct route through the windless patch. It paid off. The Aussie boat secured second on line by four minutes.

On their winning move, Fischer said: "We had to try different tactics. We had to do something different, and do it better – and we did. Witty and the crew did a great job.

"It was a good feeling to beat *Rambler*. And I crossed another Hobart off – my 47th," said Fischer with his trademark grin.



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NECK & NECK
Above: Ken Read, Jimmy Spithill and Kristy Hinze-Clarke take line honours on *Comanche*. Left and below: *Ichi Ban* (left) and *Chinese Whisper* (below) match raced their way to Hobart, finishing fifth and sixth on the line.

defending champion *Wild Rose* finished sixth overall, third in Division 4 and third in ORCi; *King Billy* suffered soft conditions towards the end and finished 14th overall. That left *Leon* (FRA, was *Courrier du Leon*), *Quikpoint Azzurro*, *Ragamuffin 52* and *Balance* in the running.

On the morning of December 28, Will Oxley emailed: "We're hanging in. We're watching *Balance* closely – they look to have done well inshore.

"Looks like we will see the next front near Tasman, so some more heavy air upwind may be on the cards



before the finish.”

Late that afternoon, Paul Clitheroe emailed from *Balance*: “Santa has much to answer for. I only asked for one gift; not to be smashed by a southerly in Bass Strait. True to his jolly nature, he delivered. We got smashed off the NSW coast instead. Ironically we have been drifting most of the afternoon in perfect, windless weather.

“We had a fast downwind run into the southerly, then a pretty grim 18 hours. No sleep, too rough to eat, cold.

“Bit surprised to see how many retired. We got through battered and bruised with a badly ripped main,

OPEN SLATHER
Right: French yacht
Leon snatched
second overall from
Quickpoint Azzurro
in a close result.
Below: Ragamuffin
52 also lost second
place overall after a
20 percent penalty.



but luckily below the bottom reef. We spent our drifting time and much sticky back repairing it. Its new life as a car cover awaits...”

“Wind is back – the north-westerly we’ve been relying on – so off we go. Fingers crossed the main holds together. Got online and saw we were seventh on line honours. Now that is amazing,” said Clitheroe of the position they held for most of the race.

And then there were three. *Ragamuffin 52*, skippered by Syd Fischer’s grandson, Brenton Fischer, was penalised 20 percent over the *Ark323* incident, dropping her from second overall to 38th.

Balance held the top spot, but Clitheroe had to wait just over a day for Gery Trentesaux’s *Leon* to finish, and one day 14 hours for Shane Kearns’ *S&S 34*, *Quickpoint Azzurro*,

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the smallest (10.1 metres) and second oldest (34 years) in the fleet.

The French yacht arrived, nearly three hours short of the money. *Quikpoint Azzurro* was way ahead on time and coming home fast in the building north-easterly.

Clitheroe was convinced the small yacht had snatched victory. He hadn't

reckoned on what was awaiting the boat bought on a credit card and her crew of six once they rounded Tasman Island in the late afternoon – light winds that continued to soften to almost nothing through the night and into the morning.

Quikpoint Azzurro, which Kearns had sailed to 2015 Sydney Gold Coast



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overall victory, was relegated to third overall by six minutes to the French Valer/JPK 10.80, a sistership to the yacht Gery Trentesaux won the 2015 Rolex Fastnet Race with in August. *Leon* also claimed divisional honours from Kearns' boat.

However, Kearns and crew wore mile-wide smiles as their boat came to dock with another wooden boat, Phil Bennett's *King Billy*, which they finished 2 minutes 10 seconds behind. *Quikpoint's* crew quickly realised third overall and winning ORCi overall and the Corinthian division was extraordinary.

END IN SIGHT
Left: *QuickPoint Azzurro* was way ahead in time but came in third overall after *Leon*. Above: *Primitive Cool* finished fourth overall and second in Division 1.

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Clitheroe was shocked. "I was sure they had it in the bag. Most of my crew went home – I'll have to get them back."

Recovering when presented with the Tattersall's Cup and a Rolex Yacht-Master timepiece, Clitheroe said, "We are very excited to have won this iconic race, and just thrilled to find our win was enough to tie us with *Chinese Whisper* in the Blue Water Pointscore and to win it on countback."

"A Hobart win was not in my expectations, so it's a very happy shock. The whole thing is quite surreal and yet to sink in," said *Balance's* quirky owner of the yacht that had also won the 2008 Rolex Sydney Hobart as *Quest*.

"Best bit.... crew getting their crew medals. That was a lovely surprise and I was so proud of them, many have stuck with me through three other boats. The 52 is one great boat,

"There were a bunch of emotions that went on. Pure terror at one stage – excitement – and now just total joy and fulfillment. It's one of the best things I've ever done"

KRISTY HINZE-CLARK
Comanche



but talk about wet and noisy.... the slamming," he said of the boat he referred to as "my carbon frying pan."

"Watch captains Mike Green (his 37th Hobart and second overall win on this yacht) and Brownie (Adam Brown – 29th Hobart and second win on this yacht) did a great job. Bruce Hollis (the respected Ullman sailmaker and coach) has made new sails for every one of my boats and is a key team member and a super guy," Clitheroe finished.

James Murchison's *Abracadabra* won the battle for PHS overall honours, a best result from seven Hobarts. Second was Tasmania's *Helsal 3* (Robbie Fisher and Paul Mara), with Les Goodridge's *Wax Lyrical* third.

Many competitors said it was the worst Hobart they had encountered since the 2004 race, but added "it was a real Hobart." ↓
www.rolexsydneyhobart.com



WE ARE THE CHAMPIONS
Left: *Balance*, the overall winner on corrected time, took home the coveted Tattersall's Cup. Above: *Abracadabra* took first in PHS overall honours, its best result in the seven Hobarts it has completed in.

For the record

- A record 27 international entries, enhanced by the 12-strong Clipper fleet
- Mainland China entered the race for the first time with two entries representing separate yacht clubs
- Apart from the 60th and 70th editions of the race, it was the first time fleet numbers exceeded 100 this century, with 108 starters
- Tony Cable (*Duende*) contested a record 50th Hobart, while Tony Ellis (*Triton*) sailed his 48th and Syd Fischer and Bill Ratcliff (*Takani*) their 47th
- There were four female skippers, three of whom own their own boats. CYCA member Wendy Tuck skippered *Da Nang - Viet Nam* to top place in the Clipper fleet, and as the first female skipper to finish, won the Jane Tate Memorial Trophy
- There were many newcomers to the race, including the majority of international entries
- There were a record nine TP52 starters – just three finished



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2015 Results

IRC OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
IRC	<i>Balance</i>	1	7	1	1	3:03.50	4:07.27	1.364	Finished
IRC	<i>Courrier Leon</i>	2	36	4	1	4:05.28	4:10.02	1.045	Finished
IRC	<i>Quikpoint Azzurro</i>	3	72	4	2	4:18.37	4:10.09	0.926	Finished
IRC	<i>Primitive Cool</i>	4	8	1	2	3:06.51	4:10.36	1.352	Finished
IRC	<i>Chinese Whisper</i>	5	5	0	1	3:00.18	4:11.39	1.489	Finished
IRC	<i>Wild Rose</i>	6	45	4	3	4:06.45	4:11.41	1.048	Finished
IRC	<i>Teasing Machine</i>	7	10	3	1	3:20.18	4:11.54	1.169	Finished
IRC	<i>Ichi Ban</i>	8	6	0	2	3:00.29	4:12.48	1.501	Finished
IRC	<i>Mayfair</i>	9	41	4	4	4:06.07	4:14.29	1.082	Finished
IRC	<i>Imagination</i>	10	25	3	2	4:04.09	4:14.58	1.108	Finished
IRC	<i>TSA Management</i>	11	39	4	5	4:05.47	4:15.58	1.1	Finished
IRC	<i>Not A Diamond</i>	12	48	4	6	4:07.37	4:16.13	1.083	Finished
IRC	<i>Comanche</i>	13	1	0	3	2:08.58	4:16.48	1.98	Finished
IRC	<i>King Billy</i>	14	71	4	7	4:18.35	4:16.59	0.986	Finished
IRC	<i>Black Sheep</i>	15	43	3	3	4:06.38	4:18.02	1.111	Finished
IRC	<i>Calibre</i>	16	51	4	8	4:08.48	4:19.35	1.103	Finished
IRC	<i>After Midnight</i>	17	33	3	4	4:05.14	4:19.55	1.145	Finished
IRC	<i>Chutzpah</i>	18	15	3	5	4:01.44	4:20.30	1.192	Finished
IRC	<i>Challenge</i>	19	53	4	9	4:09.48	4:20.48	1.104	Finished
IRC	<i>King's Legend</i>	20	44	3	6	4:06.41	4:20.51	1.138	Finished
IRC	<i>Pelagic Magic</i>	21	58	4	10	4:16.05	4:22.15	1.055	Finished
IRC	<i>Maserati</i>	22	4	0	4	2:22.54	4:22.37	1.673	Finished
IRC	<i>Enchantress</i>	23	74	4	11	4:20.06	4:22.53	1.024	Finished
IRC	<i>Rush</i>	24	18	2	1	4:02.07	4:23.01	1.213	Finished
IRC	<i>Merlin</i>	25	16	2	2	4:02.02	4:23.47	1.222	Finished
IRC	<i>Midnight Rambler</i>	26	35	3	7	4:05.27	5:00.26	1.187	Finished
IRC	<i>IQ Komodo</i>	27	50	3	8	4:07.57	5:00.35	1.16	Finished
IRC	<i>Papillon</i>	28	57	4	12	4:16.03	5:01.21	1.083	Finished
IRC	<i>Celestial</i>	29	9	1	3	3:17.22	5:01.59	1.365	Finished
IRC	<i>Uxorious IV</i>	30	27	2	3	4:04.22	5:02.45	1.223	Finished
IRC	<i>Ugg Australia</i>	31	65	4	13	4:17.12	5:02.56	1.086	Finished
IRC	<i>Rambler</i>	32	3	0	5	2:19.51	5:03.54	1.826	Finished
IRC	<i>Cartouche</i>	33	60	3	9	4:16.08	5:03.55	1.105	Finished
IRC	<i>The Goat</i>	34	19	2	4	4:02.23	5:04.21	1.264	Finished
IRC	<i>Indian</i>	35	11	1	4	3:21.22	5:04.34	1.334	Finished
IRC	<i>Yeah Baby</i>	36	14	2	5	4:01.33	5:04.58	1.281	Finished
IRC	<i>Clipper Ventures 10</i>	37	49	2	6	4:07.44	5:05.06	1.206	Finished
IRC	<i>Ragamuffin 52</i>	38	12	1	5	3:21.22	5:05.35	1.345	Finished
IRC	<i>Concubine</i>	39	13	1	6	4:01.22	5:06.22	1.298	Finished
IRC	<i>Clipper Ventures 5</i>	40	52	2	7	4:08.49	5:06.25	1.206	Finished
IRC	<i>Hartbreaker</i>	41	21	2	8	4:02.59	5:06.36	1.279	Finished
IRC	<i>Chancellor</i>	42	66	3	10	4:17.33	5:06.50	1.117	Finished
IRC	<i>Patrice Six</i>	43	70	3	11	4:18.34	5:07.10	1.11	Finished
IRC	<i>Da Nang - Vietnam</i>	44	22	2	9	4:03.01	5:07.44	1.29	Finished
IRC	<i>GREAT Britain</i>	45	26	2	10	4:04.22	5:09.28	1.29	Finished
IRC	<i>LMAX Exchange</i>	46	28	2	11	4:04.39	5:09.50	1.29	Finished
IRC	<i>Clipper Telemet+</i>	47	29	2	12	4:04.58	5:10.15	1.29	Finished
IRC	<i>Garmin</i>	48	30	2	13	4:05.03	5:10.22	1.29	Finished
IRC	<i>Visit Seattle</i>	49	31	2	14	4:05.09	5:10.29	1.29	Finished
IRC	<i>Mission Performance</i>	50	32	2	15	4:05.13	5:10.35	1.29	Finished
IRC	<i>Derry-Londonderry-Doire</i>	51	34	2	16	4:05.16	5:10.38	1.29	Finished
IRC	<i>Ragamuffin 100</i>	52	2	0	6	2:19.47	5:10.46	1.929	Finished
IRC	<i>Unicef</i>	53	37	2	17	4:05.38	5:11.06	1.29	Finished
IRC	<i>Qingdao</i>	54	40	2	18	4:06.06	5:11.43	1.29	Finished
IRC	<i>Adventure of Hornet</i>	55	73	2	19	4:18.44	5:15.30	1.181	Finished
IRC	<i>Discoverer of Hornet</i>	56	67	2	20	4:18.10	5:16.39	1.197	Finished
IRC	<i>PSP Logistics</i>	57	59	2	21	4:16.07	6:00.38	1.29	Finished
IRC	<i>Haspa Hamburg</i>	58	56	1	7	4:15.55	6:02.23	1.308	Finished
IRC	<i>Ichor Coal</i>	59	69	2	22	4:18.17	6:03.26	1.29	Finished
IRC	<i>Great Xpectations</i>	999	999	4	999	0:00.00	0:00.00	1.079	Retired
IRC	<i>Lupa of London</i>	999	999	0	999	0:00.00	0:00.00	1.431	Retired
IRC	<i>M3</i>	999	999	1	999	0:00.00	0:00.00	1.362	Retired
IRC	<i>Cougar II</i>	999	999	1	999	0:00.00	0:00.00	1.362	Retired
IRC	<i>Ark323</i>	999	999	1	999	0:00.00	0:00.00	1.366	Retired
IRC	<i>Dare Devil</i>	999	999	2	999	0:00.00	0:00.00	1.228	Retired
IRC	<i>CEX Dolce</i>	999	999	2	999	0:00.00	0:00.00	1.209	Retired
IRC	<i>Wild Oats XI</i>	999	999	0	999	0:00.00	0:00.00	1.982	Retired
IRC	<i>St Jude</i>	999	999	3	999	0:00.00	0:00.00	1.177	Retired
IRC	<i>Perpetual Loyal</i>	999	999	0	999	0:00.00	0:00.00	1.901	Retired
IRC	<i>Frantic</i>	999	999	1	999	0:00.00	0:00.00	1.345	Retired
IRC	<i>Pretty Fly III</i>	999	999	0	999	0:00.00	0:00.00	1.354	Retired

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IRC	<i>Black Jack</i>	999	999	0	999	0:00:00	0:00:00	1.742	Retired
IRC	<i>Jaffa</i>	999	999	3	999	0:00:00	0:00:00	1.15	Retired
IRC	<i>Koa</i>	999	999	1	999	0:00:00	0:00:00	1.351	Retired
IRC	<i>Patrice</i>	999	999	2	999	0:00:00	0:00:00	1.285	Retired
IRC	<i>Dekadence</i>	999	999	3	999	0:00:00	0:00:00	1.183	Retired
IRC	<i>Pazazz</i>	999	999	3	999	0:00:00	0:00:00	1.128	Retired
IRC	<i>Hollywood Boulevard</i>	999	999	1	999	0:00:00	0:00:00	1.407	Retired
IRC	<i>Victoire</i>	999	999	0	999	0:00:00	0:00:00	1.351	Retired
IRC	<i>Avalanche</i>	999	999	3	999	0:00:00	0:00:00	1.155	Retired
IRC	<i>Local Hero</i>	999	999	4	999	0:00:00	0:00:00	1.045	Retired
IRC	<i>Triton</i>	999	999	1	999	0:00:00	0:00:00	1.415	Retired
IRC	<i>China Easyway</i>	999	999	4	999	0:00:00	0:00:00	1.035	Retired
IRC	<i>KLC Bengal 7</i>	999	999	1	999	0:00:00	0:00:00	1.384	Retired

ORCI OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
ORCi	<i>Quikpoint Azzurro</i>	1	72	3	1	4:18:37	4:05:16	0.8835	Finished
ORCi	<i>Balance</i>	2	7	1	1	3:03:50	4:06:18	1.3489	Finished
ORCi	<i>Wild Rose</i>	3	45	3	2	4:06:45	4:10:26	1.0357	Finished
ORCi	<i>Chinese Whisper</i>	4	5	1	2	3:00:18	4:11:49	1.4913	Finished
ORCi	<i>Mayfair</i>	5	41	3	3	4:06:07	4:12:02	1.058	Finished
ORCi	<i>Imagination</i>	6	25	3	4	4:04:09	4:13:05	1.0893	Finished
ORCi	<i>Not A Diamond</i>	7	48	3	5	4:07:37	4:13:27	1.0563	Finished
ORCi	<i>King Billy</i>	8	71	3	6	4:18:35	4:13:59	0.9598	Finished
ORCi	<i>Black Sheep</i>	9	43	3	7	4:06:38	4:15:31	1.0866	Finished
ORCi	<i>Uxorious IV</i>	10	27	2	1	4:04:22	4:16:05	1.1166	Finished
ORCi	<i>Calibre</i>	11	51	3	8	4:08:48	4:16:49	1.0765	Finished
ORCi	<i>Challenge</i>	12	53	3	9	4:09:48	4:17:57	1.077	Finished
ORCi	<i>After Midnight</i>	13	33	2	2	4:05:14	4:19:25	1.1402	Finished
ORCi	<i>Pelagic Magic</i>	14	58	3	10	4:16:05	4:20:10	1.0364	Finished
ORCi	<i>Chutzpah</i>	15	15	2	3	4:01:44	4:21:15	1.1996	Finished
ORCi	<i>Ugg Australia</i>	16	65	3	11	4:17:12	4:23:21	1.0544	Finished
ORCi	<i>Scamp</i>	17	64	3	12	4:16:39	5:00:03	1.0658	Finished
ORCi	<i>Midnight Rambler</i>	18	35	2	4	4:05:27	5:00:13	1.1849	Finished
ORCi	<i>Celestial</i>	19	9	1	3	3:17:22	5:00:31	1.3487	Finished
ORCi	<i>IQ Komodo</i>	20	50	2	5	4:07:57	5:00:42	1.1612	Finished
ORCi	<i>Merlin</i>	21	16	2	6	4:02:02	5:01:47	1.2424	Finished
ORCi	<i>Patrice Six</i>	22	70	3	13	4:18:34	5:01:58	1.0646	Finished
ORCi	<i>The Goat</i>	23	19	2	7	4:02:23	5:03:12	1.2524	Finished
ORCi	<i>Ragamuffin 52</i>	24	12	1	4	3:21:22	5:04:22	1.3319	Finished
ORCi	<i>Indian</i>	25	11	1	5	3:21:22	5:04:22	1.332	Finished
ORCi	<i>Chancellor</i>	26	66	3	14	4:17:33	5:04:31	1.0966	Finished
ORCi	<i>Hartbreaker</i>	27	21	2	8	4:02:59	5:05:10	1.2645	Finished
ORCi	<i>Concubine</i>	28	13	2	9	4:01:22	5:06:19	1.2974	Finished
ORCi	<i>Ragamuffin 100</i>	29	2	1	6	2:19:47	5:10:25	1.9239	Finished
ORCi	<i>Maserati</i>	30	4	1	7	2:22:54	5:12:16	1.8654	Finished
ORCi	<i>Maxi Ragamuffin</i>	31	23	1	8	4:03:41	5:12:26	1.3286	Finished
ORCi	<i>Haspa Hamburg</i>	32	56	2	10	4:15:55	5:21:10	1.2614	Finished
ORCi	<i>M3</i>	999	999	1	999	0:00:00	0:00:00	1.3567	Retired
ORCi	<i>Cougar II</i>	999	999	1	999	0:00:00	0:00:00	1.3469	Retired
ORCi	<i>Wild Oats XI</i>	999	999	1	999	0:00:00	0:00:00	1.9141	Retired
ORCi	<i>Frantic</i>	999	999	1	999	0:00:00	0:00:00	1.3205	Retired
ORCi	<i>Pretty Fly III</i>	999	999	1	999	0:00:00	0:00:00	1.343	Retired
ORCi	<i>Jaffa</i>	999	999	2	999	0:00:00	0:00:00	1.1135	Retired
ORCi	<i>Koa</i>	999	999	1	999	0:00:00	0:00:00	1.3392	Retired
ORCi	<i>Patrice</i>	999	999	2	999	0:00:00	0:00:00	1.2893	Retired
ORCi	<i>Dekadence</i>	999	999	2	999	0:00:00	0:00:00	1.1864	Retired
ORCi	<i>Pazazz</i>	999	999	2	999	0:00:00	0:00:00	1.124	Retired
ORCi	<i>Victoire</i>	999	999	1	999	0:00:00	0:00:00	1.331	Retired
ORCi	<i>Avalanche</i>	999	999	2	999	0:00:00	0:00:00	1.1358	Retired
ORCi	<i>Local Hero</i>	999	999	3	999	0:00:00	0:00:00	1.0169	Retired
ORCi	<i>Triton</i>	999	999	1	999	0:00:00	0:00:00	1.3989	Retired
ORCi	<i>China Easyway</i>	999	999	3	999	0:00:00	0:00:00	1.0175	Retired
ORCi	<i>Landfall</i>	999	999	3	999	0:00:00	0:00:00	0.8624	Retired
ORCi	<i>Great Xpectations</i>	999	999	3	999	0:00:00	0:00:00	1.0601	Retired

