

offshore

YACHTING

RIDING THE BOW
- RACING'S TOUGHEST JOB?

49ER WORLD CHAMP
NATHAN OUTERIDGE
- EXCLUSIVE INTERVIEW

THE LATEST IN RACING RIGS

PLUS:

AUSTRALIA WORLD'S
BEST IN QINGDAO

OLIN STEPHENS - YACHT
DESIGN LEGEND

**MCCONAGHY'S
LAUNCHES
MONEYPENNY**

JUNE/JULY 2008

\$6.95 (inc GST)

PP: 255003/07868



OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

Introducing the newest members of our fleet.

Progressive performance, innovative design, pure prestige. These are attributes at the heart of competitive sailing – and the same qualities that drive us at Audi.

Which is why we believe you'll feel right at home at the wheel of one of the many models in our range.

Delivering sporty performance born of over 100 years success on the track, and the prestige you expect from one of the great luxury marques, Audi and sailing are a perfect fit.

It's what drew us to this dynamic sport in the first place – and why we're now its major partner nationwide. A partner that proudly counts Australian sailors as the newest members of our fleet.

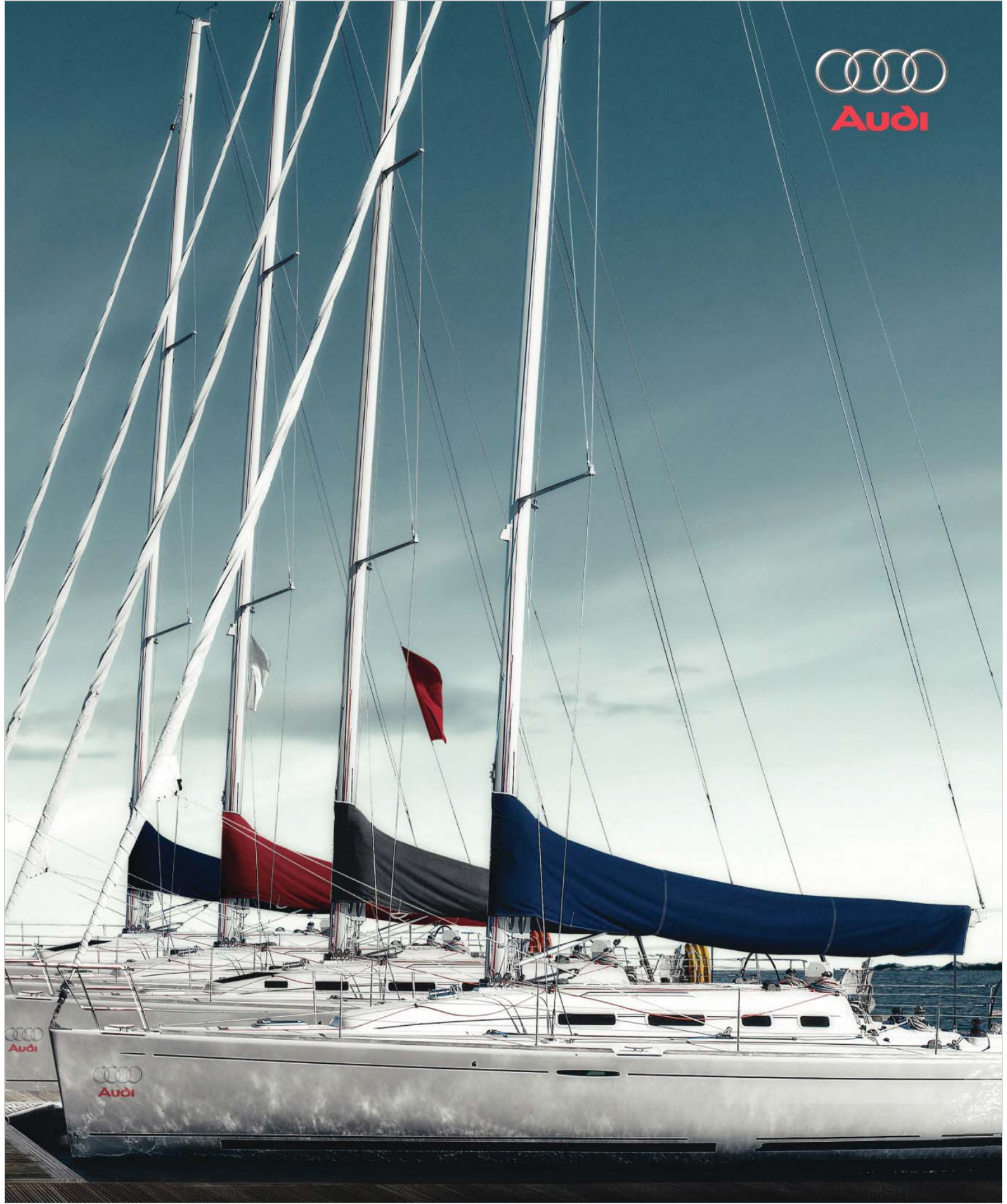
To find out more about our commitment to sailing, visit audisailing.com.au
and view the Audi range at audi.com.au



Photography: Matt Baker



Audi



Audi



Audi



DEPARTMENTS

VIEWPOINT

- 06 AT THE HELM**
With CYCA Commodore Matt Allen
- 74 RHUMBLINE**
With Peter Campbell

SEAMARK

- 12 NEWS**
- 18 NEW BUILDS**
- 22 AMERICA'S CUP UPDATE**

OCEAN RACING

- 26 RACE & REGATTA ROUND-UP**
We report on the Farr Rolex 40 World Championships in Florida; Australian Guy Stening's M30 campaign in the US; the 60th Brisbane to Gladstone Race; the Association Cup on Port Phillip; Tasmania's gruelling Three Peaks Race; the Great Veteran's Race on Sydney Harbour; the Hanse Owners' Rally and Sail Port Stephens.
- 34 RACE & REGATTA PREVIEWS**
We preview three event that feed into one another: first, the Audi Sydney Gold Coast Yacht Race in July; then, the Airlie Beach Race week in mid-August; and finally, the Audi Hamilton Island Race Week at the end of August, which this year celebrates its 25th anniversary.

- 38 2008 OLYMPIC GAMES**
Australia is sending the world's number one ranked sailing team to Qingdao.
- 32 YOUTH SAILING**
The Youth Sailing Academy has formed its winter squads.

FEATURES

- 40 TECHNICAL FEATURE – MODERN RACING RIGS**
Carbon rod rigging mean that modern rigs are lighter and can take greater loads than ever before. Richard Gladwell gets the inside scoop on new super maxi *Speedboat's* 46-metre mast and rig.
- 44 CREW POSITIONS – ON THE BOW**
Wanted: thick skinned sailor with good balance and prepared to get very wet to man the bow
- 56 WET WEATHER GEAR**
Staying warm and dry during an offshore race isn't just a matter of comfort; it's an important factor in crew safety. *OFFSHORE YACHTING* asked six leading manufacturers to show us their gear.
- 70 DESTINATION**
Our correspondent spent a week cruising the Andaman Sea aboard the beautiful wooden schooner *Raja Laut*.
- 75 BOOK REVIEW**
From Ratbags to Respectability – a history of the Cruising Yacht Club of Australia by David Colfelt

- 76 NAUTICAL HISTORY**
OLIN STEPHENS
Peter Campbell reviews one of the most illustrious careers in yacht design

YACHT REVIEWS

- 60 MONEYPENNY'S SECRET SIDE**
The world's latest STP65, built by McConaghy Boats in Sydney, has a secret, reports Blue Robinson.
- 64 BUIZEN 48 PILOTHOUSE**
The latest build from Buizen is true to the Sydney yard's goal of building the ultimate in offshore pleasure cruising.

PROFILE

- 48 SKIPPER – SIR JAMES HARDY**
Barry Tranter spoke with the lion of Australian yachting Sir James Hardy about a life of yachts and wine.
- 52 TACK & GYBE – NATHAN OUTERIDGE**
Nathan Outeridge is the 49er World Champion and a favourite to win a medal at the 2008 Olympic Games in China. Yet just three years ago, doctors were telling him he might never walk again.
- 79 DIRECTORY**
- 82 WATERLINE CALENDAR**

Noakes is rising in the east



Hamilton Island
Sister Shipyard

Noakes Nelson Bay
Noakes Newcastle

Noakes North Sydney
Woolwich Dock
Noakes The Spit

Port Huon Sister Shipyard

NOA7643/OS2



The Noakes network now provides you with 1,700 nautical miles of coverage

Everyday the Noakes sun rises over Australia. From Hamilton Island in the north to Port Huon in the south, Noakes continues to provide invaluable knowledge, skill and experience to every project.

Boat repair and maintenance has never looked brighter on Australia's eastern seaboard.

Noakes 
Boat and Shipyards

Travel lift • Hard stand • Shipwrights • Painters • Riggers • Fabricators • Slipway
www.noakes.net.au • Phone 02 9925 0306 • Email info@noakes.net.au



AT THE HELM

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

WITH THE WEATHER COOLING DOWN AND THE AUDI WINTER SERIES IN FULL SWING, THOUGHTS GO TO WHAT IS NEXT ON THE SAILING AGENDA, NAMELY THE AUDI SYDNEY GOLD COAST RACE ON 26TH JULY AND THE 25TH AUDI HAMILTON ISLAND RACE WEEK ON 22-30 AUGUST 2008.

I remember the inaugural Hamilton Island Race Week in 1984, when I was racing on the Frers 43 *Di Hard*, thoroughly enjoying a great week of racing despite the tropical thunderstorms! The island had only recently begun trading and was far from finished. That first year was great, a fleet of 93 boats gathered to check out the new resort and the new regatta. It rained every day with strong winds – some media dubbed it “Hamilton Island Rain Week”. The atmosphere of that first regatta was great and Race Week was well and truly born. From these rough beginnings Audi Hamilton Race Week has grown from strength to strength to its present position of being Australia’s premier keel boat regatta.

After many years, I am pleased to report that the book detailing the history of the CYCA has been printed. The title of the book *From Ratbags to Respectability* will no doubt create much discussion around the club as will the stories and photos within it.

Any history of our great club has the Rolex Sydney Hobart Yacht Race entwined within it, so the book tells two stories, one about the Club growing from its humble beginnings in the early post-war era and the other about our great race, for it was this race that bought the club to the attention of the world.

There are many people to thank in regards to this book, especially the Archives committee chaired by director Rod Skellet and David Colfelt, the author. The project started in the early 1980s, so while it has been a slow journey to having the book printed, I am confident it is well worth the wait.

I am proud to announce that SOLAS, the CYCA charitable trust which was established as a result of the tragic events of the 1998 Sydney Hobart Yacht Race, has made two donations recently. The first donation was made to the Australian Volunteer Coast Guard Brisbane to assist with the refurbishment of their rescue vessel *CGI*. The second donation was made to NRMA Careflight for the purchase of three sets of night vision goggles. These goggles are most helpful both on land and sea rescues at night and are similar to the equipment used by the armed forces. The SOLAS donation to NRMA Careflight is the second of its kind, with SOLAS having now donated in excess of \$37,000 to NRMA

Careflight since its inception.

These two donations continue to highlight the work that SOLAS does not only for yachtsmen and their crews but also for the broader community, such as bushwalkers. If any member wishes to donate directly to SOLAS, please feel free to contact either myself or Mark Woolf.

I am pleased to announce Jennifer Crooks has joined the CYCA in the role of Communications Manager and brings to the club over ten years communication, public relations and marketing experience. I wish to thank Lisa Ratcliff for doing a great job during her twelve years at the club, especially in her role as Media Director for the Rolex Sydney Hobart Yacht Race.

In order to deliver world class sailing management across all disciplines, the Board accepted a recommendation from management to restructure the Club’s sailing activities under the direction of Justine Kirkjian, CYCA Sailing Manager. This will allow the Club to better utilise both human and on water resources between two key sailing areas and therefore provide increased value to our members.

It seemed like the end of an era when Jenni Bonnitcha resigned as the manager/coach of the CYCA Youth Sailing Academy. Jenni has assisted greatly in creating what is now regarded the leading youth sailing academy in Australia. We should all be proud of her achievements and wish her well for the future.

The YSA Winter sailing squads are well underway and I am pleased to announce that the squads will be training under a great line-up of coaches including Nev Wittey, Andrew Baglin, Gabrielle King, Evan Walker, Tom Barker and Rob Bell.

Congratulations go to Gabrielle King who won the OAMPS Insurance Brokers Youth Sailor of the Year 2008 at the Australian Yachting Awards held in early May. Also on the night I was very pleased to see John Anderson OAM win the Yachting Australia Sport Professional Award. John has put so much into the sport over the years and has been of great assistance to so many of our members over the years.

I look forward to seeing you at the club or on the water in the near future. O

Multi Function

Advanced Networking Instruments



New active transducer technology makes the all-new IS20 precision instruments perfect for cruisers club racers and powerboats

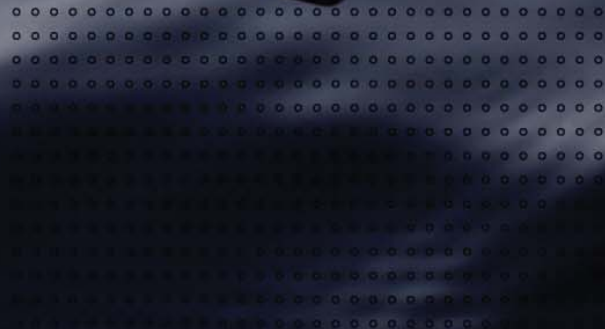
Visit our website to learn more about the new IS20 instrument system

Navico Australia:

Unit 5, 12 Mars Road
Lane Cove, NSW 2066
TEL: 02 9936 1000
FAX: 02 9936 1001
EMAIL: sales.aus@navico.com

Featuring

- New high resolution graphic & stylish analog instruments
- SimNet data bus with advanced data sharing
- Clear, bright displays with selectable backlighting
- Advanced Kalman Filtering provides accurate wind data
- Easy to install three-in-one SimNet D/S/T Tri-ducer



www.simrad-yachting.com

A brand by Navico - Leader in Marine Electronics



Master the Elements



Wonders of Winter

Yachting in the cooler months can be a delight with mild temperatures and breezes, less congestion on our waterways, and a sunny afternoon sail being just what the doctor ordered to ward off the winter blues. But when it's time to come inside to put your feet up and brew a steaming mug, this issue has plenty to keep your yachting enthusiasm satisfied.

We profile a generation of sailors this issue with *Skipper* featuring yachting great Sir James Hardy; our *Nautical History* segment recognising the 100 years of Olin Stephens, the famous naval architect of internationally regarded designers Sparkman & Stephens; and *Tack & Gybe* introducing successful newcomer and 49er world champion Nathan Outteridge.

Yacht reviews this edition are from both ends of the yachting spectrum – *Money Penny*, the exciting new STP65 IRC-racer recently built by Australian yard McConaghy's, and the locally hand-crafted Buizen 48 luxury cruising yacht.

Our technical special feature profiles the leading edge of rig design and technology aboard the latest supermaxi *Speedboat*, just launched in New Zealand. Southern Spars' EC6 composite rig for the yacht is indeed a towering achievement.

Given the season, we have published an update on wet weather gear. There's no doubt about it – staying warm and dry while sailing, particularly offshore, is as much a safety issue as a comfort one.

In the first feature of a new series on crew positions on board a racing yacht, we profile the role of bow man (or bow person) and what's required at the sharp end of the boat.

Races and regattas covered in this issue include the Farr 40 World Championships with Italian Vincenzo Onorato and his *Mascalzone Latino* taking the silverware and the Rolex for the third consecutive year. We also cover the 60th Brisbane to Gladstone race; the Association Cup on Port Phillip; the 20th Three Peaks Race; the CYCA's Great Veteran's Race to mark the opening of the Sydney Audi Winter Series; the second annual Hanse Owners' Race Day on Pittwater; and the inaugural and refreshing Sail Port Stephens Race Week.

Coming up are the Audi Sydney Gold Coast Race, the 384-nautical-mile dash up the NSW coast on July 26, previously known as "the Southport race"; the two big Queensland race weeks during August at Airlie Beach and Hamilton Island; and the latest update on our chances for Gold in the Olympic sailing classes off Qingdao in China.

So, there is much to keep you entertained this issue – on and off the water.

See you on the start line.

Anthony Twibill
Publisher/Director

Hillary Buckman
Managing Editor/Director

CLEAN. QUIET. POWERFUL.



The D series sailboat engines from 12 to 180 hp are specifically developed for sailors. Available for every engine is a comprehensive range of propellers and accessories – including the brand new 2-blade folding propeller. Plus service from the broadest dealer network in the market.

D SERIES FOR SAILBOATS 12 TO 180 HP



LOW EMISSION
2006 US EU

VOLVO PENTA

D series for sailors: Clean. Quiet. Powerful.

- High torque at low revs for easy manoeuvring.
- Powerful charging with 115 A alternator and built-in charging sensor.
- Low emissions and low noise for great comfort.
- Possibility to show engine data in chart plotter.
- Smart and flexible instrumentation.
- Proven reliability from robust design.

Imported and distributed in Australia by

Volvo Penta Oceania, 17 Archimedes Place, Murarrie QLD 4172. PO Box 78, Bulimba QLD 4171 Australia.

For information and dealers throughout Australia, PNG, Solomon Islands, Vanuatu. Tel 61 (0)7 3902 5444 Fax 61 (0)7 3902 5499

www.volvopenta.com.au

HYDRATE.VP11646



PUBLISHED BI-MONTHLY
JUNE/JULY 2008

PHOTO: ANDREA FRANCOLINI

FLAG OFFICERS & DIRECTORS

COMMODORE
MATT ALLEN
VICE COMMODORE
GARY LINACRE
REAR COMMODORES
MICHAEL CRANITCH AND ALAN GREEN
TREASURER
PAUL BILLINGHAM
DIRECTORS
JOHN CAMERON
RICHARD CAWSE
GEOFF CROPLEY
HOWARD PIGGOTT
ROD SKELLET
GRAEME WOOD

CHAIRMEN, CLUB COMMITTEES

ROLEX SYDNEY HOBART YACHT RACE
PLANNING COMMITTEE
COMMODORE MATT ALLEN
AUDIT, PLANNING & RISK COMMITTEE
REAR COMMODORE MICHAEL CRANITCH
SAILING COMMITTEE
VICE COMMODORE GARY LINACRE
MARINA & SITE COMMITTEE
REAR COMMODORE ALAN GREEN
MEMBER SERVICES COMMITTEE
DIRECTOR GEOFF CROPLEY
TRAINING & DEVELOPMENT COMMITTEE
VICE COMMODORE GARY LINACRE
ARCHIVES COMMITTEE
DIRECTOR ROD SKELLET
CRUISING COMMITTEE
REAR COMMODORE ALAN GREEN

PUBLISHER/DIRECTOR

ANTHONY TWIBILL atwibill@oceanmedia.com.au
MANAGING EDITOR/DIRECTOR
HILLARY BUCKMAN hbuckman@oceanmedia.com.au
EDITOR AT LARGE
PETER CAMPBELL 0419 385 028
peter_campbell@bigpond.com
ASSISTANT EDITOR
ALEXANDER GILLY agilly@oceanmedia.com.au
CREATIVE DIRECTOR
MIGUEL TRINITY mtrinity@oceanmedia.com.au
ADVERTISING CO-ORDINATOR
LAURA COGGLES lcoggles@oceanmedia.com.au
ADVERTISING AUSTRALIA
GENERAL ADVERTISING ENQUIRIES TO:
offshore@oceanmedia.com.au

ACCOUNT MANAGER

DONNA BETTS dbetts@oceanmedia.com.au

EDITORIAL CONTRIBUTORS

JENNIFER CROOKS
SEBASTIEN DESTREMAU
RICHARD GLADWELL
TREVOR JOYCE
HOLLY RANSON
LISA RATCLIFF
BLUE ROBINSON
BARRY TRANTER
JENIFER WELLS

CONTRIBUTING PHOTOGRAPHER

ANDREA FRANCOLINI 0415 873 034

SUBSCRIPTIONS

ONE YEAR (SIX ISSUES) A\$39.95 INC GST
LAURA COGGLES lcoggles@oceanmedia.com.au
+61 2 9566 1777

ACCOUNTS

HELEN KRÖL hkrol@oceanmedia.com.au

PRINTED IN AUSTRALIA BY

SOS PRINT GROUP

DISTRIBUTORS

GORDON & GOTCH

ISSN 1446-1170



CRUISING YACHT CLUB OF AUSTRALIA
New Beach Road, Darling Point NSW 2027
Tel +61 2 8292 7800 Fax +61 2 9363 9745 Email: cyca@cyca.com.au
Website: www.cyca.com.au
CEO: Mark Woolf



OCEAN MEDIA PTY LTD
Suite 67, The Lower Deck, Jones Bay Wharf, 26 Pirrama Road
Pymont Point NSW 2009 Australia
Tel: +61 2 9566 1777 Fax: +61 2 9566 1333
Email: offshore@oceanmedia.com.au
Website: www.oceanmedia.com.au
ABN 21 050 535 754



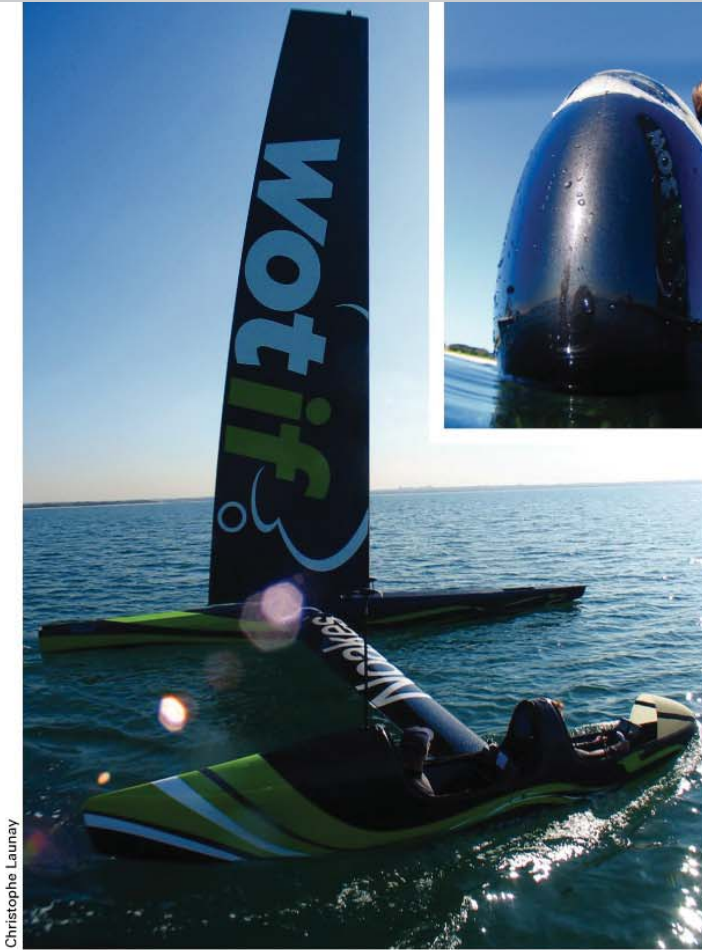
E - BUILT IN EPOXY | DESIGN BY JUDEL/VROLIJK & CO | MADE FOR SAILORS

320 350 370 400 430 470e **540e** 630e
e-option e-option e-option

Sydney International Boat Show | 31.07 – 05.08.2008

Head Office Sydney | Windcraft Australia | Ph. (02) 99 79 17 09 | peter@windcraft.com.au
 Victoria | Aremity Yacht Sales R. Poulter | Ph. 1300 734 144 | roger@aremitiyachts.com.au
 Queensland | Sunshine Coast Yacht Sales | Ph. (07) 54 78 18 99 | boats@yachtsales.com.au
 Western Australia | Ben Lexcen Marine | Ph. (08) 9430 6602 | mark.a@benlexcen.com.au
www.hanseyachts.com





Christophe Launay



Wot Rocket begins with a splash

It was a day *Wot Rocket* creator Sean Langman was dreading: Having to exit *Wot Rocket's* pod as it quickly filled with sea water was proving nightmare material and when the pod was dropped almost three metres into the water off Woolwich Dock to test its strength as well as

that of its crew, Langman was out the door within seconds. Kitted out with breathing apparatus, safety harnesses and crash helmets, the *Wot Rocket* crew of pilot Sean Langman and co-pilot Martin Thompson completed a successful emergency evacuation simulation on 8 May at Woolwich Dock while principal sponsor Graeme Wood looked on.

The force of the impact revealed a weakness that could have proven disastrous had it not been discovered. The Perspex covers didn't withstand the impact of the drop and shattered in a number of places which means less flexible polycarbonate canopies will be installed before the vessel attempts to break the world sailing speed record.

"Better that it happened here than while smashing across Kurnell doing 50 knots", declared Thompson once he and Langman were ashore, the latter with minor cuts from the cracked shield and both a little shaken but still smiling.

Wot Rocket will attempt to better the current world speed record of 49.09 knots held by a French sailboarder (see the April/ May '08 issue of *OFFSHORE YACHTING*) as well as beat the 'holy grail' of 50 knots.

With its nine-metre rigid sail, transverse beam and canoe shaped hull, *Wot Rocket* has been described as half sail boat/sail plane.

For further information visit www.wotrocket.com

For sale: unique Sir Francis Chichester collection

Artefacts from famous yachtsman Sir Francis Chichester's last vessel, *Gipsy Moth V*, are the centrepiece of a collection being offered for sale by Gold Coast marine dealer Tony Hashfield. *Gipsy Moth V* was wrecked on Gabo Island, off the NSW-Victorian border, in 1982, a decade after Chichester's death. The yacht, chartered by Desmond Hampton, was competing in the first BOC Around Alone Race, bound for the same port where Chichester stopped for a month during his acclaimed 1966-67 solo around-the-world voyage in *Gipsy Moth IV*.

Unfortunately, Hampton took an afternoon nap, cut the corner at Cape Howe too closely, and *Gipsy Moth* crashed onto rocks right beneath two very surprised Gabo Island lighthouse keepers. Some items were salvaged, but the vessel was lost.

"Chichester was born in Britain, but so much of his fascinating history really relates to Australia and New Zealand", said Hashfield. "He migrated to New Zealand as an 18-year-old then returned to Britain to buy his first plane, a de Havilland Gipsy Moth. Chichester astounded the world by flying the plane solo back to Darwin in Australia in late 1929 and early 1930, completing the 12,600 miles in 40 days and 180 hours flying time." Chichester's later Gipsy Moths were sailboats, and in 1966-67, he sailed the 53-foot *Gipsy Moth IV* solo for 28,500 nautical miles around the world in 274 days.

Gipsy Moth V was the yacht in which Chichester attempted his last solo transatlantic race, but he was then frail with bone cancer. Francis refused to leave his yacht and his son Giles joined *Gipsy Moth V* and helped Francis return home. Sir Francis died shortly after, in 1972, aged 71.

The family chartered *Gipsy Moth V* to Desmond Hampton in 1982, and after its wreck on Gabo Island, a collection of remnants from the great circumnavigator's last vessel was gathered. These include the still well-kept *Gipsy Moth V* name

dodger, a lifejacket, life-ring, distress lights, water bottle and sailbag. Around these, Hashfield has built up a collection of other artefacts that relate to Sir Francis Chichester's remarkable life in the southern latitudes. It is hoped that the collection will now be purchased by a benefactor on behalf of an Australian or New Zealand museum, or by a private collector.

For further information visit www.gipsymothcollection.com or email info@gipsymothcollection.com



Our Svanen goes carbon neutral

Sydney Harbour's historic tall ship *Our Svanen* and the Carbon Reduction Institute recently announced that *Our Svanen* has negated her total climate change impact and certified as 'carbon neutral'. *Our Svanen*, a 1922 Danish built historic barquentine, is now the first provider of carbon neutral cruises on Sydney Harbour waters. She underwent a stringent carbon emission analysis with the Sydney based Carbon Reduction Institute and has taken specific steps to monitor and reduce her impact on climate change. Emissions taken into account include those from food and beverages the vessel supplies to the office they operate and the fuel used in the auxiliary motors. Where emissions cannot be reduced, *Our Svanen* purchases Greenhouse Friendly™ carbon credits to offset its unavoidable emissions. *Our Svanen* will be flying banners with a strong environmental message in 2008/09. "We hope that their leading action will prompt other ships on Sydney Harbour to reduce their impact towards climate change and become carbon neutral", Rob Cawthorne, Managing Director of the Carbon Reduction Institute said. *Our Svanen* is seeking expressions of interest for green sponsorship and advertising.

For further information visit www.svanen.com.au or contact Rob Cawthorne on +61(0)2 9439 9990

Quantum partners with Lewmar for MHYC's Sydney Harbour Winter Series

Quantum Design Group and Lewmar have partnered to sponsor the Middle Harbour Yacht Club's Sydney Harbour Winter Series. A 10-race series, winners each week will be rewarded with a great selection of prizes from both Quantum and Lewmar. Raced on Sydney Harbour each Saturday throughout winter, the Series specifically targets the Sydney Harbour club racer who enjoys continuing their sailing throughout the winter months at a relatively competitive level. Quantum Sails are a highly respected international sail design group. Lewmar is one of the world's premier leisure marine equipment manufacturers.

For further information about Lewmar, visit www.lewmar.com.

For further information about Quantum Sails, visit www.quantumsails.com.

For further information about the Sydney Harbour Winter Series, contact Brendan Rourke, Acting Sailing Manager, Tel:+61(0)2 9969 1244 or visit www.mhyc.com.au



Rosebud in her new colours

Rosebud joins DYT team

Dockwise Yacht Transport (DYT) announced on 28 April that Rosebud Racing has joined forces with the company to become Rosebud Racing/Team DYT. The Farr-designed *Rosebud* was launched in June 2007 as the world's first STP65, a 'box-rule' collaboration between the Storm Trysail and TransPacific yacht clubs in the USA (see our exclusive feature on the STP65 in the Feb/Mar '08 issue). *Rosebud* promptly won the 2007 Rolex Sydney Hobart Yacht Race.

Rosebud will sport its new Team DYT sail and hull graphics when it competes in the New York Yacht Club Annual Regatta presented by Rolex, the Newport to Bermuda Race, the Edgartown Yacht Club Round the Island Race, and the New York Yacht Club Race Week at Newport presented by Rolex. After it crosses the Atlantic with DYT's help, it will compete in the Maxi Yacht Rolex Cup (Sardinia, Italy) in September and the Rolex Middle Sea Races (Malta) in October, before heading back with other sailboats on a DYT ship to Ft. Lauderdale at the end of October.



ISAF Offshore Committee investigating keel failures

The ISAF Offshore Committee has highlighted the safety concerns relating to the growing number of keel failures and are investigating amendments to the ISAF Offshore Special Regulations to help improve safety standards. The recent spate of keel and hull failures has highlighted the need for yacht designers, boat builders and owners to check their yacht structure and take steps to ensure such structural problems stop. Careful design, build and maintenance of keels and keel attachments are essential as to lose a keel can be catastrophic with loss of life. At the 2007 ISAF Annual Conference last November, in response to recent design and build failures, the ISAF Offshore Committee appointed a working party to review the requirements for racing yacht design and build as part of the ISAF Offshore Special Regulations. Under the existing regulations, yachts racing in Category 0, 1 and 2 should be constructed to one of the following three standards:

- the EU Recreational Craft Directive for Design Category A
- the ABS Guide for Offshore Yachts
- the newly approved International Standard for yacht structure – ISO 12215

The working party has now agreed that, in future, only the International Standard ISO 12215 shall be used for evaluating structure in the ISAF Offshore Special Regulations and is currently considering the implementation of a building plan review scheme to begin mid-2009 at the earliest.

For further information visit www.isaf.org

Yacht Club Smeralda prepares for grand regatta

The Yacht Club Costa Smeralda's (YCCS) inaugural Boat International Superyacht Regatta, scheduled for 22-26 June, has drawn a fleet of impressive entrants.

Among the builders represented on the entry list are Baltic, Dubois Yachts, Pendennis, Perini Navi, Southern Wind, Swan, Vitters, and Wally, while the list of designers and naval architects includes Philippe Briand, German Frers, Reichel/Pugh and Judel/Vrolijk. The largest yacht competing is Lang Walker's 52-metre *Kokomo*, while the smallest is Pegaso SRL's 23.80-metre *Acaia Cube*. Other notable entries are the 30-metre *Alfa Romeo*; the 35-metre *Hamilton II*; the 24-metre *Highland Fling X*; the 28.80-metre *Magic Carpet 2*; the 23.95-metre *Mrs. Marietta*; the 46.21-metre *Pink Gin*; the 44-metre *Salperton*; and the 34.97-metre *Sojana*. The regatta will follow a pursuit-race format with handicapping administered by the Royal Ocean Racing Club rating office, using



Ivor Wilkins



Kokomo

Ivor Wilkins

the IRC system. Participating yachts will have a minimum LOA of approximately 24.38 metres (80 feet) under the Organising Authority's discretion. Racing on coastal courses begins Monday, 23 June, and continues through Thursday, 26 June, with a lay

day scheduled for Wednesday, 25 June.

The Yacht Club Costa Smeralda, in Porto Cervo on the Italian island of Sardinia, was founded in 1967 by its current President, His Highness the Aga Khan.

For further information visit www.yccs.it

news

VHF and HF Radio Communications information evening

More than 200 CYCA members and their guests braved the cold to attend the CYCA Cruising division's Radio Communications information evening on 29 April. An impressive panel of presenters for the evening had been compiled including Colin Barr from Australian Maritime Safety Authority (AMSA), Police Inspector Glenn Finniss, Crime and Search and Rescue Manager NSW Marine Area Command, Christian Hillier from KORDIA, representatives of the Volunteer Marine Rescue Groups, including the Australian Volunteer Coast Guard and the Royal Volunteer Coastal Patrol, and Ian Campbell from GME.

Colin Barr covered the process of how emergency search and rescues are co-ordinated and carried out. He stressed the imminent phase out of the 121.5 EPIRBs, scheduled to close down on 1st February 2009, and the importance of registering 406 EPIRB details with AMSA, both for the vessel and personal type locator beacons. It is estimated up to 30 per cent of those 406s sold thus far have not been registered, which is not only dangerous for the unknown vessel seeking emergency assistance but also for the rescuers because they have no detail of the vessel or personnel they are trying to assist. Colin mentioned that AMSA in conjunction with the Water Police are looking at a new three-year registration policy that will result in

a sticker that must be placed on the EPIRB. Christian Hillier of KORDIA explained how his organisation owns and operates Australia's premier HF Radio system on behalf of both AMSA and Bureau of Meteorology (BOM) and has remote sites located at Wiluna and Charleville. Hillier explained the reason for selecting these sites based on the low level of interference and their ability to pick up HF sky waves. Both of these sites are controlled from Canberra. He outlined KORDIA's role with commercial vessels communicating through these sites. KORDIA can also provide scheduled reporting for cruising and other smaller vessels and on request, provides a record of conversation and an email message service to people's homes service. Ian Campbell from GME gave a presentation on DSC VHF radios and the vital role DSC equipped radios can play, especially in an emergency situation both now and in the future. DSC is a paging system, which uses data signals to automate the transmission and reception of calls on VHF channel 70. A DSC transmission consists of a short burst of digital data transmitted from one station to alert one or more stations. This data includes the station's unique nine digit Maritime Mobile Service Identity (MMSI) which instantly identifies the transmitting vessel. MMSI are

allocated by AMSA on registration of the radio. In addition to the vessels MMSI number other information can also be transmitted including the station's Lat and Long if interfaced with the GPS and a brief comment on the basic nature of the emergency such as May Day, fire, first aid emergency etc. Voice transmissions are not permitted on Channel 70.

Rear Commodore Alan Green provided a comprehensive overview of both HF and VHF communications and outlining VHF and HF propagation, showing that VHF communication is now available along the East Coast, across the Bass Strait and beyond. For HF he provided charts showing how HF propagation in the 2, 4, 6 and higher megahertz bands vary with location and time of day. He provided some important comments on looking after the vessels radio equipment and the installation and concluded that we should be more aware of what frequency we should use to communicate on HF. As the sun rises, so should the frequency used. All the speakers emphasised the importance of correct installation and maintenance of radios as well as the importance of logging on with the appropriate authorities so that a vessel's latest whereabouts are known without forgetting to log out at the end of the voyage to prevent triggering unnecessary searches.

ELEGANCE



Xcruising 42 45 Xperformance 34 37 40 43 46 50 55 65 Xracing 35 41

x-yachts.com

- X-34 Nominated for European Yacht of the Year 2007
- X-35 ISAF Recognized One Design Class - 200 now sold
- X-35 Boat of the Year 2007 in the US
- X-37 World Champion 2006 and 2007 in IMS 670
- X-41 Proven IMS & IRC Winner - First Gold Cup in 2008
- X-41 Boat of the Year 2008 in the US
- X-55 European Yacht of the Year 2007

X-55 perfectly represents X-Yachts philosophy
Elegance, performance and comfort. Timeless, yet modern.
Proven build technique with attention to details in cooperation with
highly respected suppliers. Delivered and supported by X-Yachts,
a determined and skilled international organisation.

North South Yachting +61 (0) 2 9998 9600 · x-yachts.com.au

X-Yachts
WORLD CLASS SINCE 1979



Sanctuary Cove Boat Show reveals trend towards multihulls

The 20th Sanctuary Cove International Boat Show brought multimillion dollar sales across all categories. General manager Barry Jenkins said some exhibitors were amazed on the confirmation of multiple sales actually at the Show. "We had 50,678 visitors, the second highest tally in the Show's history, while the exhibitor count was just one less than last year's record exhibitor field. All exhibition space was fully booked and we are already receiving inquiries for next year's dates."

Of the sailboat manufacturers and dealers, the multihulls did particularly well, and the feeling was that catamaran sales are on the up. Brendan Hunt from broker VicSail, which distributes Beneteau, CNB, Lagoon and Wauquiez through its national dealership network, said he noticed a trend of people changing from power boats to sailing boats, particularly catamarans.

"We sold more catamarans at the show than monohulls as people come to compare the range of catamarans on display here before they buy", he said. Mark Elkington of Fountaine Pajot Catamarans confirmed the sale of seven boats by 5pm on Sunday. "We sold three Salina 48s, two Orana 44s, one Lavezzi 40 and one Highland 35. It is the best result we have had and the best Show we've done in the history of the company", said Mr Elkington. "We've got sea trials arranged in coming days for nine clients."

Mr Jenkins expects the sales tally to be much higher than today's quick snapshot from power and sail exhibitors. "Some companies are still negotiating sales or taking away strong leads which may result in sales in coming weeks." Dates for the 2009 Show are May 21 to 24 and the 2010 dates are May 20 – 23. For further information visit www.sanctuarycoveboatshow.com.au

News in Brief

Olympic Legacy Marina to be shared

Sailability NSW and the Royal Australian Navy Sailing Association (RANSA) are to share the Sydney 2000 Olympic Games Legacy Marina in Rushcutter's Bay, owned by NSW Maritime. Sailability NSW promotes on-water activity for the disabled and RANSA promotes sailing and the art of seamanship in the Royal Australian Navy.

Sunsail opens new base in Tonga

Leading sailing holiday company Sunsail has opened a new base on Vava'u in Tonga, a chain of islands spanning more than 200 miles in the South Pacific. There are four different Sunsail Oceanis monocoques to choose from as well as a Sunsail catamaran – all only three years old. The yachts can be chartered bare for those with sailing experience or with a skipper.

For further information visit www.sunsail.com.au

WSSRC recognises Konyukhov's achievement

The World Sailing Speed Record Council announced a new 'Performance Certificate' for the Antarctica Cup course inaugural record from Albany to Albany, Australia. The record was set by Russian solo sailor Fedor Konyukhov aboard an 25.9-metre monohull from January 26, 2008 to May 7, 2008, setting an elapsed time of 102 days, one hour, 35 minutes and 50 seconds

For further information visit www.sailspeedrecords.com

Team Russia

On May 26, Team Russia's new Volvo Open 70 yacht made its entrance into the world. The 23-metre hull appeared in public for the first time hovering high over the boat sheds of builder's Green Marine Lymington in the United Kingdom. was safely lowered by crane into the Lymington River. Team Russia will take part in the Volvo Ocean Race that starts in Alicante this October. The event covers over 37,000 nautical miles and visits 11 ports, culminating in a finish in St Petersburg, Russia in June 2009.

For further information about Team Russia, visit www.teamrussia.org.

For further information about the Volvo Ocean Race, visit www.volvooceanrace.org

ICAP Leopard sets out to break transatlantic record

On May 26, ICAP Leopard, the Farr-designed, 30-metre maxi owned by Mike Slade that was second over the line at last year's Rolex Sydney Hobart, crossed the start line at Ambrose Light, New York, intent on entering the record books by breaking the West to East transatlantic speed record currently held by the 75-metre Phoebe of eight days, three hours and 29 minutes that was set in July 1988. This record is a special sub-category for vessels that use powered sailing systems. The outright monohull record is held by the 42.3-metre Mari Cha IV of six days, 17 hours, 52 minutes and 39 seconds set in October 2003.

For further information visit www.leopard3.com



THE BEST
IN OFFSHORE CRUISING
Sophisticated and Race-bred

THE NEW ELAN 450 WITH TWIN RUDDERS

Another masterful design by ROB HUMPHREYS



FOR THE SAILOR
WHO SEEKS THE BEST
OF BOTH WORLDS



elan

FIRST CLASS PERFORMANCE FIRST CLASS CRUISING

BUILDING BOATS OF INTEGRITY FOR OVER 60 YEARS

| 31 | 340 | 380 | 410 | 450 |

Call now for details:

ELAN YACHTS AUSTRALIA

NSW: 02 9999 6730 elan@navsail.com.au

VIC: 03 9592 4022 elan@webstermarine.com.au

QLD: 07 3204 2785 elan@farine.net.au

NAVSAIL

www.navsail.com.au | www.elan-yachts.com



Germanischer Lloyd

The Green Team's heavily – chined Volvo 70 hull being built at McConaghy's China yard



Blue Robinson

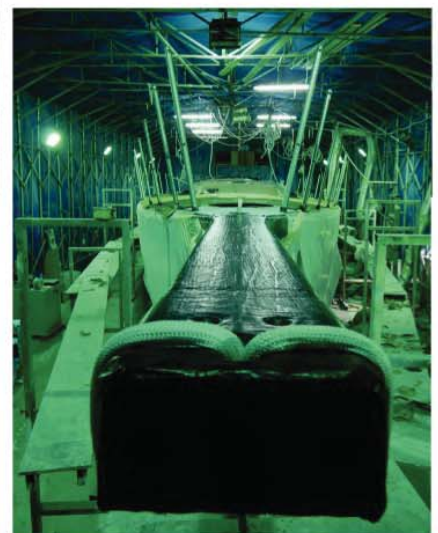
Green Team Volvo 70 completed in China

THE GALWAY-BASED TEAM CELEBRATE THE COMPLETION OF THEIR NEW REICHEL/PUGH VOLVO 70, WHICH IS NOW ON A SHIP HEADING FOR EUROPE

Sitting in the cockpit of the Green Team Volvo 70 in the McConaghy's factory in China, you can't help but be impressed – this is an all-carbon speed machine, white and heavily chined, strong (very strong) where it needs to be, and cleverly designed and built for Reichel/Pugh's first foray into the Volvo Ocean race.

Construction was originally planned for McConaghy's Sydney factory, but when all the build slots turned out to be filled, McConaghy's Mark Evans and Jono Morris flew to meet the Green Team management. The China facility was confirmed, and construction commenced in November. In mid-December, McConaghy's started on the keel area. At the end of April it was just being completed. That time and detail gives the hull a breaking load well in excess of 300 tons. The Volvo 70, apart from very lightweight items such as pipe cots, galley, heads and engine box, is all structure. Hull, deck and bulkheads are

engineer stipulated, and weigh what they weigh, so McConaghy's have looked very hard at all the secondary bonding, doing a lot of research on the weights of the glues involved. The other area heavily scrutinised was paint and fairing. There is no topcoat anywhere, just a light sealer coat inside on the carbon, and undercoat on the deck and topsides. The boat is built to within a couple of millimetres of max length and beam allowed in the Volvo rule. Deck layout is conventional, a decision taken by skipper Ian Walker due to limited build time. The interior of the last generation Volvo 70s was as black as a cave. The rule for this race states between two metres forward of mid-freeboard station and the aft bulkhead, 90 per cent of the exposed surfaces of the deck head, floorboards, hull inner skin and engine boxes shall be covered with paint, vinyl, or decals to assist filming, so the Green Team interior has large white panels throughout. Big deck winches need gearing and substantial



supporting brackets down below. These 'head catchers' will be painted bright orange, but the paint won't soften the blow if you forget where they are.

The Green Team is based in the Irish port of Galway. The team is heading to the in-port race in Alicante, which starts on October 4th. Then, on 11th October, they set off on leg one of the Volvo Ocean race from Alicante to Cape Town. Good luck to all the teams!

–Blue Robinson

For further information about the Green Team, visit www.greenteam.ie

For further information on the Volvo Ocean Race visit www.volvooceanrace.org



Bavaria Yachts Australia launch new product line

On 8 May, Bavaria Yachts Australia held a launch party for the new Bavaria 31, 34, 38 and 40 Cruisers at the Cruising Yacht Club of Australia. Following a champagne launch of each model, a specially commissioned video presentation was shown to the guests showcasing each vessel inside and out. The Bavaria Yachts Australia team was on-hand to answer questions and show the boats throughout the evening. The event was compered by Glenn Ridge of Q Media. "The launch was an opportunity to let people get to see the new models up close in an intimate setting. With our [Bavaria Yachts Australia] additional sailaway package and the further options we can offer, these are arguably the best quality and value boats available for multiple sailing interests", said Bob Mulkearns, Managing Director Bavaria Yachts Australia.

For further information contact Jamie Millar, Tel: +61(0)2 9998 9600 or Mobile: +61(0) 434 764411 or email: jamie@bavariayachts.com.au



Emergency Beacons, Radios, Entertainment Systems & Accessories



GX6000
Marine VHF DSC Radio

GR9000 SERIES
Marine Stereo with MP3 via USB, SD Card and Personal MP3 Player inputs. DVD Player Option.



MT403/G
406/121.5 MHz
EPIRB Manual/Water
Activation with GPS Option.



MT403FF
406/121.5 MHz EPIRB
Auto Activation.

MT410/G
406/121.5 MHz Pocket
PLB with GPS Option.



INNOVATIVE MARINE ELECTRONICS

www.gme.net.au

For further information, visit our website or contact your nearest GME branch;

SYDNEY (02) 9879 8888
BRISBANE (07) 3278 6444
ADELAIDE (08) 8234 2633

MELBOURNE (03) 9798 0988
PERTH (08) 9455 5744
AUCKLAND (09) 274 0955



John Jeremy

VALE BRIAN NORTHAM

By Peter Campbell

Brian Northam, a member of the crew of *Gretel*, Australia's first challenger for the America's Cup in 1962, has died in Sydney after a short illness, at the age of 75.

Brian was actively involved in Sydney's yachting and maritime activities for most of his adult life, serving as President of the Sydney Maritime Museum (now the Sydney Heritage Fleet) from 1988 to 1991. During his term of office, he played a significant role in stabilising the financial position of the Museum.

He also served as Chairman of the Anniversary Regatta (now the Australia Day Regatta) Management Committee and was a Life Member of the Regatta. Again, he made a major contribution to raising the status of the regatta and maintaining its continuity as the oldest continuously held sailing regatta in the world.

Brian was a son of the late Sir William ("Bill") Northam who won Australia's first sailing Gold Medal when he skippered the 5.5 metre class yacht *Barranjoey* to victory at the 1964 Tokyo Olympic Games.

Brian was closely involved in the restoration of his father's yacht to compete in the Classic Division of the 5.5 Metre World Championship

held in Sydney in 2005.

In the late 1970s and early 1980s Brian was active in ocean racing, sailing his East Coast 31 *Humdinger* and *Humdinger II* in two Sydney Hobart Races. He also competed in races to Lord Howe Island with another yacht, *Humbug*.

Brian had been a member of the Royal Sydney Yacht Squadron since 1948 and was one of the driving forces in starting the Squadron's annual May Cruise, a family oriented event that continues to grow in popularity.

While he had retired from active participation, Brian maintained a close interest in the Sydney Heritage Fleet and the Australia Day Regatta. The Northam Family Trophy is contested each year by young sailors in the Sabot two-up class.

Representatives of Sydney's business, yachting and maritime communities, including three of the five surviving crew of *Gretel*, attended a memorial service at St Giles Church, Greenwich.

Rhumblines remembers Brian Northam and the spirit of *Gretel* on page 74. **O**



WINNER OF THE AMIF
National Marine Award
- BOAT OF THE YEAR
(Sail) 2008

Life's Reward.

*To create perfection takes time and capability.
10,000 production man hours are dedicated to each
Buizen Pilot House Yacht.*

*Combine this with state-of-the-art construction
and performance, a proven safety record, the free-
dom of long range cruising in luxury with sail or
under power, short-handed sailing capabilities and
traditional craftsmanship.*

*Hand crafted from the keel up, the focus is on each
yacht and the customer.*

It's not a production line mentality.

*The exacting standards of each production phase of
a 40' or 48' Buizen is reflected in the fact that they
build only a handful of pilot house yachts each year.*

Are you ready to step up to a Buizen?



WORLD CLASS AUSTRALIAN DESIGNED AND BUILT SINCE 1981

Mastercraft Marine Pty Ltd • 57 Myoora Road Terrey Hills NSW 2084 Australia
Telephone: 61 2 9450 2170 Fax: 61 2 9450 2472 Email: sails@buizenyachts.com.au

www.buizenyachts.com.au

Buizen
PILOT HOUSE YACHTS

MY GAME, MY RULES

CONFUSED ABOUT THE COURT BATTLES DELAYING THE 33RD AMERICA'S CUP? YOU'RE NOT ALONE. AS THE LEGAL SAGA OVER THE 1887 DEED OF GIFT CONTINUES, *OFFSHORE YACHTING* CUTS THROUGH THE JARGON TO THE HEART OF A SCHOOLYARD DISPUTE BETWEEN TWO BILLIONAIRES

By Jenifer Wells

The intense legal battles in the New York Supreme Court centre around whether Team Alinghi must race BMW Oracle in October this year or in May 2009. Alinghi wants the later date to give it more time to build a boat to match Oracle's 90-foot multihull: it delayed its build in light of the legal uncertainty. Alinghi says an October showdown will resemble the 1988 *Stars and Stripes* mismatch against *New Zealand* as it will be forced to race a slower boat.

Feuding billionaires Larry Ellison and Ernesto Bertarelli both claim to want to settle the dispute on the water. However some suggest the only winners will be the expensive lawyers and spin doctors who have helped create a mighty mess. The basic rules of the 120-year-old, three-page Deed of Gift are:

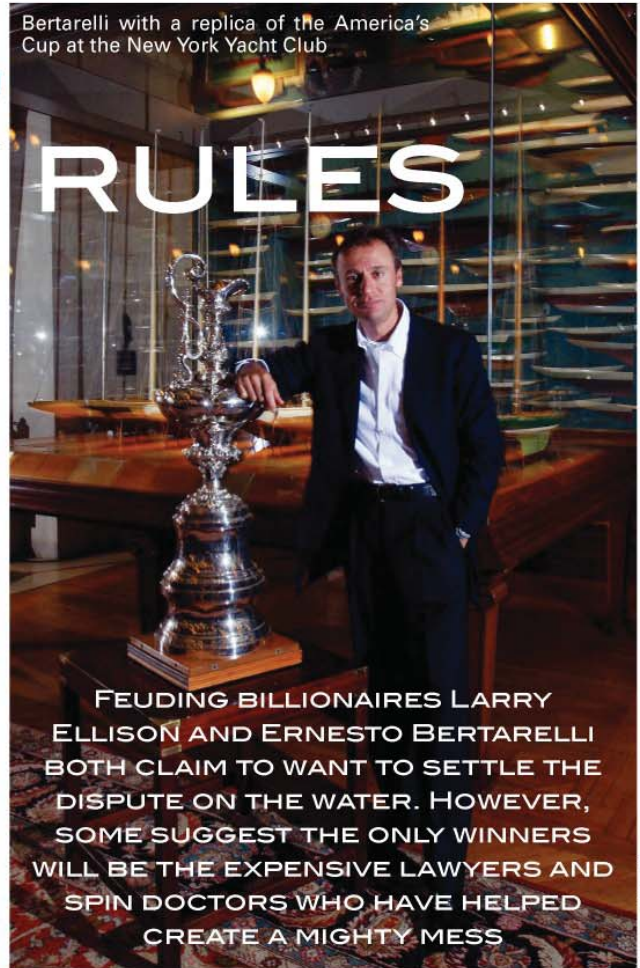
- The Defender chooses the location
- The Challenger of Record picks a date and describes its boat
- The Defender has at least 10 months to build a defending boat
- Both parties agree the rules for a traditional multi-challenger regatta
- If they cannot agree there is a two-horse challenge.

Needless to say, both parties have not agreed.

Alinghi announced a 2009 re-run of the 'best ever' 2007 Final in Valencia, accepting a newly formed Spanish Club (CNEV) as Challenger of Record. Twelve syndicates entered, although many considered that CNEV rubber-stamped rules overly biased towards Alinghi.

In July 2007 Oracle – through the Golden Gate Yacht Club (GGYC) – commenced legal warfare by successfully arguing that CNEV was not a valid Challenger because it had not previously held an annual regatta: a finer point of the Deed. CNEV held a regatta after the legal action started: it did not impress the judge. Alinghi lost its counterclaim that Oracle's Challenge was defective because it did not properly describe its '90 foot x 90 foot keel yacht' as a multihull. Alinghi publicly promised not to appeal and both sides hoped to salvage a multi-challenger event. However, the tide turned when the two disagreed about whether the 10-month clock stopped ticking when the lawyers started billing. Alinghi lodged an appeal in March that will be decided by five Supreme Court judges. Alinghi wants to re-argue that CNEV is the valid Challenger of Record instead of GGYC. It also appealed the date which had not yet been set by the original judge: technically there was no formal decision which Alinghi could appeal. Outside court, Alinghi claim that Oracle has forced its way into an AC Final on a

Bertarelli with a replica of the America's Cup at the New York Yacht Club



FEUDING BILLIONAIRES LARRY ELLISON AND ERNESTO BERTARELLI BOTH CLAIM TO WANT TO SETTLE THE DISPUTE ON THE WATER. HOWEVER, SOME SUGGEST THE ONLY WINNERS WILL BE THE EXPENSIVE LAWYERS AND SPIN DOCTORS WHO HAVE HELPED CREATE A MIGHTY MESS

Courtesy Alinghi

legal technicality, eliminating all other Challengers. Oracle counters that Alinghi is stalling for time after its tactical mistake in delaying to build. Oracle also questions how long it takes a billionaire to build a boat.

Meanwhile disappointed Team New Zealand is suing Alinghi for 'tens of millions of euros' for cancelling the 2009 regatta.

Bertarelli claimed early in the saga that he would win because he 'has the better lawyers', but the latest murmurings from his camp have taken a 'bizarre' turn. Recent 'personal views' from Alinghi's General Counsel suggest that the Court cannot determine the case because the Deed was not properly signed 120 years ago. The call for the sport to settle its own disputes may appeal to common sense but it may be too late to prevail.

In mid-May the original judge handed down a decision that the 10-month notice period commenced from the date of his judgement. This means that the showdown should take place in early May 2009 in accordance with the Deed's northern hemisphere winter black-out period. Despite a win regarding the date, Alinghi stated that it will continue its other grounds of appeal, ie that Oracle's Challenge is invalid. GGYC said it would consider the decision to 'determine our next steps'. Clearly, the America's Cup has not left the courtroom.