PHS OVERALL

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
PHS	<i>Abracadabra</i>	1	46	2	1	4:07:18	4:12:30	1.0504	Finished
PHS	<i>Helsal 3</i>	2	17	1	1	4:02:03	4:13:42	1.1189	Finished
PHS	<i>Wax Lyrical</i>	3	47	2	2	4:07:22	4:15:06	1.0749	Finished
PHS	<i>Mahligai</i>	4	38	1	2	4:05:40	4:18:36	1.1272	Finished
PHS	<i>She's The Culprit</i>	5	61	2	3	4:16:30	4:19:43	1.0286	Finished
PHS	<i>Willyama</i>	6	62	2	4	4:16:33	4:20:00	1.0307	Finished
PHS	<i>Duende</i>	7	24	1	3	4:03:52	4:21:12	1.1736	Finished
PHS	<i>Ocean Affinity</i>	8	20	1	4	4:02:51	4:21:21	1.187	Finished
PHS	<i>Last Tango</i>	9	63	2	5	4:16:37	4:22:32	1.0525	Finished
PHS	<i>Flying Fish Arctos</i>	10	75	2	6	4:20:45	4:22:52	1.0181	Finished
PHS	<i>Kayle (Sailors with disabilities)</i>	11	42	1	5	4:06:20	5:01:48	1.1902	Finished
PHS	<i>Another Fiasco</i>	12	68	2	7	4:18:14	5:02:13	1.0699	Finished
PHS	<i>Climate Action Now</i>	13	54	1	6	4:13:19	5:02:28	1.1202	Finished
PHS	<i>Allegro</i>	14	55	1	7	4:14:53	5:09:44	1.17	Finished
PHS	<i>Myuna III</i>	15	77	2	8	5:20:09	5:11:29	0.9382	Finished
PHS	<i>Brindabella</i>	999	999	1	999	0:00:00	0:00:00	1.456	Retired
PHS	<i>GYR Wot Eva</i>	999	999	1	999	0:00:00	0:00:00	1.3562	Retired
PHS	<i>Samurai Jack</i>	999	999	2	999	0:00:00	0:00:00	1.058	Retired
PHS	<i>Takani</i>	999	999	2	999	0:00:00	0:00:00	0.9827	Retired
PHS	<i>Trybooking.com</i>	999	999	2	999	0:00:00	0:00:00	0.9552	Retired

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CORINTHIAN

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Corinthian	Quikpoint Azzurro	1	72		1	4:18:37	4:04:54	0.8803	Finished
Corinthian	King Billy	2	71		2	4:18:35	4:12:12	0.9443	Finished
Corinthian	Abracadabra	3	46		3	4:07:18	4:12:30	1.0504	Finished
Corinthian	Wild Rose	4	45		4	4:06:45	4:12:53	1.0596	Finished
Corinthian	Wax Lyrical	5	47		5	4:07:22	4:15:06	1.0749	Finished
Corinthian	Calibre	6	51		6	4:08:48	4:16:19	1.0718	Finished
Corinthian	Chancellor	7	66		7	4:17:33	4:16:54	0.9943	Finished
Corinthian	Black Sheep	8	43		8	4:06:38	4:17:11	1.1027	Finished
Corinthian	Challenge	9	53		9	4:09:48	4:18:24	1.0813	Finished
Corinthian	Mahligai	10	38		10	4:05:40	4:18:36	1.1272	Finished
Corinthian	She's The Culprit	11	61		11	4:16:30	4:19:43	1.0286	Finished
Corinthian	Enchantress	12	74		12	4:20:06	4:20:00	0.9991	Finished
Corinthian	Willyama	13	62		13	4:16:33	4:20:00	1.0307	Finished
Corinthian	Duende	14	24		14	4:03:52	4:21:12	1.1736	Finished
Corinthian	Ocean Affinity	15	20		15	4:02:51	4:21:21	1.187	Finished
Corinthian	Last Tango	16	63		16	4:16:37	4:22:32	1.0525	Finished
Corinthian	Hartbreaker	17	21		17	4:02:59	4:22:46	1.1998	Finished
Corinthian	Scamp	18	64		18	4:16:39	5:02:13	1.085	Finished
Corinthian	Another Fiasco	19	68		19	4:18:14	5:02:13	1.0699	Finished
Corinthian	Climate Action Now	20	54		20	4:13:19	5:02:28	1.1202	Finished
Corinthian	Ugg Australia	21	65		21	4:17:12	5:04:31	1.1	Finished
Corinthian	Allegro	22	55		22	4:14:53	5:09:44	1.17	Finished
Corinthian	Maxi Ragamuffin	23	23		23	4:03:41	5:16:34	1.37	Finished
Corinthian	Haspa Hamburg	24	56		24	4:15:55	6:16:36	1.435	Finished
Corinthian	Dare Devil	999	999		999	0:00:00	0:00:00	1.17	Retired
Corinthian	St Jude	999	999		999	0:00:00	0:00:00	1.1038	Retired
Corinthian	Jaffa	999	999		999	0:00:00	0:00:00	1.0867	Retired
Corinthian	Samurai Jack	999	999		999	0:00:00	0:00:00	1.058	Retired
Corinthian	Pazazz	999	999		999	0:00:00	0:00:00	1.0894	Retired
Corinthian	Takani	999	999		999	0:00:00	0:00:00	0.9827	Retired
Corinthian	Local Hero	999	999		999	0:00:00	0:00:00	1.0051	Retired
Corinthian	Great Xpectations	999	999		999	0:00:00	0:00:00	1.0366	Retired

CRUISING

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Cruising	Shuguang Haiyang	1	76		1	5:02:27	5:02:27	0	Finished

CLIPPER 70

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Clipper 70	Da Nang - Vietnam	1	22		1	4:03:01	4:03:01	0	Finished
Clipper 70	GREAT Britain	2	26		2	4:04:22	4:04:22	0	Finished
Clipper 70	LMAX Exchange	3	28		3	4:04:39	4:04:39	0	Finished
Clipper 70	Clipper Telemet+	4	29		4	4:04:58	4:04:58	0	Finished
Clipper 70	Garmin	5	30		5	4:05:03	4:05:03	0	Finished
Clipper 70	Visit Seattle	6	31		6	4:05:09	4:05:09	0	Finished
Clipper 70	Mission Performance	7	32		7	4:05:13	4:05:13	0	Finished
Clipper 70	Derry-Londonderry-Doire	8	34		8	4:05:16	4:05:16	0	Finished
Clipper 70	Unicef	9	37		9	4:05:38	4:05:38	0	Finished
Clipper 70	Qingdao	10	40		10	4:06:06	4:06:06	0	Finished
Clipper 70	PSP Logistics	11	59		11	4:16:07	4:16:07	0	Finished
Clipper 70	Ichor Coal	12	69		12	4:18:17	4:18:17	0	Finished

LINE HONOURS

DIVISION	YACHT	OVERALL	LINE PLACING	DIVISION NAME	DIVISION PLACING	ELAPSED TIME	CORRECTED TIME	HANDICAP	STATUS
Line Honours	Comanche	1	1		1	2:08:58	2:08:58	0	Finished
Line Honours	Ragamuffin 100	2	2		2	2:19:47	2:19:47	0	Finished
Line Honours	Rambler	3	3		3	2:19:51	2:19:51	0	Finished
Line Honours	Maserati	4	4		4	2:22:54	2:22:54	0	Finished
Line Honours	Chinese Whisper	5	5		5	3:00:18	3:00:18	0	Finished
Line Honours	Ichi Ban	6	6		6	3:00:29	3:00:29	0	Finished
Line Honours	Balance	7	7		7	3:03:50	3:03:50	0	Finished
Line Honours	Primitive Cool	8	8		8	3:06:51	3:06:51	0	Finished
Line Honours	Celestial	9	9		9	3:17:22	3:17:22	0	Finished
Line Honours	Teasing Machine	10	10		10	3:20:18	3:20:18	0	Finished
Line Honours	Indian	11	11		11	3:21:22	3:21:22	0	Finished
Line Honours	Ragamuffin 52	12	12		12	3:21:22	3:21:22	0	Finished
Line Honours	Concubine	13	13		13	4:01:22	4:01:22	0	Finished
Line Honours	Yeah Baby	14	14		14	4:01:33	4:01:33	0	Finished
Line Honours	Chutzpah	15	15		15	4:01:44	4:01:44	0	Finished
Line Honours	Merlin	16	16		16	4:02:02	4:02:02	0	Finished
Line Honours	Helsal 3	17	17		17	4:02:03	4:02:03	0	Finished
Line Honours	Rush	18	18		18	4:02:07	4:02:07	0	Finished
Line Honours	The Goat	19	19		19	4:02:23	4:02:23	0	Finished
Line Honours	Ocean Affinity	20	20		20	4:02:51	4:02:51	0	Finished
Line Honours	Hartbreaker	21	21		21	4:02:59	4:02:59	0	Finished
Line Honours	Da Nang - Vietnam	22	22		22	4:03:01	4:03:01	0	Finished
Line Honours	Maxi Ragamuffin	23	23		23	4:03:41	4:03:41	0	Finished
Line Honours	Duende	24	24		24	4:03:52	4:03:52	0	Finished
Line Honours	Imagination	25	25		25	4:04:09	4:04:09	0	Finished
Line Honours	GREAT Britain	26	26		26	4:04:22	4:04:22	0	Finished
Line Honours	Uxorious IV	27	27		27	4:04:22	4:04:22	0	Finished
Line Honours	LMAX Exchange	28	28		28	4:04:39	4:04:39	0	Finished
Line Honours	Clipper Telemet+	29	29		29	4:04:58	4:04:58	0	Finished
Line Honours	Garmin	30	30		30	4:05:03	4:05:03	0	Finished
Line Honours	Visit Seattle	31	31		31	4:05:09	4:05:09	0	Finished
Line Honours	Mission Performance	32	32		32	4:05:13	4:05:13	0	Finished

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Line Honours	<i>After Midnight</i>	33	33	33	4:05:14	4:05:14	0	Finished
Line Honours	<i>Derry-Londonderry-Doire</i>	34	34	34	4:05:16	4:05:16	0	Finished
Line Honours	<i>Midnight Rambler</i>	35	35	35	4:05:27	4:05:27	0	Finished
Line Honours	<i>Courrier Leon</i>	36	36	36	4:05:28	4:05:28	0	Finished
Line Honours	<i>Unicef</i>	37	37	37	4:05:38	4:05:38	0	Finished
Line Honours	<i>Mahlgai</i>	38	38	38	4:05:40	4:05:40	0	Finished
Line Honours	<i>TSA Management</i>	39	39	39	4:05:47	4:05:47	0	Finished
Line Honours	<i>Qingdao</i>	40	40	40	4:06:06	4:06:06	0	Finished
Line Honours	<i>Mayfair</i>	41	41	41	4:06:07	4:06:07	0	Finished
Line Honours	<i>Kayle (Sailors with disabilities)</i>	42	42	42	4:06:20	4:06:20	0	Finished
Line Honours	<i>Black Sheep</i>	43	43	43	4:06:38	4:06:38	0	Finished
Line Honours	<i>King's Legend</i>	44	44	44	4:06:41	4:06:41	0	Finished
Line Honours	<i>Wild Rose</i>	45	45	45	4:06:45	4:06:45	0	Finished
Line Honours	<i>Abracadabra</i>	46	46	46	4:07:18	4:07:18	0	Finished
Line Honours	<i>Wax Lyrical</i>	47	47	47	4:07:22	4:07:22	0	Finished
Line Honours	<i>Not A Diamond</i>	48	48	48	4:07:37	4:07:37	0	Finished
Line Honours	<i>Clipper Ventures 10</i>	49	49	49	4:07:44	4:07:44	0	Finished
Line Honours	<i>IQ Komodo</i>	50	50	50	4:07:57	4:07:57	0	Finished
Line Honours	<i>Calibre</i>	51	51	51	4:08:48	4:08:48	0	Finished
Line Honours	<i>Clipper Ventures 5</i>	52	52	52	4:08:49	4:08:49	0	Finished
Line Honours	<i>Challenge</i>	53	53	53	4:09:48	4:09:48	0	Finished
Line Honours	<i>Climate Action Now</i>	54	54	54	4:13:19	4:13:19	0	Finished
Line Honours	<i>Allegro</i>	55	55	55	4:14:53	4:14:53	0	Finished
Line Honours	<i>Haspa Hamburg</i>	56	56	56	4:15:55	4:15:55	0	Finished
Line Honours	<i>Papillon</i>	57	57	57	4:16:03	4:16:03	0	Finished
Line Honours	<i>Pelagic Magic</i>	58	58	58	4:16:05	4:16:05	0	Finished
Line Honours	<i>PSP Logistics</i>	59	59	59	4:16:07	4:16:07	0	Finished
Line Honours	<i>Cartouche</i>	60	60	60	4:16:08	4:16:08	0	Finished
Line Honours	<i>She's The Culprit</i>	61	61	61	4:16:30	4:16:30	0	Finished
Line Honours	<i>Willyama</i>	62	62	62	4:16:33	4:16:33	0	Finished
Line Honours	<i>Last Tango</i>	63	63	63	4:16:37	4:16:37	0	Finished
Line Honours	<i>Scamp</i>	64	64	64	4:16:39	4:16:39	0	Finished
Line Honours	<i>Ugg Australia</i>	65	65	65	4:17:12	4:17:12	0	Finished
Line Honours	<i>Chancellor</i>	66	66	66	4:17:33	4:17:33	0	Finished
Line Honours	<i>Discoverer of Hornet</i>	67	67	67	4:18:10	4:18:10	0	Finished
Line Honours	<i>Another Fiasco</i>	68	68	68	4:18:14	4:18:14	0	Finished
Line Honours	<i>Ichor Coal</i>	69	69	69	4:18:17	4:18:17	0	Finished
Line Honours	<i>Patrice Six</i>	70	70	70	4:18:34	4:18:34	0	Finished
Line Honours	<i>King Billy</i>	71	71	71	4:18:35	4:18:35	0	Finished
Line Honours	<i>Quikpoint Azzurro</i>	72	72	72	4:18:37	4:18:37	0	Finished
Line Honours	<i>Adventure of Hornet</i>	73	73	73	4:18:44	4:18:44	0	Finished
Line Honours	<i>Enchantress</i>	74	74	74	4:20:06	4:20:06	0	Finished
Line Honours	<i>Flying Fish Arctos</i>	75	75	75	4:20:45	4:20:45	0	Finished
Line Honours	<i>Shuguang Haiyang</i>	76	76	76	5:02:27	5:02:27	0	Finished
Line Honours	<i>Myuna III</i>	77	77	77	5:20:09	5:20:09	0	Finished
Line Honours	<i>Landfall</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Great Xpectations</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Lupa of London</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>M3</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Cougar II</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Ark323</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Dare Devil</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>CEX Dolce</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Wild Oats XI</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Brindabella</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>St Jude</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>GYR Wat Eva</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Perpetual Loyal</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Frantic</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Pretty Fly III</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Black Jack</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Jaffa</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Koa</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Patrice</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Dekadence</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Samurai Jack</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Pazazz</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Takani</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Hollywood Boulevard</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Victoire</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Avalanche</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Local Hero</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Trybooking.com</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>Triton</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>China Easyway</i>	999	999	999	0:00:00	0:00:00	0	Retired
Line Honours	<i>KLC Bengal 7</i>	999	999	999	0:00:00	0:00:00	0	Retired

Ark323 – Retired

Avalanche – Retired

Black Jack – Retired

Brindabella – Retired due to mainsail damage

CEX Dolce – Retired due to broken mast

China Easyway – Retired due to sail damage

Cougar II – Retired. Mutual protest by and against *Lupa of London* for an incident after the start. *Cougar II* found to have failed as port tack boat to keep clear of *Lupa of London* but as both boats had retired no penalty could be applied.

Dare Devil – Retired due to rudder damage

Dekadence – Retired

Frantic – Retired due to torn mainsail

Great Xpectations – Retired

GYR Wat Eva – Retired

Hollywood Boulevard – Retired

Jaffa – Retired due to engine problems

Koa – Retired due to steering damage

Landfall – Retired due to hull damage

Local Hero – Retired due to minor hull damage

Lupa of London – Retired. Mutual protest by and against

Cougar II for an incident after the start. *Cougar II* found to have failed as port tack boat to keep clear of *Lupa of London* but as both boats had retired no penalty could be applied.

M3 – Retired due to broken forestay

Patrice – Retired due to mainsail damage

Pazazz – Retired

Perpetual Loyal – Retired due to rudder damage

Pretty Fly III – Retired due to broken forestay

Ragamuffin 52 – After a protest hearing a time penalty of 20% was applied under SI 20.1(b) for failing to comply with RRS 19.2(b) in an incident with *ARK 323* shortly after the start

Samurai Jack – Retired due to sail damage

St Jude – Retired due to rudder damage

Takani – Retired due to rudder damage

Triton – Retired due to mainsail damage

Trybooking.com – Retired due to damaged bow thruster

Victoire – Retired

Wild Oats XI – Retired due to mainsail damage

Paul Clitheroe, though known throughout Australia for his wisdom about money, is a self-deprecating yacht owner and sailor, humble to have won the 2015 Rolex Sydney Hobart Yacht Race with his TP52 *Balance*.

UP TO SPEED

SKIPPER PAUL CLITHEROE'S ADDICTION TO SPEED IS PAYING OFF AFTER WINNING THE TATTERSALL'S CUP ABOARD HIS YACHT *BALANCE* IN THE 2015 ROLEX SYDNEY HOBART YACHT RACE, WRITES BRUCE MONTGOMERY.

However, Clitheroe is hooked on speed, what he calls the healthy drug, the speed of lightweight flyers, the speed of a boat that can convert 15 knots of wind to 15 knots of boat speed and an extra gust of four knots that gives it another four knots.

You will never see Clitheroe cruising. It is not in his blood. Speed is.

When *Balance* crossed the finish line in seventh place at 4.50pm on December 29, he and his crew had no idea they had become leaders in the clubhouse to win the coveted Tattersall's Cup for corrected time. They just knew that they were the first TP52 in, ahead of *Ragamuffin 52* and *Celestial*, the only survivors of the nine-boat TP52 fleet.

They knew they were seventh across the line, but, he now reveals, down in the bowels of a TP52, it's all a bit hard to work out where you are compared to the rest of the fleet when it comes to overall or corrected time position.

But the dream run they had from Cape Raoul across Storm Bay and up the Derwent that afternoon should have given them an inkling that they were in with a show.

As it was, they did it comfortably from the French Rolex Fastnet Race winner *Courrier Leon* and the minnow

WINNING WAYS
Owner and skipper of the TP52 *Balance*, Paul Clitheroe and his winning crew proudly hold the coveted Tattersall's Cup high.



ROLEX / STEFANO GATTINI



of the fleet, *Quikpoint Azzurro*, the boat so cheap it was bought with a credit card.

The story of how Clitheroe came to win this race, a prospect that had never entered his head, is about knowing what you are buying, managing it and knowing your limitations, the very attributes that have made him successful in the money business.

Clitheroe started sailing as an eight-year-old when he was growing up in Griffith, NSW, but he never got into serious sailing until his three children were on their feet and the mortgage was manageable.

He has had five yachts named *Balance*: an Oceanis 30-footer, a Beneteau 40.7, a Sydney 47, a Beneteau 45 and now the TP52. It was its second Hobart race with him, but it won the 2008 Rolex Sydney Hobart as Bob Steel's *Quest*. That makes it a two-time winner.

In 2014 Clitheroe had seen the chance to buy the boat, now third-hand, which he knew would have been fully depreciated, plus he knew its owner and its history.

"It was in the marina, not far from my boat, and I knew it was a really

terrific boat," he says.

"You can buy boats online, there are TP52s for sale all over the world, but the theory is that if you buy one from Asia or Europe and bring it out here you have no idea what you are really buying.

"This boat I had been racing against for several years; it never seemed to break; it always seemed to do well. It's a bit like buying a house in your street. Knowing the boat and the owner make it easier."

Clitheroe had competed in his first Sydney-Hobart in 2005 with the late Andrew Short aboard the Volvo 60 *ABN Amro*, which had started life as the Norwegian boat *Djuice Dragons*. *Djuice* won the final leg from Gothenburg to Kiel in the 2001/2 Volvo Ocean Race, skippered by Knut Frostad. Sailing on the Volvo 60 that year gave Clitheroe the taste for ocean racing.

Ten years later, in his fifth *Balance*, his sixth time as skipper, aged 60, he has won the Sydney Hobart.

"It was never the Holy Grail for me; I just never thought it would happen. I always thought we were a one-in-40 shot to win it," he says.

Balance's starting odds with the bookies were 21:1. Some of his friends

"Many boats ripped their main; we ripped our main at the bottom, below the first reef, so we could leave it at the first reef and fix it when the sun came out. Our bow sprit was ready to go but it held up till the finish line; we broke the headsail foil but we could manage it."

Paul Clitheroe



invested; Clitheroe didn't.

"You need a little bit of luck. We sailed the boat well; we crewed the boat really well; we trained very well; the boat goes like a rocket," he says.

"Tactically, looking back over our track, we always had the boat in the right position. As the storm came we were right in on the coast so we avoided the worst of the ocean.

"Many boats ripped their main; we ripped our main at the bottom, below the first reef, so we could leave it at the first reef and fix it when the sun came out. Our bow sprit was ready to go but it held up till the finish line; we broke the headsail foil but we could manage it."

Balance also avoided the trauma of being becalmed in Storm Bay and the Derwent. After they rounded Tasman



and cleared Cape Raoul they raised their Code Zero and made the finish line within three hours, averaging 14 knots, with a beautiful wind angle.

Clitheroe had been concerned about the outgoing tide in the Derwent and mused about changing tactics.

"Paul, we're doing 14 knots of boat speed, just point at the finish line," the crew mocked. They had no idea how they were going on corrected time.

"To get to the radio on a TP52, you lie on your face and crawl down a black tunnel towards the back of the boat and the navigator does the skeds from there; there's isn't a nav table; the computer is in an alcove behind a plastic sheet; there is no seat; weight is so critical on a TP52, you really don't want weight out of place," Clitheroe says.

And the cost of downloading data to what is a Corinthian entry is prohibitive. They are able to live with just knowing, from the skeds, the latitudes and longitudes of the other boats. They knew that of the nine TP52s that started, only three remained and they were ahead of *Ragamuffin 52* and *Celestial*.

Clitheroe says he knows his limitations, particularly on the helm. He's OK in reasonable conditions, but when the boat is howling downwind in huge seas at night, climbing up oncoming waves, he knows when it is time to leave it to the experts.

"That's when I pass the wheel to Greenie or Brownie (Mike Green and Adam Brown have about 70 Hobarts between them and have won before with *Quest*).

"You should see these two guys: it is just magic to watch.

"If something goes wrong, you have every chance of killing yourself and the entire crew. If I flipped it at 30-odd knots in the middle of the night and I'm alive and my crew isn't, how would you feel about yourself?"

At 60, Clitheroe is not prepared to call it a day, a winner. He says he is not a cruising man. He loves the thrill of planing, sailing fast. He'll keep doing it until the rattling bones begin to take longer to recover and then he'll get into something smaller, perhaps 38 or 39 feet, but it will still be lightweight, planing fast.