At least both sides agreed on expediting Alinghi's appeal, fast-tracking the process from two years to 6-12 weeks. A decision is expected in June over a document promoting 'friendly competition between foreign countries'.



BMW Oracle's owner Larry Ellison at the helm, flanked by skipper Russell Coutts

Courtesy BMW Oracle

THE LATEST ON THE AMERICA'S CUP WITH SEBASTIEN DESTREMAU

After the judge decided that the 10-month notice period began from the date of his judgement, the Swiss team was probably feeling good about its first legal victory in the America's Cup battle against BMW Oracle. A simmering anger remained among the rest of the AC community, and many wondered whether their anger was unjustified or if it was shared by many (though of course, everyone admits that they could be biased).

Looking over the building schedules established for the 33rd America's Cup, it was interesting to note that Alinghi, Desafio, TeamOrigin and Team Germany had planned to launch their first AC90 in June 2008. Shosholoza and Team New Zealand were probably working to a similar time frame. Had things gone according to plan, then the America's Cup's teams would have been at full steam by now, with sailmakers and mast-makers finishing their work on these newly-built monsters. All bases in Valencia would have been flat out preparing the launch of their first AC90. What a sight and a great feeling it would have been! Instead, we have a wasteland in Valencia and a

bunch of people out of work worldwide, not only team members but suppliers.

What a shame it has been to see the 'Port America's Cup' these past months, with just a few TP52s operating out of empty bases and only Alinghi and BMW Oracle with anything like an America's Cup operation.

Unfortunately, Alinghi will never live down the 33rd Protocol, which will go down in history as a huge mistake, a gross miscalculation and, worse, quite unnecessary.

Yet the process of establishing the event regulations was open and productive and largely corrected most of the parts of the protocol that (hastily) had been judged unfair. Further, the process gave all the competitors of the 33rd America's Cup much greater say in the rules than had had the competitors of the the 32nd.

For example, all the rules for the 32nd Cup were created by ACM, Alinghi and BMW Oracle in 2003, when BMW Oracle was Challenger of Record and other challengers had little or no input into the rules. So let's take a look at BMW Oracle's schedule this time around:

- 3 July '07: Alinghi wins 32nd America's Cup against Team New Zealand
- 5 July: ACM issue 33rd America's Cup's protocol
- 11 July: BMW Oracle delivers Notice of Challenge for race date 4 July 08
- 12 July: Top multihull designer Mark Van Pethegen confirms he is working for BMW Oracle. He probably started even earlier since to design, build and commission a 90x90 multihull to be race-ready in less than one year is nearly impossible.
- 20 July: BMW Oracle submit papers in court
- 25 July: Official announcement that Russell Coutts has joined BMW Oracle.

Looking at all this, you have to wonder: did BMW Oracle have this strategy in mind all the while? Is the basis of BMW Oracle's strategy not only to win a big bonus, but also to discredit and damage Alinghi's team principal as much as possible? If so, then allowing him to run another successful America's Cup even if you have the strongest team and would have been one of the favourites to win doesn't really achieve your second goal, does it?

ABOUT THE AUTHOR

Sebastien Destremau has written for most of the world's major yachting magazines and is now editor-in-chief of the English-language edition of www.adonnante.com. Since 2001, Sebastien's focus has been on the America's Cup. He was part of the OzBoyz Challenge for the 2007 America's Cup before becoming tactician aboard the first-ever Chinese America's Cup challenger at the same event. He was tactician aboard Le Défi Areva from 2001 to 2003. He also participated in the 1995 America's Cup as tactician with Le Défi d'Antibes. Having spent most of his life sailing, Sebastien's record includes five world titles, three European titles, numerous national titles and a world match-racing ranking of 12th when he was actively competing on the circuit. He has been tactician for some of the great

racing skippers, including Russell Coutts, Paul Cayard, Syd Fischer, Knut Frostad, Richard Perini, Grant Simmer, Thomas Friese, Thomas Coville, Luc Gellusseau and Pierre Mas. He is known as a tenacious opponent on the international sailing circuit. For all the latest on the America's Cup and other sailing news, visit Sebastien's blog:

www.destremausailing.blogspot.com





All photos: Ernest Fraitzrak

On 26 March, the CYCA and its naming rights sponsor Audi Australia launched the Audi Winter Series 2008, Australia's most established and largest ongoing winter sailing series, which falls between offshore seasons and attracts fleets over 140 to Sydney Harbour weekly. In launching the Audi Winter Series, Commodore Matt Allen said, "We thank Audi Australia Managing Director Joerg Hofmann and the Audi Australia team for their ongoing support of the CYCA and their support of yachting in general." Audi Australia's Rosebery dealership hosted the function, which also served as a prize-giving ceremony for the Audi Sydney Offshore Newcastle Yacht Race. Syd Fischer's *Ragamuffin* was recognised as the line honours winner and the IRC Division 0/1 winner.



1. Syd Fischer receiving the Geoff Lee Trophy (Trophy for overall winner – Audi Sydney Offshore Newcastle Yacht Race) from Matt Allen
2. Matt Allen (L) presents Phil Arnall, *Anger Management*, 1st Div 3 IRC; and Denis Doyle, *Sextant*, 2nd Div IRC
3. Commodore Matt Allen (L) presents Geoff Cropley with the trophy for *ASM Brindabella* 2nd on PHS
4. Lucky winners of the Audi TT Test Drive cars
5. Matt Allen (L) presents Peter Goldsworthy - *Getaway-Sailing.com* - 1st PHS



All photos: Ernest Fratczak

A 49er loomed tall in the room

AUSTRALIAN YACHTING AWARDS 2008

At a Gala Awards Ceremony in Sydney on the 2nd of May, the Male Sailor of the Year was awarded to back-to-back World Laser Champion Tom Slingsby, while the Female Sailors of the Year honour was awarded to the Women's 470 team of Perth sailors Elise Rechichi and Tessa Parkinson.

The Sailor with a Disability Award was shared by Brisbane's Daniel Fitzgibbon and Perth's Rachael Cox, who recently moved to Brisbane to train with Fitzgibbon. With just one month of training, Fitzgibbon and Cox won Gold at the SKUD International Championships.

The OAMPS Insurance Brokers Youth Sailor of the Year 2008 is 17-year-old Gabrielle King, who was crowned both the 2007 Volvo Youth Sailing ISAF World Champion and the Women's 2008 Laser Radial Youth World Champion.

Tasmania's Murray Jones was named Volunteer Of The Year for his dedication to all areas of sailing. The Sport Professional Award 2008 was presented to Sydney's John Anderson OAM. Yachting Australia's Lifetime Achievement Award 2008 was presented to Perth's Graeme Owens and Melbourne's Harry Tedstone.

The Sport Promotion Award went to the Royal Geelong Yacht Club, and the inaugural President's Award was presented to Audi Australia for their outstanding support of Australian sailing.



1



2



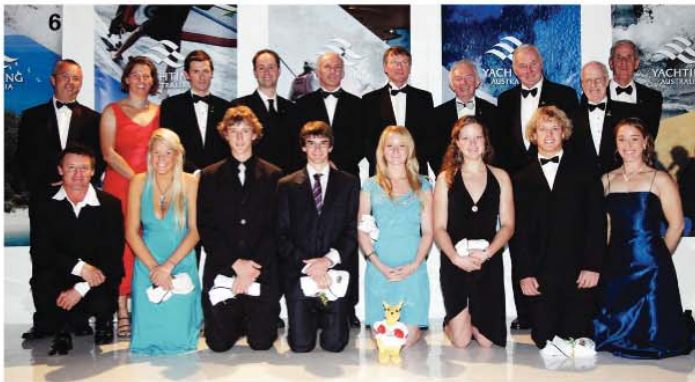
3



4



5



6



7

1. Rachel Cox
2. Gabrielle King (R) with Bob Wickens
3. Harry Tedstone (L)

4. Australia's Olympic medalists
5. Tessa Parkinson (L) and Elise Rechichi with the Honourable Kate Ellis, Minister for Sport (R)
6. Australian Olympic medalists with the national youth team
7. Olympic medalists with the current Olympic team



2008 Rolex Farr 40 World Championship

ITALIAN'S THIRD FARR 40 WORLD TITLE

Italian Vincenzo Onorato and his *Mascalzone Latino* are the 2008 Rolex Farr 40 World Champions, achieving a first in the sailing world – three back-to-back victories in this ultra-competitive one design class.

In addition to the World Cup, Onorato was presented with a commemorative Rolex timepiece at the Rolex Farr 40 World Championship Awards party to mark this unique achievement.

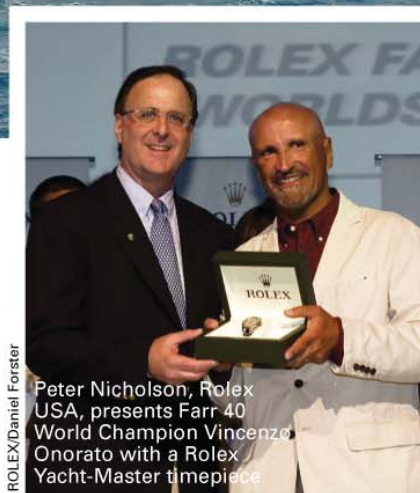
“As I told my crew before the start, it is quite impossible to do”, said Onorato of winning again. “But we did it, thank God. It was a tough week.” What makes this accomplishment even more remarkable is that Onorato had not one but two substitutes for regular tactician Adrian Stead in Morgan Larson and John Kostecki.

Arriving on the dock the moment *Mascalzone* departed for the first race of the 10-race series, Morgan Larson assisted in the team’s 3-12-1 results that put them into first overall. When Kostecki joined the team the next day, he admitted there was considerable pressure maintaining the standard set before him.

“We lost Adrian Stead for a good reason”, said Onorato of Stead, who rushed home the day before the regatta for the birth of his first child. Kostecki continued the winning form and helped keep the team at the top of the standings each day, posting all top 10 scores except for a 14th in his first race as tactician.

The awards ceremony followed a day of frustrating winds on the water and a controversial third party protest ashore that decided the ultimate World Champion.

The final day initially lined up as an all-Italian battle pitting defending champion *Mascalzone Latino*, the leader of the series since the first



ROLEX/Daniel Forster

Peter Nicholson, Rolex USA, presents Farr 40 World Champion Vincenzo Onorato with a Rolex Yacht-Master timepiece

race, against fellow countryman Giovanni Maspero, steering *Joe Fly*.

In reality, *Barking Mad* (USA) became part of the winner’s fate when it was fouled by *Joe Fly* during the first mark rounding of race nine. *Mascalzone* rounded in the same

group and filed a protest against *Joe Fly*.

The international jury – chaired by Tom Ehman – decided in *Mascalzone’s* favour and disqualified *Joe Fly*, giving the win to *Mascalzone*, and dropping *Joe Fly* to second overall for the championship.

Three Australian Farr 40 owners and their crews contested the World Championship – Lisa and Martin Hill with *Estate Master*, Lang Walker with *Kokomo* and Marcus Blackmore with *Hooligan*.

Kokomo finished best of the Aussies, placing 15th in the 33-boat fleet with its best places being two 7ths, one place ahead of *Estate Master* which finished well with a win in race seven, a 6th in race eight and an 8th in race nine. *Hooligan* placed 19th overall.

Next year, the Class will travel to Porto Cervo, Sardinia for the 2009 Rolex Farr 40 World Championship, hosted by the Yacht Club Costa Smeralda.

In the winter of 2010, the class will explore an exciting new destination – the Dominican Republic in the Caribbean – based out of the luxurious Casa de Campo resort. In 2011, the class returns to Australia to summer in Sydney, where the racing will be run by the CYCA.

ROLEX/Daniel Forster

ROLEX FARR 40 WORLD CHAMPIONSHIP – 2008

1. Mascalzone (ITA), Vincenzo Onorato, 3-12-1-14-3-5-6-3-7-9, 63 points
2. Joe Fly (ITA), Giovanni Maspero, 9-1-8-15-6-2-5-2-34DSQ-5, 87
3. Mean Machine (MON), Peter de Ridder, 24-3-9-9-14-1-14-9-2-17, 102
4. Nanoq (DEN), HRH Crown Prince Frederik, 13-15-16-20-17-9-4-13scp-3-4, 114
5. Calvi Network (ITA), Carlo Alberni, 6-9-12-33-26-14-7-7-4-2, 120
6. Alinghi (SUI), Ernesto Bertarelli, 8-14-6-6-7-20-9-4scp-32-15, 121
7. Ramrod (USA), Rodrick Jabin, 22-8-17-3-10-21-10-19scp-1-11, 122
8. Barking Mad (USA), Jim Richardson, 23-5-3-2-16-6-2-24-23-22, 126
9. Opus One (GER), Wolfgang Stolz, 15-16-21-1-5-23-22-15-12-1, 131
10. Nerone (ITA), Massimo Mezzaroma/ Antonio Sodo Migliori 19-19-2-29-1-25-13-21scp-5-6, 140

For further information visit www.farr40worlds.com

GUY STENING'S OPTIMUM SECOND IN US REGATTA

Australian Guy Stening and his crew of *Optimum* have finished second overall in the M30 class of the 2008 Annapolis National Offshore One-Design Regatta (NOOD) on the US east coast. Sailing his US-based M30 for the first time, Stening notched up a consistent scorecard of 2-2-3-5-4-2-3-2 in the 15-boat fleet over the three day regatta on Chesapeake Bay. Winner was *Barking Mad*, skippered by New York Yacht Club member Jim Richardson, a two-times Farr 40 World Champion and runner-up in the 2007 M30 World Championship. *Barking Mad* won all but one of the eight races, finishing second in the fourth race to finish with nine points, with *Optimum* on 23 points. The Annapolis event was the first of three regattas Stening plans to contest in his lead-up to the 2008 World Championship for the M30 class, to be sailed at Newport, Rhode Island, in October. He placed a close fourth overall in the 2007 Worlds in Sardinia late last year and has since won the 2008 Australian Championship, conducted by the RSYS, with his Sydney-based boat *Optimumm*.

– Peter Campbell

Courtesy of Nood



M30s racing in Annapolis



Rolex / Daniel Forster

Quantum Racing during the 2007 Rolex Sydney Hobart

CYCA MEMBERS DOMINATE 60TH GLADSTONE RACE

CYCA yachts have won the major trophies in the 60th Brisbane to Gladstone Race. Commodore Matt Allen's modified Volvo 70 *Ichi Ban* got the gun mid-morning on Easter Saturday (the race started on Good Friday) and Queensland Cruising Yacht Club (QCYC) officials the following day declared Ray Roberts' Cookson 50 *Quantum Racing* overall IRC winner of the 60-year-old Courier Mail Cup, a 308 nautical mile race. Second place went to the Queensland yacht *Wedgetail* (Bill Wild), while third went to CYCA director Graeme Wood, skippering his TP52 *Wot Yot*. The three CYCA boats, *Ichi Ban*, *Quantum Racing* and *Wot Yot* had earlier crossed the finish line in the top three positions in fleet.

Ray Roberts and his crew mastered a mixed range of ocean sailing conditions with an impressive race average speed of 11.76 knots in a breeze that presented many tactical challenges. Roberts, a veteran of 17 Rolex Sydney Hobart Yacht Races, and his world championship-winning tactician Steve McConaghy sailed *Quantum Racing* above her rating to take IRC handicap honours. *Quantum Racing's* prospects of winning the Courier Mail Cup strengthened overnight when the lower rating boats ran out of time with *Saltash II* the nearest challenger. This is Ray Roberts' second overall win in the Brisbane to Gladstone Race. In 1995, he steered *Millennium* to victory. He also placed second to *Saltash II* in 2007 with *Quantum Racing*.

"They [the crew] were a little disappointed with the second place to *Saltash II* in 2007 and used this as the incentive to step up this year", said Roberts.

Matt Allen and his defending champion *Ichi Ban* scored a comfortable line honours victory, finishing at 10.34am (AEST) on Easter Saturday with an elapsed time of 23 hours, 25 minutes and 50 seconds.

The Sydney-based yacht's main rival, *Spirit of Queensland* retired soon after the start with a broken mast. Light winds and a slow passage out of Moreton Bay on Friday afternoon dashed *Ichi Ban's* hopes of beating the race record of 20 hours 24 minutes and 50 seconds set by *Skandia* in 2004.

"It would have been a good race with them [*Spirit of Queensland*] and we were hoping to just break the record, which was our aim for the race", said Allen.

Ichi Ban nonetheless overcame light winds in Moreton Bay to sail into a perfect 15 to 20 knot spinnaker sailing breeze, which allowed her to sail the final 200 nautical miles above the required record average of 15.09 knots.

– Peter Campbell

'ROYALS' RETAIN HISTORIC ASSOCIATION CUP ON PORT PHILLIP



The Association Cup

David Seaman

With seven first places out of a possible eight on the second day, the Royal Yacht Club of Victoria (RYCV) reasserted its domination of the Association Cup, Victoria's oldest and most prestigious interclub keel boat event.

The 'Royals' retained the Association Cup, a contest first held in 1907, having lost only once in the past 12 years, to Sandringham Yacht Club (SYC), their archrivals from across the bay, two seasons ago.

Final points were Royal Yacht Club of Victoria 13, Sandringham Yacht Club 20, Royal Brighton Yacht Club 42, Royal Melbourne Yacht Squadron 45, Royal Geelong Yacht Club 58 and Hobson's Bay Yacht Club 59 points. Under the scoring system, each club dropped the result from one division in each heat.

On the second of the two-day autumn regatta, the bay racing yacht *Executive Decision* outsailed the bigger offshore racing boats in the IRC Division A, winning both races on corrected time. The DK 46 *Dekadence* (Phil Coombs, SYC) and *Living Doll* (Michael Hiatt, RYCV) were the only two ocean racers to gain a place although both boats had done well on the first day. *Executive Decision* is a modified Adams 10 that carries a masthead spinnaker and was ably steered by Josh White for owner Geoff Botica.

Surprise, a Borrensens 11 metre steered by Tasmanian Nick Rogers for owner David Ellis, a sea pilot captain, scored three wins out of four for the Royals in IRC Division B.

In the AMS Division A, Robert Hick's *Toecutter II* was the third winner for the RYCV in heat three in taking out Division A, while fellow club boat *Wake* (A Lidgett) won heat four to give the host club a clean sweep on the final day.

Sandringham's Simon La Peyre scored the only win for his club when he sailed *Vapour Trail* to victory in heat three for AMS Division B, but in heat four narrowly lost to the Royals' *Top Gun* (M Peters/G Rowland), a result that gave the host club four winners in the final heat.

—Peter Campbell

DRAMATIC END TO 20TH THREE PEAKS



Jailhouse Grill and Corelink Creative Intension

Paul Scambler

One of the world's toughest multi-sports events; the ultimate endurance challenge; a unique test of sailing skill and running endurance.

The Hydro Tasmania Three Peaks Race has been described as all of this and more, but above all it is a hell of a lot of fun. The 2008 event was no exception.

The 335-nautical-mile, 131 kilometre combination of offshore sailing and marathon-length cross-country running and mountain climbing starts at Beauty Point on the Tamar River in northern Tasmania with stopovers on a Bass Strait Island, Coles Bay on the east coast and finally ends in Hobart.

This Easter, the race celebrated its 20th anniversary. A fleet of 28 monohull and multihull yachts and the successful trial of a new Google Earth yacht tracker helped raise the profile of the event. Yachts were mainly Tasmanian, but there were entries from New South Wales and Victoria and runners include a team from Israel and New Zealand.

The race started in similar fashion to its 19 predecessors – on a clear, sunny Good Friday with a light but strengthening sea-breeze. By the time the fleet had reached Hobart, however, the weather had deteriorated, with some of the runners experiencing chilling rain on the peak of Mount Wellington. As usual, there were plenty of calms but also some excellent sailing breezes.

The finish of the final sailing and rowing (manual propulsion, including bicycle-powered, long-shaft propellers, is allowed) leg from Coles Bay to Hobart's historic Constitution Dock was the closest, and one of the most dramatic, in the history of the Three Peaks. It left the final mountain climb and descent by weary runners to decide the winner.

Only 64 seconds separated the first three boats to arrive in Hobart at the end of the 100-nautical mile passage from Coles Bay to Hobart.

Westbury-Mersey Pharmacy made a dramatic arrival at the wharf, smashing its port bow into Constitution Dock at a rate of knots. "It doesn't matter", cried ecstatic skipper Terry Travers as he ushered runners Andrew Kromar and Michael Wheatley onto the dock.

Shearwater Pure Sprouts' runners jumped onto the wharf 21 seconds

later and sprinted up to race control as *Jailhouse Grill's* crew hailed for room at the jetty to drop off its own runners.

Paul McKenzie and Mark Guy of *Shearwater Pure Sprouts* ran straight over the road, dodging traffic to catch up with their opponents.

By the top of Davey Street, the mountain track in sight, McKenzie and Guy had run down Kromar and Wheatley and were surging ahead, proving that they would not suffer the same fate as in the 2004 race when they were beaten by Travers' team by one minute and 26 seconds – the closest race to date.

McKenzie and Guy covered the 33-kilometre Mt Wellington course in two hours, 27 minutes and 29 seconds, finishing outside the leg's record time by just 29 seconds to clinch an overall victory for Phillip Marshall and his 9m Chamberlin catamaran, racing this year as *Shearwater Pure Sprouts*.

It was the team's fourth win in as many years. Skipper Marshall said the sailing crew had complete faith in its runners. "They were the fastest on Flinders Island and backed it up in Coles Bay", the Devonport sailor said. "This year, we have put in a bit more training and a bit more preparation and it paid off in the end."

Kromar and Wheatley arrived back at Constitution Dock ten minutes after the winning crew to claim a second place for fellow Devonport boat *Westbury-Mersey Pharmacy*, skippered by event committee member and four-times past winner Terry Travers. Third was Don Kidd's catamaran *Jailhouse Grill* from Ulverstone. Runners Mark Padgett and Tim Piper completed the run in three hours and 14 minutes.

Unlike the catamarans, which were able to take the short cut through the Dunnalloy Canal, Nick Edmunds, the race's most experienced skipper, had to sail his Radford 14 *Haphazard* around to the south of Tasman Island.

Haphazard went on to win the fully crewed division, a fitting tribute to the West Tamar yachtsman and his crew member David Wright, who have both competed in all 20 Three Peaks Races. In fact, the crew had more than 80 previous races between them. Of the 28 entries – the biggest fleet since the inaugural race in 1989 – 23 finished the gruelling course, four retired and one was withdrawn before the start.

– Holly Ranson

GREAT VETERANS RACE

On Sunday 6 April, to mark the opening of the CYCA's Audi Winter Series, the grand dames of yachting took to the water for the Great Veterans Race. This race is a tribute to those classic Sydney Hobart yachts that sailed south in the 1940s, '50s, '60s and '70s.

With new race rules on eligibility allowing yachts aged 30 years or more to enter, the fleet for the 2008 Great Veterans Race was thirteen – double that of the 2007 race. All entrants in the Great Veterans Race compete for the historic Windward Trophy.

With fluctuating south-easterly breezes and an autumn sun, it was a great day on the water for the veterans. *Fidelis*, skippered by Nigel Stoke, won the race and the Windward trophy, with second place going to *Syonara*, skippered Greg Maughan and *Caprice of Huon* skippered by David Champaloup, third.

Fidelis was the line honours winner in the 1966 Sydney Hobart Yacht Race and marked the 40th anniversary of her line honours win by competing in the 2006 Rolex Sydney Hobart. In 1966, she set a race record of four days, eight hours and 39 minutes, which was to stand for

Ace Marine Photography



the next nine years.

Also among the fleet was *Nerida*, owned by Sir James Hardy, which returned to sailing after her unfortunate sinking whilst moored in Sydney Harbour in June 2007. Lovingly restored to her finest over a period of six months, *Nerida* will take to the seas again this Sunday. "For a grand old dame, she is 75 years young. The weather conditions were right for us to put up the jack-yard top sail and have a nice day out on the water", said owner Sir James Hardy. *Nerida* is the same age as Sir James – both were born in 1934, when Sir James' father, Tom, had the yacht built in South Australia (see our Skipper profile on page 48).

One of the fastest and most colourful small offshore racing yachts of the 1970s, *Plum Crazy*, and her equally colourful owner/skipper, 'Tig' Thomas, also sailed. *Plum Crazy* set the fastest time ever for a yacht under 9.5 metres LOA in the 1975 Sydney Hobart Yacht Race. *Plum Crazy* no longer has the deep purple hull that made her so distinctive in her early racing days, but she has a purple cove line on her white topsides. 'Tig' Thomas, a lively character of Sydney sailing and past Commodore of Middle Harbour Yacht Club, campaigned 'The Plum' in Australia and overseas in the 1970s. He turns 82 in July, but still cruises with *Plum Crazy* and enjoys the occasional social race with the 37-year-old boat. Designed by two of Australia's most innovative designers of the 1970s and 1980s, Bob Miller (Ben Lexcen) and Joe Adams, *Plum Crazy* placed 16th overall and first in Division 2 of the 1971 Sydney Hobart. *Plum Crazy's* own elapsed time in 1975 of four days, one hour, 18 minutes and 16 seconds was also a record, for a yacht under 9.5 metres LOA – and it still stands in 2008!

"The Great Veterans Race is a wonderful gathering on the water – and later back at the CYCA – for these fine classic yachts which contested the early races to Hobart", CYCA Sailing Committee Chairman Garry Linacre said after the race. "It's a non-spinnaker event sailed in a relaxed atmosphere."
– Jennifer Crooks

SECOND ANNUAL HANSE OWNERS' RACE DAY

A record 30 entries and magnificent pre-Autumn weather ensured the second annual Hanse Owners' Regatta on Pittwater was a success.

Windcraft Principal Peter Hrones said, "We set this [Hanse owners'] club up because we wanted to foster the fantastic feeling of family that our owners share".

The regatta was held as a two-race format, with lunch in between, followed by a gala dinner and award presentation at the Royal Motor Yacht Club in Newport. Race One started in light breeze, drifting the fleet down Pittwater.

Courtesy Hanse Australia



The lack of wind necessitated a shortening of the race. The wind picked up to a northeasterly 10-15 knots by the start of Race Two. This year's format saw all 30 boats cross the start line at the same time and the start was tightly fought but there was no damage and the field moved out in two divisions – the boats with standard self-tacking sails and those with extra spinnakers. About 10 of the boats were drawn into a more serious race, extending their turning mark near Lion Island before heading back towards the Royal Motor Yacht Club with their spinnakers flying. The race finish was a spectacular sight of large boats with spinnakers, coming together with the self-tackers for a tight finish. After a well-earned rest, the 140 participants turned out at the club for the dinner, at which the perpetual Hanse Downunder Trophy was awarded to regatta winner Chris Kimber from Merry Admiral. Mr Hrones used the event to announce the launch of Windcraft's new service centre dedicated to Hanse owners. He said the centre would give owners unprecedented access to after sales service and parts.

For further information visit www.hansedownunder.com.au

A QUIET LITTLE SUCCESS - SAIL PORT STEPHENS 2008

Fantastic sailing, with offshore courses a short motor out and inshore courses just as challenging and one step closer to the bar at the end of the day helped make Sail Port Stephens 2008 a quiet little success, giving regatta organisers confidence in their format, and in the event's future growth. For those interested in a comfortable race focussed on cruising, the Commodore's Cup at the start of the week was perfect – on the water at a

Kirk Maclean



Limit scored five bullets and a bridesmaid

very civilised 11'ish, and off the water by an equally civilised 3:30'ish. Ten boats, ranging from a Beneteau 40.7 out of Pittwater to a Northshore 38 visiting from Wollongong, along with a smattering of local boats, took to the Bay across three days – in at times torrential rain – but this did nothing to dampen anyone's spirits.

The fleet, some with kites, some without, set out on a different race course each day. The racing was competitive, but the element of fun and participation shone through as the most important things to all the skippers and crews.

The winning boat, a Beneteau called *Bushranger*, was a great example of this, featuring an extremely enthusiastic crew of under 12's, their granddad, their mum and dad, and a few other grown-ups along for the ride (sail bags can be a bit awkward for a six year old to lug up the companionway so there was a natural need for a boost in adult numbers in the crew).

Bushranger's owner, (and skipper during the Commodores Cup), Gerry Hatton, said he and the family had a terrific time, and that the format of Sail Port Stephens is perfect for his boat.

"Even with the rain, we really enjoyed the cruisy racing at the beginning of the week as a family event – the kids were over the moon with the fact that they'd won the Commodores Cup – and then the crew changed over to contest the NSW IRC Championship at the back end of the week, a



great opportunity for us to push the boat in an IRC fleet", Gerry said.

During the ANZAC long weekend races, *Bushranger* was the only boat to steal a win from *Limit*, the eventual winner, in a small but quality line up of nine boats. *Limit's* owner Alan Briety collected the silverware from the Race Committee and the champagne from fellow competitor, *Patrice Six* on the final day – with the 15 strong crew working hard and smart for their five bullets and a bridesmaid – resulting in a winning score of seven points. *Patrice Six* finished in 2nd on 15.5 points and *Bushranger* took 3rd place with 19 points.

Plans are underway to host the Championship again, and it is hoped there will be a solid increase in the number of boats racing in the IRC fleet come April 2009.

At a slightly different pace, but still just as competitive, 13 boats contested the Port Stephens Trophy, with Sports Boats, Cruising and PHS all combining to race as one PHS division. *Premier Cru*, an Archambault 40 owned and skippered by Keith Stronach from Newcastle Cruising Yacht Club, claimed one 1st and two 3rd places and took the number one spot on the podium as a result. She was sailed very consistently across a variety of conditions over the three days, ranging from almost becalmed to a lumpy swell with wind gusts of up to 18 knots in Shoal Bay on ANZAC Day.

The Sail Port Stephens organising committee has confirmed the dates for 2009. They are:

- 18th April - Feeder race from Pittwater to Newcastle
- 19th April - Feeder race from Newcastle to Port Stephens
- 20-22 April - Commodores Cup
- 23 April - Lay Day
- 24-26 April = NSW IRC Championship and Port Stephens Trophy (PHS)

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



the SYDNEY international BOATSHOW

2008

Visit the Sydney International Boat Show to enjoy the full array of boating, marine products and services. Featuring the Yamaha Fishing Clinic, Sailing and Better Boating stages. It is more than a boat show!

THE BEST PLACE TO SEE BOATS THE BEST PLACE TO BUY BOATS

Phone 1300 7 BOATS (26287) or (02) 9438 2077

**AUSTRALIA'S INTERNATIONALLY
RECOGNISED LEADING BOAT SHOW**

July 31 to August 5, 2008

**Sydney Convention and Exhibition Centre
& Cockle Bay Marina, Darling Harbour**

www.sydneyboatshow.com.au

Proudly sponsored by

NSW MARITIME

Members of

**IFBSO THE
WORLD'S LEADING
BOAT SHOWS**

Proudly organised & managed by

BIA
Boating Industry Association

**the SYDNEY International
BOATSHOW**

exhibition & event
members of AUSTRALIA



L-R: Vice Commodore Gary Linacre, Evan Walker, Rob Bell, Tom Barker, Andrew Baglin, Nev Wittey and Commodore Matt Allen

CYCA YOUTH SAILING ACADEMY – 2008 WINTER SQUADS LAUNCHED

By Jennifer Crooks

On Saturday 3 May, Commodore Matt Allen hosted the welcome breakfast for this year's Youth Sailing Academy Winter Squads, which include Talented Sailors, Development Match Racing and Advanced squads. More than 80 students aged from 13 to 22 make up this year's squads. Eighteen-year-old Kieran Searle travels more than 680 kilometres every fortnight just to attend training.

Vice Commodore and Training and Development Committee Chairman Gary Linacre announced the squad members and asked a few questions of each group. Edward Whitelock from Drummoyne Sailing Club said, "It has always been my dream to sail in the Rolex Sydney Hobart Yacht Race aboard *Wild Oats* ... To get there, I know that I will have to train through the Talented Sailor Squad and progress up to the Advanced Squad." Vice Commodore Linacre responded by saying that next time he sees Bob

Oatley, he'll ask him to put Edward on the list!

The Talented Sailor Squad comprises 25 young sailors and will be coached by Tom Barker (CYCA's 2006-07 Ocean Racing Crew Person of the Year) and Evan Walker, winner of the 2008 Hardy Cup ISAF Grade 3 Match Racing Regatta, the 2007 Australian Open Match Racing Championship and a gold medalist in the Hobie 16 class at the 2004 ISAF World Young Championships.

Both Evan and Tom have moved through the ranks of the YSA squads and have represented the CYCA in many regattas. Tom is considered a 'world-class' crew person by his skipper Ed Psaltis of *AFR Midnight Rambler*, where Tom is both a bowman and helmsman. Both Evan and Tom are passionate about providing young sailors with opportunities and developing their skills throughout their extensive period of training.

Prominent youth sailor Gabrielle King will also be coaching the Talented



YSA Advanced Squad 2008

Squad. Gabrielle was awarded the OAMPS Insurance Brokers Youth Sailor of The Year 2008 at the Australian Yachting Awards held on May 2. Gabrielle is both the 2007 Volvo Youth Sailing ISAF World Champion and the Women's 2008 Laser Radial Youth World Champion. She also won the NSW Youth Championships and the 2007 and 2008 OAMPS Insurance Brokers Australian Youth Championships. Gabrielle has been selected for the 2008 OAMPS Insurance Brokers Youth Team and will be heading to Denmark in July to defend her Volvo Youth Sailing ISAF World Championship title.

Evan and Tom will also coach the 27 member Development Match Racing Squad.

The Advanced Squad has 26 members and will be coached by Andrew Baglin, Rob Bell and Neville Wittey, all prominent sailors with great experience in regattas and match racing. Andrew Baglin is a qualified National Umpire and has worked extensively with the advanced squad in previous years. Rob Bell is crew member on board *Gotta Love it 7*, the current 18ft skiff world champions, and is a previous graduate of the YSA. Neville Wittey is a renowned sailor, ex-Olympian and sailing commentator.

Commenting on the new Winter Squads, Sailing Manager Justine Kirkjian said, "With the calibre of our coaching staff and extensive calendar of events, our objective of producing the clubs future ocean racing champions as well as world class sailors is looking very positive." ○



YSA Development Match Racing Squad 2008



YSA Talented Sailor Squad 2008



The start of the 2007 Audi Sydney Gold Coast Yacht Race

Andrea Francolini

NEW *SECRET MENS BUSINESS* WILL BE REVEALED IN AUDI SYDNEY GOLD COAST YACHT RACE

A brand new Reichel/Pugh 47, *Secret Mens Business III*, will make her ocean racing debut in the 2008 Audi Sydney Gold Coast Race, the 384-nautical-mile dash up the NSW north coast that starts on Saturday, July 26.

Due to be launched in Melbourne in early July for Adelaide yachtsman Geoff Boettcher, *Secret Mens Business III* will be among a crack fleet of IRC racing yachts heading north to the Gold Coast and then on to the Whitsundays for the Meridien Marinas Airlie Beach Race Week and the Audi Hamilton Island Race Week.

The Audi Sydney Gold Coast is a significant event in that it is the first race in the Cruising Yacht Club of Australia's prestigious Blue Water Pointscore and is also now the third event that constitutes the Audi IRC National Championship. The final event is Audi Hamilton Island Race Week.

Geoff Boettcher has chosen the Audi Sydney Gold Coast Race to debut his latest yacht, describing it as a "Hobart race that goes north and gets warmer all the time."

Boettcher commissioned his third *Secret Mens Business III* to replace the boat that was severely damaged in a collision on the first day of last year's Hamilton Island Race Race. The insurers, Club Marine, wrote it off.

Secret Mens Business III is a development of *Beau Geste*, the Reichel/Pugh design for prominent Hong Kong yachtsman Karl Kwok. "It's a beamy boat, with a little degree of chine like that on the latest *Chutzpah*, and with a personalised interior developed from my previous boats", Boettcher told *OFFSHORE YACHTING*.

Mornington-based Mal Hart is building *Secret Mens Business III*. When *OFFSHORE YACHTING* went to press, the carbon fibre hull had been completed and the deck was about to be fitted. "It's being built alongside the new *Limit*, a 60-footer Mal Hart is building for West Australian Alan Brierty", Boettcher said.

The fin keel was made in New Zealand, the bulb is being cast in South Australia, the sails are from Doyle, while Peter Kula of Applied Composites in Melbourne is building the carbon fibre mast.

The core crew of *Secret Mens Business III* will come from *SMB II*, supplemented by several top Sydney sailors for the east coast races.

"We've been off the water far too long ... we are really looking forward to the launching and then the passage cruise from Melbourne to Sydney and that wonderful club, the CYCA", an enthusiastic Boettcher added.

The Audi Sydney Gold Coast Race was first sailed in 1986, following the construction of the \$40 million Gold Coast Seaway, which opened the sheltered waters of Southport's Broadwater and other coastal waterways with the open sea.

The CYCA's Gold Coast Race (still often called the Southport Race) was the brainchild of the late Peter Rysdyk who, with former CYCA director Alan Brown and myself, convinced the CYCA to add the event to its ocean racing calendar. We obtained sponsorship from Bayview Harbour, a local waterfront development group, and promoted the race among yacht owners.

The inaugural race attracted a fleet of 86 of Australia's leading ocean racing yachts, with colourful owner Jack Rooklyn bringing his famous 80-footer *Apollo* out of retirement for the race. She went on to take line honours and first place on handicap under the IOR system. Among the famous yachtsmen who sailed in that first race was Jock Sturrock, who skippered *Gretel* in Australia's first challenge for the America's Cup in 1962.

Over the years, the Audi Sydney Gold Coast Race has attracted top

quality fleets including many of Australia's best known ocean racing yachts such as *Amazon*, *Skandia*, *Brindabella*, *Wild Oats X*, *Wild Joe*, *Yendys*, *Hardys Secret Mens Business*, *Ragamuffin* and *Quantum Racing*.

The famous maxi yacht *Brindabella* holds the race record for the Audi Sydney Gold Coast Yacht Race with a time of 27 hours, 35 minutes and three seconds, set in the 1999 race.

—Peter Campbell

For further information visit goldcoast.cyca.com.au

2008 MERIDIEN MARINAS AIRLIE BEACH RACE WEEK

Boats and crews from all points of the compass are setting a course for the 19th Annual Meridien Marinas Airlie Beach Race Week from Thursday 14 August to Thursday 21st August 2008. Entries are already flooding in and organisers believe interest this early suggests a very competitive fleet will be on the start line come August. Geoff Pearson, owner of *Arajilla*, will be back to defend his title after winning the IRC class title in 2007. It won't be easy against some of the best boats and skippers in the nation including former Rolex Sydney Hobart winner Bob Steel and his TP52 *Quest*. Another TP52 to look out for is *Cougar II* with Alan Whiteley at the helm. Others destined to fight it out for the top prize will be the likes of Sydney skipper Ray Roberts in *Quantum Racing* and New Zealand's Rob Bassett on *Wired*. Those back in the IRC Cruising division include West Australian John Moore with *This Way Up*

Andrea Francolini



Rum Jungle slicing through it at the 2005 Airlie Beach Race

and Victorian Garry Anderson in *Esprit*. The Sports Boat fleet is already gearing up for an intense week of racing in the tropics with many boats making the long haul by trailer from the southern states. This group of hot rods will be the biggest fleet of Sports Boats ever seen at Airlie Beach during race week. Skipper of the Farr 40 *Night Nurse*, Meridien Managing Director and one of the Race Organisers Russell McCart said, "The 2008 Meridien Marina's Airlie Beach Race Week will be a larger and more competitive field than previous years. Word's out that we've made some major changes. We're giving the international Meridien Marina's Airlie Beach Race Week a major facelift".

Airlie Beach Race Week will revise the race format, introducing new courses to the week of competition. "We're continuing to improve the racing by moving courses out of Airlie Beach and into the Whitsunday Passage and Islands", said McCart.

Whitsunday Sailing Club President Mick Phillips said the Regatta was a good test of character for any crew but offered those in the more relaxed divisions some enjoyable sailing. Mr Phillips said he anticipated more than 125 yachts on the starting line this year but is confident it wouldn't be long before Airlie Beach Race Week would host more than 200. "We're confident by making challenges and thanks to Airlie Beach's growing capacity to accommodate boats, crew and spectators in the region, the Meridien Marina's Airlie Beach Race Week will grow into a major international event," Mr Phillips said. The week long regatta is expected to offer intense competition in a number of different divisions. For those who like to race hard, there are the IRC, PHS Racing or Sports Boat Divisions. Crews looking for a more relaxed race environment have the option of Premier Cruising, IRC Cruising or PHS Cruising Divisions. PHS Cruising caters for boats racing with or without spinnakers.

For further information visit www.airliebeachraceweek.com.au or call Denis Thompson, Tel: +61(0)417 686 640

ALL-GIRL CREW, GRAND PRIX BOATS AND VETERANS REGISTER FOR AUDI HAMILTON ISLAND RACE WEEK AS INTEREST SURGES

Brisbane yachtswoman and corporate lawyer, Julie McStay, holds no false notions about her chances of being on the podium at this year's Audi Hamilton Island Race Week.

"We have no chance, zilch, of winning, but we will have fun", she said. "That's what Race Week is all about."

However, this week she felt like a winner when she set a milestone in the lead-up to what will be the 25th Anniversary of the great event. Her entry was the 50th to be received for the series, which will be staged on the warm tropical waters of the Whitsundays from August 23 to 30.

"I'm amazed there have been so many entries lodged so soon", said Julie, who will be skippering for the first time in what will be her third Race Week. "And there are some excellent yachts already entered."

"For me, Race Week is a fantastic escape from a stressful job, and after last year's impressive advances I sense that this year it will be the best ever."

Julie, who races her own Sonata 8 on Brisbane's Moreton Bay, said she plans to have an all-girl crew aboard the Beneteau Oceanis 343, *Sunstruck*, which she has chartered for the week, and they mean business: "We're not messing around; we are entered in the Cruising Division —

Andrea Francolini



Pretty Woman at last year's Race Week

spinnakers and all. We are going for it!"

Having been sailing for only five years, Julie sees this year's Race Week as being a massive learning curve: "I've never organised a campaign and skippered a yacht in a series before, so this is going to be a very enlightening experience."

There are two international entries already lodged. From New Zealand comes Anatole Mafsen's modified Cookson 50, *Pussy Galore*, and from further afield Englishman, Sir Geoffrey Mulcahy, has registered his Swan 56, *Noonmark VI*, in the IRC Premier Passage division.

Two owners are purchasing Grand Prix level racing yachts in America so they can set their sights on the top prize.

Sydney yachtsman Andrew Short has confirmed his purchase of a 24.5 metre design in Newport, Rhode Island. His plan is to enter the yacht – which was originally launched as Neville Crichton's *Shockwave* in 2000 – in the 635-nautical-mile Newport to Bermuda race, then immediately after that setting sail for Hamilton Island so he can be at Race Week for the start of competition on August 23. The yacht will travel via the Panama Canal and cover more than 10,000 nautical miles just to compete.

Meanwhile, on the opposite side of the U.S., Brisbane yachtsman Peter Harburg has purchased the 66-footer, *Stark Raving Mad*, in California with the intention of campaigning her at Audi Hamilton Island Race Week. He plans to also do the lead-up races, including the Audi Sydney –



The 2007 Audi Hamilton Island Race Week

Gold Coast race, to prepare for AHIRW.

Both these yachts are impressive designs from the Reichel/Pugh office in America. *Stark Raving Mad* is to be renamed *Black Jack* in recognition of the achievements of Australian Formula One motor racing legend, Sir Jack Brabham. Sir Jack has accepted the role of patron for the team.

Black Jack is a near sistership to Bob Oatley's *Wild Oats X*, which will also be at Race Week this year. Each has a canting keel; however *Wild Oats X* features a forward rudder while *Black Jack* has a fixed foil and trim tab forward.

The 25th Anniversary Audi Hamilton Island Race Week is destined to be a classic regatta in every possible sense as some of Australia's best known old yachts, including famous maxis, will be joining the fleet. These grand old ladies will bring an alternative and stimulating dimension to the competition. Leading the way for the classic yacht competition will be one of Australia's best known grand dames of the sea, the 44-year old *Fidelis*, owned by Nigel Stoke, from Sydney. AHIRW Race Director, Denis Thompson, said he had already received expressions of interest from classic yacht owners in New Zealand, Melbourne and Sydney. He defined a classic yacht as being 30, or more, years old.

This year sees German luxury carmaker Audi take naming rights for Hamilton Island Race Week for the second time. Audi is now the largest supporter of sailing in Australia. One of Audi's recent sailing initiatives led to the creation of the four-event Audi IRC Australian Championship for ocean racing yachts. The championship will be decided during the final round at Audi Hamilton Island Race Week 2008. Audi's managing director, Joerg Hofmann, said the company was looking forward to another successful year at Race Week.

"We are certainly pushing for a record number of entries in 2008", said Mr Hofmann. "In Australia, as the Audi brand continues to strengthen and raise awareness of the sport, we hope that we can encourage more crews to compete at Audi Hamilton Island Race Week."

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

EXCLUSIVE OFFER

Escape the cold...

Join Mariner Boating Holidays in the Mediterranean!



BONIFACIO RALLY
Aug 28 – Sept 15



GREEK ISLAND ODYSSEY
Sept 12 – 30

**SAVE
\$500***

CALL MARINER BOATING HOLIDAYS TODAY

*Discount per couple and exclusive to Offshore Magazine readers. Please mention this ad when you enquire. Why not make the most of it while you are over there? Participate in both the rallies and receive a further discount.

1300 131 724

MARINER BOATING HOLIDAYS Travel agents license 2TA 5348
Sydney Ph (02) 9966 1244 Melbourne Ph (03) 9670 4030
Email info@marinerboating.com.au www.marinerboating.com.au

 **MARINER**
BOATING HOLIDAYS



Andrea Francolini

Australia's Women's Olympic Yngling team at the Audi Sydney Harbour Regatta 2008

AUSTRALIAN OLYMPIC SAILING TEAM RANKED NUMBER ONE IN THE WORLD

By Peter Campbell

With two victories at the significant Semaine Olympique Française at Hyères, France, the Australian sailing team is heading for Qingdao, venue for the 2008 Olympic Games sailing regatta, as the number one team in the world.

Without question, the team is the best prepared Australian team ever to head for the Olympic Games, and it has the talent to match. A pointer to their prospects is that, of the five finalists for Yachting Australia's Male Sailor of the Year, four are members of the Olympic team, as are four of the five finalists for Female Sailor of the Year.

The Male Sailor of the Year award went to Tom Slingsby, ranked number one in the world in a Laser. The Female award to the youthful 470 crew of Elise Rechichi and Tess Parkinson, who won the Gold Medal at the 2007 Test Event.

At Hyères, Sarah Blanck claimed victory in the Laser Radials, while the current World Champion Tornado team of Sydney's Darren Bundock and Bendigo's Glenn Ashby added yet another title to their names.

The regatta attracted more than 1,000 competitors from more than 50 nations as the Beijing 2008 Olympic Games draw closer. It was a freezing cold regatta in changing conditions, with wind gusts up to 40 knots at times. Blanck finished the Laser Radial competition with 20 points and a big lead on the USA's Anne Tunnecliffe (46 points), who is currently ranked number one in the world by ISAF.

Bundock and Ashby continued their winning form in the Tornado



The Australian Men's Olympic 470 team

Andrea Francolini



Sarah Blanck in a Laser Radial

Andrea Francolini



Tessa Parkinson hanging out from her 470

catamaran class, scoring within the top ten throughout the nine race series.

Other top ten finishes for the Australian Olympic team included Jessica Crisp in sixth place in the Women's RS:X (sailboard) and Anthony Nossiter in seventh place in the Finn Class. In the ISAF crew rankings

THE AUSTRALIANS HEADED THE ISAF TEAM RANKINGS AS AT APRIL 30, AHEAD OF THE POLISH AND BRITISH TEAMS, RANKED TWO AND THREE RESPECTIVELY.

as at 30 April, nine of the Australian individuals or crews were listed in the top ten, with Tom Slingsby (Laser), Nathan Wilmot and Malcolm Page (470 men) and Darren Bundock and Glenn Ashby (Tornado) continuing to hold their World No 1 rankings. Sarah Blanck (Laser Radial women) was ranked No 2, Jessica Crisp (RS-X women) No 5, the 49er crew of Nathan Outteridge and Ben Austin No 6, Anthony Nossiter (Finn) No 8, the women 470 crew of Elise Rechichi and Tessa Parkinson No 9 and Star keelboat crew of Iain Murray and Andrew Palfrey No 10, lifting their rating with an impressive performance in the Star Worlds.

Only the Yngling crew of Krystal Weir, Karyn Gojnich and Angela Farrell were outside the top ten, having only come together as a crew early this year following the withdrawal through injury of original helmsperson Nicola Bethwaite.

The Australians headed the ISAF team rankings as at April 30, ahead of the Polish team which has sailors ranked number one in the Star keelboat and the RS:X men's sailboarding. Great Britain was ranked the number three team, heading the Yngling women's keelboat world rankings.

As OFFSHORE YACHTING went to press, almost all members of the Australian Olympic team were sailing overseas, mostly in Europe, as they contest regattas and world championships before heading to China. The team, which is contesting all classes except the 470 men's dinghy, will have three lead-up sailing camps at Qingdao before entering the Olympic Village.

Racing will take place from 9-21 August, with medal races for the 11 classes from 16-21 August. ○

AUSTRALIA'S OLYMPIC MEDALISTS

Year	Crew	Class/medal
1956	Rolly Tasker/John Scott*	12 Square Metre Silver Medal
	Jock Sturrock*/Devereaux Mytton*/Doug Buxton*	5.5 Metre Bronze Medal
1964	Bill Northam*/Peter O'Donnell*/Dick Sargeant	5.5 Metre Gold Medal
1972	David Forbes/John Anderson	Star Gold Medal
	John Cuneo/Tom Anderson/John Shaw*	Dragon Gold Medal
1976	John Bertrand	Finn Bronze Medal
	Ian Brown/Ian Ruff	470 Bronze Medal
1984	Bruce Wylie	Boardsailing Gold Medal (Exhibition Event)
	Chris Cairns/Scott Anderson	Tornado Bronze Medal
1992	Mitch Booth/John Forbes	Tornado Bronze Medal
	Lars Kleppich	Mistral Bronze Medal
1996	Mitch Booth/Andrew Landenberger	Tornado Silver Medal
	Colin Beashel/David Giles	Star Bronze Medal
2000	Jenny Armstrong/Belinda Stowell	Women's 470 Gold Medal
	Tom King/Mark Turnbull	Men's 470 Gold Medal
	Darren Bundock/John Forbes	Tornado Silver Medal
	Michael Blackburn	Laser Bronze Medal

*Denotes deceased



Ben Austin and Nathan Outteridge

SPEEDBOAT

AHEAD WITH EC6 RIGGING

SOARING AN IMPRESSIVE 46 METRES ABOVE THE VIADUCT BASIN IN DOWNTOWN AUCKLAND, *SPEEDBOAT'S* RIG IS THE MOST ADVANCED AVAILABLE

By Richard Gladwell

Constructed in Southern Spar's factory in Pakenham Street, just metres from the Viaduct, the state-of-the-art-carbon spar is stepped aboard the most powerful racing yacht in the world.

The movement of large, high-tech carbon spars on trolleys through waterfront streets has become a commonplace sight. Southern Spars is located in the heart of the traditional ship servicing areas of downtown Auckland. Since the loss of the America's Cup, the western waterfront area has taken on a new life as a unique large yacht servicing facility.

Speedboat, from the board of in-vogue Argentinean designer, Juan Kouyoumdjian, and built by Cookson Boats, is the latest of an exclusive breed of 100-foot supermaxis. These are the fastest racing monohulls in the world, which generate their enormous stability from the use of canting keel technology. Most pundits tip *Speedboat* to take over the mantle of the planet's fastest monohull, and to shatter many race records along the way.

"With *Speedboat*, we had to work with loads that we had never really imagined", explains Southern Spars Project Manager Ilan Graetz. "To give you an idea, the masthead load on the halyards is about 20 tonnes. In order to be able to handle that sort of load we had to engineer special locks – as that is the only way we can cope with those loadings."

Close your eyes and *Speedboat's* lofty black spar takes on a distinctly dinghy like appearance – reflecting the sailor's fetish for drag reduction and enhanced aerodynamics.

"We're looking for as little drag as possible", explains Graetz. "One of the things that has helped us to achieve that goal is the new EC6 (Element C6) carbon rigging, which is manufactured by Southern Spars Composite Rigging Division in Newport, Rhode Island."

"The secret of the EC6 rigging is not that it is smaller in diameter but that it has greater tensile strength. The most important thing for us in rigging, is to reduce stretch.

"We have also eliminated all spreader fittings, by developing a single rig harness", he adds.

'Rig harness' is perhaps a term that needs some explanation, as it is at the heart of the EC6 system.



Richard Gladwell

Speedboat in the Viaduct, Auckland

The concept of continuous rigging is that you have a bundle of small diameter rods that start from the bottom, then at each spreader, one part of the bundle splits and is directed to the mast wall to form the diagonal.

When removed from the mast, the rigging on one side of the mast all appears to be from a single piece of cable, comprising a single-sided herringbone with the main stay being the backbone and the diagonals branching to the same side.

Ilan Graetz again: “The diagonals as well as the verticals are continuous from the top to the bottom of the rig. In order to reduce the diameter of the combined vertical and diagonal diameter at the bottom, we taper some of rod of the diagonals as they join into the verticals, which allows us to reduce the overall diameter of the verticals.”

If you trace a component rod strand from the point where it joins the chainplates, some will run to the top of the spar, others will run part way up the mast to form diagonals, however they all start from the same base point.

In pursuit of the Holy Grail of drag reduction, the EC6 carbon continuous rigging requires only the simplest of notched spreader ends, and a piece of lashing, to hold the carbon cable in place. The end is finished with tape.

Gone are the multiple pieces of stay, turnbuckles, cap fittings. Instead there is a single piece of cable which splits away into various diagonals at each spreader and passes through a carbon ferrule in the spar before being secured internally.

As mentioned above, rather than being a solid piece of carbon, EC6 rigging is constructed from a bundle of small diameter carbon fibre rods. The rods are then bound and jacketed with a choice of materials to protect them from chafe and impacts.

The EC6 technology is not new, having been first fitted as discontinuous rigging to the Farr 52 *Georgia* over four years ago. Since then, it has been installed on a variety of yachts from 30-foot sport boats to 50-metre superyachts. The Farr 60 *NUMBERS*, was the first racing yacht to be fitted with continuous rigging in 2005. To date, there have been no failures.

All except one of the 2008/09 Volvo race entrants will be using Southern Spars and EC6. *Virbac*, the winner of the Barcelona double-handed, round-the-world race, used EC6, which was destruction tested after the race and broke at 110 per cent of the designed load. The rigging technology is available to other spar makers. For instance, one of the Volvo racers is using Hall spars and EC6. The rigging system can also be retrofitted to existing spars.

Unlike wound fibre cables which can unravel, the nature of the EC6 rods are such that the strength of each constituent rod remains – even though others around it may have been damaged through extreme chafe or severe impact. Comparison of EC6+ with other composite rigging products reveals a drag reduction of about 12 per cent.

End fittings at deck level are another area for significant reduction in windage and drag with the constituent rods being spread, fixed in epoxy resin and moulded to accept a tapered female end fitting.

“The major improvement in the last year has been the interface between Southern Spars and North Sails, where the two organisations have interfaced their respective design and structural computers so that the programs RigCalc and Membrain work together to perfectly match sail design to spar performance”, explains Graetz.