"What's happened is I am just hooked on speed. It is fun; it is so fast; it is just fantastic. Speed, it's a healthy drug," Clitheroe says. ⚓

DREAM RUN
Above: Despite a dash from Cape Raoul across Storm Bay and up the Derwent, the *Balance* team were still unsure as to their placing when they crossed the finish line. Left: 2015 was Paul Clitheroe's second Hobart aboard this *Balance*, and his first win.

Hobart's historic waterfront precinct, Sullivans Cove and Constitution Dock were given a glamorous new look for the finish of the 71st Rolex Sydney Hobart Yacht Race and for the first time in more than two decades the official trophy presentation was not held on the lawns of the Royal Yacht Club of Tasmania.

Instead, an upbeat presentation was held in the Federation Concert Hall, adjacent to the Hotel Grand Chancellor on Hobart's waterfront, attended by 850 sailors, families, friends and race officials of the Cruising Yacht Club of Australia and the RYCT.

Dignitaries included Tasmania's Governor Professor Kate Warner AM as well the Premier Will Hodgman, the club commodores and representatives of the Hobart City Council and TasPorts.

Initiated by the Cruising Yacht Club of Australia, this was the first step towards creating an atmosphere in keeping with other events sponsored by Rolex around the world, for competitors, their families and friends and for the thousands of Tasmanians and visitors who flock to the docks 'when the boats come in.'

The focus of the CYCA, with the support of the RYCT, is towards the 75th running of what is undoubtedly the best known annual ocean yacht race in the world.

HOME COMING

EDITOR-AT-LARGE PETER CAMPBELL WAS ON THE CROWDED WATERFRONT IN HOBART WELCOMING THE SAILORS BACK TO DRY LAND FOR THE FINISH OF THE 71st ROLEX SYDNEY HOBART YACHT RACE.

Despite pre-race reservations from down south, both about the concept of a Race Village at Constitution Dock and holding the prizegiving in the imposing Federation Concert Hall, there is no question that both were outstanding successes.

The Race Village comprised a large marquee and several smaller pop-up tents for various vendors of food

WELCOME HOME
In the spirit of the ocean classic, a crowd lined the Dock in Hobart to welcome competitor boats as they finally crossed the finish line after a long race.



and beverages, race clothing and an impressive open-air, grassed area with quality outdoor furniture and a small stage for entertainment and presentations.

The RYCT race information tent on the dock did an excellent job, as usual, in keeping the huge crowds informed of boats coming up the river especially as most were still at sea even four days into the race. The volunteers who staffed the Information Centre were among 200 volunteers from the RYCT and other yacht clubs involved in the finishing of the great ocean classic.



© ROLEX / STUDIO BORLENGHI / STEFANO GATTINI

As always the finishing yachts in the Rolex Sydney Hobart and the more local Launceston to Hobart Race received a huge reception as they crossed the finish line off Battery Point, even though *Comanche* crossed the line in darkness during the late evening.

While thousands packed the seawall along Castray Esplanade, the Kings Marina and Elizabeth Street Pier, the yachts got a rousing reception as they sailed past the waterfront side of the Taste of Tasmania before dropping their mainsails. Not just for the first boat either, but right through the

fleets. And the later in the evening, the more raucous the reception from Taste revellers with the waterfront crowd now extending a full kilometre.

With so many big boats in the Rolex Sydney Hobart, parking them in the Kings marina and alongside the Elizabeth Street pier posed a problem for the RYCT's longtime director of on-water operations, Mick Hocking.

"Had they all got here this year, I would have had a real problem," said Hocking, obviously relieved at the retirement of some 30 boats from the original fleet of 108.

The Clipper Race fleet with their

big crews, at least 17, added lots of colour dockside and certainly at the trophy presentation when all twelve crews arrived in their bright and cheerful uniforms.

The trophy presentation at Federation Hall was outstanding in every respect. As one of Australia's finest concert halls and home of the highly esteemed Tasmanian Symphony Orchestra, it proved ideal for the dignitaries to present the vast array of perpetual and take-home trophies.

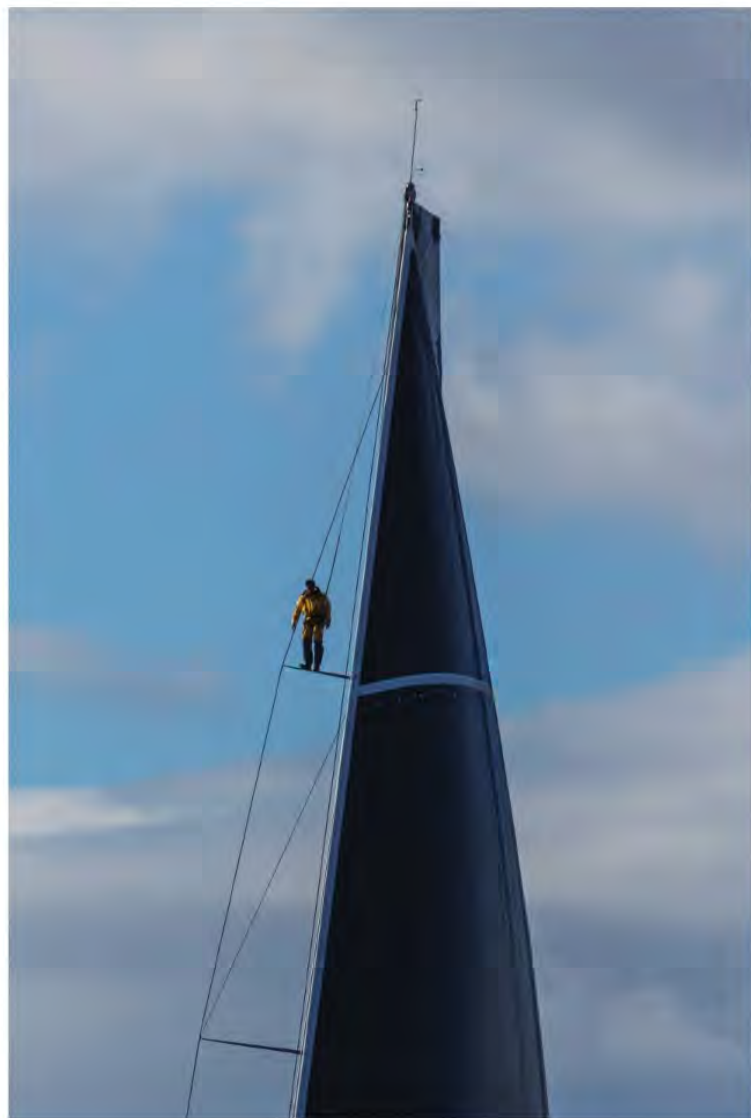
Tasmania's Governor, Professor Kate Warner AM, started the ball

CENTRE STAGE
Comanche was greeted in the Derwent by a crowd of excited spectator boats.

rolling with an enthusiastic speech, having already visited the yachts dockside with her husband Mr Richard Warner. The prizegiving ended with the showing, on a large screen, of a video of the race, made by Rolex, and showing unseen footage of the start in particular, right through to the finish.

CYCA commodore John Cameron delivered what can best be described as a heartfelt eulogy to the concept of this famous ocean race. The State Government's significant interest in the status of the Sydney Hobart was reflected by the presence of the Premier Will Hodgman.

As is almost always the case, the owners and skippers of most of the super-maxis (at least the ones that reached Hobart) had already flown out, but a popular recipient of *Comanche's* array of loot was Justin 'Juggy' Clougher, the famed



TIME TO CELEBRATE
 Top: Australian skipper Wendy Tuck and her crew were the victors in the Clipper class. Above: Giovanni Soldini and Pierre Casiraghi raced aboard *Maserati*. Left: Justin 'Juggy' Clougher had the best view in the house atop *Comanche's* mast as she sailed up the Derwent. Opposite page: Constitution Dock came alive to celebrate in classic Hobartian style.

international professional bowman who learned to sail on the Derwent and now lives at Newport, Rhode Island, USA.

'Juggy' was the man at the top of *Comanche's* mast as she sailed up the Derwent, spotting the trickles of breeze in the fading twilight of a Hobart summer event.

Wendy Tuck, the only Australian and female skipper in the Clipper Race, also received a rousing reception when she accepted the Jane Tate Memorial Trophy and later, with her entire crew, the trophy for first place in the Clipper division with *Da Nang - Viet Nam* and the Stormhoek Social Spirit Award.

There were special cheers for a key member of her crew, Tasmanian David Craney, who is sailing the entire circumnavigation. His great knowledge of the Derwent as a former Dragon class champion and now SB20 helmsman certainly contributed to *Da Nang's* narrow win in the race from

ROLEX / KURT ARRIGO

Sydney and also for the start of the next leg up to Queensland.

The Jane Tate Memorial trophy is awarded to the first female skipper in the Rolex Sydney Hobart, and is in memory of the first woman to complete the ocean classic. Two of her grandchildren were at the prizegiving.

The yacht that gave overall winning skipper Paul Clitheroe a near sleepless night, Shane Kearns' S&S 34, *Quickpoint Azzura*, won the Corinthian Division and the York Family Trophy. Kearns was quickly dubbed the 'Credit Card Corinthian' after he admitted he bought *Azzura* on his credit card!

The Clipper 70 boats, their crews and supporters weren't the only ones to add colour to the 71st Rolex Sydney Hobart, with a tribe of *Comanche* supporters arriving at the dock to greet the line honours winner wearing spectacular Indian head dresses and whooping out reported *Comanche* 'war songs.'

Unfortunately, the PC brigade wrote to the local newspaper *The Mercury* criticising this action as denigrating to the American Indian nation. But it



was quickly rebuffed by local letter-writers in support of *Comanche* and her team.

There were many heroes of the 2015 Rolex Sydney Hobart and also in the Launceston to Hobart Race where *Martela*'s skipper went over the side at the end of a halyard to clear bull seaweed from the rudder.

The Rani Trophy for the most meritorious performance, as judged by the race committee, went to Victorian Bruce Taylor's *Chutzpah* for assisting in radio relay work at a crucial stage of the race.

Tony Cable received a standing ovation as the veteran crewman received the Tasmanian Government Medallion for having sailed in 50 Sydney Hobarts from Premier Hodgman. Sven Ronow was the only yachtsman to gain a 25-Year Medallion in the 71st race.

The Race Village alongside Constitution Dock will in future be a fitting focal point for the finish of the Rolex Sydney Hobart Yacht Race... just wait for the 75th edition of the world's most challenging annual ocean race. ↓

— 2016 —
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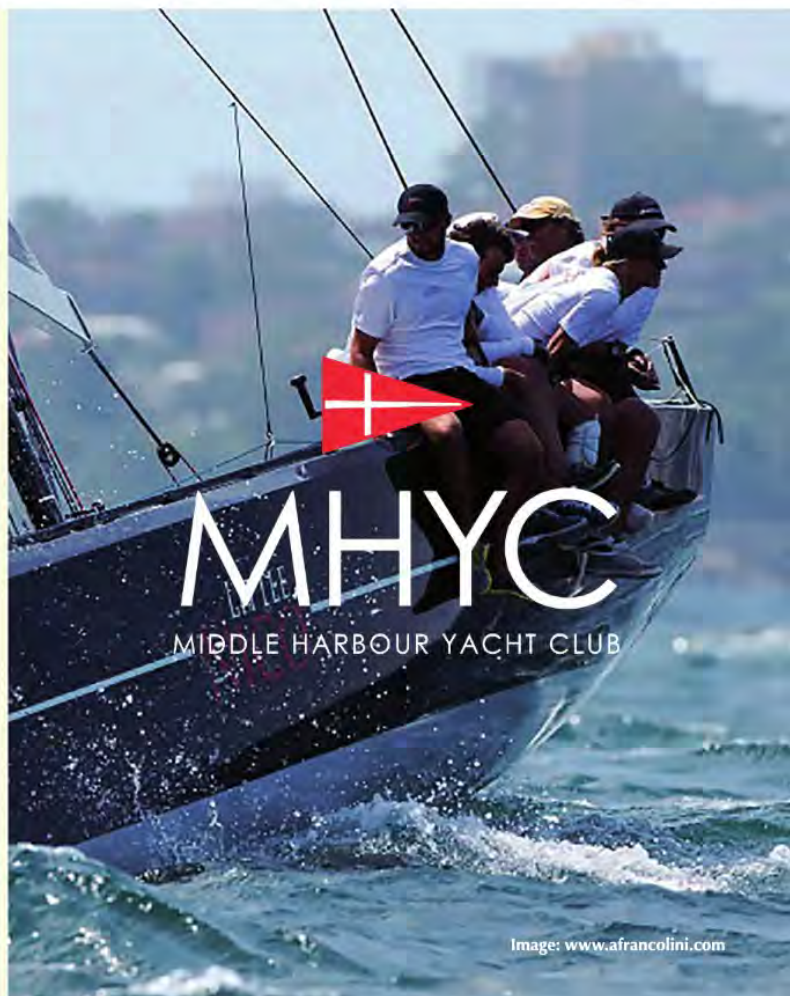
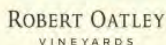
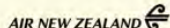


Image: www.afrancolini.com



PAYING WITNESS TO A CHALLENGING RACE THAT SAW MANY RETIRE, ROLEX PHOTOGRAPHERS KURT ARRIGO AND STEFANO GATTINI FROM STUDIO BORLENGHI PURSUED THE COMPETITORS OF THE ROLEX SYDNEY HOBART YACHT RACE SOUTH IN SEARCH OF THE MOST STUNNING MOMENTS.

WATER
BORNE

CREATURES OF THE SEA
Stefano Gattini

With her signature red hull and its Native American-inspired design, Gattini discovers the grand *Comanche* flanked by a pod of dolphins.



© ROLEX / STUDIO BORLENGHI / STEFANO GATTINI





TIGHTLY FOUGHT
Kurt Arrigo

Arrigo finds a view from the Organ Pipes in Tasmania as two boats race neck and neck towards Hobart.

ROLEX / KURT ARRIGO



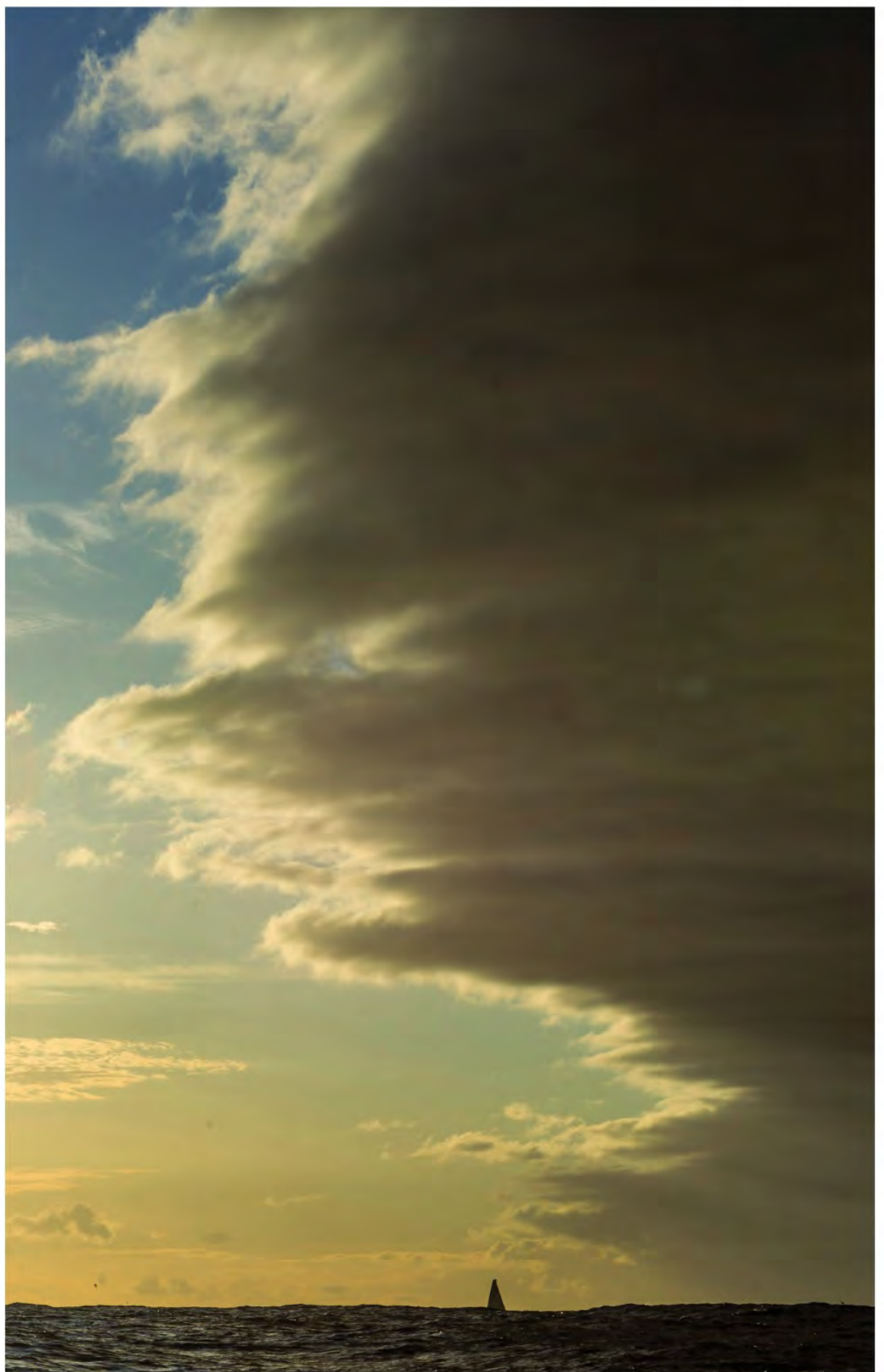
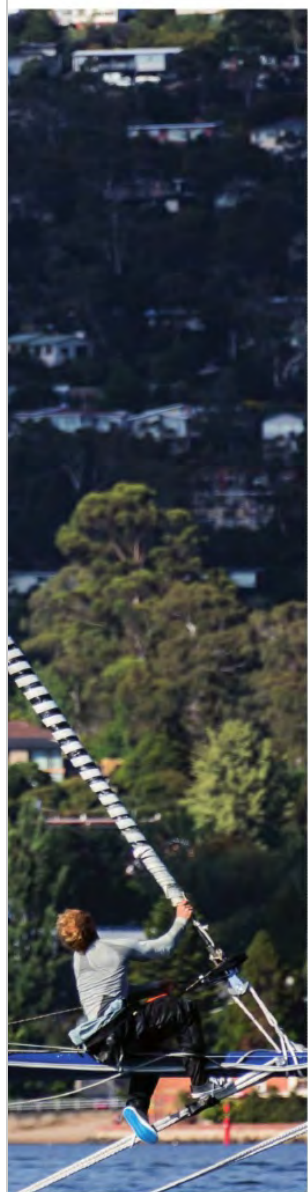


**ALL HANDS
ON DECK**
Stefano Gattini

END GAME
Stefano Gattini

The end is in sight as *Chinese Whisper* makes her way past a beautiful backdrop of the iconic Organ Pipes.

Shortly after race start, the crew of super-maxi *Ragamuffin 100* quickly unfurl its Code 0 in preparation for clearing the Sydney Heads.



© ROLEX / STUDIO BORLENGHI / STEFANO GATTINI

WILD COUNTRY
Stefano Gattini

The 2015 race was a tough opening night masked by a brutal front and bruising seas, which caused a total of 31 boats to retire.

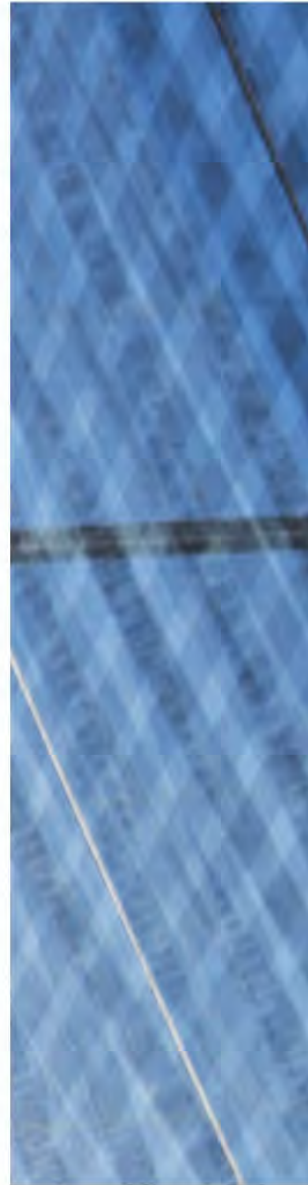


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SUN DOWN
Stefano Gattini

Competitors and photographers get the best view in the house on the voyage south. Here, *Celestial* silhouetted by a striking sunset.



SPINNAKER RUN
Kurt Arrigo

Great Britain of the Clipper Round the World class, which was a very welcome addition to the race.



GRAND HEIGHTS
Stefano Gattini

A crew member makes a mid-race ascent in search of the breeze.

TALL ORDER
Kurt Arrigo

Arrigo flies overhead to capture *Duende* from this unique and stunning angle.







GRAND FINALE
Kurt Arrigo

Comanche sails towards her line honours win flanked by spectator vessels after a gruelling race that involved its near retirement then a re-entry into the race south.



TOP TEAM
Left: Skipper Mark Richards and late owner Bob Oatley make the first cut to the old *Wild Oats*. Below: Jono Morris, joint-managing director at McConaghy Yachts.

BENEATH THE NIP & TUCK

WITH NEW YACHTS NOW IN THE WINGS OF MAJOR OFFSHORE RACES, PUSHING COMPETITION TO THE NEXT LEVEL, IT WAS TIME FOR *WILD OATS XI* TO UP THE ANTE, DISCOVERS JENI BONE.

Much was made of the modifications to *Wild Oats XI* to make her a "totally different animal" according to skipper, Mark Richards.

After 10 years competing, the champion super-maxi underwent "surgery," which involved the hull almost cut in half and a new, 14-metre long, bow section fitted, carefully calculated work that aimed to make *Wild Oats XI* ultra-competitive to face her high-tech, next generation rivals in the 2015 Rolex Sydney Hobart Yacht Race.

Using the world's most advanced computational fluid dynamics computer program, it was revealed to designers that the most efficient new shape for *Wild Oats XI* required the bow to be extended forward by two metres. However, to comply with Hobart race regulations, where the maximum length of a competing yacht cannot exceed 100 feet, two metres would have to be cut from the stern.

As luck would have it, key internal structure that accommodated the keel, rudder, daggerboards, DSS wing, rig and overall sail plan required no alteration.



Here, Jono Morris, McConaghy joint-managing director, shares his insight into the process and collaborators' ambitions for *Wild Oats XI* in 2016.

What were the main objectives of the modifications to *WOXI*?

The objectives were to narrow the gap in performance between newer boats like *Comanche* and *Rambler* in conditions where *Wild Oats* was comparatively weak. Obviously *Wild Oats XI*'s performance is very strong

in light airs where these newer boats are a bit sticky, so they were prepared to compromise some of the big advantage they have in the light air for some more performance in heavier and reaching conditions.

Also when hard running, these boats had a tendency to dig the bow in. Over the years, modifications made to the boat have made some improvements in this area, but it was clear to the brains trust that they needed to make more. The initial concept from the brains trust was to simply move the keel and mast aft in the boat to shift the centre of effort aft in the existing hull.

How did the members of the 'think tank' contribute – what was each person's expertise?

Our area of expertise was obviously the execution of the project to an incredibly high standard without any compromise in a very tight time frame lead by Tony Johnson our lead foreman and also the foreman responsible for the original build of *Wild Oats*. But less obviously was our responsibility for the project management of the whole process, which was critical to success.

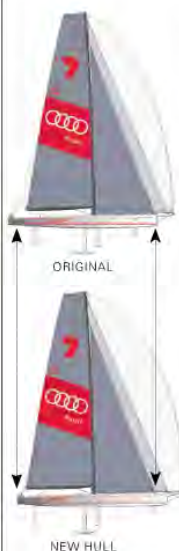
Ricko, Sandy Oatley, and Iain Murray, reviewed the performance of the boat and analysed the weak points in performance after the Hobart race, and came up with a wish list of performance related modifications.

Ricko collaborated very closely with us, and when he explained to me some of the things that they thought they would like to achieve I reviewed the original drawings and suggested cutting the bow off and extending it then removing some of the transom over hang.

Bob Oatley, Sandy and Ricko obviously threw this idea around a bit and Bob and Sandy eventually gave it the go ahead after some preliminary drawings were done by Skip Miller, a composite engineer based in the northern beaches, who works at CCG.

Warren "Skip" Miller took care of all the engineering drawings, and calculations, he worked very closely with us on the factory floor as we were often building a component as he was working how to engineer it, whilst we were both getting input from the sailing team in terms of what outcome they were looking for. It was a very collaborative approach.

Reichel Pugh were obviously responsible for the original naval architecture, so the Oatleys and Ricko went back to them for the new hull lines. After quite a bit



SAILING SURGERY
Two metres were removed from the stern and two metres added to the bow of *Wild Oats XI*. The new design changes the overall configuration, sailplan and rig, though the mid-section remains much the same. There is a small modification to the DSS hydrofoil wing, the new bowsprit is longer and the downwind sail and Code Zero will be significantly larger.

of discussion and review, the cut lines were decided between Skip in terms of what was going to work structurally, RP in terms of what was going to work for the hull lines and McConaghy in terms of what was going to work practically. John Reichel also came up with the new bow pole shape, which he reviewed with the IRC head office.

Steve Quigley worked closely with Ricko and Sandy overseeing the naval architecture, the weight study and the performance analysis.

Southern spars and North sails were involved in the reconfiguring of the sail plan, and southern also worked with McConaghy and Skip on resolving and detailing the on deck and below deck systems.

For McConaghy, what was the main focus of the alterations?

McConaghy's main focus was to pull the project together and extract the information we needed from all the contributors to allow us to build and complete the project in the given time frame.

What were the main parts of the boat that were changed?

The complete bow, hull deck and structure including bow pole were changed from just forward of the dagger board, the new bow was two metres longer and two metres was cut off the stern and a new transom fitted. We also added water ballast tanks to two sections on port and starboard internally.

How many people worked on it – from McConaghy and in total?

Probably 30 to 40 people worked on it when you add the *Wild Oats* team, painting teams and McConaghy team.

Any hiccups along the way that took the strategy in a different direction?

No hiccups. We had a schedule planned for daily targets, which the guys hit every time, but probably the biggest change in plan was to complete the entire project in our shed rather than do a combination of parts in our shed and finish off at Woolwich, which had been initially planned. The further we got into the project the more obvious it was that this was the logical solution to Sandy and Ricko.

Also the scope of work got bigger as the project progressed, such as adding water ballast tanks and the new intricate bow pole. We had to squeeze all the extra work into the same time frame.



How long did the operation take from start to completion?

The project was confirmed in May and we took detailed built measurements of the boat and 3D scanned it before it left to go to the US for the Transpac Race. At that point, we ordered materials and started on the hull plug. Then the boat was launched at the end of November.

Post-race, the crew couldn't really tell how the mods impacted on performance – but from training and pre-race events, what were some of the improvements you noticed?

I think the sailing team were all very pleased with the way the boat was performing, and the obvious

improvements. They just didn't get enough time on the water in enough variable conditions to work out the best sail combinations, which is so critical to getting the best out of these boats particularly offshore. Obviously the main was unchanged but all the headsail and spinnaker combinations were new on a new hull form, so quite a lot of change that needed a lot of data logging to build up the knowledge base.

How was the spirit in the McConaghy Mona Vale yard having the original *Wild Oats XI* back in the shed for such a major rebuild?

Fantastic! So many of the key players in the original build are still part of our team and it was a real buzz to be taking on such a radical job to a boat that we all have such a close relationship with. It was literally 10 years to the day since we were flat out in the original build of the boat, so it was a bit eerie wondering where the last 10 years had gone when it seemed like nothing had changed except we were all a bit older and greyer!

How has composite construction technology improved in the decade since she was built?

There have been incremental improvements all around. All these small improvements snow ball, which adds up to a big improvement and a significant weight gain all up. They are still the same basic materials but in nearly every area from engineering to laminating even our facilities (such as new ovens and data logging/monitoring equipment) there have been lots of incremental improvements that add up.

Sandy Oatley, Mark Richards and Iain Murray (among other key *Oats* team members) talk of coming up with the 'go even faster' modifications for *WOXI* as a basic sketch of ideas. How have these ideas translated into the 'new' *Oats* with Reichel Pugh?

Not sure, this might be a question for Steve Quigley or Ricko. I've mentioned how we translated some of the big ideas in reality, but I'm probably not privy to what's in their sketch book!

With Bob's passing, will *Oats* and McConaghy be racing for his memory in this year's Sydney Hobart?

Yes I believe they will, they have already started talking about mods needed for this year's race! It's Bob's legacy as one of the great innovators and supporters of our sport. ⚓

www.mcconaghyboats.com

JOY RIDE
From top: The new *Wild Oats XI* raced for the first time at the SOLAS Big Boat Challenge on Sydney Harbour – and proved her ambitious modifications had been worth it – as she left her competitors far behind in her wake; The team at McConaghy put *Oats* back together in time for the Sydney Hobart.



A self-made man who started his working life as an office boy in Sydney at the age of 15, Bob became recognised as one of the nation's most successful businessmen, enthusiastic sailors, and generous philanthropists.

In yachting, he is best known as the owner of *Wild Oats XI*, the 30-metre super-maxi that became recognised over an 11-year period as the most successful yacht to have contested the Rolex Sydney Hobart race in its 71-year history. From the time she was launched in 2005, the sleek silver-hulled sloop won eight line honours, two race record times and two wins on handicap. More recently, *Wild Oats XI* went to America and contested the 2,400-nautical mile Transpac race from Los Angeles to Hawaii and claimed fastest time.

But Bob's contribution to the sport went well beyond this superb yacht. Among many achievements, he is credited with being the man who pioneered the canting keel concept into Grand Prix level ocean racing worldwide. He also provided considerable financial support and onshore resources for the Australian Olympic Sailing Team, in particular the highly successful 2012 team.

Only eight weeks before his passing, Bob was honoured by Yachting Australia with a lifetime

achievement award, which dated back to his forming the Balmoral 12ft Sailing Club in 1945 with his lifelong friend, Bill Buckle.

Bob Oatley was born on 11 June 1928 in the Sydney harbour-side suburb of Mosman, which, back then, was a far cry from the affluent area it is today – his grandparents who lived nearby even had a cow in their backyard.

In every sense he was a "true blue" Australian. The family heritage dates back to clockmaker, James Oatley, who was transported to Australia as a convict in 1815 for stealing bed linen. His talents as a clockmaker soon led to him becoming the clockmaker for the colony. On being pardoned, he received a number of land grants from Governor Brisbane, including a 300-acre lot that is now part of the Sydney suburb of Oatley.

Sadly, Bob never knew his mother. She passed away around the time of his first birthday as a consequence of a melanoma. With his father, Geoffrey, then spending considerable time in the bush in his role as a wool buyer, he was raised by his mother's sister, Aunt Muriel.

Bob's passion for sailing was spawned as an 11-year-old when he made frequent forays from his home down to nearby Balmoral Beach, on Middle Harbour. The water had a magnetic attraction for him, so he soon bought a flimsy canvas-covered canoe from a school mate for two shillings and sixpence. He used a garden stake for a mast and a bedsheet for a sail, and began sailing on the waters of Sydney Harbour.

With there being expectations that World War II would soon end, Bob's father suggested that he leave school as a 15-year-old and seek work, as opportunities for a young and inexperienced lad would be limited once the soldiers returned home. It was an insightful move, and soon Bob found himself heading into the city for an interview his father had organised. It was with Mr RA Colyer, the owner of the successful trading company, Colyer Watson.

Bob obviously impressed as he was offered the job of being a messenger boy where he would run errands, deliver mail by hand across the city, and assist workers in the office in numerous ways, including filling their ink wells.

He started work just before Christmas in 1943. On the first day he panicked about what lay ahead: "I knew I was venturing into the unknown, and I was scared. Right then I just wanted to get up, dive over

PRECIS OF A LIFE WELL LIVED

AUSTRALIA, AND MORE SPECIFICALLY
THE YACHTING COMMUNITY, LOST ONE OF ITS
GREAT ASSETS IN EARLY JANUARY WITH THE
DEATH OF ROBERT 'BOB' OATLEY AO, BEM,
AGED 87. BY ROB MUNDLE.



the side of the ferry I was on heading for the city, and swim to shore.”

Fortunately, the urge to “abandon ship” subsided: this moment would prove to be the launch pad for a remarkably successful business career across many fields.

By his late teens, Bob was impressing Mr Colyer with his dedication to the job and his evolving business sense, so much so, that he soon found himself travelling with his boss to New Guinea where the company had trading posts.

At this time, coffee was a new crop for the natives in the highlands and it would soon come to pass that Mr Colyer with Bob at his side, would pioneer the selling of New Guinea coffee to the world market.

In his early 20s, Bob married Rosemary Bray, who also lived in Mosman. The marriage lasted 18 years and in that time three children – Andrew (Sandy), Ian and Ros – were born. While the family lived in Balmoral, Bob would spend up to six weeks at a time in New Guinea. Eventually, when Mr Colyer decided to retire, he sold Bob all his shares



Rosemount was producing an amazing 4.8 million bottles of wine annually.

Rosemount achieved international acclaim in 1982 when its Roxborough Chardonnay was recognised at the International Wine and Spirit Competition in England as the world’s best chardonnay. The same year Bob married his long-time partner, Val Street, to whom he affectionately referred to as The Duchess.

Rosemount’s success continued until March 2001 when it merged with Southcorp Wines, a relationship that came to an end in 2005. In the meantime, Bob and his family company had purchased what is now Australia’s premier tropical island resort destination, Hamilton Island, the home of the highly successful Audi Hamilton Island Race Week.

In the mid-2000s, the Oatley family company re-entered the wine business with the establishment of Robert Oatley Vineyards. This company is today making significant inroads into the industry across Australia and overseas.

Once based back in Australia, Bob was able to rekindle his passion for sailing. In 1984 he built his first yacht to carry the name *Wild Oats*, a Farr 43 design, which remains competitive to this day. As *Wild Rose*, and with Roger Hickman as owner, she won the 2014 Rolex Sydney Hobart race on corrected time. In 2003, Bob took offshore sailing into a new dimension with the effective development of the canting keel concept when he launched his latest *Wild Oats* of the time. This boat and one other, *Aftershock* (Colin O’Neil), formed the Australian team that won the prestigious Admiral’s Cup in England. This was the last time that the trophy was contested.

Beyond yachting, Bob was well recognised for his philanthropy. He donated \$1.25 million (50 percent of the public subscription) to ensure that the only authenticated portrait from the life of Captain James Cook, a work by John Webber in 1782, was brought to Australia and permanently exhibited in the National Portrait Gallery, Canberra. He was also a major donor to Sydney’s St Vincent’s Hospital, the Victor Chang Institute and numerous medical research projects.

Bob Oatley enriched the country in many ways with his business acumen, integrity and his unfailing generosity. In 2014, he was appointed an Officer of the Order of Australia (AO), for his significant contributions to the Australian way of life. Bob Oatley was a Great Australian. ⚓



in the coffee company, Angco, and the business continued to go from strength to strength. By the early 1970s, Bob had driven the company to the point where it was generating 65 percent of New Guinea’s gross national product.

When independence came to New Guinea in late 1973, the opportunity soon presented itself for Bob to sell Angco to the government, which he did. Consequently, he decided to investigate the possibility

of developing a new business opportunity in Australia, and this would eventually lead to him establishing a vineyard in the Hunter Valley in New South Wales. Initially, it started as little more than a hobby farm for him and his family, but as time went on it became apparent that he was again on the road to corporate success. The name of the property he bought was Rosemount, and that label went on to become Australia’s largest exporter of wine. At its zenith,

GREAT AUSTRALIAN

From top: Bob and his wife Val; Bob at the helm of *Wild Oats XI*. Opposite page, from top: Bob at the Oatley vineyards in the Hunter Valley, NSW; Bob and Val (far left) celebrate with an earlier *Wild Oats*.

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HEADING NORTH

The Sunsail charter fleet had competitive racing at the 2015 King's Cup.

The racing diary is absolutely packed for 2016, both here in Australia and across Asia, so what you can't manage this year, make a note of for 2017. Your bucket list might include the pick of events from each region, so for the regatta sailors it could be Audi Hamilton Island Race Week in August, the China Cup in October, Thailand's King's Cup in December and maybe New Zealand's Bay of Islands Regatta in January. But there's plenty of alternatives, depending on whether you plan on using your own yacht or chartering. For instance, some of the Aussies competing in Asia keep a TP52 in the region, with another one in Sydney. Asia is of course in the typhoon belt but there are numerous secure marinas stretching from Phuket, Malaysia, Singapore, Philippines and right up to China, including Hong Kong.

CRUISER-RACERS

For the cruiser-racer brigade, planning your voyage according to the regatta calendar is a great way to both cruise and compete. So for instance, an itinerary could involve working your way up Australia's east coast during our late winter for Airlie Beach Race Week and Hammo, on to Magnetic Island Race Week and then on to a regatta in Cairns this year. After that, the prevailing easterlies can blow you all the way north to Darwin for the short hop to Indonesia. For first timers, a wise move is to wait for July's Sail Indonesia rally or the Ambon rally in August. Sail Indonesia includes three months of linked events that guide you to Singapore and the heart of the Southeast Asia racing circuit. Strength in numbers is good for your first overseas voyage and all the hassles of customs are smoothed over as well. Once in Indonesia you have to keep on moving as only three-month cruising permits are issued, but that still gives you plenty of time for a leisurely cruise to Malaysia where you can join one of my favourite events, the Raja Muda that takes you all the way from Kuala Lumpur to the edge of Thai waters at Langkawi Island.

RACING THE ASIA-PACIFIC

MORE AND MORE AUSSIES ARE DISCOVERING THE DELIGHTS OF THE ASIA-PACIFIC REGATTA CIRCUIT AND 2016 IS LINING UP TO BE ANOTHER BUMPER YEAR, REPORTS KEVIN GREEN.

MAJOR REGATTAS & RACES

Australia

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www.pittwatertocoffs.com.au**Gold Coast Sail Paradise Regatta**13-17 January 2016
www.sailparadise.com.au**2016 Festival of Sails**Melbourne, Victoria
22-26 January 2016
www.festivalofsails.com.au**Geographe Bay Raceweek**Western Australia
13-19 February 2016
www.gbyc.com.au**Adelaide and Port Lincoln Race Week**19-25th February 2016
www.lincolnweek.com.au**Audi Sydney Harbour Regatta**5-6 March 2016
www.shr.mhyc.com.au**Sail Port Stephens**11-17 April 2016
www.sailportstephens.com.au**Land Rover Sydney Gold Coast Yacht Race**July 2016
www.goldcoast.cyca.com.au**Sail Indonesia 2014**Darwin depart
23 July 2016
www.sailindonesia.net**Darwin to Ambon Yacht Race and Rally**13 August 2016
www.darwinambonrace.com.au**Airlie Beach Race Week**12-19 August 2016
www.airlieraceweek.com**Audi Hamilton Island Race Week**20-27 August 2016
www.hamiltonislandraceweek.com.au**Sealink Magnetic Island Race Week**1-6 September 2016
www.magneticislandraceweek.com.au**Sail Cairns**17-20 September 2016
www.sailcairns.com.au**Rolex Sydney Hobart Yacht Race**26 December 2016
www.rolexsydneyhobart.com

LOCALS ONLY

There's plenty of choice when it comes to touring the regattas just within Australian waters.



SYDNEY AND BEYOND

Basing a yacht on Australia's East coast gives you access to the busiest regatta scene, but for those who want to combine some family travel with racing, don't neglect the interstate regattas such as February's Port Lincoln Race Week, along with the Adelaide to Port Lincoln Blue Water Classic. A favourite offshore and regatta event, it's a world away from the hustle of the east coast and the cruising grounds around it are wild yet quiet. This year, chairman Andy Dyer is encouraging trailerables and sports boats to compete in the sheltered waters of Boston Bay. February is also the time for Western Australia's major regatta – Geographe Bay Boat Rally – located a day's sail south of Perth. Adjoining the beautiful Margaret River wine region, the marina at Busselton has modern facilities

purpose-built to host the event and a short drive from the laid-back Margaret River township and beaches.

Early March is the time when many of Sydney's clubs cooperate for the city's main regatta, the Audi Sydney Harbour Regatta run by the Middle Harbour Yacht Club, which allows everyone to see the top Grand Prix boats battle it out in closely confined waters. This year, for its 11th anniversary, 200 keelboats will race across 26 divisions over 10 course areas throughout Sydney Harbour as well as offshore. A big drawcard will be the MC38 One-design class championships.

As our east coast regatta scene gets underway, a day's sail north in April takes you to Sail Port Stephens with perhaps a stop at the sheltered Newcastle marina. Hosted by the



Corlette Point Sailing Association, the 2016 Sail Port Stephens will have six divisions that will include two multihull classes. Races such as the Three Islands take yachts around the shoal waters, which gives navigators and tacticians some challenges. All the major marinas support the event including the Anchorage Marina and the Soldier's Point Marina. Meantime, back in Sydney, the Cruising Yacht Club of Australia's popular three-month Winter Series keeps yachts engaged until July's Sydney Gold Coast Race, which prepares crews for the tropical northern sailing season.

This year, the 'people's' regatta of Airlie Beach celebrates its 27th anniversary on August 12 2016, a week before Audi Hamilton Island Race Week. Changes at Hammo this year include the inaugural Australian Yachting Championship, which will include an elite Performance Handicap division. Our sport's governing body, Yachting Australia, has announced this expansion of the national series – previously titled the Australian IRC Championship – to accommodate a sector of keelboat racing that is expanding significantly across the country. "It also feels appropriate that the sailing community be the first to welcome back the Australian Sailing Team as they return directly from the Rio Olympics, as many sailors taking part at Hamilton Island have been loyal supporters of the athletes for many years," explained Yachting Australia president, Matt Allen, about the decision.