“To give you an example, with a boat like *Speedboat*, we do our initial tuning and setup on the dock, and then go sailing.

“*Speedboat* was launched on the Tuesday night. On Wednesday the five-spreader mast was stepped and tuned, and the next day, Thursday, at 11



Richard Gladwell

o'clock we were out doing 29 knots in the Hauraki Gulf! There is nothing more to do, because once the loads are properly set up, the rig is properly tuned for the sails.

“We get an output from RigCalc and Membrain and use hydraulic jacks for every step of tuning from the bottom up. We target the check pressure that we want to have at the mast base and progressively work up, to set the rig up. We can manage the loading and pressure for each stage rig back to the mast and sail programs in the Southern Spars and North Sails design computers.

“All we would do with more time is just to check the rig and fine tune it in different weather conditions.”

One of the unique features of *Speedboat* is the deck stepped mast, which uses a ram on the forestay – allowing the rig to be racked from one to five degrees, just like a dinghy. The mast rake can be adjusted while the supermaxi is sailing.

Looking back over the last three years, Graetz lists the main advances in carbon spar technology as being the refinement of the laminate drawings and the whole Membrain and Rigcalc interface that has allowed Southern Spars to pinpoint where rigs have to be stiff and how to achieve that. “Now we are running rigs that are significantly stiffer than they used to be. The quality of the carbon has improved where we now use ultra high modulus carbon in the mast section. We have also been able to save a significant amount of weight out of the rigs, and have reduced drag as well.

“Another significant development is the use of halyard lock technology and the development of internal halyard locks. The locks are much more user friendly and the reliability has improved greatly”, he adds.

Rope technology has been another area of big improvement. “The rope now is so much stronger and much more resistant to chafe. It allows us to



Richard Gladwell

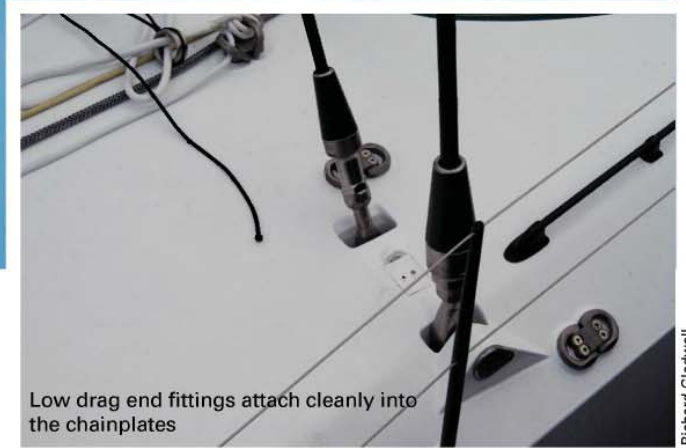
The EC6 diagonal cable is attached internally to the spar and passes through a carbon ferrule

Courtesy of Southern Spars



Clean, low drag rigs are a feature of Southern Spars

THE SECRET OF THE EC6 RIGGING IS NOT THAT IT IS SMALLER IN DIAMETER BUT THAT IT HAS GREATER TENSILE STRENGTH. THE MOST IMPORTANT THING IN RIGGING IS TO REDUCE STRETCH.



Low drag end fittings attach cleanly into the chainplates

Richard Gladwell

use proper locks.

“In the Volvo before last, we were running some rigs with internal locks and were having a lot of problems, so we started developing external locks. But now rope technology has improved so much that we have been able to switch back to internal locks without any problems.”

Design and construction of spars has moved increasingly from the designer’s board into the sparmaker’s design and engineering office. At what point in the construction of a modern carbon rig does the handover take place from the yacht designer to the sparmaker?

“The designers tell us the righting moment of the boat at different angles, and the chainplate width and give us a rig plan and we pick it up from there”, explains Graetz.

“We run that information into RigCalc and once we have the output we start sizing that information against the mast section moulds we have, or decide if a new mould is required. We might go for a bigger section with fewer spreaders or a smaller section with more spreaders. We need to find the right compromise that suits the designer.

“Once we have settled on a section RigCalc produces some rig options and the loadings, laminates schedule for the rig and weights, plus everything else we need.”

Speaking of weights, the bare tube weight of *Speedboat’s* mast is 980 kilograms, with the rigged spar tipping the scales at 1850 kilograms.

“RigCalc and Membrain work together at this point and are the only rig sail design programs in the world to be interfaced and integrated in this way”, adds Graetz.

The same process is used regardless of whether the boat is a Farr 40, 50 or 100 foot. At Southern

Spars, all masts are built in female moulds and materials are checked for consistency.

Building a carbon mast is not a quick process. *Speedboat’s* mast was started in January and took four months to build. A TP52 mast takes two months – but could be reduced to four weeks if production schedules were focussed on the one spar instead of being part of an overall production plan.

Graetz points out that for all the advances in materials mast making remains an extremely labour intensive technology. “There’s not a lot that can be automated”, he says. Rigging is different and there is a lot of work being devoted to developing more automated processes to manufacture rigging.

Southern Spars carbon spar technology does extend below the Farr 40 level. The company is now working with several Olympic sailors, including Dan Slater, who finished second in the 2008 Finn Gold Cup using a mast designed and built by Southern Spars.

But for the EC6 rigging technology to be available for smaller boats at reasonable cost, new ways of production will have to be developed.

“However it is a matter of when, not if”, says Graetz. ○

The EC6 rods are spread with epoxy resin and attached to end fittings

EC6 rigging is formed into various end fittings



The neat diagonal ferrules are exquisitely engineered

Richard Gladwell



Meridien Marinas

AIRLIE BEACH

19th Annual Race Week 2008



THERE'S **EXCITEMENT** IN THE AIR AT ABEL POINT.

The excitement's rising at world-class marina, Abel Point, with the 19th running of the Airlie Beach Race Week in August. There'll be loads of entertainment and plenty of racing to keep your adrenaline pumping. So if you've got what it takes to win, you better get moving and enter online.

14th - 21st August 2008

Meridien Marinas Abel Point, Whitsundays



For race information visit
www.airliebeachraceweek.com.au





Working the bow of a race boat is nothing if not exciting

THE SHARP END

WANTED. ONE BOW PERSON. MUST BE STRONG, FIT, BUILT LIGHTLY, A GOOD COMMUNICATOR, A QUICK DECISION-MAKER, TIDY, UNAFRAID OF HEIGHTS, THICK-SKINNED, HAVE GOOD BALANCE, AND PREPARED TO GET WET. VERY WET.

By Lisa Ratcliff

These are just some of the fundamentals for being a bow person, otherwise known as the for'deckie or for'ard hand, or the person the entire crew usually looks to when things go pear-shaped.

Whether it's a professional international program, one-design racing or competing in a local club series, every boat owner needs a capable bow person to run the pointy end of the boat, and it's usually the job no one rushes to fill.

On *Wild Oats XI*, the three-time, back-to-back Rolex Sydney Hobart line honours winner, which is being groomed for a fourth historic run this year, 35-year-old Bowman Tim Wiseman has the backing of highly experienced mid Bowman Sven Runow and a team of muscle men charged with lifting the 200 plus kilo sails on deck to be hooked up ready for a hoist.

Abby Ehler (née Seager) too is a professional sailor, these days crewing on Ivan Wheen's Farr 40 *Sputnik*.

Like most small to medium-sized keel boats, it's just her on the bow with the mastman her wing man. The well-known sailor from Plymouth in the UK stepped aboard a J24 at six with her parents and in her teens moved to the bow because she was the right weight and she was fit. "I've been there ever since", laughs the now 31 year old.

Following a Volvo Ocean Race on Grant Dalton's *Amer Sports Too* in

2001/2, a stint with the America's Cup boat *GBR Challenge* as shore crew, three years working in the Med as boat captain on the Reichel/Pugh 76 *Enigma* before joining the TP52 circuit, Ehler finally beached herself on Aussie shores.

She has plenty of advice for those who volunteer or find themselves drawing the short straw.

"Physical fitness and good balance is really important but the mental side is equally, if not more, important. You have to be able to make instantaneous decisions under pressure with lots of instructions coming from the back end of the boat and little room for errors. If you do make a mistake, you are in the spotlight.

"Keeping the bow tidy and the gear out of the water is important and a bit like skiing, you always have to look ahead and visualise the next manoeuvre in your head."

IF THERE ARE PROBLEMS ALOFT, THE BOW PERSON IS THE ONE TO BE SENT UP THE MAST. "WHEN RACING, THERE IS NO TIME TO SET UP THE BOSUN'S CHAIR, THEREFORE THE BOW PERSON MUST WEAR THEIR CLIMBING SAFETY GEAR AT ALL TIMES."

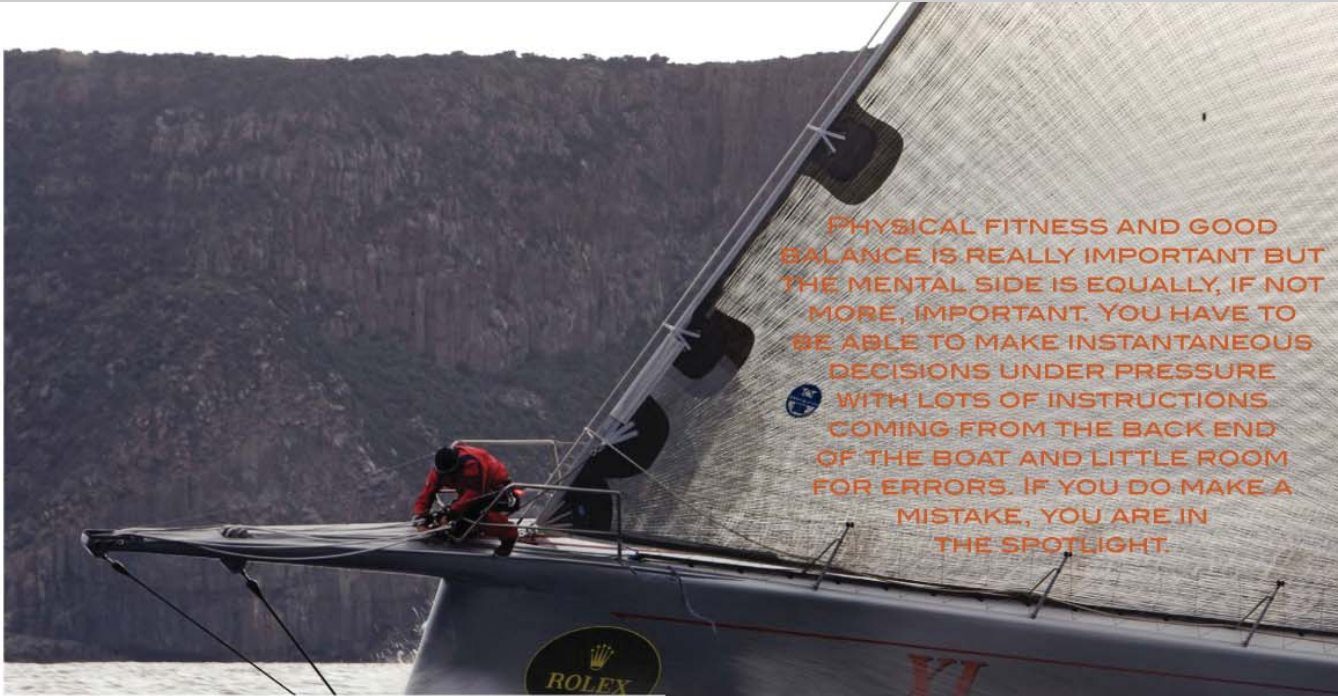
Ehler stresses that complete trust in the crew is paramount if the bow person is dangling at the end of the spinnaker pole or being hoisted up a towering mast in heavy seas to clear a snag, and good communication between the bow person and the afterguard is a vital.

Safety is paramount for all crew but particularly for the bow person who cops the waves first.

"You have to be safety conscious because you are so exposed on the bow", says Ehler. "Being clipped to the boat via a safety harness, particularly offshore is a must and taking measures like strapping yourself to the rig in heavy air to minimise the chance of banging up against the mast and injuring yourself is a good idea."

Seventeen-year-old CYCA Youth Sailing Academy

Andrea Francolini



PHYSICAL FITNESS AND GOOD BALANCE IS REALLY IMPORTANT BUT THE MENTAL SIDE IS EQUALLY, IF NOT MORE, IMPORTANT. YOU HAVE TO BE ABLE TO MAKE INSTANTANEOUS DECISIONS UNDER PRESSURE WITH LOTS OF INSTRUCTIONS COMING FROM THE BACK END OF THE BOAT AND LITTLE ROOM FOR ERRORS. IF YOU DO MAKE A MISTAKE, YOU ARE IN THE SPOTLIGHT.

Tim Wiseman on the bow of *Wild Oats XI*

becomes a part of the hiking team. The keen ones are always touching their toes watching the keel peel through the waters”, says ProYachting’s Scott Lawson who has raced many miles at the top level.

“Weight on the rail is very important and the bow person should minimise the time spent off the rail. This accentuates the need to be fully prepared for the next manoeuvre and always thinking of the next sequence of moves”, he adds.

If there are problems aloft, the bow person is the one to be sent up the mast. “When racing there is no time to set up the bosun’s chair therefore the bow person must wear their climbing safety gear at all times.”

Lawson also believes the bow person is only as good as the crew supporting him or her. “If the timing is out in the pit area or the sheets aren’t managed correctly, it can be disastrous for the bow person and the team as a whole. In long offshore races when it is heinous, we always gather the crew in the cockpit to talk through the manoeuvre prior to execution to ensure everyone is in sync.

“I think of the best people I’ve sailed with and they all have common attributes. They are self-motivated, well organised, communicate well and are always thinking about the next move that might be called from the back of the boat.”

Sound like hard work? You bet it is. “To be a top level bow person, you have to work continuously to ensure manoeuvres are executed safely and cleanly”, says Lawson.

And that’s just what’s expected when cruising or racing. There’s also a pretty extensive on-dock preparation checklist to be ticked off.

Wiseman, who grew up on Sydney’s northern beaches, was involved in building *Wild Oats XI*, his knowledge used to determine the deck layout on the Reichel/Pugh 98. Like Ehler, it’s his responsibility to know how all the systems work and to check the gear before and after racing.

Following an outing in a decent blow, the bow person should check



Abby Ehler loves the adrenalin surge

advanced squad member and up-and-coming bowman Will Parker’s safety mantra is a simple pearl of wisdom that was instilled in him by an older respected yachtsman: “one hand for yourself and one for the boat.”

A prospective or learner bow person may possess the right physical and mental attributes but what does the role actually entail?

When racing, the bow person’s role prior to the preparation signal is to wait for the call on the manoeuvre and sails required and then set up to execute. Once organised and into the pre-start, the bow person’s role is to signal the helmsperson/tactician from the bow in relation to other boats and time on distance to the line. By using hand signals, the boat is quiet. If the tactician wants to know how far to the line, they look at the signal rather than asking.

Once the gun goes, the bow person is responsible for executing any required sail change or manoeuvres.

“While not actively involved in a manoeuvre or change, the bow person

Carlo Borlenghi/Rolex



Joëy Allen on the bow of *Alpha Romeo* at the 2005 Hamilton Island Race Week

the rig for any cracks that may have appeared in the mast. Other items on the checklist before and after racing include checking the sheaves are turning, the screws are tight, pole beak is working, clips, shackles, sheets and halyards are in good working order, stanchions are secure and the kites have been packed correctly.

“Any weakness can put the bow person at risk”, agrees Ehler, who surprisingly has few battle scars to show from the thousands of nautical miles she’s clocked up.

Wiseman, on the other hand, has broken ribs and during the 2004 Rolex Trophy One Design Series, he tore his calf muscle in two places. On the dramatic final day of the series, Marcus Blackmore’s *Emotional Hooligan* nosedived in the heavy seas and the jib washed down the deck, taking out all the lifelines and knocking Wiseman into the water wrapped up inside the sail as the boat threatened to Chinese gybe on top of him.

Pair that with racing on the maxi boat circuit in Sardinia or Portofino or scoring a third consecutive Rolex Sydney Hobart line honours win and Wiseman’s prepared to take the occasional knock or dunking.

Ehler too loves the responsibility of the position and the adrenalin surge when she pulls off a complicated manoeuvre.

“You have to be up to a high pressure role that offers great rewards and a sense of achievement when you perfectly execute an exciting move.

“It’s a role where practice makes perfect and it’s OK to make mistakes as long as you learn from them”, she adds.

Parker proffers, “Because you are exposed, it makes it quite hard. To help the helmsman or the trimmer, try to tidy up mistakes quickly. Most importantly, back yourself. If you are intimidated it’s hard to do your best”.

And a final piece of advice from Wiseman: “It’s a role where everyone is looking at you. It’s important to learn the ropes from someone who is knowledgeable and not be afraid to ask questions. It’s better to ask than to get it wrong.”

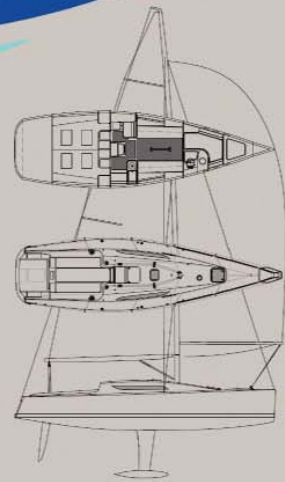
This feature is the first in a series on the different crew positions on a racing yacht. Next issue, read about what to do in the pit and at the mast. ○



Together with internationally renowned designers Reichel-Pugh we have created an outstanding package.

A 36-footer that will deliver race winning performance... and the ability to comfortably enjoy leisure time in style.

The new Seaquest RP36. A brilliant IRC Racer/Cruiser for the sailor who knows the difference.



SEAQUEST
YACHTS

COMFORTABLY FASTER

REICHEL PUGH
YACHT DESIGN

SEAQUEST // SJ32 // RP36 // PRIMA 38 //

Phone: +61 02 9997 2244 • info@seaquestyachts.com.au • www.seaquestyachts.com.au

SIR JAMES HARDY'S SHADOW REACHES FAR ACROSS THE AUSTRALIAN YACHTING SCENE. VETERAN OF SEVERAL AMERICA'S CUP CAMPAIGNS AND OF ALL THE MAJOR AUSTRALIAN OFFSHORE RACES INCLUDING THE SYDNEY HOBART, SIR JAMES IS KNOWN AS BOTH A SERIOUS YACHTSMAN AND A KNOCKABOUT BLOKE

By Barry Tranter



Sir James at home

Barry Tranter

Sir James Hardy

A note on the CYCA website states that Sir James Hardy retired from ocean racing after the '06 Adelaide-Port Lincoln Race. Sir James, then 74, was on board Geoff Boettcher's *Hardy's Secret Men's Business* when she won the race on IRC.

"I was on the winning boat 50 years before," he says, "a sister of *Margaret Rintoul* owned by Adelaide builder Henry Wilkins. Winning it 50 years later was a high-water mark, really."

And has he really retired from ocean racing?

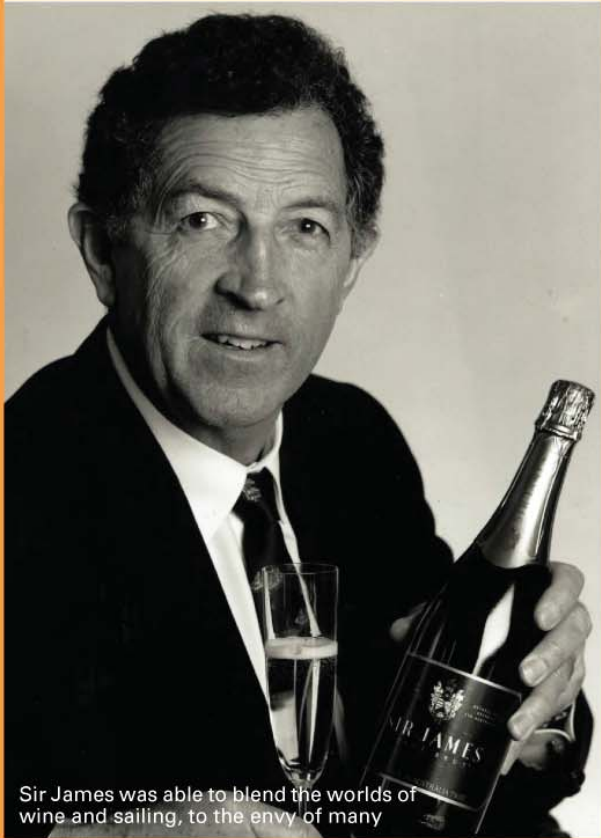
"I've retired from *overnight* ocean racing", he answers.

Australians old enough to have a history will remember the drama surrounding *Australia II*'s win in the America's Cup in 1983, a defining episode in Australian sport. But a longer memory is needed to recall an earlier America's Cup controversy; the date is 1970, the place Newport, Rhode Island, and the event is race two of the final series, *Gretel II* sailing against America's *Intrepid*. Jim Hardy is on the mainsheet on *Gretel II*, having yielded to Martin Visser the job of starting helmsman. *Gretel II*

and *Intrepid* are locked in their pre-start jostling only second before the start gun: "I was slow getting the mainsheet in, but the boys wound the jib sheet in at a hundred miles an hour. The bow paid off and I called out to throw the headsail before I saw the gate [the narrow gap between *Gretel II* and the committee boat] opening up."

Intrepid decided to squeeze through the gap and the boats collided. The Aussies protested and lost the protest, a decision that was unfair to many minds. The controversy hit the headlines. Back in Australia, there was an uproar. According to the late yachting journalist and author Lou d'Alpuget, the incident was discussed in Parliament, one politician suggested Australian troops should be pulled out of Vietnam, and the US Ambassador to Australia apologised for the New York Yacht Club's actions.

"I received a telegram from a bloke in North Queensland", says Sir James, "and he said, 'come home, Jim, we don't want what happened to Les Darcy and Phar Lap to happen to you'", a reference to the widespread belief that the great boxer and racehorse were poisoned when



Sir James was able to blend the worlds of wine and sailing, to the envy of many

they went to compete in America.

There are other America's Cup incidents that reinforced Jim Hardy's mistrust of American sportsmanship. He quotes the story that the Aussies found tungsten encased in lead in the keel of *Vim*, which Sir Frank Packer bought from the US as a trialhorse when planning the 1962 campaign with *Gretel*. He cites others: *Courageous* was later found to be hundreds of kilograms underweight when she beat *Southern Cross* in 1974; in the trials for 1970, the Aussies spotted a rounding mark in thick fog after sailing past it; then, at a dinner in 1994, a NYYC committee member accused Hardy of having had outside navigation assistance in 1970. "During dinner, I realised that was why they called off the race in the fog, when visibility was much better than in the trials race they didn't call off." The biggest uproar occurred in 1983, when *Australia II* and Ben Lexcen's winged keel sent the NYYC into apoplexy. The hearing of that 1970 protest and subsequent experience with the way Americans used language in subtly different ways led Jim Hardy to conclude, "Years later, it occurred to me that Americans speak English but they are foreign to us".

HARDY WINES

Sir James' great-grandfather Thomas Hardy was a descendant of the captain of the *Victory*, the bloke made famous by the "Kiss me, Hardy" quote, the favourite and most steadfast of Lord Nelson's captains. Great granddad emigrated from Devon to Adelaide, tried his hand at the Victorian goldfields, then realised more money was to be made feeding the miners. He drove three herds of cattle overland from Adelaide to Ballarat, and settled back in Adelaide in 1853 with 500 pounds. "A fortune", says Sir James. Thomas bought land and planted olives, almonds and grapes.

He had earlier worked for local merchants and had learned vine husbandry on plants which had been bought from John MacArthur. Jim Hardy's father died in a commercial airliner crash when he was eight, the first of a number of personal tragedies to mar a life which in other ways would seem to have been blessed. Hardy Senior left Jim a dinghy and a family-run wine business. The dinghy and family genes ensured young James would take to the sea.

But he decided against the wine business, partly because his brothers, cousin and other family members were already there as winemakers. "After school I went share-farming, I towed my Heavyweight Sharpie (large racing dinghy) to Port Vincent, did all the usual farm work, dipping sheep." In 1953, convalescing from a hernia operation during his national service, it came to him that his dad would have wanted him in Hardy's Wines.

"It occurred to me that there was an opening on the commercial side, so if I did accountancy I wouldn't clash with my brothers or cousin." He left the farm, studied accountancy, and joined Hardy's just before his 21st birthday. In 1962, the Board asked him to take over Hardy's Sydney branch, which had been established in Circular Quay in 1901 by Great Uncle James, for whom he was named.

"I was worried about my sailing", he says, "but the Board said Sydney should suit me."

How right they were. Jim, later Gentleman Jim then Sir James Hardy, was able to blend the worlds of wine and sailing, surely two of life's most desirable pastimes, in a way lesser mortals can only envy.

In 1992 Hardy's Wines went public. "As a private company we always had trouble getting money from the shareholders and the banks. When we went public the company was soon building \$15 million wineries." Considering how he feels about the US sense of fair play, the next step in the development of Hardy's Wines is ironic. "We had a joint venture with an American company and we got on well with them", he says. Constellation Brands acquired BRL Hardy in 2003, and the company was renamed the Hardy Wine Company.

Jim's mum Eileen was a matriarchal figure and the company's best wines were named for her. "For mother's 80th birthday, in 1973, the company named the 1970 vintage straight Shiraz 'Eileen Hardy'", says Jim. "From that time, the best red wine was called Eileen Hardy. It was not always Shiraz, and some years the winemakers nominated a Cabernet Sauvignon. Since 1990, it has always been a Shiraz. The best Chardonnay was also named for her."

And Jim's favourite red? "The best I've had was Hardy's blended Hunter River McLaren Vale. We used to call them burgundies. We would send the wine up to Tullocks or Maurice O'Shea in the Hunter. We were happy to blend the softer Hunter wine with the South Australian wine, which had a bit more tannin."

Jim Hardy was awarded an OBE in 1975 and knighted in 1981 for "services to yachting and the community". For the extent of his 'services to the community', have a look on the web; it is a long, long list.

SAILING

Jim Hardy's sailing CV is as long as the list of his services to worthy causes. He sailed in two Olympic Games (Tokyo 1964 and Mexico 1968). He won the 505 Worlds in 1966. He skippered three America Cup campaigns – *Gretel II* in 1970, *Southern Cross* in 1974, and *Australia* in 1980. He was relief helmsman on *Australia II* in 1983, and steered her



Nerida on Sydney Harbour

to 10 wins in 11 races in the challenger trials when John Bertrand was injured. That's the bare bones; there's a lot more. He had an extensive ocean racing career and lists his *Police Car*, the Dubois 42-footer, as one of his favourite boats. I can remember a Sydney Hobart start when the crew of *Police Car* wore police uniforms. I assumed they had been hired from a theatrical costumier but I was wrong – Sir James now tells me he had borrowed them from the NSW Water Police. In the Brisbane-Gladstone race, *Police Car* won her division. Sir James had borrowed police shirts from the Queensland Police Commissioner.

"I told the boys to wear their shirts for the trophy presentation, but I didn't tell them to take them off afterwards." Next morning there was a thud on the deck of *Police Car* as several large pairs of police boots landed on deck. The crew had had a big night out and the Crown Sergeant had several complaints, ranging from the 'Road Closed' sign hanging in *Police Car's* rigging to the fact that two of his crew had performed traffic duty for a local parade, sending the floats, bands and marching girls down a dead-end street.

Jim Hardy's universal appeal lies in the fact that, in sailing he is a knockabout sort of bloke yet he trod the halls of the rich and famous with, presumably, equal aplomb. He is one of those people of whom you will never hear a bad word.

NERIDA

After we had our chat, Sir James headed for the Hardy's Wines office where he is still a consultant. But where the wine and sailing businesses really blend is on board *Nerida*, the Hardy family yacht. Two days after we talked, he was due to take out on Sydney Harbour, with his second wife Joan, a dozen wine wholesalers from the US. For Sir James Hardy, sailor, wine lover and raconteur, this can hardly be burdensome.