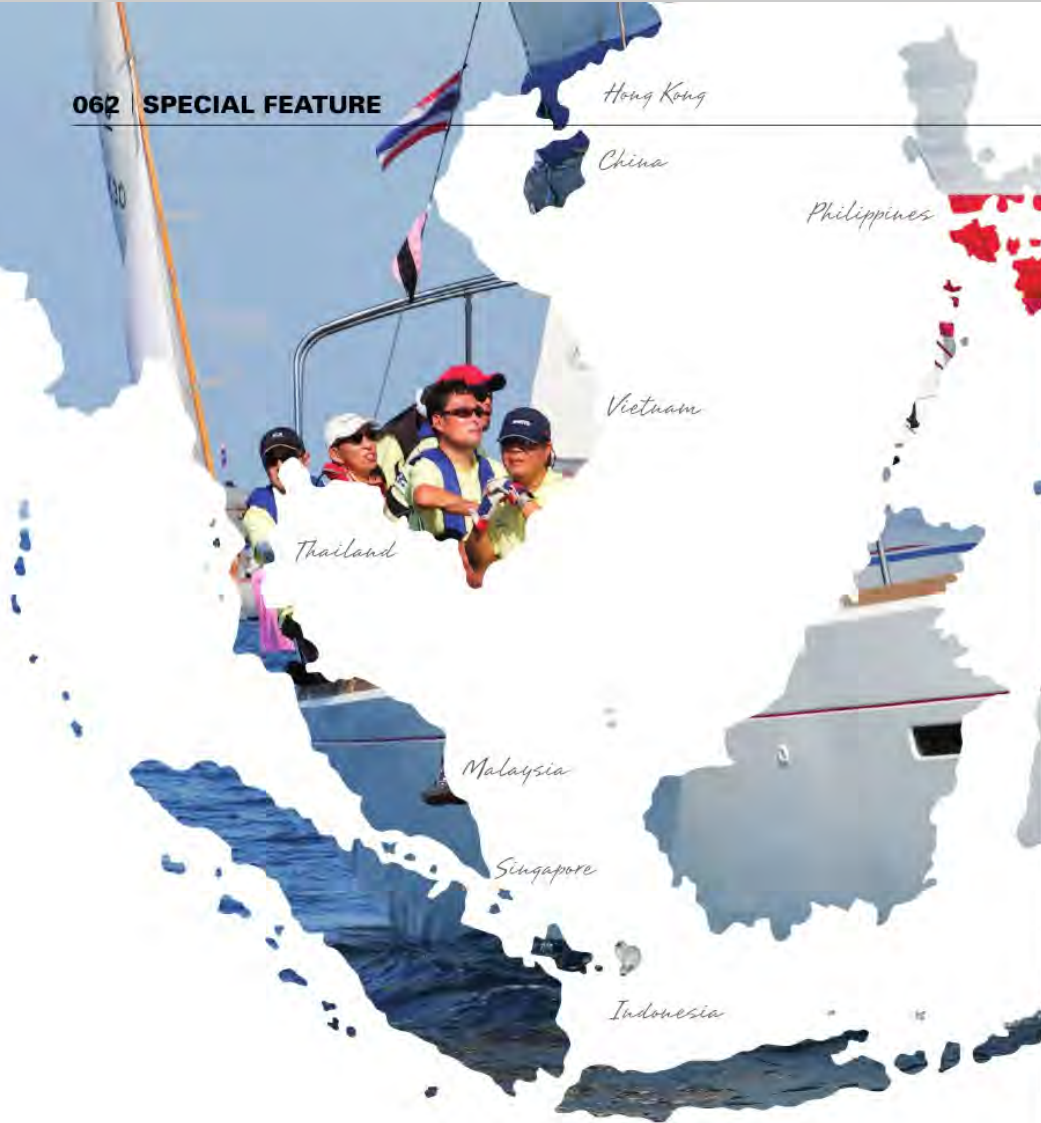
TROPICAL NORTH

Following on a couple of weeks later is the 'Maggie.' The Sealink Magnetic Island Race Week is a smaller and more intimate regatta event in the tropical waters off Townsville. This leaves you just enough time to sail north to the heart of the Great Barrier Reef where the Cairns Yacht Club and The Cairns Cruising Yacht Squadron will be hosting the second Sail Cairns Festival Cup Regatta (17 to 20 September). All keelboats, multihulls, sports boats and off-the-beach-classes are invited to compete for the Mayor's Challenge Trophy. A good idea for cruiser-racers after this is to sail a day north to the tranquil Lizard Island for some serious downtime while awaiting the easterlies to push you north. Being the location for one of Australia's most luxurious island resorts, the island has both natural and man-made wonders to while away the time, including an arduous walk to Captain Cook's Lookout.

Back in Sydney, for the remainder of the year is the CYCA's most prestigious series – the Blue Water Pointscore. It consists of a series of races that commences with the Sydney Gold Coast Yacht Race and finishes with the Rolex Sydney Hobart Yacht Race on 26 December 2016. An alternative option and a great family event is the Pittwater to Coffs Harbour in early January, while those hardy Category 1 sailors returning from Hobart are bashing across Bass Strait in time for Victoria's Festival of Sails in mid-January 2017. This year's event saw the exciting new McConaghy MC31s competing and this fleet is expected to grow by next year, along with the new trophy for young skippers under 25, a great encouragement for the future of our sport.

Basing a yacht on Australia's East coast gives you access to the busiest regatta scene





OFFSHORE ACTION IN ASIA

The Asian regatta circuit stretches thousands of sea miles from China in the east to Thailand's warm waters in the Indian Ocean. Offshore action in Asia can be as tough or as easy as you want, ranging from the relatively sheltered waters of the Straits of Malacca during the Raja Muda Regatta to the biannual Audi Hong Kong to Vietnam race (March 2017). This race alternates with the Rolex China Sea Race, which runs from Hong Kong to the Philippines (23 March 2016). This 565-nautical mile Category 1 race can be gruelling as it's a real offshore event across a turbulent part of the South China Sea. Last year this sea claimed the lives of an entire crew and a brand new Beneteau Oceanis 60, so a salutary warning about the dangers of this typhoon region. For the adventurous multihull racer, the Philippines 210-mile Hobie Challenge (19 to 28 February 2016) is the notable short-handed island-hopping event that is not for the faint hearted – just ask top sailors like

Vanessa Dudley.

Asian weather is divided into wet and dry seasons but both have plenty of pressure, kicking off with NE Monsoon winds in January, which produces good racing in Southeast Asia and spectacular weather with regular squalls. Aussie boats enjoy these offshore challenges, including the new super-maxi *Ragamuffin 100* that skipper David Witt raced for owner Syd Fischer during the 2015 season.

Hong Kong is the major yachting hub in the Far East, with prestigious clubs such as the Royal Hong Kong Yacht Club. Hong Kong is also the starting point for the passage race to Asia's largest regatta, the China Cup, which allows sailors to race in the Peoples' Republic of China. Over the years of racing in this event I've noted the dramatic increase in local sailor numbers and with prominent professional teams such as the DongFeng nurturing Asian talent it bodes well for the region's yachting.

ISLAND HOPPING

Venus Hunter at Phuket King's Cup 2015. The King's Cup is the most popular regatta in Southeast Asia and this year was another fantastic event with passage racing among the islands off Phuket.

MAJOR REGATTAS & RACES

Asia Pacific

Royal Langkawi International Regatta
Malaysia
11-16 January 2016
www.langkawiregatta.com

Bay of Islands Sailing Week
New Zealand
26-29 January 2016
www.bayofislandssailingweek.org.nz

Bay Regatta
Phuket Thailand
17-21 February 2016
www.bay-regatta.com

Neptune Regatta
Indonesia
6-14 February 2016
www.neptune-regatta.com

Rolex China Sea Race
(biannual to Philippines)
Hong Kong
23 March 2016
www.rhkyc.org.hk

Tahiti Pearl Regatta
French Polynesia
2-7 May 2016
www.tahitipearregatta.org.pf

Top of the Gulf Regatta
Thailand
30 April – 4 May 2016
www.topofthegulfregatta.com

Koh Samui Regatta
Gulf of Thailand
21-28 May 2016
www.samuiregatta.com

Transpac – Pacific Cup
San Francisco to Hawaii
11 July 2016
www.pacificcup.org

Cape Panwa Hotel Phuket Raceweek
20-24 July 2016
www.phuketraceweek.com

China Cup
27 – 30 October 2016
www.chncup.com

Raja Muda Selangor International Regatta
Malaysia
14th – 22nd November 2016
www.rmsir.com

King's Cup
Phuket, Thailand
2-10 December 2016
www.kingscup.com

TYING UP

Reflecting the general growth of Asian sailing, there are world class marinas such as Singapore's prestigious ONE°15 Marina Club on Sentosa Island, which has been the impetus for the nearby Neptune Regatta, allowing racing sailors an equator-crossing experience past towering volcanic peaks in the Batam region of Indonesia. In Thailand's west, Phuket has hundreds of berths for superyachts to small cruisers, while Malaysia's Langkawi Island to the south is a popular wintering destination along with the chain of facilities dotted along the Malacca Straits to Kuala Lumpur, Singapore and into the vast Gulf of Thailand where the beautiful Koh Samui island hosts a major Grand Prix regatta. Across the Thai Gulf to the east is the country's most prestigious sailing venue, the Royal Varuna Yacht Club at Pattaya near Bangkok, which hosts the major Top of the Gulf Regatta and is a presiding club for the King's Cup in Phuket. For the committed racer, there is the Asian Grand Prix Circuit Trophy, which Aussies such as Asian regatta champion Peter Ahern and his TP52 *Oi!* compete in regularly. The 12-event Asian Grand Prix Circuit now covers most of the region so is a worthwhile series for skippers during a season. Elsewhere in the region interesting regattas take place from as far east as the exotic Tahiti Pearl Regatta, undoubtedly my favourite Pacific event, to near at home in New Zealand's picturesque Bay of Islands Sailing Week in January. For bluewater sailors, the category 1 Transpac – Pacific Cup (San Francisco to Hawaii) 11 July 2016 is the major offshore event; so start filling in your calendar now! ⚓

Chartering

Chartering is a viable option across the entire region including Phuket, China and more local waters.

For 2016 there's a new one-design fleet of Corsair trimarans in Southeast Asia and a large mixed fleet of keelboats. Chartering for cruising is a major option with international operators Sunsail, Dream Charter and Elite Charter, to name only a few in Thailand. The China Cup boasts the largest OD fleet, with 30 First 40.7s for hire at very reasonable rates, along with nippy 10 Far East 28Rs. French Polynesia is a remote tropical paradise yet you can race there and charter through the Tahiti Pearl Regatta, one of the most enjoyable I've sailed.

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MIXED DOZEN



WHETHER CRUISING, RACING OR VOYAGING, OUR ARMADA OF THE BEST YACHTS SAILING TODAY IS INTENDED TO WHET YOUR APPETITE AND INDEED DO SOMETHING SIMILAR TO YOUR FEET, WRITES KEVIN GREEN.

What's selling is often an indication of how good a yacht is so this armada all have recent miles under their keels. Ranging from the entry-level cruiser, Beneteau's popular and affordable Oceanis 35 to the galactic heights of the mini-maxis Rambler 88, there's plenty in between to consider such as the more modest but race-winning McConaghy Ker 4.0+. What these yachts all have in common is quality, albeit carbon construction, as found in the latest Botin-designed TP52 or the sturdy GRP structure integrated into the new bluewater Oyster 545.

Near the front of our armada are the sleek passage-makers that can take you to where you're going in style, such as the slippery Solaris 50 and the sleek German Frer-designed Euphoria 54. These semi-custom yachts share fairly powerful rigs and optimised hulls that are fast and have luxury interiors. Not for everyone's budget of course, but good craftsmanship can't always be.

More affordability comes from the large manufacturers such as Hanse and Dufour who use their buying power to benefit from economies-of-scale to produce the cost-effective yachts like the new

Hanse 455 and the Felci-designed Dufour GL560. Accommodation layouts are important choices for the cruising sailor and these two yachts come with several options, including a four-cabin version. Italian flare is also apparent in the revamped Grand Soleil yard, which launched the 46Long Cruise, with one currently sailing around New Zealand. Helming these performance-cruisers is a joy, so you won't want to simply click the autopilot on and retire to the cockpit with a G&T.

In fact, all these yachts mentioned wouldn't disgrace themselves at regattas. Especially since most of them have performance options so, for example, you can both cruise and race the east coast circuit. Upping your chances of grabbing some silverware without alarming the bank manager can be done by checking out the zippy Jeanneau Sunfast 3600, a boat I enjoyed racing against in China and in the Hobart last year, so well proven. Alternatively for a bit more comfort with your speed, the Slovenian-built Elan S5 is worth having a chat about with Performance Cruising Yachts in Sydney and they even offer yacht share.

FAST FORWARD
Doing it with style on the Grand Soleil 46 LC cruiser. The first one has already arrived in New Zealand.



Development continues in the TP52 class with more sail area and optimised hulls. New owner-drivers are enjoying this regatta and offshore boat.

AGE OF INNOVATION

Above: Botin Partners and Spanish yard Longitude Cero put together the 2015 TP52 Quantum Racing. Top right: The innovative Rambler 88 has given both handicap and line honours wins and very nearly a win in the 2015 Rolex Sydney Hobart to her American owner, George David. Right: The new Ker 40+ is lighter and more powerful than the original model.

BOTIN TP 52

The Transpac 52 continues to attract new owners and has proven a popular race boat here in Australia with Hobart wins (Paul Clitheroe's Balance) among the accolades for the class. With large numbers of boats already in the USA and Europe, the 2015 Super Series boosts their numbers by nine this year. The new yachts, built to the box rule that binds them to a key set of dimensions, leaves sufficient leeway to promote development. This has encouraged a steady evolution of the TP52 so that it has progressively become faster and more exciting to sail with fewer crew and less sails, thereby keeping costs down. Despite a dozen or so designers throughout the lifetime of the class – and I've been lucky to race on a few different builds myself – the 2015 season is dominated by only two builders among the nine new boats. Step forward Botin Partners & Judel Vrolijk whose boats have been built in five different yards spread across Spain, Italy, Dubai and New Zealand.

The trend, according to the TP52 class association is to "build as light as possible, as strong and stiff as possible, lower the vertical centre of gravity as much as possible, minimise windage and come up with a well-balanced all-round design optimised for strong upwind performance."

Lightening the hull without compromising the structure is the eternal dichotomy but these boats often must perform in rough conditions, so yachts like the latest Quantum Racing are expected to be sturdy enough to have a life without the Super Series. Boss Terry Hutchinson told me the new boat is generally more powerful all round with a bigger rig and more slippery hull. Mainsail area is up from 93.5m² to 98m² and the spinnaker has grown from 260m² to 270m² while weight aloft has been saved by using carbon rigging. To compensate, the bowsprit has grown 700 millimetres longer and a mast deflector has been used to give more rig control. Hull development has reduced drag and reflects the need in 2015 to have fast first upwind leg to gain the upper hand in the larger fleet numbers found in Europe, illustrating how exciting the class remains.

www.botinpartners.com

RACERS

TP 52 QUANTUM RACING

LOA: 15.85m
Draft: 3.5m
Beam: 4.42m
Displacement: 7,025kg
Sail area: Mainsail 98.0m², Spinnaker 270.0m², Jib 66.0m²
Builder: Longitude Cero (Spain)
Designer: Botin Partners
Price: POA

RAMBLER 88

LOA: 27m
Beam: 7.1m
Draft: 6.0m
Displacement: 22,890kg
Ballast: 2,800 kg
Sail area: displacement ratio 67.41
Builder: New England Boatworks
Design: Juan Kouyoumdjian
Price: POA

KER 40+

LOA: 12.20m
Beam: 4.20m
Draft: 2.90m
Displacement: 4,350kg
Ballast: TBA
Engine: TBA
Sail Area: P 18.8m, E 5.35m, J 4.85m
Water: TBA
Fuel: TBA
Design: Ker Design
Price: US\$390,000 (base excluding rig US\$64,500)



Radical, compact for a maxi, and experiencing plenty of success, Rambler 88 has set a new standard.



KER 40+ McCONAGHY

A lighter and more powerful version of the successful offshore racer, the new Ker 40+ will appeal to grand prix sailors.

Standing still is not an option in the grand prix race game so Ker Design has created a more powerful version of their race-winning 40, which retains the notable structural integrity of the original boat but in a lighter package. Designed and used as both an inshore and offshore racer the Ker 40 is a versatile performer but the emphasis on bluewater racing was the key feature that attracted the likes of Sydney's Ed Psaltis (Midnight Rambler) and Andrew Pearce (Magnum III) to the design.

The Ker 40+ is aimed at the Fast40+, IRC and ORCi rules, while fitted with larger upwind sails it can also compete in the American HPR box rule. The new Ker 40+ Invictus (IRC 1.268) of Sir Keith Mills has been winning in UK waters during 2015 against tough opposition. Looking around McConaghy's China yard last year with manager Stephen Oliver showed me the level of investment that the company has made to allow this modern grand prix boat to be built – for example, a line of German made robots has been commissioned to ensure that the tooling tolerances are minuscule.

For the Ker 40+, the rounded computer optimised hull form continues with smooth aft sections from the original design but the overall shape has been significantly tweaked. Most importantly, it's lighter, weighing in at 4,350kg (compared with 4,800kg for the original model) and has a deeper draft at 2.90m (2.60m originally) but at only 0.05m wider should improve upwind performance especially: due to less drag. The keel fin is optimized, both structurally and hydrodynamically, with a composite fairing over a structural casting. As with most of Jason Ker's recent designs, such as 2013 Rolex Sydney Hobart, Division Winner 'Varuna', the hull shape has more volume forward above the normal waterline, to allow the yacht to be pushed hard downwind in heavy conditions. www.mcconaghyboats.com

RAMBLER 88, JUAN K

The Juan Kouyoumdjian-designed Rambler 88 is a new kind of pocket maxi that has punched well above its weight since its launch two years ago; as seen by it leading the 2015 Rolex Sydney Hobart until smashing a daggerboard. Despite being edged out by its mightier opponent, the 100-foot Comanche in the Hobart it has had wins against the bigger boat in the Caribbean at Les Voiles de St. Barth Regatta and nearly did it at the 2015 Fastnet.

This type of compact monster is setting new standards and a great example of workmanship from New England Boatworks in Rhode Island. But both these yachts share some common characteristics. The two rely on huge beam and canting keels for stability while hard chines sharpen their carbon hulls, although Rambler's look softer. I've enjoyed talking boats with the quietly spoken Juan Kouyoumdjian in the past but his modest personality is in stark contrast to his powerful designs that have often been bold and some may even say brash. But there's been plenty of successes including the Volvo winning ABN AMRO boats and the powerful generation of IMOCA 60s such as Pindar and Hugo Boss.

Again Juan K has done something interesting with the latest boat, including jagged-edged twin rudders or nodules as I've seen them called. These bumps on the rudder's leading edge are said to create lift while also reducing cavitation. The other unusual feature of the Rambler 88 is of course her overall length.

The new Rambler 88 has a water ballast of 2,800 kilograms, along with 4.84-metre daggerboards, which are more inboard than Comanche and angled, to create lift as well as reduce leeway. Further lift is generated by twin 2.08-metre side foils; the latter to elevate the bow and reduce the boat's wetted surface. The 41.47-metre carbon mast supports huge headsails that fly from the long bowsprit, showing that Rambler 88 is a powerful reaching boat for those long ocean races. The uncluttered cockpit is dominated by the banks of powered winches but leaving plenty of space for the 18 crew to work around. Twin steering wheels are located forward in the cockpit and behind are the mainsail trimmers and obligatory running backstay crew. www.juanyachtdesign.com

A performance yacht with a liveable interior yet still hits the 40-foot sweet spot for IRC racing.

ELAN S5

Slovenian builder, Elan, revamped and renamed its ranges in 2014, so the Elan 400 then became the E5 model; and it also introduced the sporty S5 version. I found the standard Elan E5 to be a competent yacht during sail testing so the S5 version tweaks this 40-foot concept thanks to a fully infused deck along with the infused hull. Composite bulkheads and a lighter moulded interior are also used, which means a total weight reduction of about six to seven percent over the standard boat.

The Elan S5 is the epitome of the modern sports cruiser thanks to chines, T-keel, twin rudders and keel stepped performance rig. So this mid-sized model is ideally placed in the popular 40-foot IRC cruiser-racer category. Australian dealer Matt Hayes at Performance Cruising Yachts has imported several E5s and the former Olympic sailor was impressed when doing his own testing: "The quality of the workmanship was exceptional and the vacuum infused hull and decks ensures that the yachts are very strong, light and exude

powerful performance."

Features of the deck include retractable bowsprit, six winches and an integrated GRP toe rail, which lends style to the refined profile of the S5. Designer Rob Humphreys has opted for twin rudders on this performance cruiser, which allows the 3.87-metre beam to be carried aft to the transom, giving greater directional control and stability plus allowing for a large working cockpit. Slightly more rounded and rockered in the aft (than the E4 model), the S5 is intended as an all round performer rather than a down-wind sled.

Below decks is fully fitted out for cruising with folding table, starboard dinette and sensibly sized navigation station portside. Weight is saved in the S5 interior by the use of Light Oak composite foam furnishings, which was part of a redesign for the Elan performance range, including a lower companionway for easier access. A wider choice of interior finishes is now offered and soft furnishings. For berths there's a two or three-cabin layout with one or two heads.

www.performancecruising.com.au



CRUISER RACERS

ELAN S5

LOA: 11.96m
Beam: 3.87m
Draft: 2.40m
Displacement: 7,300kg
Ballast: 2,700kg
Sail area:
Mainsail: 51.56m²,
jib 37.60m²,
gennaker: 135m²
Engine: 39 HP
Water: 277 litres
Fuel: 160 litres
Design: Humphreys
Yacht Design & Elan
design team
Price: \$395,000

JEANNEAU SUN FAST 3600

LOA: 11.25m
LWL: 9.50m
Beam: 3.55m
Draft: 2.13m
Engine: Yanmar 21
HP saildrive
Sail area:
Mainsail 36.0m²,
genoa (106%)
33.0m²,
spinnaker 100m²
Water: 100 litres
Fuel: 75 litres
Displacement:
4,700kg
Ballast: 2,000kg
Price: \$284,550
(base boat minus
sails)

GRAND SOLEIL 46LC

LOA: 14.72m
Beam: 4.41m
Draft: 2.3m
Displacement:
12,000kg
Ballast: 4,200kg
Engine: 75 hp
Fuel: 300 litres
Water: 600 litres
Berths: 6
Builder:
Cantiere del Pardo
Design:
Marco Losuzzi/
Nauta Yachts
Price: Euro 369,000
(ex-factory)



DOUBLE TIME

Left: The Elan S5 is a sporty yet comfortable 40-footer and an optimised version of the standard E5. Above: The first Jeanneau Sun Fast 3600, *Kraken*, from WA, arrived in time to successfully compete in the 2014 Rolex Sydney Hobart. Right: Composites and lightweight veneers reduce weight while giving structure on the Grand Soleil 46LC.

A larger sibling to join the innovative Sunfast 3200, the Sunfast 3600 is already a success and meets the growing European demand for short-handed cruiser-racers that the brand hopes to also grow here in Australia.

JEANNEAU SUNFAST 3600

Sunfast 3200s are popular race boats in Europe but have yet to make their mark here, however the new Sunfast 3600 is rectifying this says dealer, Lee Condell, at Performance Boating. On the race track early success has come around the world including the Caribbean 600, the 2014 China Cup and locally at last year's Rolex Sydney Hobart with the Battery Point Trophy. Also, in New Zealand a 3600 has just done the Auckland to Gisbourne race. "The 3600 has been designed to be more competitive in crewed IRC events as well as remaining a good short-handed racer," says Condell.

Affordable one-design racing for two crew has been popular in Europe for decades – as seen by growing fleets of Class40 and the Sunfast 3200 – so this new design, also from Daniel Andrieu, looks to carry on the same formula in a longer water line. As before, there's twin rudders, a lead bulb keel with a fairly high ballast ratio to hold plenty of canvas and the infused hull comes with similarly constructed decks and bulkheads to maximise the power-to-weight ratio but with longer hard chines to aid tracking and minimise heel. Deck gear is from Harken, including Quattro winches – twin drum, two speed – on the coachroof for fast halyard hoists. The cockpit can have either tillers or twin wheels and the main track is just in front for easy control from the helms, with moulded footplates and bench space forward.

Below decks the layout is understandably Spartan for weight reduction with twin cabins aft and head forward alongside the sail locker. The keel stepped mast anchors the folding table mid-saloon while the starboard navigation station has ample bulkhead space for the factory fitted B&G or NKE electronics favoured by short-handed boats. Opposite is a two burner cooker and stainless sinks with 60l icebox. Good features include the inward facing seating either side of the companionway allowing comfortable watch-keeping on both tacks. Aft is always the best place to sleep on a bouncy boat so the twin double cabins should do the job and the saloon benches with pipecots fitted can be used when fully crewed.

www.jeanneauaustralia.com

GRAND SOLEIL 46LC

Launched at Dusseldorf in 2015 this cruiser from the esteemed Italian yard has gone to sell around the world, including a hull recently delivered to New Zealand. Grand Soleil has been creating distinctive performance cruisers for 41 years and I must confess a soft spot for them having survived a Force 9 Atlantic storm on one when delivering it from the Med to the Canary Islands many moons ago. That particular GS52 toughness had plenty to do with the German Frers design but the yard has worked with many distinguished naval architects including Botin&Carkeek and for the GS46LC, Marco Lostuzzi.

In 2014 entrepreneur David Trevisani became the majority shareholder and also took a controlling interest in fellow Italian yard Sly Yachts, so the strong synergies between these two performance marques are now being realised under the same company. Trevisani's strategy includes a more cruising orientated range, creating what is the yard's first dedicated cruiser in the 46LC. This new Long Cruise range intends a similar approach to quality builder X-Yachts with its XC range, where performance is inbuilt into a comfortable sailing package. For example there's a sun deck at the bow with retractable bimini and a VIP aft cabin with two

separate beds that can be joined. However the 46LC is also a performer as its about 20 percent lighter than the XC45, yet has enough volume throughout its rounded hull design and tall topsides.

The cockpit can seat 10 people and can be sealed by using the carbon arch that supports the mainsheet, which is controlled by winches clustered around the twin binnacles, leaving the forward area clear for relaxing in. All lines go aft in gutters and into rope bins, which works for short-handed cruisers and gives a clean look to the teak decks on the 46LC. A simple sailplan includes a self-tacking jib but there's a carbon bowsprit for a large asymmetric for light airs. Other good cruising features include large tankage and ample storage for generator, watermaker and washing machine. The saloon affords 360-degree views plus the rectangular portlights that add to the airiness of this 46-footer.

The 46LC was already nominated by my fellow journalists for a European award and the full order book reflect this says yard spokesperson Maya Bach. "We have clients who live on board and do round the world sailing, while we also have many who push their boats hard racing but all our yachts are strong, fast, liveable, easy to handle and elegant."

www.grandsoleil.net and www.antillmarine.com.au

Aimed at comfortable but fast passagemaking, the Grand Soleil 46LC is carrying on a tradition that the yard has the credentials to deliver.





DUFOUR GRAND LARGE 460

Elegant lines and plenty of comfort make this a stylish cruiser from a well-proven yard.

Dufour continue to build stylish yachts despite the turbulent financial seas that has seen the La Rochelle builder change hands several times. Now in calmer waters after a management buyout, they have a busy drawing board. The 2015 Grand Large 460 is one of their latest that splashed at Cannes and is in a range that long ago eclipsed their Performance range. This spacious looking GL460 should continue to win them business as it has all the essentials for an easy life at sea: a simple rig with self-tacking headsail, spacious flat decks and large cockpit plus acres of space below decks in the three or four-cabin layouts. The owner's ensuite is forward in all layouts with two doubles aft. Versatility is a feature of the open plan saloon with moveable chart table and dinette bench plus the option of a forward or aft galley.

On deck, the large, wide teak-clad cockpit is usefully divided into relaxing areas forward and sail controls aft plus a raised transom barbecue area as well, which should

win many fans for this 45-foot cruiser. With much of your boating time spent on deck, long term Italian designer Umberto Felci has included plenty of comforts including a sunbed and teak-clad swim platform.

Around the small twin binnacles are a couple of electric Lewmar primary winches with two more on the coachroof for halyards and twin stainless steering wheels. All lines run in gutters, allowing clean decks, while controlling the Bermudan rig. The alloy spars support a slab reefed main (with roller options) plus genoa tracks in addition to self-tacking jib. Similar to its siblings, the integrated bowsprit is an elegant and effective anchor and spinnaker support with a stainless steel spine under the moulded fibreglass, giving good separation to fly an asymmetric spinnaker.

The elegant lines of the GL460 hull belie its cavernous volume well, with a soft chine aft and deep forward sections. Dealer Performance Cruising Yachts say the first one will be arriving in May, so see for yourself. www.performancecruising.com.au

CRUISE IN COMFORT

Left: The Dufour GL 560 is a cruiser with all the comforts and a simple sailplan, packaged in a stylish 45-foot hull. Below: The Hanse 455's angles and voluminous hull is aesthetically stylish while belying an effective cruising yacht. Right: The Oceanis 35 is an ideal entry-level cruiser, with several in Australia.

HANSE 455

A voluminous and stylish cruiser for the modern sailor who will be able to enjoy both inshore and offshore voyages on this well-built Hanse 455.

The German Hanse Group builds stylish, voluminous cruisers that give a level of refinement at production boat prices; and the 455 continues this tradition, as I found out when sailing it on Sydney Harbour. The angular lines that packages these beamy German cruisers into shapely yachts continues on the 455, as does Hanse's signature low-profile topside silhouette and clean decks, where all lines are in gutters. At the twin wheels, the steerer can operate the two electric Lewmar 50 Evo winches, and large binnacles hold a B&G



nine-inch Zeus plotter on each plus autopilot and Quick thruster, along with power controls on the starboard side. Hanse continue to offer their simple sailplan option of self-tacking roller furling headsail, as well as the more powerful genoa while there's in-mast or slab reefing for the Elvestrom mainsail on a Selden mast.

The 455 has plenty of flush hatches to ensure natural light – including forward viewing ones – which also allow good ventilation in the cavernous interior. The builder's state-of-the-art manufacturing allows semi-custom levels of finish in the furniture and upholstery, including leather options.

The lounge arrangement on our review boat, hull number 30, came with a fairly conventional U-shaped starboard dinette and bench seat opposite but the optional swivel chairs with cocktail table between them looks a comfortable owner's arrangement.

This model replaces the 445 with a newly designed Judel/Vrolijk hull, which includes carbon reinforcing. The GRP hull has minimum overhangs, modest topside flare and snub nosed bow with volume carried aft. Underwater, the large spade rudder is nearly as deep as the cast iron keel with T-bulb offered as standard but for bluewater cruising I'd opt for the L-keel that reduces the chances of catching debris.

www.windcraft.com.au



BENETEAU OCEANIS 35

An innovative and spacious cruiser with a versatile interior and enough sail options for twilight racing.

Beneteau's Oceanis range continues being remodelled and the new Oceanis 35 encapsulates many of the latest design ideas, including hard chines, full bows, twin rudders and that signature mainsheet arch from older sibling, the Oceanis 38. As with the larger sibling, again three interior layouts are offered. The stripped-out, open plan Daysailor; the Weekender with up to three cabins and the fully fitted-out traditional Cruiser. Apart from cost savings, weight is also a significantly varying factor in this new Oceanis 35 when performance is wanted. In terms of performance, the Oceanis 35 obviously has the emphasis strongly on cruising rather than racing but does come with a versatile sailplan – including a Code 0 for fast running and genoa for upwind – so should make a comfortable twilight racer.

Beneteau's modular build concept allows upgrades to your Oceanis 35 for items such as stove/oven to the Daysailor version or a cabin conversion to the Weekender so these versatile boats can change to your requirements. Pascal Conq continues his design relationship with Beneteau in this beamy hull, which maximises the waterline with a T-keel to support the sailplan. On deck, the cockpit has the primary winches near the helm while the GRP arch ensures the main track is out of harms way for those family day sails; and there's a drop-down swim platform.

www.beneteau.com.au

CRUISERS

BENETEAU OCEANIS 35
LOA: 9.99m
daysailor / 10.45m weekender & cruiser
Beam: 3.72m
Displacement: 5,207kg daysailor/ 5,533kg cruiser
Ballast: (deep): 1,559kg
Draft: 1.85m
Sail Areas: mainsail 27.50 m², genoa (103%) 26.72m², asymmetric spinnaker 83.45m², Code 0 50.9m², jib 25.5m²
Engine: 20 HP saildrive
Fuel: 130 litres
Water: 130 litres
Design: Finot - Conq /Nauta
Price: \$245,000

HANSE 455
LOA: 13.95m
Beam: 4.38m
Draft: 2.25m (standard T-shape), 1.82 m (shallow L-shape), 2.25m (deep L-shape)
Displacement: approx. 11,600kg
Ballast: 3,500 kg
Engine: 53 HP Volvo D2-55 saildrive
Water: 450 litres
Fuel: 220 litres
Sail area: Main sail 59m², Self-tacking jib approx. 44m², Genoa 105% approx. 52.5m², Gennaker approx. 160m²
Design: Judel/Vrolijk & Co
Price: \$440,000

DUFOUR GL460
LOA: 14.15m
Beam: 4.50m
Draft: 2.20m/1.95m
Displacement: 13,670kg
Ballast: 2,850kg
Fuel: 250 litres
Water: 530 litres
Engine: 55 CV
Sail area: Mainsail 52.80m², Jib 37.3 m², Genoa 47m²
Design: Umberto Felci
Price: \$420,000



LUXURY CRUISERS

EUPHORIA 54

LOA: 16.46m
 Beam: 4.9m
 Draft: 2.40/3.00m
 Displacement:
 17,900kg
 Ballast: 6,200kg
 Sail area: Mainsail
 95m², Jib 71m²,
 Fuel: 450 litres
 Water: 550 litres
 Engine: 75 HP
 Design:
 German Frers
 Price: POA

SOLARIS 50

LOA: 15.40m
 LWL: 14.25m
 Beam: 4.55m
 Draft: 2.8m (2.6 -
 2.35 Optional)
 Displacement:
 14,200kg
 Ballast: 4,900kg
 Sail area: Mainsail
 85m², Jib 75m²
 Engine: 55 – 75HP
 Water: 500 litres
 Fuel: 350 litres
 Designer: Javier
 Soto Acebal
 Interior Designer:
 Lucio Micheletti
 Price: AU\$1,175,000

OYSTER 545

LOA: 16.43m
 Beam: 4.75m
 Draft: Standard
 2.40m / shoal 1.83m
 / lifting 3.53m or
 1.55m
 Displacement:
 (standard keel)
 21,315kg
 Engine: Yanmar
 4JH4-HTBE 81kw
 (110hp)
 Fuel: 850 litres
 Water: 750 litres
 Sail area with
 150% foretriangle
 154.09m²
 Design:
 Rob Humphreys
 Price: £925,000
 (ex-factory)

EUPHORIA 54

This ultra-modern German Frers design oozes quality details and lacks no creature comforts for bluewater cruising.

The Euphoria 54 is a quality cruiser penned by the legendary German Frers that went into production a couple of years ago. Unsurprisingly, it looks like one of Frer's Nautor Swan designs, and this was the inspiration for the Sirena Yard, Turkey's largest yacht builder; that also makes Azurea Yachts.

The Euphoria 54 shows the clean lines and flush decks of a Swan but it is made in more affordable vinylester that is resin-injected rather than carbon. "My aim has been to create a contemporary, sea-kindly and safe 54-footer that combines excellent performance with the highest levels of live-aboard luxury," explained Frers at the launch. He also said that the wedge-shaped, powerful hull-form and ergonomic deck layout offer a very good balance between performance, ease of handling, aesthetics and comfort.

The E54's clean decks has all lines in gutters running aft to a cockpit that has most sail controls behind the benches. The helms are connected to a single deep spade carbon rudder with sturdy JP3 linkages. The stylish flush deck profile means that a sprayhood is needed for offshore to shelter those in the shallow cockpit.

The sail plan is held aloft by a swept-back spreader rig with adjustable backstay and spars can be aluminium or carbon with Park Lane boom. Reefing on the Euphoria 54 can be either slab or roller-furling reefing options for the mainsail, depending on your intended use for the boat. For the performance-orientated owner, the slab-reefed mainsail is cut with square-top head for maximum power. However, the Euphoria 54 has been primarily designed for cruising, so the simple genoa and roller main sail plan should appeal.

The Euphoria 54 layout has the classic Mediterranean setup with owner's suite forward, away from the quay when moored stern-to. While aft are two double cabins. A variation that is handy if chartering, is the optional crew berth forward. In the saloon, a stylish contemporary finish has been done by Italians' Design Unlimited who have included curved cabinetry, rounded ends on fiddles and all done in matching Oak veneers. The U-shaped galley is practically equipped with twin sinks, four burner hob/oven and plenty cupboards while in front the lounge includes a chaise longue.

www.sirenamarine.com.tr



SOLARIS 50

A pedigreed Italian cruiser with all the performance essentials accompanied by a comfortable interior.

Solaris Yachts is establishing a foothold in the Australian market thanks to the recent efforts of Windcraft, and after a day sailing the Solaris 42, I can see why. Quality, attention to detail and most importantly performance stood out on this Venetian-built yacht. The Italian yard has three decades of experience in custom yachts ranging from 36 to 76-foot but lately it's changed tack to produce fast, mid-sized production cruiser-racers that look elegant as well as lavish inside. The company has collaborated with famous designers including Bill Tripp – that did their 44 – and recently the prolific Argentinian naval architect, Javier Soto Acebal. So the 2014-designed Solaris 50 comes with plenty of pedigree – something that attracted Peter Hrones of Windcraft Australia to distribute this premium brand.

A replacement for their popular 48, the Solaris 50 boasts a dinghy garage, which is unusual for this size of yacht. The garage is an ideal way to tidy up the transom but it also a seaworthy place for the dinghy during coastal voyages, something the yacht should excel at.



STYLE & FUNCTION
 Far left: The German Frers-designed Euphoria 54 has the streamlined hallmarks of the Argentinian's more famous Swans, with the quality to match. Left: The Solaris 50 is a stylish performance-cruiser from the boutique Italian yard. The brand is distributed in Australia by Windcraft. Below: The Oyster 545 is a quality British-built cruising yacht with a very classically styled hull.

OYSTER 545

A pedigreed bluewater luxury cruiser, the Oyster 545 has a sheltered centre cockpit and manageable rig.

The Oyster 545 is one of the smaller cruisers from this British marque but is proving a popular bluewater yacht, with at least 30 hulls listed. One is being shown locally by dealer Michael Bell of All Boat Brokerage at the Pittwater Expo (5 to 6 March 2016) and the Sydney Boat Show (28 July to 1 Aug 2016).

Key features of the 545 are its centre cockpit, low aspect elongated lead keel and a classic shaped hull with aesthetically pleasing overhangs. Other important facets for bluewater cruising sailors include ample tankage and a deck-saloon style cabin with forward facing windows. Interestingly, the Oyster 545 began life in New Zealand as the 54 model, with eight GRP hulls built there from 2008 onwards before the moulds were moved to the company's base in England.

Known for its semi-custom builds, with a loyal customer base gleaned from 42 years of creating luxury yachts, Oyster represents the very best of British workmanship. Rob Humphreys continues his collaboration with the yard, evolving the 54 into the 545. The 52-foot, 11-inch length is maintained, with deep, single spade rudder and classic rounded hull with plenty of beam brought aft. Handily, shoal draft and lifting keel is also offered; the latter ideal for large tidal ranges.

The revamped interior of the Oyster 545 has a lighter, Maple finish and puts the elevated saloon separate from the aft longitudinal galley. The three-cabin layout has the owner's ensuite aft, the best layout for sea-going sleeping, and two cabins forward. Another development at the yard is an increased level of customisation offered, so there could be a lot to negotiate for your new 545 including cabin layouts. The large aft owner's suite uses the full 4.75-metre beam. The longitudinal galley is well fitted out while quality touches here include real marble worktops and furniture with a weight-saving honeycombed core.

Handling this size of yacht can be done by a couple, with the addition of the bow thruster and all controls are near the binnacle. Power comes from the shaft driven 110 horsepower Yanmar engine to complete this excellent ocean-going yacht.
www.oystermarine.com
www.allboatbrokerage.com

On deck, the teak cladding and hidden halyard runs along with flush hatches giving that Swan-like flavour, while the wide and open cockpit has twin binnacles. In front, the mainsheet track and two sets of winches take care of the foresails and asymmetric when hoisted, while the forward cockpit is dedicated for relaxing but would require protection by an enclosed sprayhood/bimini for those ocean voyages. The rig is alloy as standard with a carbon option and is held up by twin (adjustable) backstays and outboard shrouds. The new 50 has an integrated bowsprit for a Code 0 with a self-tacking jib as standard, which completes a simple sailplan.

Down below, the three-cabin layout has the ensuite owner's forward with two doubles aft but there's some interesting options here including an offset master bed and two singles aft. A choice of finishes include matching grain oak with semi-gloss available around the U-shaped couch with lounge opposite to port. There's a full size starboard chart table, which is sideways facing and opposite the L-shaped galley with three-burner stove, double sinks and lots of overhead lockers.

Structurally the 50 should be a stiff boat thanks to the main bulkheads being bonded to the hull and deck and constructed from composite sandwich. The hull and deck are vacuum made (type PVC Airex Core) in E-fibreglass. Stiffness is further enhanced by the deep lead bulb keel, which should support a sizable racing sail wardrobe.

www.solarisyachts.com
www.windcraft.com.au



The America's Cup has always been about technology and its march through history has often reflected the leading edge of emerging materials, fields of science and design systems. With the design space of the new generation catamarans for the 35th America's Cup now constrained to foils, rudders and control systems, it is interesting to discover where the teams are recruiting new expertise.

In the modern era, Cup teams have drawn from the worlds of Formula One racing and aerospace, primarily focused on aerodynamics, materials testing, lightweight engineering and the like. With so much emphasis on foiling and foil design, these areas remain of high importance, but control systems and ultra-fast interaction between humans and machines are the new tomorrow.

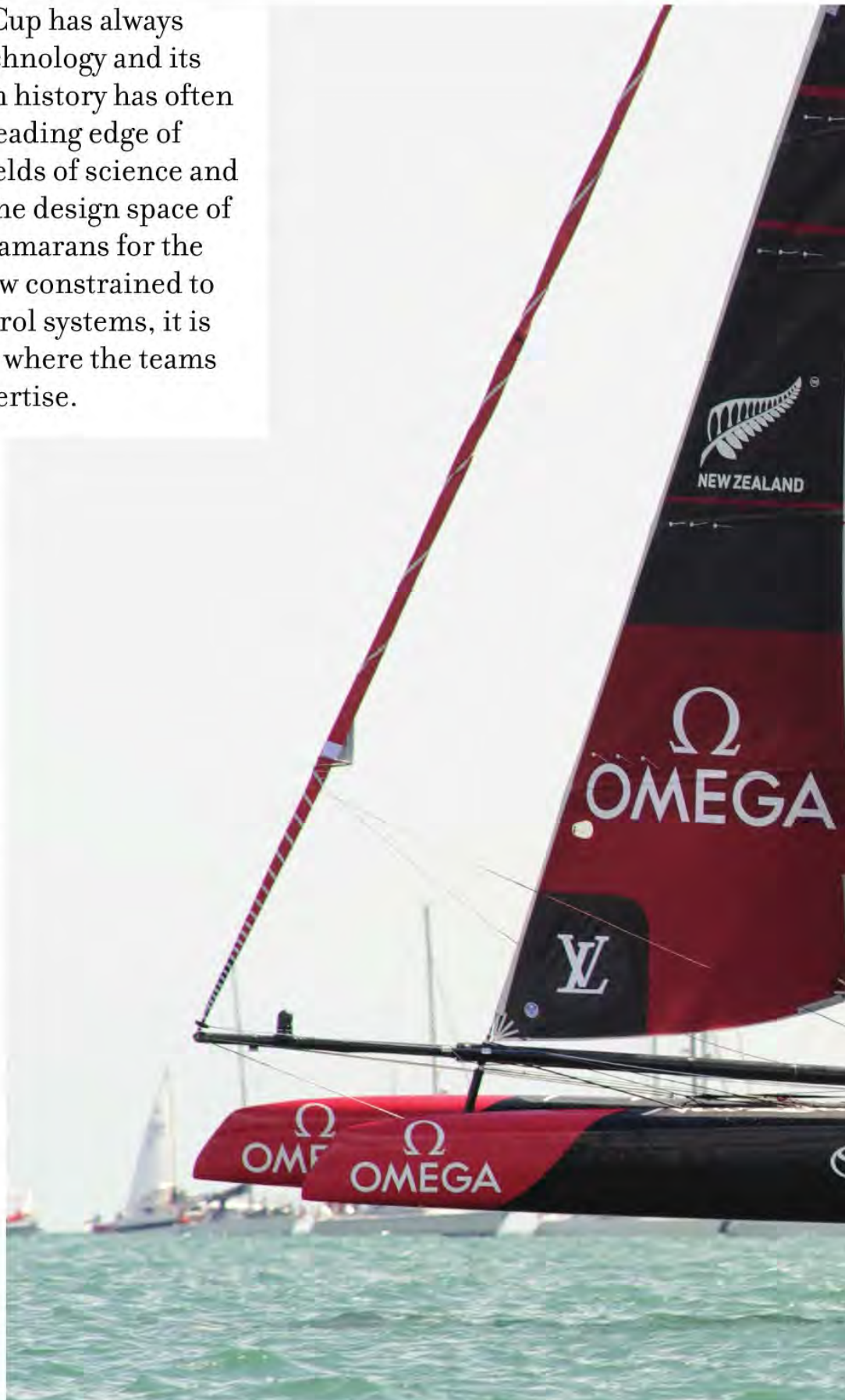
"The speed of reaction of a fighter pilot in combat has always been a matter of life and death. So when defence and aerospace companies design the control systems for modern military fast jets, they are very, very careful to ensure that nothing gets between the pilot and the plane. The design of the interface must present no barriers to the human's interaction with the machine."

Thus began a recent media release announcing that Sir Ben Ainslie's British Cup challenge was partnering with BAE Systems to explore a field of technology described as 'human factors.'