Nerida, an Alfred Mylne design, was built in 1933. After James' father was killed, *Nerida* was sold. She passed through a number of owners, then



came to Sydney for sale. Jim went to the Hardy's board and convinced them to buy *Nerida* and to restore her original gaff rig. He bought the yacht from the company in 1990.

"I love *Nerida*", he says, "and I shouldn't be too hard on the Americans. They deserve a big tick for the way they look after their traditional boats".

What's next?

"Mainly just boozin', snoozin' and cruisin'. I just had a lovely week on *Fidelis* [a big timber sloop] at Hamilton Island. I still love wooden boats. I have spanned the era from cotton sails to see-through plastic sails to the world of carbon fibre. I feel I've had a huge and wonderful experience, and I can literally rest on my memories." ○

seven sensational races...

CYCA Blue Water Pointscore Series 2008 – 2009



World class racing – top class competition

Audi Sydney Gold Coast Yacht Race	26 July 2008
Bird Island Race	26 September 2008
Flinders Island Race	10 October 2008
Cabbage Tree Island Race	7 November 2008
Rolex Sydney Hobart Yacht Race	26 December 2008
Flinders Island Race	6 February 2009
Audi Sydney Offshore Newcastle Race	27 March 2009

Dates and destinations subject to change

Register Now
Phone +61 2 8292 7870
Email sailingoffice@cyca.com.au
www.cyca.com.au



CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race



Nathan Outteridge and crew Ben Austin at the 2007 Sydney International Regatta

Andrea Francolini

AGAINST THE ODDS

IN JANUARY, NATHAN OUTERIDGE AND BEN AUSTIN SAILED THEIR SKIFF TO VICTORY AT THE 49ER WORLD CHAMPIONSHIPS IN SORRENTO, VICTORIA. IN AUGUST, THE PAIR ARE REPRESENTING AUSTRALIA AT THE BEIJING OLYMPICS AND ARE AMONG THE FAVOURITES TO TAKE A MEDAL. BOTH ACHIEVEMENTS TAKE ON EXTRA SHINE WHEN YOU CONSIDER THAT DOCTORS TOLD OUTERIDGE HE MAY NEVER WALK AGAIN AFTER HE SURVIVED A HORRIFIC CAR ACCIDENT IN 2005

By Alexander Gilly

OFFSHORE YACHTING: Nathan, you grew up in Lake Macquarie. Both your parents were sailors. Do you remember the first time you were ever on a boat?

NATHAN OUTERIDGE: I would say the first time I was on a boat was when I was six months old, but the first time I was old enough to know what was going on was when my dad bought an old timber Manly Junior and took me out for a sail when I was three years old. I spent a couple of years learning to sail, then kicked him off the boat and said, 'I can do this by myself now'. Obviously dad kept a close eye on me, but after a while he realised I knew what I was doing so he stepped off.

OY: When did you first start sailing competitively?

NO: I started crewing Sabots at age five. Then at age seven dad bought me my own Sabot and I started competing at club level with my cousin, then we went to northern zone, then we did state titles and it just kept growing. I competed in my first nationals as a skipper in Sydney when I was eight years old.

OY: Sportsmen often get hooked on their sport at a particular moment. For instance, a footballer and his first try. Do you have such a moment?

NO: Not really. All I can say to that is once I started competing and winning events, I developed a passion for it. I enjoyed doing well and I enjoyed

proving people wrong because I was always competing against people who were older than me who would say, 'you're young, you're not going to beat me'. I think competitive people often strive to prove others wrong.

OY: Your racing career was moving along nicely until 2005, when you had a terrible car accident.

NO: That's right. I won the Sabot and Flying Eleven nationals, then the youth worlds in a 29er, then two youth worlds in a 420, after which I began moving towards the Olympic classes. For a while I was a training partner for Olympic 470 sailors Nathan Wilmot and Malcolm Page. Then I moved into the 49er class and was at the stage of getting a boat and a campaign together when I had my car accident.

I was driving to the Sail Melbourne regatta in early 2005 when I fell asleep at the wheel. There were three cars travelling in convoy, we had four drivers and we were alternating every two hours, but it got to the point where I hadn't had a rest at any of those stops and just feel asleep at the wheel and ran off the road and straight into a tree. I messed up the car and the boats and myself.

I spent five weeks in hospital. They had to rebuild part of my spine during an intense nine-hour operation. They told me if it didn't go well, I might not walk again.

I tried to stay positive, but I knew I had no control over it and I just hoped that the surgeon was good enough. He did a really good job, though.

When I got out, they gave me a back brace, which was basically a turtle shell from front to back, velcroed on the sides. I had to wear it for three months anytime I wasn't lying on my back. Then, once that was taken off, I started physiotherapy to rebuild strength. In hospital I'd gone from 74 kilograms to 58 kilograms which, for someone my size, is pretty small. So I had to rebuild all my strength and muscles.

I got back into sailing in the 49er in end of July, and officially got back into sailing in August '05. Even thinking about going to the Olympics, let alone just being able to sail again, was a big challenge.

OY: Because the Olympics were on your mind before the accident, right?

NO: Definitely. Before the accident, I'd been planning to campaign for the Olympics. I'd planned to go to Europe in 2005 and start there because it's such an intense campaign, you need as much time as possible. In hindsight, though, the accident didn't make a massive difference to our preparation, but perhaps because it was a good point in the four-year Olympic cycle to have an accident like that, if you're going to have one. That's a positive way of thinking of it! [laughs].

OY: Those must've been eight incredibly challenging months for you.

NO: They were. It was a daily challenge to get stronger and not push things too much, to not get back in the boat too early. Then, when I did get back in the boat, I could only sail in light winds. If it was 20 knots, I couldn't go out, which was frustrating. My crewmate Ben's a physio, so he understood but still, it was really frustrating for him too. We were getting good at the light stuff, and we wanted to go out in the windy stuff. Craig Ferris, our coach at the time, would drive up from Sydney, check the wind and say, "it's too windy", then drive back, saying, "Well, I'll come up in two days time and we'll try again". It's a three-hour round trip.

Sailing is a very frustrating sport at times. In a way it was good training for the Olympics because when we went to China [for



Andrea Francolini

“THEY HAD TO REBUILD PART OF MY SPINE DURING AN INTENSE NINE-HOUR OPERATION. THEY TOLD ME IF IT DIDN'T GO WELL, I MIGHT NOT WALK AGAIN.”

Olympic test events], there'd be no wind and by then I'd had a bit of practice of just hanging around for hours. It's like that at all sailing events, there're always long postponements and it's a good skill to be able to be ready to go in half an hour, but still stay completely relaxed.

OY: What's been your favourite race to date?

NO: I would say that would be the medal race at the worlds in Sorrento last year. It was the first ever adult world championship I won, it was in Australia, my girlfriend was there, my family was there, all of Australia was there. In the last race, we were on equal points with the British guys who had won the world series, so the pressure was on. We just went out there and did our best and we won. There were cheers all along the finish line and when we got to the beach, 50 people came up to us and I don't think anything will ever top that. Well, maybe winning a gold medal in Beijing will, but to date that is the best feeling we've had. Also, that was in January this year, just after the three-year anniversary of my accident. It was a destination I was trying to get to when I had the accident and I finally got there three years later.

OY: Tell me a bit about your training for the Olympics.

NO: Ben and I each manage our physical training individually, working with the Australian Institute of Sport and the Australian Sailing Team nutritionist. Lately, it's been heaps of cardio work to lose weight for the expected light conditions in China.

The on-water training is all about developing racing skills and strategies, boat handling, starting practice and so on.

Then there's the on-the-whiteboard stuff, except we do it with video. Our coach Emmett Lazich videos us and we can go back and watch races we did in China last year or our performance at the worlds in Cascais in Portugal. Watching the videos is sometimes a good confidence booster, other times it's a good reminder that you're not as good as you think because you see yourself capsizing and so on. Emmett is great at getting good-quality footage, then analysing it in a very helpful way.

The fourth part of our training is the logistical operation, which takes up as much time as the three other parts put together. There is so much involved. Things like packing the containers, making sure we've sent two boats to China, one boat to Europe and also have one in Australia. We've only got nine masts and six sets of sails, so we have to decide which sails we want where, which battens we want where and so on. We've got this big, 15-page Excel sheet that logs where our equipment is and how often we've used it. Having the Olympics in China means you need two extra boats and two extra sets of everything because normally there are two seasons, an Australian season and a European season and you just bring things back and forth, but with China, you're doing three things at once. That's where having sponsorship and funding from Yachting Australia to provide extra equipment in China is just invaluable.

OY: Your family are going to China too, right? I know that Johnson & Johnson have given your dad a grant.

NO: That's right, they've given a grant of \$5,000 to my dad to get him to the Olympics because ever since I started sailing, he's made massive sacrifices, paying for equipment, driving me around the country, sending me overseas while he's at home paying for it all. My dad, mum, sister, nan and pop and girlfriend are all going to be there to support me.

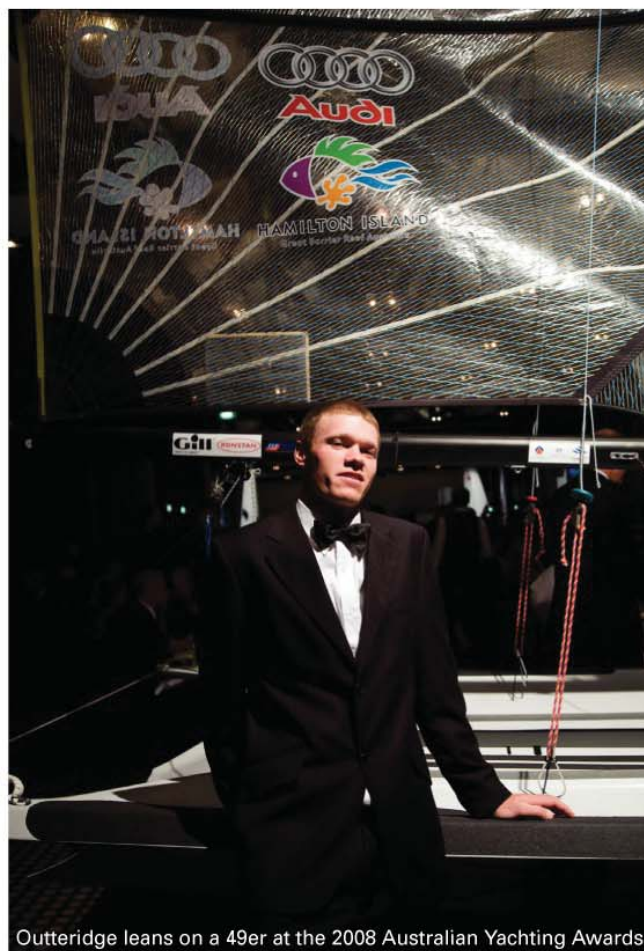
OY: When did you and crewman Ben Austin meet?

NO: I always knew of Ben, but we didn't meet until 2004. He was sailing lasers and thinking about campaigning for the Olympics in a laser, while I was sailing 49ers with whoever I could. Craig Ferris said, 'Ben's interested in sailing a 49er. Why don't you speak to him and start sailing together.' So we planned to do that, but then I had my car accident.

Ben was still keen to get into 49ers and was happy to wait around and see how well I recovered. He's a physio himself and knew the extent of my injuries, so I was surprised that he was happy to wait because people who have injuries like I had might get back to walking, but there's no way they'd be out sailing around on a 49er, which is one of the hardest boats to sail. So knowing Ben had faith in me to do that was a big confidence booster.

OY: About the Olympics – if you were to bet on who gets on the podium, who would you include in your trifecta? Would you back yourself?

NO: Well, that's an interesting question! [Laughs] The Spanish guys would have to be on the podium, they're very good sailors and have the experience to get there. The British team should be up there too. The Ukrainian guys are in the



Outteridge leans on a 49er at the 2008 Australian Yachting Awards

“IF YOU PUT YOUR MIND, HEART AND SOUL INTO WHAT YOU WANT TO DO, THEN NOTHING IS GOING TO STAND IN YOUR WAY EXCEPT YOURSELF.”

top four and a possible gold medalist boat. I would back us to get on the podium as well. Having said that, the 49er class is so competitive at the top. There are six or seven boats that could get a medal and five that could get a gold medal.

OY: Finally, who inspires you most?

NO: If you had asked me that before my accident four years ago, I wouldn't have known what to say. But I remember lying in hospital reading the Lance Armstrong book, thinking, 'if he did that after everything he went through, and I'm nowhere near as bad as him, then I can do it too'. If you put your mind, heart and soul into what you want to do, then nothing is going to stand in your way except yourself. I got given that book three times by three different people who all said, 'you should read this'. Three copies of the same book sitting next to my hospital bed! Just reading that book is an inspiration. ○

custom kits



Manufactured for high performance projects where superior stiffness and weight savings are critical

DuFLEX™ Composite Panels can be engineered to meet the rules of all major Marine Authorities.

Bulkheads
Floors
Interior Fitouts

DuFLEX™ composite panels

Photography - Andrea Francolini



Rosebud

First of the new STP65 box rule class, and winner of the IRC Division of the 2007 Rolex Sydney Hobart Yacht Race.

Carbon / nomex / foam DuFLEX interior supplied by ATL Composites.

Designed by Farr Yacht Design
Built by Westerley Marine Inc, USA



ATL composites

T +61 (0)7 5563 1222

www.atlcomposites.com



Wet weather gear drying out in Hobart after the 2007 Rolex Sydney Hobart

ROLEX / Carlo Borlenghi

WET WEATHER GEAR

THERE'S NO DOUBT ABOUT IT – STAYING DRY AND WARM WHILE RACING OFFSHORE IS AS MUCH A SAFETY ISSUE AS A COMFORT ONE. SAVING A FEW BUCKS BY BUYING BUDGET WET WEATHER GEAR IS A FALSE ECONOMY; A DAMP, COLD CREW IS PRONE TO MAKING MISTAKES, WHICH COULD COST YOU THE RACE, OR WORSE. WITH THAT IN MIND, *OFFSHORE YACHTING* ASKED SIX LEADING MANUFACTURERS TO SHOW US THEIR LATEST GEAR FOR OFFSHORE YACHTSMEN AND WOMEN, PRESENTED HERE ALPHABETICALLY

BURKE MARINE

Burke Marine **Breathable Southerly Jacket and Trousers:** Many of Australia's leading yachtsmen and women have been involved in developing the Southerly, making safety, protection and comfort a priority. Made from PB20 fabric, its breathability is stable under any conditions and transfers vapour at 1200g/m every 24 hours. 100 per cent waterproof and windproof, the jacket and trousers have a three-layer fabric construction without lining for maximum wicking, enhanced breathability and reduced weight. It features a safety peaked hood, a high-cut, fleece-lined collar, heavy duty two-way zip, internal and external storm flaps, internal pockets, hand warmer pockets and high visibility reflective safety patches.

*For further information contact Burke Pty Ltd,
Tel: +61(0)2 9638 4333 or visit www.burkemarine.com.au*



GILL

Designed for the harshest of conditions, the new OC Racer Range provides sensational protection from the elements. There are three items within the range – the **OC Racer Jacket**, the **OC Racer Smock** and **OC Racer Trousers**, all providing unprecedented performance, durability and freedom of movement.

The OC Racer Jacket is designed from a five-dot, three-layer breathable waterproof fabric with fully taped seams and water resistant zips. The hood and collar area has been totally redesigned to improve comfort and practicality. There is fleece protection behind the collar and the hood actually moves with the head, resulting in greater visibility from side to side. When stowed away, the hood system is far neater and less bulky than previously, with the hood



TP²
HENRI LLOYD

High breathability reduces condensation and keeps you dry. Internal micro dot finish for improved durability

now sitting on the outside of the collar when stowed.

Also new are the moulded wrist tabs, which are more flexible and easy to adjust. Gill has repositioned some of their high visibility Reflexite reflectives. One remains on the front storm flap just below the neck, while the wrist reflectives have now moved to the underside, which is the best position if waving to attract attention. The position of the handwarmer pockets has been improved, as has their volume. There's also Kevlar reinforcement on the sleeves and seat area for high abrasion resistance.

The OC Racer Smock is based along the same high specifications, yet with the addition of latex neck and wrist seals, a favourite with serious ocean racers. The OC Racer Trousers complete the line up. Designed for both comfort and protection, they are made from the same breathable, durable and waterproof fabric as the Jacket and Smock, again with Kevlar reinforcement in high wear areas. They also feature a high fit back for added protection, deep thigh pocket and an easy access multi tool pouch. All three are available in sizes small to XX-large.

For further information contact Gill Australia, Tel: +61 (0)2 9438 5455, email info@gillaustralia.com or visit www.gillaustralia.com

HENRI LLOYD

Extrême ocean and offshore protection has changed dramatically over the last few years.

Less is definitely more. Less weight, less bulk; more comfort, more protection. Henri Lloyd has developed their latest extreme conditions gear through round the world race conditions.

It's been tried and tested by elite yachtsmen like Sir Robin Knox-Johnston, Dee Caffari and the crew of Rolex Sydney Hobart Yacht Race triple line honour winner *Wild Oats XI*. The Henri Lloyd 2008 collection uses advanced fabric technology which allows up to a 25 per cent weight

reduction with improved breathability and durability, while streamlined ergonomics give exceptional comfort and real freedom of movement. With a choice of either Gore-Tex® Performance Shell fabrication optimised for offshore sailing and cruising, or Henri Lloyd's own pioneering technical fabric TP2 Alpha for high energy and sportsboat racing, there is a perfect fit for all your needs.

First, there's the **TP2 Phantom Jacket** in men or women's style and **Hi Fit Trousers**. The advantage of TP2 Alpha is that the fabric needs no secondary lining, so it makes a lighter jacket with increased breathability and a faster drying time. TP2 Alpha fabric has an internal moisture management system. The fabric has further been treated with a super durable water repellency (SDWR) finish, which helps to shed surface water, hence maintaining the performance and comfort of the garment.

Henri Lloyd Gore-Tex® **Offshore Racer Jacket**. Available in sizes S – XXL. The pinnacle of Henri Lloyd's offshore collection uses Gore-Tex® three-layer fabric technology to provide breathable comfort and durably waterproof and windproof protection. The jacket features an offshore hood pod; fast draining, quick access stow pockets with water resistant zips; internal dartex storm cuff; two-way storm flap with drainage channel; fast draining E.P.I.R.B. / knife pocket on the left sleeve; and buoyancy loops. The clothes are unlined to speed up drying time, reduce weight and reduce inter layer binding, and are articulated for ease of movement and contoured to reduce windage.

Finally, there's the **TPT Blizzard Jacket**, which provides the essential layer of warmer air when combined with an offshore jacket. By using layering correctly, you can tailor your warmth to your own personal needs without compromising performance and ease of ergonomic movement.

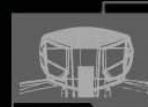
For further information contact Henri Lloyd, Tel: +61(0)2 9638 4333 or visit www.henrilloyd.com



The Phantom suits coastal cruising to offshore racing
All you need, no matter how far you

PUSH IT

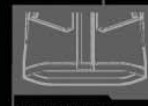
DEE CAFFARI *First woman to sail single handed around the world non-stop, against the prevailing winds and currents*



HOOD
Hood Pod system
with Hi-Vs Hood



STOW POCKETS
Fast draining quick
access stow pockets



ADJUSTABLE
Back waist and
hem adjusters



TP2 Phantom Jacket

HENRI LLOYD

www.henrilloyd.com/marine



Courtesy Line 7

Top New Zealand sailor Dan Slater in his Line 7 gear

LINE 7

The Line 7 Ocean Range, which consists of the **Aquatec 3 Jacket**, **Aquatec Smock** and **Aquatec Trouser**, was designed and engineered in New Zealand and tested in the Southern Ocean. Line 7's Aquatec 3 fabric was developed and is manufactured in Japan. Aquatec 3 is a 3-layer fabric which provides the highest level of waterproof protection available.

Aquatec 3 also features a superior breathable membrane ensuring that the garment has an extremely high level of breathability thus resulting in increased comfort.

The Ocean range has been designed to be as lightweight

as possible while providing the ultimate protection available in the market.

For further information contact Line 7, Tel: +61(0)2 9697 9100, or visit www.line7.com



MUSTO

Musto clothing is recognised around the world for its outstanding design and performance in the most testing of conditions. Musto's development team works with top yachtsmen and women, plus the worlds leading fabric manufacturers, to continually innovate and improve the range.

The **HPX Ocean range** had been developed and tested by ABN Amro One during the 2005-2006 Volvo Ocean Race and was released in Australia late 2007. It features the recently developed stretch, three-layer Gore-Tex® Pro Shell (Ocean Technology) laminate, which is exclusive to Musto. The Gore-Tex fabric operates to allow water vapour from around the body to pass through microscopic pores in the membrane, while blocking all sea water





BMW Oracle's Larry Ellison and Russell Coutts in SLAM

Courtesy BMW Oracle

and rain, ensuring maximum breathability. All this, while maintaining an elasticity of 30 per cent. The gear has been thoroughly tested and designed to withstand the ocean's extreme conditions – and the honest opinions of Volvo sailors!

For further information contact Musto,
Tel: +61(0)2 9907 4141 or visit www.musto.com.au

SLAM


SLAM has released its new **Racing Evolution Jacket**, an oilskin jacket made from nylon cotoniero. The two external vertical pockets have laminated water repellent zips and fabric covering the stitching to guarantee maximum water-proofing. The foldaway hood can be adjusted with just one hand and is thermo-taped internally. At collar height, there is a flap to cover the zip pull; the internal double channel guarantees that water flows away. Double closure on the cuffs; PVC tricot on the inside and on the outside an ergonomic PVC flap coupled with Velcro, making them adjustable. The internal cell phone pocket is made of Awex, a material which gives protection from electromagnetic waves. The fact that this oilskin is waterproof does not mean that the body's wellbeing is compromised, given that one of its principal characteristics is breathability.

For further information contact SLAM, Tel: +61(0)2 9808 4877,
email info@slamanz.com or visit www.slamanz.com ○



Money Penny's
SECRET SIDE...





IN EARLY APRIL, HIGH-PERFORMANCE BUILDER MCCONAGHY BOATS TOOK THEIR STP65 *MONEYPENNY* FOR A SEA TRIAL ON SYDNEY HARBOUR BEFORE SHIPPING IT OVER TO THE USA IN TIME FOR THE NEWPORT-BERMUDA RACE. SLEEK AND BEAUTIFUL FROM THE OUTSIDE, WHAT SHE HAS ON THE INSIDE REMAINS A MYSTERY.

*Undercover surveillance work by Blue Robinson
Photography by Andrea Francolini*



WITH A KITE UP AND SOME WAVES TO SKIP OVER, THIS BOAT WILL MOVE LIKE AN ASTON MARTIN ON AVGAS.

American millionaire Jim Swartz's *Moneypenny* is named after the MI6 secretary in the Bond movies, which is fitting as there are areas on this new Reichel/Pugh STP65 which are very hush-hush and for my eyes only. Having followed the build at McConaghy Boats in Sydney, then talked to the main players involved in the the keel area, it was interesting just how tight-lipped everyone was during the test sail. It was like standing on the deck of a nuclear submarine and not mentioning the power plant beneath your feet.

Clearly, there has been an immense amount of R&D and construction work involved in *Moneypenny*'s keel. So secretive were the team-members that I was asked not to take any photographs of the interior of the boat, which may give clues to other teams on the systems involved. On-deck shots, fine. Down below – camera off. Respecting that, I shall not reveal any secrets other than saying it is a very innovative solution. As as I said to designer Jim Pugh on board, (and I think he got it), my word is my Bond.

It is certainly a challenge for owners and designers to come up with a solution to the class rule that insists:

- 8.1 *The yacht shall have a single centerplane fixed keel. It shall have a keel lifting system to raise the draft when not racing.*
- 8.2 *The yacht shall be able to raise, lower and lock the keel without outside assistance.*
 - 8.2.1 *All racing shall be done with the keel in the lowest position.*
 - 8.2.2 *The keel shall be able to be lifted from its lowest position to 3.33m in less than 10 minutes.*
 - 8.2.3 *The lifting system shall have a positive locking system in the up and down position.*
 - 8.2.4 *While raising and lowering the keel it shall have a redundant system to guard against falling.*

Secret keel solutions aside, McConaghy's and Reichel/Pugh looked at the STP65 rule and suggested a female mould to get as much weight out of the boat and keep the VCG (vertical centre of gravity) as low as possible. Jim Swartz and navigator Mark Rudiger were keen to push the idea, so using a 3D computerised scanning machine, McConaghy's checked the hull plug and female mould with impressive results. Ninety-eight per cent of the boat was within less than one millimetre tolerance – fractions of a millimetre. This accuracy, plus the great deal of time and effort spent keeping the weight out of the secondary bonding, means *Moneypenny* has been built precisely to Reichel/ Pugh's specifications.

Jim Swartz owns the female mould at McConaghy's, so if potential new members of the STP65 box-rule class choose to use it (after seeking Jim's approval), there is an incredibly accurate resource ready to go, which will save them considerable time and start-up costs.

Your first impression sitting in the cockpit of *Moneypenny* is the acres of space around you. The 4.8-metre beam at the transom means this is one platform for speed. With a clean foredeck and low coachroof, *Moneypenny* looks like an arrowhead, and when we set the main and #3, it felt that she had just been fired from a crossbow. This is one fast boat. Even though we were checking all the systems during the sea trial, the boat speed was a couple of knots shy of the 10-12 knots of harbour breeze. With a kite up and some waves to skip over, this boat will move like an Aston Martin on avgas.

With a 30-metre, high-modulus three-spreader rig – built by Southern Spas in New Zealand – supported by Element C6 continuous rod rigging, weight and windage aloft have been minimised. There are internal cartridge locks on the spinnaker halliards, and swivelling forestay locks on the genoa halliards, with a standard high modulus two-reef box-boom and hydraulic outhaul completing the picture. These spars look solid, and with the Newport Bermuda Race, Rolex Fastnet and Rolex Sydney-Hobart in the schedule, this rig is going to be shaken AND stirred.

Upwind sails are all North's high modulus carbon 900L, plus 860L blend of carbon and kevlar for the hard working #4 and jib-top. Downwind sails are nylon except the code 4, 3, and Zero, which are made from North's recently acquired Cuben fibre. Sails were designed by J. B. Braun and

MONEYPENNY SLIDES THROUGH THE WATER WITH THE CLEANEST AND QUIETEST WAKE OFF A TRANSOM I HAVE EVER SEEN.



Rodrigo Meireles, with moulding at the North American 3DL facility in Minden, Nevada then finished in Milford, Connecticut.

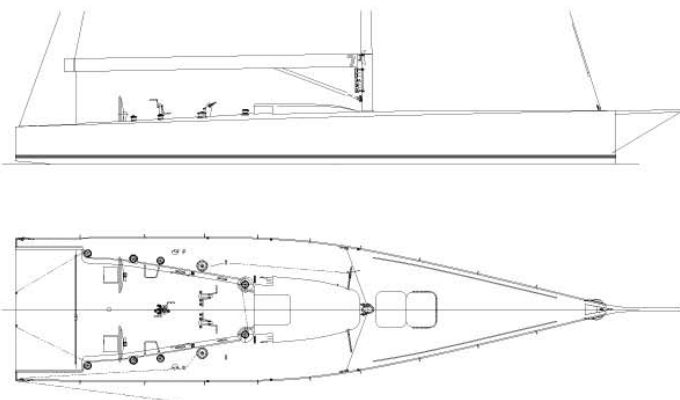
Upwind and downhill on Sydney Harbour, *Money Penny* slides through the water with the cleanest and quietest wake off a transom I have ever seen. When I mentioned this to McConaghy's Managing Director Jon Morris, he just smiled.

Because the hull looked so good coming out of the female mould, she just needed a coat of clears, then a light dusting of metallic green misted over the clear coat, to make her look sensational. You can't miss *Money Penny*.