"The team's designers and sailors wanted to measure their control system interfaces against the state-of-the-art in military fighter jets, honed in a field where everything is staked on quick reflexes," continued the announcement.

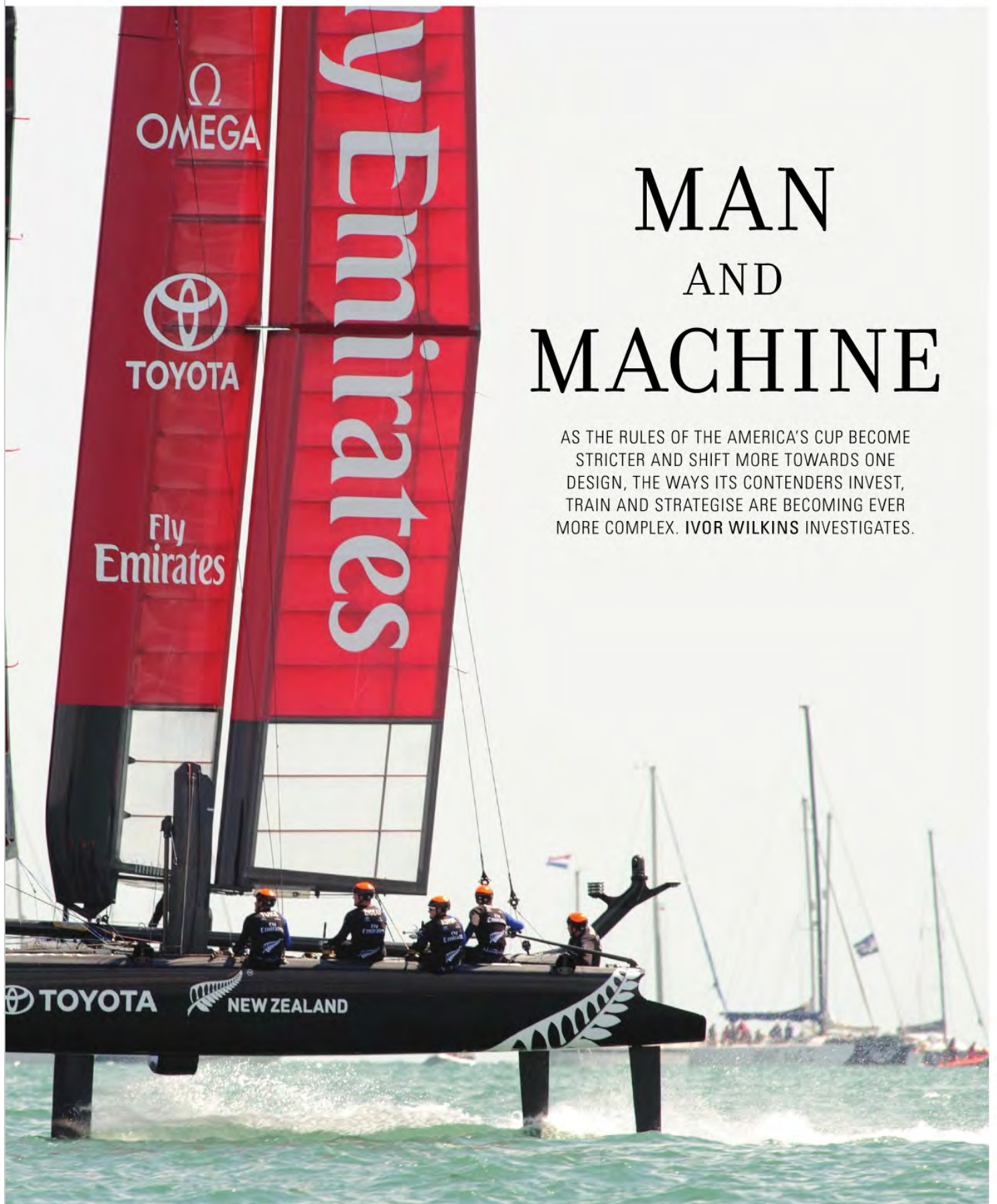
The objective was to establish human-to-machine interfaces designed to optimise performance, aimed at both improving sailing and reducing the cognitive burden on the sailing team.

Stripped of the jargon, the idea of reducing the "cognitive burden on the sailing team" is to have control systems that do as much of the thinking as possible. We are entering a brave (some fear hazardous) new



MAN AND MACHINE

AS THE RULES OF THE AMERICA'S CUP BECOME STRICTER AND SHIFT MORE TOWARDS ONE DESIGN, THE WAYS ITS CONTENDERS INVEST, TRAIN AND STRATEGISE ARE BECOMING EVER MORE COMPLEX. IVOR WILKINS INVESTIGATES.





LIFT OFF!

Clockwise from above: Teams are focused on reducing the barrier between man and technology, even bordering on artificial intelligence; Oracle Team USA have partnered with aerospace experts, Airbus; In the next edition, downwind speeds in the high 40s are likely; Teams race in the 2015 edition of the Louis Vuitton America's Cup World Series.

world of machine learning and artificial intelligence and it is likely that all the teams are delving into this particular Aladdin's Cave.

Why the need for such sci-fi solutions? The sheer speed of the boats competing – and with only six crew – on the confined waters of Bermuda, provide the clue.

Even though the yachts have been downsized to under 50-foot, all the predictions are that they will be about as fast as the AC72s that blasted up and down the San Francisco track in 2013. With fewer limits on their foiling ability, they will spend more time out of the water than in it, with upwind speeds close to 30 knots and downwind speeds in the high 40s.

The course on Bermuda's Great Sound will be about half the length of the San Francisco track, with each leg between 1.5 to 1.75 miles. This means the downwind leg will be completed in about four minutes flat, making for high-octane action and not much time for thinking. Decision-making will be a split-second business and largely instinctive.

With only six crew, the primary sailing functions – helm, wing trim and foil trim – will be split three ways and will require a very high degree of mutual and even unspoken understanding. There is no place for traditional afterguard committee discussion with input from





navigators, tacticians and strategists.

The remaining three crew will be heads-down and grinding pedestals to pump hydraulic oil around the control systems devoted to ultra-fast and multi-dimensional adjustments to wing, foils and rudders. It will all demand great stamina and athleticism and any help in "reducing the cognitive burden" will be gratefully accepted.

Apart from these esoteric dark arts, foiling and hardwing propulsion systems combined with a large degree of one-design equipment have dramatically changed the composition of design teams.

"About 80 percent of the structure is now one design," said Kevin Shoebridge, chief operating officer of Emirates Team New Zealand. "What is left to design are the dagger foils and rudders, the control systems that drive them, and the wing." The hydraulic and electronic systems involved are going to be extremely complex.

Traditional naval architecture is relegated to a very small role in a world where hulls are more or less regarded simply as platforms to

Decision-making will be a split-second business and largely instinctive





Control systems and ultra-fast interaction between humans and machines are the new tomorrow

keeping current with design trends and technology through a mutually beneficial arrangement with Emirates Team New Zealand. The two teams have been allies since 2000 and Luna Rossa has thrown valuable support behind the Kiwis by lending them their first test boat, which represents 18 months of research, development and testing, along with all their experimental foils and rudders.

Emirates Team New Zealand, in turn, has brought six Luna Rossa people into the fold, including Max Sirena, who led the Italian campaign in San Francisco.

Under this arrangement, Emirates Team New Zealand is able to tap into the design thinking that went into the Italian test boat, which will help extract maximum benefit from it. The Italian group, in turn, will remain directly involved with future progress.

So, with about 18 months left before the Cup swings into action, what is the state of play? The six teams (Oracle Team USA, Emirates Team New Zealand, Land Rover Ben Ainslie

Racing, Artemis Racing, Groupama Team France and Softbank Team Japan) have been competing in the 2015 Louis Vuitton AC World Series, which has delivered rather less racing than anticipated.

First, the withdrawal of Luna Rossa meant the first scheduled event at Cagliari, was taken off the calendar. That left Portsmouth in the UK; Gothenberg in Sweden, and Bermuda.

From the teams' point of view, the three-event 2015 racing series has proved to be an expensive exercise for limited action. Two of the three events saw racing on only one of the two scheduled days, the first in the UK because of too much wind and the second at the final event in Bermuda because of too little wind. In Bermuda, organisers crammed three double-points races into the TV-stipulated 90-minute slot on the final day.

Considering the cost and logistics of moving and accommodating equipment and personnel to the small mid-Atlantic island, logging only an

approximate 45 minutes of actual meaningful racing was less than ideal in an environment where cost-cutting and sustainability are promoted as major considerations.

Without reading too much into the outcomes of such a truncated programme, winning is always better than losing. From a local perspective, therefore, Emirates Team New Zealand was delighted to put together a run of 2-1-2 in the three Louis Vuitton America's Cup World Series events to clinch the top spot for 2015.

"We did not have very high expectations for this year's racing season," said the team's chief operating officer, Kevin Shoebridge. "We had very little time in the boat and no time to develop sailing combinations, so to come out on top was an amazing result."

With time in these boats heavily circumscribed by the rules, every opportunity to race foiling catamarans is precious – particularly as the teams have now been banned from competing in the Extreme series. They would no doubt hope that the 2016 season will see a better return on their costs than such limited time under starter's orders. ↓
www.americascup.com

AMERICAN DREAM
Teams are now more concerned with staying up on foils and keeping the hulls out of the water rather than in it, which is shifting expenditure away from sailmaking and increasingly towards the aerospace field.

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SUPER-LOFTY AMBITIONS

IT WAS A SERIES OF UNLIKELY EVENTS, RATHER THAN GRAND DESIGN, THAT LED TO THE CREATION OF THE FIRST SUPER-LOFT FOR NORTH SAILS – A MODEL SO SUCCESSFUL IT SPAWNED TWO MORE AND CHANGED THE ENTIRE SAILMAKING PARADIGM, WRITES JENI BONE.

“We literally tripped over it,” reveals Ken Read, whose full-time job is president of North Sails, though he is probably more recognisable as the steely, yet self-effacing skipper of the 2015 Rolex Sydney Hobart Yacht Race line honours scene-stealer, *Comanche*.

“Taking over the company in 1984, Terry Kohler was a manufacturing buff. He sought a location that was easily accessible from his home base of Wisconsin and chose Minden, Nevada. It turned out to be ideal for sail making, with its dry climate and plentiful local workforce. They weren’t sailors, but they were eager to learn. As we grew, more efficiencies came to light. As we were taxed in terms of our ERP (Enterprise Resource Planning) – such as parts, stock, shipping – we moved to advanced computerisation and we were basically pushed to create the so-called ‘super loft’.”

According to Read, the benefits of centralising production include reductions in costs, ability to ensure quality, reduce lead times and importantly, costs for consumers.

In 1992, when North Sails launched the 3D products, 3DL and eventually 3Di, business literally “exploded.”

“We went from a mid-size operation to two 100,000-square-foot buildings at the Minden HQ,” says Read. “Twenty four years ago, 3DL took the sport to a whole new level. It’s safe to say, it represented a revolution in sails. Prior to this, durability and speed were the exact opposites. Now, in 3Di sails, for the first time in history, you had the highest performance sails in one set of the lightest sails. This saves weight in terms of stowage, ease of handling and over time, money.”

3Di is a patented process that involves spreading pre-impregnated tapes of carbon filament and UHMPE fibres on full-sized articulating molds, thermo-molded using a machine invented by North Sails.

The site of North Sails’ second super-loft also evolved organically and serendipitously. A German licensee founded North Sails Windsurfing in Sri Lanka. With a willing workforce and welcoming government, by the mid-90s, North Sails’ presence in Sri Lanka expanded to comprise eight buildings and 1,000 employees within an international industrial park that boasted tenants of the calibre of Victoria’s Secret and the Australian Mint.

Now firmly established as a high-

tech 3D plant, Sri Lanka specialises in "old school" skills, with the largest lamination machine in operation turning out Dacron sails around the clock.

Manufacturing in Sri Lanka led to a new era in productivity and consistency. The bigger the facility, the more formalised the training, with mentoring part of the program and all procedures and processes governed by the company's hallowed 'Blue Book.'

As Read explains: "In Sri Lanka, we have general labour that is very eager to learn under good direction. For 1,400 people to produce 42,000 custom sails per year you have to have good direction. The North Sails Blue Book defines every square inch of sail production, from how to do a corner onwards. The Blue Book is constantly updated and referred to by apprentices up to skilled sailmakers



who've been in the job 25 years, and everybody in between. It enables general labour to acquire skills in a short period of time."

In addition to Nevada and Sri Lanka, North Sails has operations in Galicia, Spain, which produces 98 percent of downwind sails, Milford, Connecticut, and its newest super-loft in Gosport, England, which opened just two months ago. With a 100-metre finishing floor, this facility specialises in superyacht sails and the One Design sails for the Olympic program.

Auckland too, while not a massive manufacturing centre of the stature of Minden or Gosport, is expanding its facilities, relocating to more modern, larger premises to keep pace with demand in the region. "It's

a good sized loft in Auckland and key to our business. We have large licensed facilities all round the world, including Australia, that are basically service facilities for our clients."

Locally, one of the country's preeminent helmsmen and tacticians, Michael Coxon, heads up North Sails. Coxon started his career in the 70s, joining North Sails in 1978 as manager of the One Design department. In 1984 Coxon and Grant Simmer purchased North Sails Australia from the US parent company with the aim of developing the company into Australia's leading sail loft.

Coxon began his foray into sailmaking as an apprentice with Bruce Hewish at Freshwater Sails, before spreading his wings and

establishing Coxon Wadham Sails at Neutral Bay in Sydney specialising in dingy and skiff sails.

As he recounts: "When I left school I designed, built and rigged my own 12-foot Skiff and went on to win the next two years of NSW, Australian and Inter Dominion Championships. As I had no money and enjoyed building every other aspect of the project, it interested me to learn how to design and make my own sails. Bruce Hewish offered to assist and in turn once we finished that project he offered me an apprenticeship."

In his 40 years in the business, every facet of the industry has changed: technology, professionalism, strategy and approach to client service.

"When I started with Bruce, he kept no records and we crawled around on the timber floor cutting and shaping sails by hand. A great step forward for us was when I bought an exercise book and pen to start documenting our sail designs! Bruce and I had a loft by the Parramatta River and we used to joke about the sails coming out flat sail on a windy day and a full sail on the light days!"

"Today our sails are computer designed on North software in our design office with the back-up of the North Group at your fingertips. The sails are either laser cut on our North flatbed XY plotter or moulded full size in their flying shape from 3DL or 3Di. No more sore knees!"

The main advance in technology in the past few years is "Unquestionably

THE BLUE BOOK
From top: The North Sails Blue Book explains "every square inch of sail production," and is constantly being updated, which leads to a very tight operation; President of North Sails (and Comanche skipper) Ken Read (right). Opposite page: In 1992, North Sails launched its 3D products, which caused business to literally explode.



Coxon has observed a trend away from Grand Prix racing to more club racer/cruiser, twilight racer and straight cruiser. "A number of factors influence this from cost, crew availability, being time poor, and the quality and convenience of production yachts that tick more boxes. One Design racing such as Etchells remains strong as it involves relatively inexpensive outlay and smaller crews."

The North business model of super-lofts in strategic locations has proven a boon for local lofts. "It supports our sales and service experts who generally come from a sailmaking background, allowing them to focus on helping our clients. When you get bogged down with manufacturing you cannot provide professional service. Our large production facilities are focused 100 percent on quality



3Di", states Coxon. "It is the industry standard, yet due to the complexities, expertise and investment in the R&D development, plant and product, it stands alone. Similar to when we introduced 3DL some 24 years ago, it effectively made Kevlar panel sail technology obsolete overnight. 3Di makes the lightest most durable sails in the world and as such, they are perfect for both racing and cruising and suit yachts from Maxi size to small yachts in racing and superyachts to small yachts in cruising."

The career pathway of sailmaker to professional sailor has all but died out, reflects Coxon. "As with many trades, sailmaking has become less fashionable, especially being outside mainstream. Today, rising talent in sailing bypasses sailmaking and goes straight to pro-sailing.

"Some years ago

I successfully lobbied our local ombudsman and we got a government grant and worked with Ultimo TAFE to set up a specialist Sailmaking Traineeship with dedicated staff and machinery. This has served our industry well until recently, when we were informed by TAFE that new minimum trainee numbers apply to offer the course and although we support the TAFE with five trainees, they can no longer offer the hands on course in their facility. So we have reverted to in-house training.

"As we have great depth in our staff, headed by Andrew Gavenlock our production manager, this is not a concern to me or my staff, however I fear may make the trade less attractive to some potential trainees and their parents and one day, our industry shall pay the price."

In terms of demands for sails,



production working to our 'Blue Book' standards makes a consistent, higher quality finished product than say 'Johnny or Billy' locally, trying to put their personal stamp on a sail, all while the phone is ringing and customers are dropping in!

"The big gain is that your business size is no longer restricted to what your staff can manufacture and the limited technology available, which no small loft can afford to keep pace with. North invests heavily in R&D, technology and people."

The efficiencies at this end, Coxon observes, include access to unique construction systems including 3DL and 3Di, skilled production and management staff, centralised and shared sales tools, design and manufacturing. "Although 3Di is only relatively new in the market, our R&D team has already been instructed to look for the next breakthrough in sailmaking. 3DL has been the market leader for over 20 years and now 3Di is established, however it took seven years to develop into a commercial product,

CUTTING EDGE

Top and above left: North Sails Australia works hard to train sailmakers, even working with the local TAFE to set up a specialist Sailmaking Traineeship. Above right: North Sails One Design head office is located in Gosport, UK.

so it stands to reason we would already be looking for the next innovation, which is the instruction from the top."

"The top" has recently changed at North Sails. Adding financial and motivational impetus to the company was its recent purchase in 2014 by Oakley Capital Private Equity, a UK private equity firm founded by Peter Dubens. Though shy of the limelight, Dubens is hailed as one of Britain's most successful entrepreneurs of the past two decades. (For children of the 80s, Dubens' first business was importing and marketing those thermal-colour changing T-shirts that were all the rage at raves. For that alone, we should be grateful!)

"New ownership has been good for us," says Ken Read. "They expect substantial ROI and that's given us a little shove to improve processes and

"3DL took the sport to a whole new level. It represented a revolution in sails."

KEN READ



find better ways of doing things."

In a Q&A piece following the acquisition, Dubens emphasised his passion for sailing and respect for the craft of sailmaking.

"First and foremost, I'm a North Sails customer," he said at the time. "All the yachts I've raced over the years have used North Sails so I'm familiar with the products and their pedigree. I have been investing in entrepreneurial businesses for over 25 years and see enormous potential in North Technology Group. Oakley's investment will further enhance the synergies between North Sails, Southern Spars, Edgewater, North Cutting Systems and North Thin Ply Technology."

Dubens' envisages a bright future of innovation that will further revolutionise the sport.

"Having raced yachts for a number of years, I fully understand how



important investment in R&D is to ensuring the company remains well ahead of the competition and remains the leader in marine technology."

Head of North Sails R&D, New Zealander, Burns Fallow, leads a 72-strong design and engineering team globally.

"Our method is to take ideas from wherever they may come and commercialise them," says Read, adding that 3DL and 3Di were both "somebody else's ideas."

"We oversee a worldwide idea pool and we take the best of these and consider them. Burns says he is just the receptacle of great ideas, which we spread out over the entire company and then decide which ones have legs."

Whether manufactured in Nevada, Sri Lanka or the UK, sails from North Sails are products customers worldwide can expect will adhere to Blue Book standards. "In reality, it's all about shipping," according to Read. "Sails could be made on the moon, as long as you have a good supply chain." ⚓

SAILING HQ
Top and left: Investment into R&D and a good supply chain is the strong foundation of North Sails; Company headquarters in Nevada, USA.

www.au.northsails.com

Performance yachting has long been the dedicated craft of German yard Dehler, which for over half a century has built quality recreational cruising boats. More recently, the Dehler brand – under new owners euro yachting powerhouse Hanse Group – has set about creating a new benchmark for performance cruisers with a fresh line-up of Judel/Vrolijk-designed models, of which the stunning new Dehler 46 is the flagship.

Local Dehler distributor Windcraft Group has been thrilled with the early interest and orders flowing in for the latest model since its first public appearance last August at the 2015 Sydney Boat Show. The svelte, curvaceous lines, vast cockpit space, and attention to detail displayed in the luxurious interior of the Dehler 46 wowed would-be new owners visiting the Cockle Bay floating marina.

In the highly competitive category of cruiser racing yachts, an owner/skipper seeks the ideal double act from a yacht. Fast sailing performance when club and regatta racing, coupled with the live-aboard creature comforts and amenities desired when cruising with friends and family. It's not a compromise for which there's a perfect formula on offer from any one designer or yard, but if you are on the lookout for 45 to 50-foot cruiser/racer, the D46 delivers in spades for those seeking loads of speed and space in a recreational sailing yacht.

The new Dehler 46 model is a large, though ably manageable all-rounder, with a tall rig and powerful sail plan that combines with hull lines that feature a fine entry flowing aft to a wide, pleasingly rounded hull (with no chines in sight). The design delivers impressive sailing performance when in race mode, however when casually cruising, or coastal passagemaking with plenty of time on your hands, the boat is just as capable of playing the role of luxury cruiser, doing so with surprisingly voluminous space and comfort both on deck and below, belying its sub-50 foot length.

To see what all the fuss is about we set sail in mid December aboard *Hinemoa*, the second Dehler 46 to be delivered to an Australian owner at the time. On what turned out to be a perfect summer's day under a sky of aquiline blue, with 10-15 knots of heaven-sent sea breeze, it was picture perfect conditions for an afternoon review sail on Pittwater in Sydney's north.



CRAIG GREENHILL / SALTWATER IMAGES

DOUBLE ACT

PERFORMANCE CRUISING YACHTS DON'T GET MUCH BETTER THAN THE NEW DEHLER 46 CRUISER RACER. CURVACEOUS EFFICIENCY, VOLUMINOUS DECK AND ACCOMMODATION SPACES, AND AN IMPRESSIVE TURN OF SPEED SEE THIS GERMAN SAILING THOROUGHbred ATTRACTING A HOST OF NEW ORDERS. ANTHONY TWIBILL SADDLES UP TO PUT THE NEW YACHT THROUGH ITS PACES.





similar characteristics? Yes, in that both models are pleasingly fast and stiff to sail, displaying good stability and fingertip precise tracking from the helms due to well-balanced sail plan, fin keel and deep spade rudder, with both models a delight to steer. However, the greater scale of new D46, means big brother is anything but the same fellow in a larger suit.