Keep a look out for this elegant lady on the water and results boards. With the addition of this new STP65 to the fleet, it is certainly a class with class. ○



TECHNICAL SPECIFICATIONS



20.00m	LOA
18.70m	LWL
4.80m	BEAM
4.80m	DRAFT
13,000kg	DISPLACEMENT
257m ²	SAIL AREA UPWIND
561m ²	SAIL AREA DOWNWIND
Yanmar 4JH4 - TE 75hp	ENGINE
Southern Spars, NZ	RIG
McConaghy Boats, Sydney	BUILDER
Carbon Prepeg & Honeycomb Core	CONSTRUCTION
Gurit / SP/ Reichel Pugh Yacht Design	ENGINEERING
North Sails	SAILS

Buizen 48

LIVING

Legend

The Buizen 48 is a lively boat that makes good passage times

64 | offshore



THE BUIZEN 48, NOW IN SERIES 3 FORM, IS MOST PEOPLE'S IDEA OF THE PERFECT CRUISING YACHT

By Barry Tranter

Photography Warwick Gibson / bigfish

In a world of hysterical change, the Buizen 48 looks much the same as it always has, though beneath the skin it continues to evolve. Indeed, the 48 evolves with grace, always moving forward but never pursuing change for its own sake. Eddy Buizen built the first 48 in 1995 and, 32 boats later, hull and superstructure are unchanged. But the process of refinement has been constant.

THE BUIZEN 48 IS UNIQUE, IN AUSTRALIA AT LEAST. EACH ONE TAKES 12 MONTHS TO BUILD AND THE COMPANY – BUIZEN PILOT HOUSE YACHTS – BUILDS ONLY THREE AT A TIME. THE FIBREGLASS IS HAND-LAID, AND THE INTERIOR AND TRIM ARE ALSO DONE BY HAND. EACH BOAT ABSORBS 10,000 HOURS OF WORK AND IS TAILORED TO THE OWNER'S REQUIREMENTS.

Three years ago, the Series 2 was introduced, with a new bulbed keel for a lower centre of gravity. The boat under review in this article has enough changes incorporated into it to justify being called the first Series 3.

The Buizen 48 is unique, in Australia at least. Each one takes 12 months to build and the company – Buizen Yachts – builds only three at a time. The fibreglass is hand-laid, and the interior and trim are also done by hand. Each boat absorbs 10,000 hours of work and is tailored to the owner's requirements. They are cruising yachts and weigh around 15 tonnes, and though they are not compromised by the ubiquitous cruiser/racer tag, they sail well.

There are three accommodation layouts available. The boat I saw



The interior is finished in cherry

has the owner's suite forward (with an island bed and an ensuite head) and two double cabins aft. Then there's the 'family' layout (including a cabin with two single bunks) and the 'passage' layout, where the owner's berth is offset to starboard.

Owners specify variations on these themes, too. Some have one of the aft guest cabins adapted as an office. The starboard side stern cabin may become a single when you add a washer-dryer. In fact, the possible refinements are almost endless. "These are bespoke boats", says director Steve Howe. "We act as partners, if you like, with the owners."

The galley has a big fridge, both top- and front-opening, and a top-opening freezer. They are 240 volts, with a 24-volt motor which kicks in when you unplug the shore power. The charging system has an auto-start function when the batteries drop to a certain level of charge. Most of the boat is 24-volt except for engine start, radios and nav lights. The galley is two steps down from the saloon (on the level of the cabins) and the cook passes food up to a serving bench (the dinette is in the pilot house). For this boat, Buizen made a unit of a two-burner electric cooktop and a convection microwave oven with griller. You can, of course, specify gas. An icemaker is standard. There are two heads, the day head opposite the galley and the ensuite owner's head on the port side.

The interior trim is in cherry, though the traditional Buizen teak is also available. The cherry is nicely grained and lighter than teak. The pilot house is a fine place to be, with 360-degree vision. There's a dinette and settee, and to starboard a choice of settee or individual chairs. The helm position in the pilot house has a throttle control but steering is by autopilot (there are two, one as backup).



The owner's cabin and ensuite



Owners can specify electric or gas cooktops

The 48's engineering profile is solid. The Buizen's auxiliary is a Yanmar diesel, with choice of 110hp or 150hp. But considering that the typical Buizen owner will be a retired (or semi-retired) couple, probably not in the first flush of youth, the rig and hardware have been given a lot of thought and development.

The boat is rigged as a masthead sloop but there is a removable inner forestay so you can add a jib and storm jib. With the running backstays (not used

when sailing with the genoa) the inner forestay steadies the centre of the mast in a bouncy sea, when the motion can cause a mast to pump. Phil Bate rigs the Buizens, and for this boat he recommended the Leisure Furl boom furler for the main, moving away from the usual in-mast furling. The Leisure Furl is a hydraulic system which makes

raising and lowering sail a painless exercise. Phil has organised a simple gauge, a fine shock cord led back to the cockpit on the boom's underside, which determines the optimal angle for the boom so the sail rolls evenly into the boom every time, the weak point of many a boom furler. The boom is locked radially by an hydraulic pin, which fixes a ratchet at the front of the boom. Open the pin to raise the sail; to lower, the ratchet licks over the pin. This system enables you to reef the sail to any area you want.

This boat had an Holmatro hydraulic vang, which supports the boom and stops it bouncing in a seaway. Phil says that the vang enables the skipper to open the mainsail leech in a seaway in a stiff breeze, which helps tracking and motion. All these controls are mounted in the cockpit, but there's a switch for the furler at the mast base as well.

The headsail winches are big, two-speed, powered Harken #70s. The smaller winches near the helmsman provide muscle for the main halyard and boom brake (a standard fitting), mainsheet and headsail furler, a Reckmann which Phil imports and reckons has a far superior bearing system which enables him to furl by hand in 12-15 knots of breeze.

Phil has added to the mast, alongside the mainsail track, a separate track for the storm trysail. He says you can set up the trysail early, in a turtle at the mast base, sheets on and ready to go, a good idea because when the going gets rough it is hard enough to hang on, let alone change sails. At the same time you can set up the storm jib.

The Buizen cockpit seems small at first sight but on longer acquaintance it is the right size, because there is room for enough bodies and handholds

THE BOAT IS RIGGED AS A MASTHEAD SLOOP BUT THERE IS A REMOVABLE INNER FORESTAY SO YOU CAN ADD A JIB AND STORM JIB. WITH THE RUNNING BACKSTAYS (NOT USED WHEN SAILING WITH THE GENOA) THE INNER FORESTAY STEADIES THE CENTRE OF THE MAST IN A BOUNCY SEA, WHEN THE MOTION CAN CAUSE A MAST TO PUMP.

are never far away. The helmsman's seat, and two others, are in the stainless steel pushpit arrangement right aft. This boat has a very smart bimini arrangement; Steve unzipped and removed the centre panel for our sail.

The chances of a good sail looked remote. Sydney in early winter had a week of glorious

sun and still days after months of mayhem. But the day we set out, the leaves were stirring and a zephyr was tickling the ears. With Steve and Phil in charge, we set out onto Pittwater, one of the few places which stays the same and unspoiled.

Handling the Buizen 48 is easy. One squirt on the bow thruster helped us out of the marina, the 150hp Yanmar did its job, the main went up and the jib unfurled.

The breeze was moving all over the place. It is was one of those days when it lifts every time you tack, or it least it did when I was steering. How does Huey know these things? We even threw in a false tack to fool it, but that only bought us another minute on starboard before it lifted, backed, gusted and died, all at the same time. Then, as if Huey had decided to take pity on us, a newborn sea breeze moved in and for a while we had glorious sailing. The 48 accelerates well when she's given something to work with, and suddenly we were seeing six knots-plus over the ground beating into 11-14 knots of nor'easter, but the breeze was is still swinging and aggressive steering was needed to keep the headsail tufts streaming. The hydraulic steering was slowish for this sort of dinghy sailing, but it's perfectly geared for offshore.

Reaching towards home we have 5.3 knots in eight knots apparent, at 90 degrees. The 48 is a lively boat which will make good passage times. Sails down, engine on, the Yanmar did its work. Both engines (the 110 and 150) will push the boat up to 9.5 knots, driving through a four-blade stainless prop. The 110 has a slight advantage in fuel economy, but both units will

Evolution? Revolution

G | SERIES

New

Large screens, high definition radar and fishfinders. Video hubs and a processor that holds entire regions of cartography.

All the elements you need to create a navigation and entertainment system that will transform your life at sea.

HD DIGITAL
G Series and HD Digital.
Evolution and revolution come together.

Raymarine Asia Pty Ltd
Suite 301, 2 Minna Close, Belrose NSW 2085
Tel: (02) 9479 4800
www.raymarine.com.au

Raymarine®



was done. You know that nothing has been skimped. In the finished boat, nothing is hidden. You can inspect every aspect of the engineering because in a hand-built boat, nothing is buried irretrievably behind mouldings. Confidence comes, too, from the most crass of reasons; you know this boat has not been built to a price. In past decades a phrase like that has meant that the price could be a shock. But the 48's starting price of \$1.265 million is no longer shocking because production cruiser/racers of comparable length easily clear the million mark. For a Buizen equipped like this one, with watermaker, aircon, GPS/Radar, teak decks, Bose Audio visual system, the price is around \$1.4 million. But it's worth a lot to know that your Buizen has been built by human hands, untouched by the robot's steely claw.

The Buizen style of keeping owners closely involved at all stages of the build of their boat creates a family atmosphere and is a welcome respite from these most impersonal of times.

For further information contact Buizen Pilot House Yachts Tel:+61(0)2 9450 2170 or visit www.buizenyachts.com.au



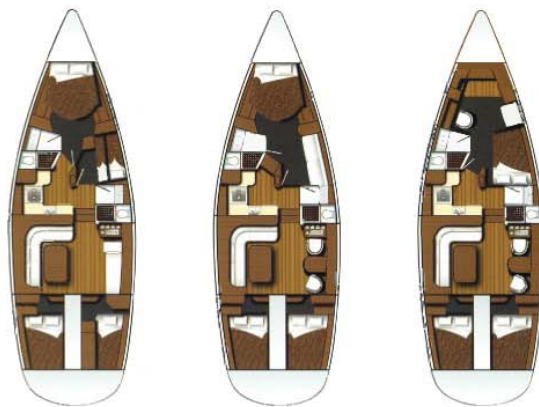
The 48 sports a smart bimin

**ON MAY 22,
THE BUIZEN 48
PILOTHOUSE
WAS NAMED
AUSTRALIAN BOAT
OF THE YEAR (SAIL)
FOR 2008 BY
THE AUSTRALIAN
MARINE INDUSTRY
FEDERATION.
CONGRATULATIONS
BUIZEN!**

deliver around one litre per nautical mile.

My emotional reaction is that I would feel confident about cruising the Buizen 48. Part of the reason is that the owner is invited to be involved in the construction process; you can watch the hose clamps being screwed home and know how it

TECHNICAL SPECIFICATIONS



From left: Family Layout - Inland Stateroom - Passage Stateroom

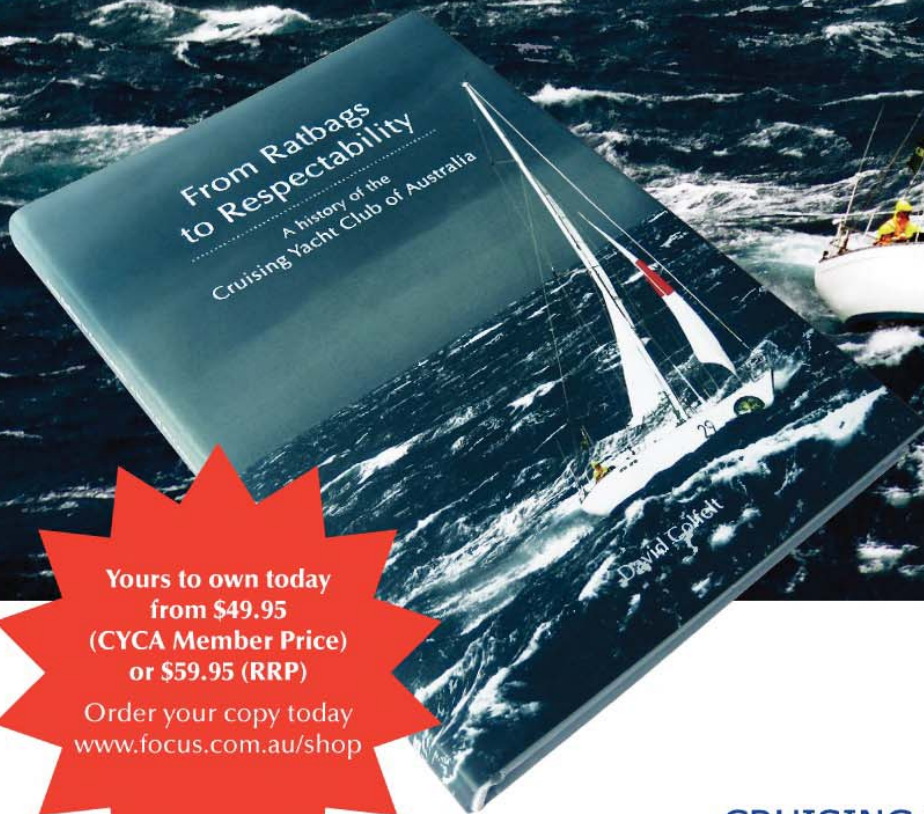
14.6m	LOA
12.20m	WATERLINE LENGTH
4.47m	BEAM
1.85m	DRAUGHT
15 tonnes	DISPLACEMENT
5.5 tonnes	BALLAST
48 sq m	MAINSAIL
59 sq m	GENOA
110hp Yanmar	ENGINE
11870 litres	FUEL
640 litres	WATER
From \$1,265,000	PRICE

The CYCA proudly launches

“From Ratbags to Respectability”

A definitive book on the history of Cruising Yacht Club of Australia

This history of the Cruising Yacht Club of Australia is two stories inextricably linked. One is of the Club's struggle from humble beginnings to a position of prominence in the world of ocean racing. The other is the experience of the Sydney Hobart Yacht Race and the lessons learned that propelled the club into the vanguard of safety in ocean racing, where it remains today.



**Yours to own today
from \$49.95
(CYCA Member Price)
or \$59.95 (RRP)**

Order your copy today
www.focus.com.au/shop

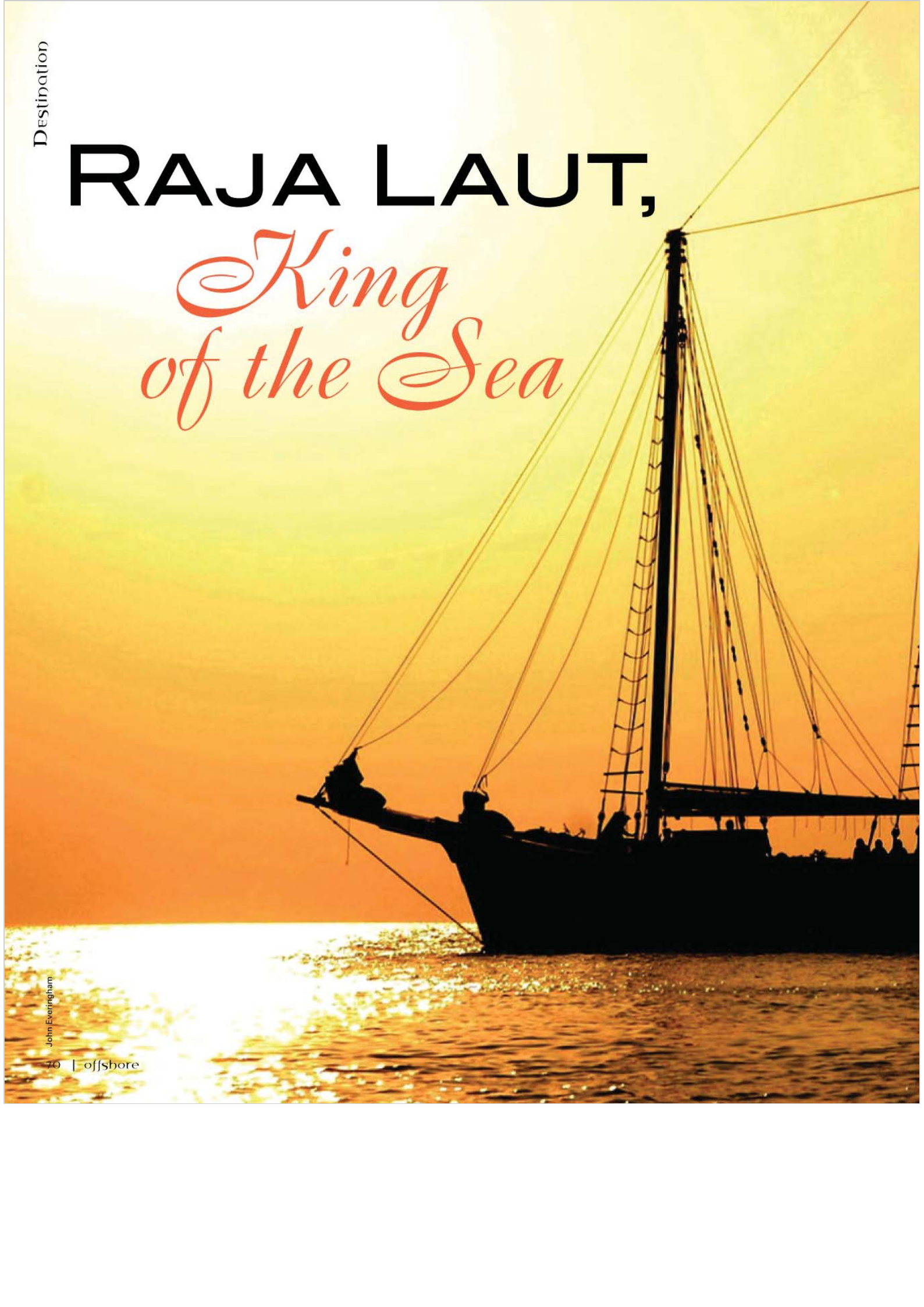


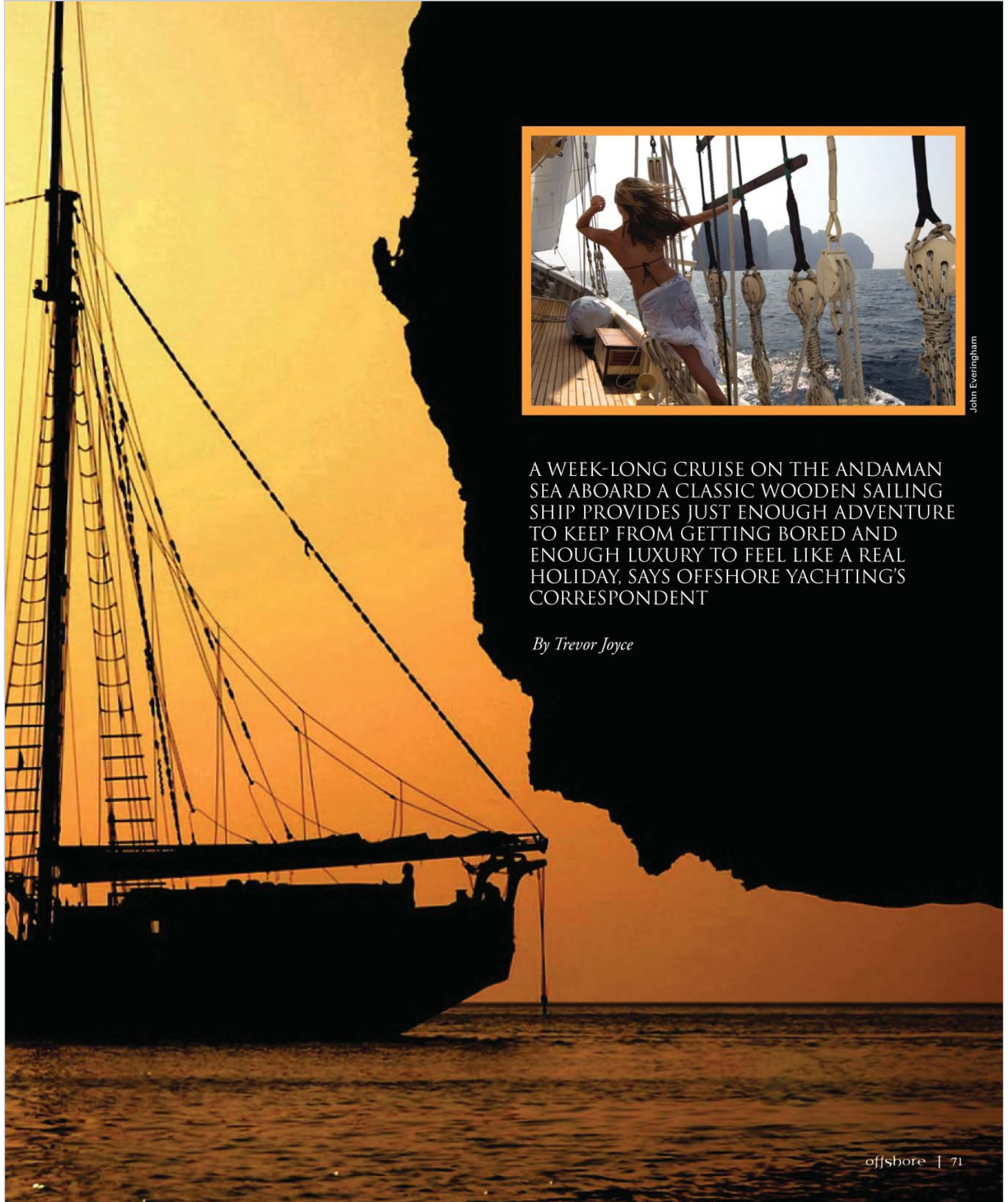
CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race

RAJA LAUT,

King of the Sea





John Everingham

A WEEK-LONG CRUISE ON THE ANDAMAN SEA ABOARD A CLASSIC WOODEN SAILING SHIP PROVIDES JUST ENOUGH ADVENTURE TO KEEP FROM GETTING BORED AND ENOUGH LUXURY TO FEEL LIKE A REAL HOLIDAY, SAYS OFFSHORE YACHTING'S CORRESPONDENT

By Trevor Joyce



In 2002, Georges Carraz, a French yachtsman turned Asia-based entrepreneur, was inspired to recapture the seagoing spirit of a bygone era and create a gaff-rigged, topsail schooner using Belian ironwood from the forests of Borneo.

So, after four years of ceaseless toil in the tropical heat and humidity of the Borneo jungle, *Raja Laut* was born. She was commissioned for charter in 2006. Belian ironwood is second only to ebony in the timber density stakes. Indeed, the wood has negative buoyancy, which means that the yacht, with its six-centimetre planking on a 30-metre frame, was never going to be the seagoing equivalent of a ballet dancer – light on her toes.

But she is a lovely and comfortable vessel. With three double cabins, each about three square metres in area, and two twin cabins, *Raja Laut* can accommodate up to 10 people in air-conditioned splendour. All cabins have ensuites.

Corsican captain Arnaud Le Meunier welcomed us aboard and proved to be the key to the success of our cruise on the Andaman Sea. He is a charming, humorous and extremely competent yachtsman. The first mate (branded as ‘eye candy’ by the girls in our charter party), 28-year-old Frenchman Will, chef Joey, hostess Kas, deck-hand Adam and engineer

Andy worked seamlessly together and, in the warm and welcoming atmosphere aboard *Raja Laut*, created an authentic and luxurious setting for a week in post-tsunami Thailand.

Meals on board were beautifully served under an awning supported by the foresail boom. We were just seven degrees north of the equator, so the ten by seven metre awning provided essential protection from the merciless tropical sun. The placement of the dining area also ensured that any breeze we caught was amplified, so we ate all our meals well within the comfort zone of temperature. There’s a dining room adjacent to the galley in which to take meals during bad weather, but we had no need for it during our week aboard.

My wife Maggie slipped very comfortably into having three meals prepared and served for her each day, her bed made, her cabin cleaned, her towels and linen replaced every three days, her drinks mixed and served to her. “Why yes,” I would hear her say, “I *would* like a cup of tea before turning in for the night”, to which Will would reply, “for you, eez not a problem, madame”.

Like me, Maggie is a barefoot person, so was very happy when asked, “pleez to put your shooz in ze basket”. There is nothing quite like a teak

**WE PICKED OUR WAY THROUGH
DRAMATIC LIMESTONE FORMATIONS
RISING FROM THE WATER AND FLEETS
OF PRAWN FISHERMAN IN THEIR
CHARACTERISTIC LONG-TAIL BOATS.**





John Everingham



Long-tail boats on the beach in Phang Nga Bay

deck underfoot and there is certainly a lot of that on *Raja Laut*.

From the Yacht Haven Marina on the northern end of Phuket, we sailed into phenomenal Phang Nga Bay, where we picked our way through dramatic limestone formations rising from the water and fleets of prawn fisherman in their characteristic long-tail boats, long drive shafts protruding from their sterns.

We made our way south into the stretch of the Andaman Sea between Phuket and Langkawi. Our plan was to visit to Rai Lei Beach, Ko Muk, Ko Rok Nok and the Phi Phi Islands before returning to Phuket. We covered 150 miles during our week at a comfortable speed under power of 10 knots. The sails were hoisted on two occasions, and on the second of those we achieved a speed of just over six knots.

The one-way trip from Phuket to Langkawi (available at no extra cost) is preferable to the Phuket to Phi Phi return option because the former allows you to visit the stunning Butang Islands in the Koh Tarutao National Park in Thailand, which is actually closer to Langkawi in Malaysia than to Phuket. The diving in Butang is phenomenal.

For the more adventurous, *Raja Laut* has a licence to cruise the waters of the Mergui Archipelago in southern Myanmar (Burma), where 800 islands remain to be discovered by pretty much everyone other than a few brave cruising yachtsmen (and it's okay, I'd never heard of the Mergui Archipelago either) and of course the locals. Only sparsely populated by Moken sea nomads, the area offers exceptional diving, fishing and plain,

old-fashioned exploration – a mere 20 or so anchorages have been gazetted so far. The southern end of the group is only 120 miles from Phuket. The Similan Islands, way point between Mergui and Phuket, also offer excellent scuba dive locations.

A week on *Raja Laut* will cost about A\$4,000 per person including all meals, beer, wine and soft drinks, fuel, local taxes, SCUBA diving, use of the tender with 60 HP motor and port charges. Of course, the rate will vary with the number of people on board.

Raja Laut is a perfect vessel for diving. The ship is equipped with an air compressor, has gear for eight SCUBA divers and usually sails with a dive-master aboard. Introductory dives are offered to novices and unlimited diving for PADI ticket-holders is included in the charter price.