Whilst the overall styling and hull lines of both models is similar, the new 46 has a length overall of 14.4 metres (47'2"), which is a good 10 feet (3.1 metres) longer than the 38 model, with the beam of 4.35 metres on the larger 46 being 0.6 metres broader than the 38. Whilst these are simply numbers, they add up to offering considerably greater volume in the new Dehler 46, best evidenced by its displacement of 11.2 tonnes compared to 7.2 tonnes of the smaller 38 – an increase of some 55 percent.

Setting out on the Dehler 46 is pure simplicity for a cruising couple or short-handed crew, or conceivably just one, as the boat can be set up for solo operation. Although a relatively large yacht, the D46 comes with a plethora of options designed to simplify the whole sailing process – from the fingertip ease of electrically-powered winches for operating both primaries on the German mainsheet system, as well as a cabin-top mounted mainsail halyard winch (remote operated from the helm), to an electric drop-down bowthruster to aid docking, and a self-tacking jib track for when in cruise mode – everything on the boat is set up to make sailing a relative breeze. As standard the mainsail drops with lazy jacks into a boom

bag and the full mast-height Genoa furls with ease on a stylish below deck headsail furler. Although a standard 9/10 keel-stepped alloy mast ably does the job, some owners may wish to option up to a carbon rig and larger competition sail plan as has the owner of *Hinemaa* who specified a black carbon Southern Spars rig with furling mainsail boom, serving to reduce weight aloft and improve the righting moment, whilst adding sail area for better performance when racing or for faster passage making. Owners who tick the carbon spars option box may also select the competition keel option.

As I had previously sailed the smaller sibling, the Dehler 38, during 2014, I was interested to see if the larger D46 model would perform with



Hull build of the D46 has also reportedly improved over the 38 with fully infused sandwich construction and an integrated carbon grid for even greater stiffness in the hull.

All in all, the greater volume and displacement of the Dehler 46, when added to longer waterline, deeper fin and bulb keel and larger rig and sail plan combine to give the boat a much more solid and progressive attitude befitting an offshore yacht designed to take on the ocean swells, whereas the D38 is more nimble and flighty to sail, displaying the agility and light air performance in keeping with a yacht

RACE & RELAX
Clockwise from left: The Dehler 46 doubles as an impressive race yacht and a luxury cruiser, and can also be set up for single handling; Our review boat, *Hinemaa* sailed with ease on Pittwater in Sydney's north; The interiors are roomy with a high quality of fit, finish and workmanship; The master ensuite.



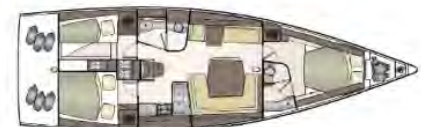
designed to be suited primarily to inshore racing and cruising. And for those who can't decide, well Dehler has recently announced a 42-footer to join the new runway of their performance cruising models.

Aboard the boat, the Dehler attention to detail shines through both on deck and below, aiding the new yacht's appeal to competitive racing types and their more comfort seeking families. On deck, twin 'carbon-look' helm wheels behind binnacles topped with dual compasses set an impressive scene for the skipper, surrounded by an array of B&G instrumentation for navigation and racing data. It's a confidence-inspiring set up!

The large cockpit and seats are fully teak laid as standard as is a cabin top strip running forward to the mast (or you can opt for full side and foredeck teak or Flexiteak options too as seen aboard *Hinemoa*). A removable

double berths as a popular option. The saloon, galley and day head are generously proportioned for a yacht of this length, all well equipped and with a high quality of fit, finish and workmanship. Various timber veneers, fabrics and leathers are available to suit almost any taste, from classical to modern.

The interior cabinetry is notably curved, serving for a stylish presentation as well as the practical consideration of doing away with sharp edges. This is perhaps best demonstrated in Dehler's bathroom facilities with gloriously curved vanities, and the practicality again of the company's clever common door hinged between the cabin and head that serves to separate the head from the wash basin/bathroom, such that two people could use it at once, or when closed to the saloon transforming the bathroom and toilet



"The luxurious interior wowed would-be new owners."



transom that doubles as a teak-clad swim platform, distinguishes the D46 as a versatile cruiser/racer. There are no less than six cockpit winches (three powered) and a full width mainsheet traveller is embedded into the teak laid cockpit floor, with all halyard lines Dyneema as standard.

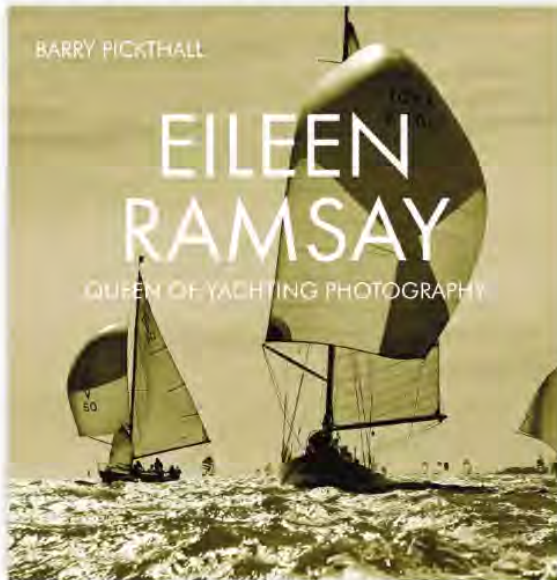
Below deck, the layout is fairly conventional with a large forward cabin with an island double bed, tonnes of stowage space and a private ensuite. There are two aft cabins, which can be set up as a double one side, plus a single bunk and storage on the other as standard, or as two

into one large private space. It's clever thinking that makes simple sense!

Other special onboard amenities include a flat screen TV, microwave, cocktail bar, wine storage and Dehler have even given thought to incorporating a Nespresso coffee maker that emerges from a secret hideaway in the galley.

More than enough 'home away from home' touches to satisfy the moist avid cruiser, whilst up on deck when the AP drops, the Dehler 46 is a true sailing performer with podium potential from every race sailed. ⚓ www.windcraft.com.au

MODEL	Dehler 46
BUILDER	Dehler Yachts
COUNTRY OF BUILD	Germany
YEAR OF BUILD	2015
DESIGNER	Judel/vrolijk & Co
INTERIOR	Dehler
LENGTH OVERALL	14.40 m
WATERLINE LENGTH	12.90 m
BEAM	4.35 m
DRAFT	2.25 m (std) 2.50 m (comp.) 1.85 m (shallow)
DISPLACEMENT	11.200 kg (std) 10.700 kg (comp.) 11.550 kg (shallow)
BALLAST	3.500 kg (std) 3.150 kg (comp.) 3.850 kg (shallow)
ENGINE	Volvo D2-55 (63 hp)
FRESH WATER	450 litres
FUEL TANK	approx. 210 litres
CLASSIFICATION	CE Certificate Class A
MAST ABOVE WATER LINE	21.20 m (standard) 22.20 m (comp.)
TOTAL SAIL AREA	114.1 m ² (std) 128.0 m ² (comp.) Main sail 64.4 m ² (std) 73.0 m ² (comp.), Furling Jib 106% Spinnaker Gennaker 49.7 m ² (std) 55.0 m ² (comp.) 174.5 m ² (std) 185.7 m ² (comp.) 160.0 m ² (std) 180.0 m ² (comp.) Rig I 18.10 m (std) 18.90 m (comp.) J 5.29 m P 17.60 m (std) P 18.70 m (comp.) E 6.25 m (std) E 6.55 m (comp.)
PRICE	as tested with competition keel, rudder and carbon rig from AUS808,000. Base price from AUS568,000.



Eileen Ramsay, Queen of Yachting Photography

Author: Barry Pickthall
 Publisher: Adlard Coles Nautical
 160 pages
 Price: \$50.00

After the second world war, dinghy and offshore sailing experienced an explosion in Britain – and from there, sailing photographer Eileen Ramsay made her mark as the queen of yachting photography.

Ramsay was given her first camera and was soon documenting some of the most important sailing races and regattas, following winning boats and archiving sailing history between the 1950s and 70s.

Throughout her career, her preferred camera remained the Rolleiflex twin lens reflex of which she would get through "one a year."

This style of camera could turn a plain image into a vibrant array of reflections on the water and indeed, her images commonly show colourful spinnakers mirrored on the ocean (she was also one of the first to embrace colour photography afloat); and her black and white photographs also embrace the body and movement of water around the boats she captured.

Also a talented portrait photographer, Ramsay photographed many important figures in the world of sailing such as Francis Chichester – skipper of *Gypsy Moth*; 'Blondie' Hasler – the father of modern-day singlehanded sailing; record-maker Geoffrey Williams, skipper of *Sir Thomas Lipton*; and Uffa Fox.

Ramsay calls herself an 'impressionist photographer,' saying that she preferred "making pictures rather than taking photographs." Of this dubbed 'Ramsay technique,' which embraced colour and reflection, she says, "I developed my own style, taking my pictures as close to the water as possible... I liked nothing more than to highlight reflections in the water."

Others soon began mimicking her style, but even today Ramsay's photographs show sailing at its best during a vibrant era.

www.adlardcoles.com



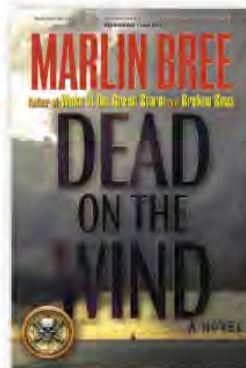
Boat

Author: Simon Griffiths
 Publisher: Penguin Books
 206 pages
 Price: \$39.99

Photographer Simon Griffiths has compiled a visual and insightful book about, of course – the boat – in all its shapes and sizes, various uses and power sources, be it oars, sails or motors – right down to racing model boats. Griffiths takes a close look at some of the most traditional Australian wooden boats and our local boatbuilders, visiting their workshops and meeting their craftspeople.

Beautiful photographs of unique boats in immaculate condition fill this book's pages with a distinctly Australian, nautical style.

www.penguinrandomhouse.com.au



Dead on the Wind

Author: Marlin Bree
 Publisher: Marlor Press
 240 pages
 Price: \$14.99

A 'nautical thriller,' Marlin Bree's latest novel tells the story of a struggling boating writer, Kevlin, who is investigating the truth behind some missing boats in an around-the-world sailboat race. The more he discovers, the darker and more intriguing the story becomes, until Kevlin eventually becomes entangled in solving a deadly threat – or the worst could happen.

Dead on the Wind sends its readers into a fast-moving and suspenseful world of water where giant waves and wild, threatening storms are just the tip of the iceberg.

www.marlinbree.com



Sustainable Sailing

Author: Dieter Loibner
 Publisher: Sheridan House
 210 pages
 Price: \$55.00

A sustainable pastime and sport by definition, sailor and writer, Dieter Loibner addresses in *Sustainable Sailing* the reasons and ways of maintaining, even increasing, sailing as an environmentally friendly sport – and why it is so important to protect our oceans. This insightful book helps sailors reduce their carbon footprint and lessen their impact on the environment, by covering everything from personal impact, to boat design, construction and operation. A must-read for sailors.

www.chartandmapshop.com.au



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1. VITAMIN SEA

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2. DEFYING THE WIND

Just launching onto the Australian market is the new Finbrella, an umbrella that incorporates a clever wind resistant 'fin.' With no pulleys, coils of rope or flaps, the Finbrella can easily be moved, set up, opened or closed by an individual and its range of anchoring options that include the Finbrella proprietary Camlock base system ensure it is fixed securely to your boat. Available in five sizes and with up to four metres of canopy diameter. From RRP \$480 www.finbrella.com

3. UP-CYCLING

Sails often last only a few years, and sometimes only a few races, before they end up in landfill. Innovative owner and designer Gabriele Jordan up-cycles these sails, combining them with Australian leather to make an array of products

for the boat from bean bags to hammocks and more. Take some R&R guilt free on these environmentally conscious (and comfortable) bean bags. One hundred percent Australian made, they make an ideal gift for a sailor. RRP \$468 www.nanu.com.au

4. PROTECT & SERVE

The latest release from Zhik introduces the brand's new generation Isotak[®] 2 offshore gear, developed to provide extreme levels of protection with minimal weight and bulk. The Salopettes offer flexibility, freedom of movement and comfort, and are four times more waterproof durable. Backed and tested by professional New Zealand sailor Ben Gladwell, the well thought out design has a reinforced seat, knee and ankle, tough neck and waste seals right down to quick-drying pockets. RRP \$799 www.zhik.com

5. EXTREME HIGH LOAD

The A2030XHL is a new 30mm block with CNC machined, anodised aluminium cheeks, in a variety of colours and a precision turned stainless steel sheave. Designed for exceptional performance in classes such as the International Moth where loads can crush the bearing surfaces of traditional blocks, they are capable of withstanding a static load in excess of one tonne and a dynamic working load of 300 kilograms. RRP \$196.70 www.deckhardware.com.au



SAILING INTO SUCCESS

IN THE DAYS FOLLOWING THE FINISH OF THE SYDNEY HOBART, A NUMBER OF COMPETITIONS WERE HELD IN THE RIVER DERWENT. PETER CAMPBELL WATCHED FROM THE SHORE.

Just a day after the 71st Rolex Sydney Hobart Yacht Race wound up with the official prizegiving, this year at Hobart's Federation Concert Hall, the Royal Yacht Club of Tasmania and its team of volunteer members were into the action again.

The spectacular sight of ocean racing yachts duelling up the Derwent was replaced by a mosquito fleet of International 2.4mR single-handed keelboats contesting the Australian and then the 2016 World Championship, and the following day the Prince Philip Cup for the classic Dragon class keelboat.

Down the river, Sandy Bay Sailing Club was starting the 73rd Sharpie Nationals, an iconic high-performance

centreboarder, while the Derwent Sailing Squadron was finishing off the nationals for the Sabre dinghy.

The Derwent was a sea of sail on 2 January 2016 as added to these championships was the re-start of the colourful Clipper 70s in the race around the world in the morning and in the afternoon, the King of the Derwent race around the harbour. Not an incident was reported.

A day after my involvement with the Sydney Hobart and other ocean races ended, I was among the many volunteers who then turned to the 2.4mRs and the Dragons, as the media officer for these championships.

What a great pleasure that turned out to be and what fine sailors I met again, and for the first time.

Gordon Ingate came down to defend his Prince Philip Cup – sailing *Whimsical* in his 90th year. An old sailing friend for decades, Ingate finished a hard-fought regatta in second place, losing to Tasmanian Nick Roger in *Karabos IX*. Roger broke his own record with his 11th Prince Philip Cup win since 1989.

Arguably, Ingate must be the oldest one-design helmsman in Australia, if not the world, a remarkable yachtsman who has represented Australia at the Admiral's Cup, America's Cup, Olympic Games and world Dragon and 5.5-metre class world championships, won the Prince Philip Cup at least twice, and finished second in the Sydney Hobart, skippering *Caprice of Huon*.

Ingate went into the regatta without his NSW championship winning crew member, Roger Hickman. He sailed instead with longtime bowman David Giles and David Brittain, who proved a most competent replacement.

I also renewed a long acquaintance with a courageous young sailor, Tasmanian Matt Bugg and met, for the first time, Englishwoman Megan Pascoe, who were both competing in the International 2.4mR nationals and worlds.

Matt became a paraplegic in a snowboarding accident in Europe in his early twenties. Encouraged by family and sailing friends, especially his father Ron Bugg, currently president of Yachting Tasmania, Matt made a courageous effort to re-learn to sail in the 2.4mR, a small, single-handed keelboat described by some as a scale-down version of the old 12-metre America's Cup yachts.

Over the years, with excellent coaching by Richard Scarr, Matt has progressively lifted his skills, in boat-handling and in tactics, and will represent Australia at the Rio Paralympic Games where the 2.4mR is one of three boats sailed by disabled sailors.

The class however is not just for disabled sailors. In Australia and in Europe, especially Finland and Sweden, it is a very popular class. In fact, a group of 14 Finnish sailors contested the nationals and the worlds in Hobart.

The Finns were certainly competitive, but it was Matt Bugg and Megan Pascoe who came out the winners, Matt winning the Australian championship and Megan the Worlds.

Sailing today is a sport for all ages and physical abilities, which makes it such a wonderful pastime and active sport at all levels. ⚓

DEFYING THE ODDS
Megan Pascoe and Matt Bugg competed in both the International 2.4mR nationals and worlds.



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RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
FEBRUARY			FEBRUARY		
Mount Gay Rum Twilights (Spinnaker)	1 Feb	CYCA	Ports of Auckland Anniversary Day Regatta	1 Feb	New Zealand
Club Marine Wednesday Twilight (Non Spinnaker)	3 Feb	CYCA	Neptune Regatta	6-14 Feb	Indonesia
Members Badge Draw	4 Feb	CYCA	Mardi Gras Race Week – New Orleans	10-14 Feb	USA
Grant Thornton Short Ocean Race - Milson Memorial Cup	6 Feb	RSYS	Tour de Martinique Regatta	11-14 Feb	Caribbean
Geographe Bay Boat Rally	6-12 Feb	GBYC	Port Nicholson Regatta	12-14 Feb	New Zealand
Hardy Cup Match Racing Regatta	7-11 Feb	RSYS	Jolly Harbour Valentines Regatta	12-16 Feb	Antigua
Mount Gay Rum Twilights (Spinnaker)	8 Feb	CYCA	Hong Kong Race Week	17-21 Feb	Hong Kong
Club Marine Wednesday Twilight (Non Spinnaker)	10 Feb	CYCA	The Bay Regatta	17-21 Feb	Thailand
Members Badge Draw	11 Feb	CYCA	NZ Open Keelboat Championships	19-22 Feb	New Zealand
Grant Thornton Short Ocean Race	13 Feb	MHYC	Philippines Hobie Challenge	19-28 Feb	Philippines
Mount Gay Rum Twilights (Spinnaker)	15 Feb	CYCA	RORC Caribbean 600	22 Feb	Caribbean
Club Marine Wednesday Twilight (Non Spinnaker)	17 Feb	CYCA	Oceanbridge Sail Auckland	24-28 Feb	New Zealand
Spurious Challenge Regatta	19 Feb	MHYC			
Adelaide to Port Lincoln Yacht Race	19 Feb	PLYC	MARCH		
Sydney to Newcastle Race (Ocean Pointscore race)	20 Feb	CYCA	36th St. Maarten Heineken Regatta	3-6 Mar	St. Maarten
Sydney to Pittwater Race (Passage Race 4)	20 Feb	CYCA	St. Barths Bucket Regatta	17-20 Mar	St. Barths
Chinese New Year Dragon Boat Races	20 Feb	Sydney	Rolex China Sea Race	23 Mar	Hong Kong
Pittwater to Sydney Race (Passage Race 5)	21 Feb	CYCA	Auckland Tauranga Race	24 Mar	New Zealand
RANSA Regatta	21 Feb	CYCA	43rd International Rolex Regatta, St. Thomas	25-27 Mar	US Virgin Islands
Mount Gay Rum Twilights (Spinnaker)	22 Feb	CYCA	Easter Laser Regatta	27-28 Mar	USA
Club Marine Wednesday Twilight (Non Spinnaker)	24 Feb	CYCA	BVI Spring Regatta & Sailing Festival	28 Mar – 3 Apr	BVI
Port Lincoln Race Week	22-25 Feb	PLYC			
Institute of Chartered Accountants Regatta	26 Feb	CYCA	APRIL		
Grant Thornton Short Ocean Race	27 Feb	MHYC	Singapore Yacht Show	7-10 Apr	Singapore
Mount Gay Rum Twilights (Spinnaker)	29 Feb	CYCA	Les Voiles de St. Barth	11-16 Apr	USA
			Antigua Classic Yacht Regatta	13-19 Apr	Antigua
MARCH			Charleston Race Week	14-17 Apr	BVI
Club Marine Wednesday Twilight (Non Spinnaker)	2 Mar	CYCA	Antigua Sailing Week	23-29 Apr	Antigua
Sydney Harbour Regatta	5-6 Mar	MHYC	Transat AG2R La Mondiale	23 Apr	St Barts
Mount Gay Rum Twilights (Spinnaker)	7 Mar	CYCA	Top of the Gulf Regatta	30 Apr – 4 May	Thailand
Club Marine Wednesday Twilight (Non Spinnaker)	9 Mar	CYCA			
Grant Thornton Short Ocean Race	12 Mar	MHYC	MAY		
Marinassess Womens Match Racing Regatta	12-13 Mar	Sydney	Tahiti Pearl Regatta	2-7 May	Tahiti
Mount Gay Rum Twilights (Spinnaker)	14 Mar	CYCA	The Transat	2-9 May	USA
Sydney Wollongong Race (Ocean Pointscore race)	19 Mar	CYCA	Samui Regatta	21-28 May	Thailand
Brisbane to Gladstone Yacht Race	25 Mar	CYCA			
APRIL			JUNE		
Mount Gay Rum Top Jocks Regatta	2 Apr	Sydney	New York Yacht Club Leukemia Cup	3-4 Jun	USA
Sail Port Stephens & NSW IRC Championships	11-17 Apr	CPSC	Southern Bay Race Week	3-5 Jun	USA
Summer Season Prizegiving	22 Apr	CYCA	Loro Piana Superyacht Regatta	7-11 Jun	Sardinia
Opening Ladies Day / Great Veterans Race	24 Apr	CYCA	Korea International Boat Show	9-12 Jun	South Korea
			New York Yacht Club 162nd Annual Regatta	10-12 Jun	USA
MAY			La Solitaire du Figaro	19 Jun	France
Port Hacking Community Regatta	15 May	NSW	JULY		
Sanctuary Cove Boat Show	19-22 May	Gold Coast	J.P. Morgan Round the Island Race	2 Jul	UK
Gold Coast International Marine Expo	19-22 May	Gold Coast	Pacific Cup - race to Hawaii	11 July	USA

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Bristol Channel Cutter 28

\$ 220,000



For those who know

"White Wings III" is a Bristol Channel Cutter 28, launched in 2002 she is hull number 118 of 129 and built by the legendary Samuel L. Morse

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