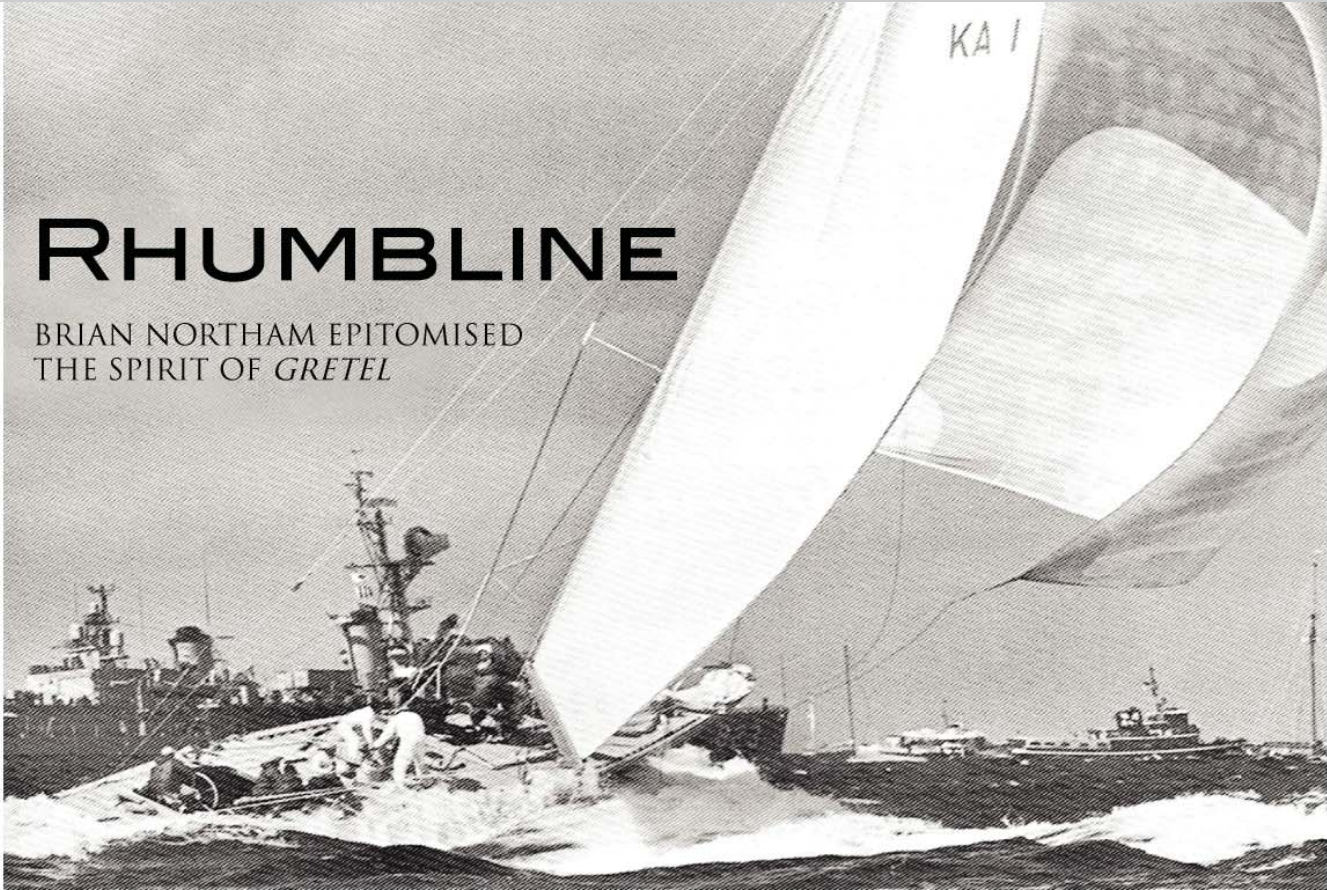
We flew to Phuket via Bangkok courtesy of Thai Airways, who did not put a foot wrong on the four Boeing 777 services we flew on. In Phuket, we checked in for Sydney, obviating the need to do the whole security thing in Bangkok.

We also stayed before the cruise in the excellent Indigo Pearl Resort, which was reopened only last October after being seriously damaged in the 2004 tsunami.

For further information ring *Mariner Boating Holidays* on +61(0)2 99661244 or email info@marinerboating.com.au ○

RHUMBLINE

BRIAN NORTHAM EPITOMISED
THE SPIRIT OF *GRETEL*



In the wall of Brian Northam's study at his home in the Sydney harbourside suburb of Greenwich hangs one of the most dramatic photographs in Australian yachting history – *Gretel*, our first challenger for the America's Cup in 1962, surfing on an Atlantic roller to beat the US defender *Weatherly* by 47 seconds in race two of that historic contest.

Brian had good reason to be immensely proud of that photograph, taken by Morris Rosenfeld; he was trimming the huge white spinnaker as *Gretel* surged past *Weatherly* to inflict the first race defeat of a American defender of the Cup since 1934. The New York Yacht Club retained the America's Cup, but that year was the start of a new era in international yacht racing for Australia.

Sadly, Brian Northam died in Sydney in late April at the age of 75 after a short illness, leaving less than half of the crew of *Gretel* still living (see eight bells on page 20). Long gone are the syndicate head Sir Frank Packer, designer Alan Payne and skipper Jock Sturrock, along with Archie Robertson, Frank McNulty, Peter ('Pod') O'Donnell, Norm Wright and Trevor Gowland.

However, Dick Sargeant, Magnus Halvorsen and Mick York were able to farewell their old crew mate at the packed memorial service at St Giles Church in Greenwich. Other members of the 1962 *Gretel* crew still alive are Trygve Halvorsen and Bruce Anderson.

Browsing through the book *Royal Sydney Yacht Squadron – 1862-2000* and, in particular, the chapter on the America's Cup, I came across an edited version of Mick York's diary of the build-up races and the races themselves off Newport, Rhode Island. It struck me how young and perhaps naïve the challengers from Down Under in *Gretel* were. Here, in part, is Mick's description of that historic race two:

Tuesday – the second race – and it was blowing about 20 to 25 knots with large seas ... foul weather for 12 metres in anyone's language.

I would say we got the better of this start, but Weatherly again headed us at the first mark. We both reached across the second leg (of the triangular course) and at the last mark we were about three boat lengths astern.

From this mark to the finish the seas were rolling in from astern and we hoisted our spinnaker shortly after rounding and while we were struggling to hoist it a wave lifted our stern and the bow went about two feet under water.

This wave carried us alongside the enemy as they were struggling to hoist their kite. We caught a similar wave and the Australian spirits were let loose as we surge down this shoot with the water flooding about 12 inches deep back at the grinders.

We all let out a 'Ya-hoo' which caught the Yanks off guard and as they turned around to see us shooting past, they saw one of our lads whipping the deck with a rope's end.

We sailed through to win this race by 47 seconds and also establish a course record.

There was ironic twist to that win: *Gretel's* huge white spinnaker had been made by Hood sails originally for *Weatherly* but had not been collected from the Marblehead loft (or paid for). The *Gretel* team snapped it up and used it to outsail *Weatherly* in that historic race.

A subsequent outcome was a successful move by *Weatherly's* disgruntled skipper 'Bus' Mosbacher through the New York Yacht Club that forced future challengers to use only sails made from sailcloth manufactured in their own country.

Brian Northam and his fellow crew of *Gretel* did not win the America's Cup that year, but they set the pattern for those 'Men from Down Under' who in the wing-keeled *Australia II* in 1983 were finally able to wrest the Auld Mug from the New York Yacht Club. ○

FROM RATBAGS TO RESPECTABILITY

AT LAST, THE INEXTRICABLY LINKED HISTORIES OF THE CYCA AND THE SYDNEY HOBART YACHT RACE HAVE BEEN TOLD IN ONE VOLUME

By Alexander Gilly

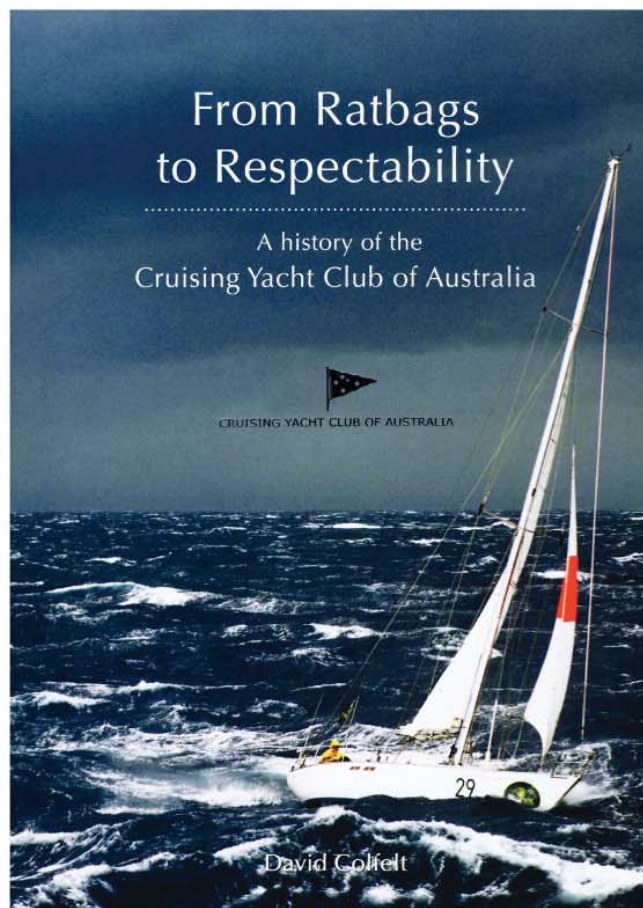
The CYCA was founded sixty-eight years ago, in 1944. In less than an average human lifespan, the club founded by a couple of Corinthians who “didn’t want to spend their Saturday afternoons racing around buoys” has, ironically, become the organising club of one of the world’s great ocean races. How that came to pass is not one but two stories: the first is the history of the Sydney Hobart Yacht Race – its boats and crews, competition and drama, triumphs and tragedies – and the second, the story of the Cruising Yacht Club of Australia and its members. Author David Colfelt has placed these two stories alongside one another and at the centre of his new history of the club, *From Ratbags to Respectability*.

Colfelt, a former editor of this magazine and of the Sydney Hobart Yacht Race Program, joined the CYCA in 1972 and is a member of the club’s Archives Committee. He is perfectly placed to write this book, which is very much written from an insider’s perspective, relating as it does not just the main facts of the club and race’s evolution, but also colourful anecdotes about respectable members – who, one assumes, were once the ‘ratbags’ of the title.

It’s not an unfair appellation. For example, younger readers may be surprised to learn on page 89 that Rupert Murdoch, once a keen Sydney Hobart competitor, was not past pulling a practical joke on the Hobart docks; or that the now respectable CYCA, whose finances used to “teeter on a knife edge”, once made a buck selling liquor illegally (page 41); or that a number of its members once pulled a prank on the club secretary in Hobart Town Hall that involved a crew member’s girlfriend, a dress-maker’s mannequin and a lot of liquor (page 95).

These tales and many more are corroborated by a vast array of photographic evidence. Colfelt has sourced an amazing variety and quantity of pictures, not just of the Sydney Hobart Yacht Race, which was always well-covered by the media, but also of the club’s many characters, of its various clubhouses, and of key events in its history. Browsing through these photos is one of the great pleasures offered by the book.

From Ratbags to Respectability can be read from cover to cover, but the work is also structured as an authoritative reference volume. Searching for an arcane fact about the early years of the club, or an obscure result from one of the early Sydney Hobarts? Not only will you find it in this book,

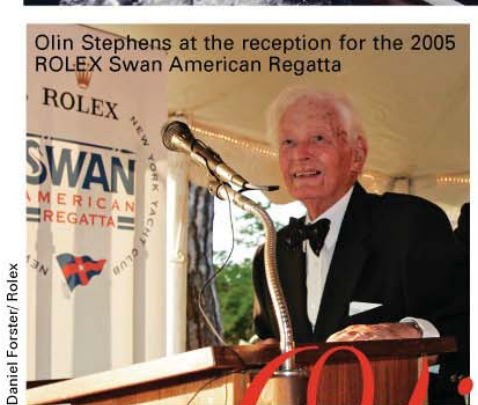


you’ll find it easily. There’s a helpful, eight-page index. Furthermore, the author has ended each of the five chapters with a summary of key events that occurred during the period covered within the chapter (each chapter covers roughly a decade, except the last one, which covers two). It’s a great way to survey the club and race’s histories and a fun way to learn everything from the marvellously arcane (“23 December 1948 – Film night and reception for Jack Earl, RMYC”) to the legendary (26 December 2005 – ... canting keel maxi yacht *Wild Oats XI*... wins both IRC handicap and line honours and sets a new course record.)

From Ratbags to Respectability is essential reading not just for members of the CYCA, but for anyone who wants a thoroughly researched insider’s history of the Sydney Hobart Yacht Race and its club. ○



The gorgeous 85-foot Sparkman & Stephens schooner *So Fong*



Olin Stephens at the reception for the 2005 ROLEX Swan American Regatta

Daniel Forster/Rolex

Olin Stephens

– 100, NOT OUT!

OFFSHORE YACHTING CELEBRATES THE LIFE OF THE GREAT AMERICAN NAVAL ARCHITECT OLIN STEPHENS, WHO TURNED 100 IN APRIL

By Peter Campbell

April 13, 2008, was no ordinary day. It marked the 100th birthday of one of the world's most successful and influential yacht designers – American Olin J. Stephens, II. His New York-based naval architecture firm Sparkman & Stephens (S&S) has designed winners of all the great ocean races, and his 12-metre class yachts successfully defended the America's Cup no less than eight times.

S&S designs have also been Overall Winner of the Rolex Sydney Hobart eight times. They include the famous *Love & War*, which first won in 1974, won again in 1978 and, remarkably, for a third time in 2006. The most famous S&S Line Honours winner of the Hobart Race, of course, is *Kialoa III*, which set an elapsed time record in 1975 that was

to stand for 21 years.

The sailing creations of Olin Stephens are distinctive and most pleasing to the eye of the beholder. With few – if any – exceptions, they are beautiful boats with fine lines – and they sail fast! I have had the good fortune to race on two of these boats, *Challenge II* and *Kialoa III*, both magnificent ocean-racing boats, as well as on the remarkable S&S 34 production yachts first made famous as British Prime Minister Edward Heath's *Morning Cloud*. All three were Hobart winners.

When he retired from the design business in the 1980s, Stephens had designed more than 2,000 boats, many of which still grace the waters today – and still win races! His skill as a naval architect went far beyond

designing racing yachts – during World War II he designed amphibious assault vehicles and 110-foot fast patrol craft.

The remarkable maritime museum and reconstructed 19th-century town of Mystic Seaport in Connecticut, of which he is a trustee, honoured Olin Stephens' 100th birthday with a 100-day celebration commemorating his life and legacy. In 2006, he had been the first recipient of the museum's prestigious America and the Sea Award – an honour that recognises individuals who have demonstrated outstanding achievement in the marine world, in the spirit of exploration, adventure, competition and freedom.

Olin J. Stephens was born on April 13, 1908 in the Bronx. His father was a coal merchant who moved the family to Scarsdale, New York in 1913. It was while spending summers on the New England coast that Olin and his brother Rod first learned to sail.

Olin began his yacht design career at the age of 19, working for naval architects Henry J. Gielow and then Philip Rhodes. In 1928, a partnership was arranged with Drake Sparkman, a yacht broker, and on November 11, 1929, Sparkman & Stephens, Inc. was formally created. It is still active today as a yacht design and brokerage house.

Olin's first success was with the design of the ocean racing yacht *Dorada*, launched in 1930. A yawl, she won both the much-publicised Transatlantic Race and the Fastnet Race in 1931 outright, and gained a class win in the Bermuda Race. In 1936, she added the Transpac to her record. A new era of yacht design had begun.

In the post-World War II years, yacht owners around the world looked towards Sparkman & Stephens for their ocean racing designs. The New Zealand-owned *Rainbow II* was the first to win a Sydney Hobart Race, in 1967, followed by *Morning Cloud* (1969), *Pathfinder* (1971), *Love & War* (1974, '78 and 2006), and *Kialoa III* (in 1977, following her record-setting line honours win in '75) and *Challenge* (1983).

Sydney yachtsman Peter Kurts owned *Love & War* and, although he had other racing yachts built, he still kept *Love & War* as his favourite, even cruising her single-handed to Lord Howe Island. His family still own the boat, but sadly Peter died before the S&S 49 won her third Hobart Race in 2006.

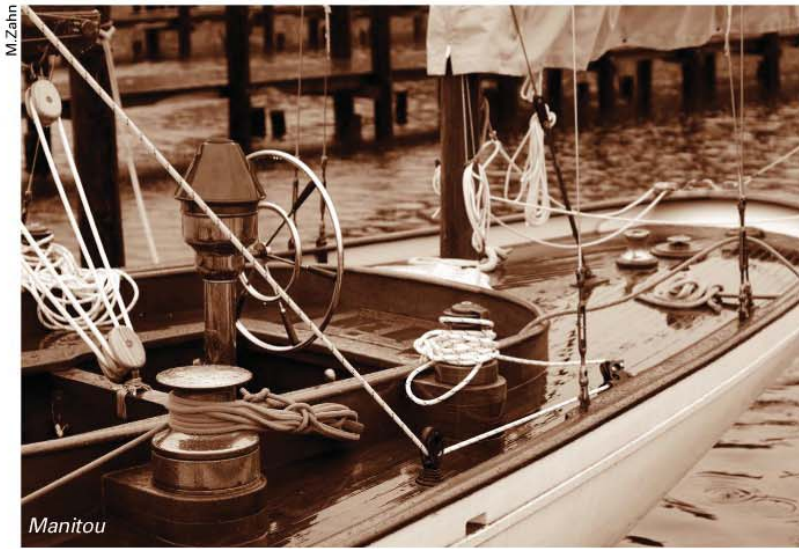
Kialoa III, a 79-foot maxi ketch, was the most advanced maxi yacht of her time. In addition to the Sydney Hobart, her US owner Jim Kilroy also sailed her to victory in the Transatlantic, Bermuda, Transpac and China Sea races and dominated the Maxi World Championships during the early 1980s.

Edward Heath's *Morning Cloud* went on to be the concept for the highly successful production line of S&S 34s. West Australian Jon Sanders, sailing the S&S 34 *Perie Banou*, was the first man to circumnavigate Antarctica, circling the world twice single-handed and non-stop in 1981-82.

Challenge II was an innovative 45-footer, and was the yacht on which Olin Stephens created the modern fractional rig for ocean racing yachts. Owner Lou Abrahams not only won the Sydney Hobart but was also in an Australian winning team at the Clipper Cup in Hawaii.

Another highly successful S&S design for an Australian owner was *Stormy Petrel*, designed to the International One Ton rule and winner of the 1971 One Ton Cup in New Zealand. *Mark Twain*, an S&S 39 in 2002 became the first boat to compete in 25 Sydney Hobarts. She never won a Hobart Race overall, but had three seconds and two thirds in class.

Sparkman & Stephens also had many successes in the Fastnet Race in England and the Bermuda and Transpac races in the United States with such well known boats as *Bolero*, *Finisterre* and *Running Tide*. Stephens



M. Zahn

Manitou



Courtesy of Katrin Gläsmann

Dorada won the Transatlantic and Fastnet races in 1931

also designed the early Whitbread round-the-world race winners *Sayula* and *Flyer*.

Olin Stephens' name is most often associated with the America's Cup, notably in post-World War II contests off Newport, Rhode Island. His first involvement, however, was in 1937, when he collaborated with the famous US designer W. Starling Burgess to design the Super-J class yacht *Ranger*, which was later selected to defend the Cup after only seven selection races.

Stephens went on to design many of the most revered 12-metre class yachts that raced in the Cup, including *Columbia*, *Vim*, *Constellation*, *Freedom*, *Intrepid*, *Valiant* and *Courageous*. In 1993, Stephens and his winning designs were honoured when he was inducted into the America's Cup Hall of Fame.

Without doubt, the most famous – and best known to Australians – of

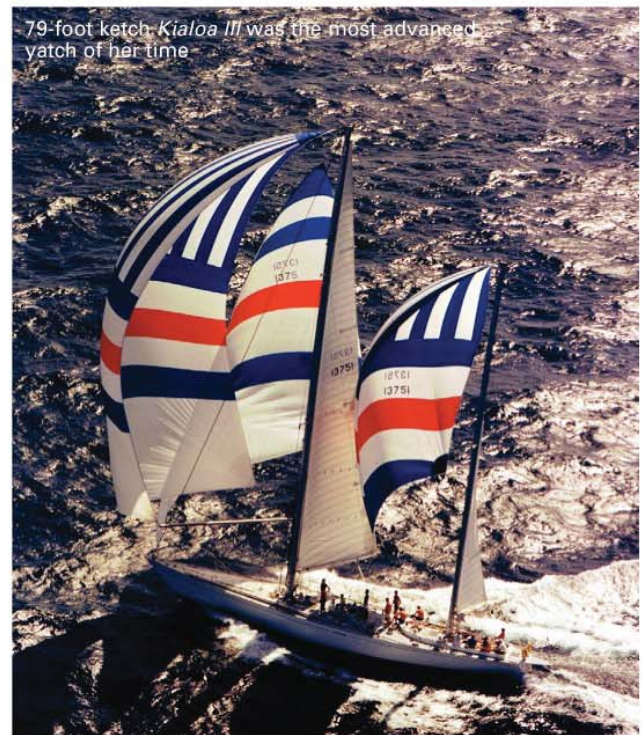


Courtesy of Katrin Gläsmann



Daniel Forster / ROLEX

Spirit of Koomooloo in the 2007 Rolex Sydney Hobart Yacht Race



79-foot ketch *Kialoa III* was the most advanced yacht of her time

Richard Bennett

these America's Cup defenders were *Intrepid* and *Courageous*.

Stephens created the super twelve *Intrepid* to counter Australia's third challenge with *Dame Pattie*, designed by Warwick Hood. *Intrepid* was built in great secrecy. Her bow had an ugly (by contemporary standards) knuckle bow which extended her effective waterline. Protruding aft of the short keel and small rudder was a long full skeg with another small rudder attached to it.

The two rudders were to be used effectively in combination, the forward one as a trim tab, the aft one for steering. *Dame Pattie* proved to be no match for *Intrepid*.

Intrepid, following design modifications by Britton Chance, again retained the Cup in a spirited contest against the Alan Payne-designed Australian challenger *Gretel II* in 1970. The wooden-hulled *Intrepid* remained competitive in the trials to select the 1974 defender against Alan Bond's new, aluminium-hulled *Southern Cross*, losing the right to the new Olin Stephens-designed *Courageous*, also built of aluminium. *Courageous* easily retained the Cup against *Southern Cross* and again against *Australia* in 1977. She was still racing competitively for a US syndicate off Fremantle in 1986-87, albeit a vastly different boat, having been fitted with a wing keel.

Undoubtedly, a great deal of the success of Sparkman & Stephens designs can be attributed to modern tank testing. Olin Stephens did much to develop the methodology for gaining accurate tank test results by comparing the full size results of two 6-metre designs against those gained from running models in the tank testing facility at the Stevens Institute of Technology in New Jersey.

From 1958 to 1967, this lab tested many of Olin Stephens' America's Cup 12-metre designs as well as ocean racing designs. Australian designer Alan Payne was allowed to test models of *Gretel* in the Stevens Institute, a privilege not repeated.

Stephens has been a member of the New York Yacht Club since 1930 and also a member of, or consultant to, the International Yacht Racing Union (now ISAF) Keelboat Committee since 1963. He headed the committee

which developed the International Offshore Rule (IOR) and was active in the creation and maintenance of the International Measurement System (IMS), the latter handicapping system since being used extensively in European offshore racing although superseded in Australia, Great Britain, the USA and New Zealand by the IRC system.

The Mystic Seaport web page announced the 100-day celebration of the life of Olin J. Stephens, II thus: "After eight decades of service, he has left a lasting impact on the maritime community. His numerous designs, contributions and commitment to the worlds of yacht racing and cruising are cherished, as is he." ○



R.P.A.Y.C. //
 2 / 16 Mitala Street // PO Box 812 //
 Newport Beach NSW 2106 //
 Australia //

RIGGTECH

Spar & Rigging Specialists
 Supply ♦ Installation ♦ Repair ♦ Servicing

- ♦ All Cruising & Racing Cordage
- ♦ Boom Furling Systems
- ♦ Genoa Furling Systems
- ♦ Deck Hardware Systems
- ♦ Mast Building & Refurbishment
- ♦ Mast Tuning, Transporting & Lifting
- ♦ Leather Covering Work
- ♦ Lazy Jack Systems
- ♦ Full Stock of Dyform Wire
- ♦ Rod Rigging Specialists
- ♦ Swaging & Splicing of Wire & Rope
- ♦ Winch Installation & Servicing
- ♦ Architectural Rigging & Shading

Proud Distributors of:

DONAGHY'S
SOUTHERN OCEAN
 Performance Yacht Braids

ECHOMAX
 Radar Reflectors

RECKMANN
 Top Quality Yacht Furlers

Tylaska
 MARINE HARDWARE
 Snap Shackles

//// Tel 02 9997 8100 // Fax 02 9979 6848 // Mob 0416 203 081 ////
 // Website www.riggtech.com.au // Email pbate@riggtech.com.au //

Great sails, great service!

At North Sails, we're not only committed to providing our customers with the world's best sails... we also provide service to match no matter what brand of sail you own.

✔ **Unmatched resources.** Whether it's a new Genoa for the Hobart Race or a quick repair for a twilight race, North will get the job done.

✔ **Certified Quality.** All North sail service is performed to North Manufacturing Blue Book Quality Standards for construction and materials... even if your sail was made by another sailmaker.

✔ **Expert Upgrades.** Recuts, reshaping, furling & reefing systems, FullBatten™ upgrades and more are all performed by experienced experts who get it done right. Call us today and discover how North backs up the world's best sails with service that can't be beat!



Sydney 02 9997 5966
Melbourne 03 9534 0363
Brisbane 07 3883 3464
sales@au.northsails.com
www.northsails.com.au



CERTIFIED SERVICE

Faster by Design



SECURE YOUR DREAM... LEAVE NOTHING TO CHANCE

Trust us with your specialised International Boat Transfer. We take care of Yacht Pickup, Insurance and all Customs requirements, with Marina to Marina service.



Telephone +64 3 943 5735
 for full details, or email
sales@boatshipping.co.nz

www.boatshipping.co.nz

A Taurus Logistics Company. Est. 1984



Broadband at Sea

Experience the benefits of clear and reliable phone, fax and internet on board your boat with an Ericsson W25 Fixed Wireless Terminal.

Calls are made from a landline telephone handset and sent over the mobile network. Some 3G network providers offer a range in excess of 80km from a tower and data speed capability of up to 3.6Mbps.

powertec
 www.powertec.com.au
 Phone: 1300 Powertec (769 378) • sales@powertec.com.au





ABS
AUSTRALIAN BOATING SUPPLIES

The Leading Chandlery For All Your Boating Needs

- Anchors and Chain
- Electronics
- Safety Equipment
- Oils
- Paint
- Plumbing
- Docking Lines and Fenders

P. 07 5502 8484
A8 Gold Coast City Marina
Waterway Drive, Coomera, Qld 4209
www.austboating.com.au

SAIL ALONG FOR THE NEXT 12 MONTHS....

BY PLACING YOUR BUSINESS CARD DIRECTORY LISTING IN OFFSHORE YACHTING

6 ISSUES FOR \$1,350.00 (GST)

TO FEATURE YOUR BUSINESS IN THE OFFSHORE YACHTING DIRECTORY PLEASE CALL (02) 9566 1777 OR EMAIL OFFSHORE@OCEANMEDIA.COM.AU




Boat Loans should be this good...

Apply today -
1300 767 575
www.aussieboatloans.com.au

AUSSIE BOAT LOANS
"We'll Beat the Banks!"

Finance for all boats-private sales ok! Pre-purchase approvals - re-finance - insurance available. Not available to residents of WA. ACN 061 337 746.

Central Coast Hydraulics & Engineering Pty Ltd

High Quality with Unsurpassed Service - A Technology Oriented Business

- Canting Keels
- Sail Hydraulics
- Winch Systems
- Thrusters

Custom Design, Manufacture & Installation Worldwide
Service & Repair

Ph: +61 407 725 687 Fax: +61 2 49 725 687
PO Box 3339, Tuggerah NSW 2259
Email: cche@ceinternet.com.au

- Custom designs - race & cruise
- IRC optimisation & VPP analysis
- Structural modifications
- Replacement keels/rudders
- Stability assessment



bury design
www.bury.com.au

TEK Innovations™
marine

Is your boat safe?
Security • Monitoring • Control

"Selected For Use On Queensland Water Police Vessels over 10 meters"

(07) 3901 4634
www.tekinnovations.com.au



CALLING ALL CREW



watercrew
MARINE RECRUITMENT & TRAINING
1300 855 697 www.watercrew.com.au

Equipped by **SAIL FORCE .COM.AU**

Australian agent for:

- SPARCRAFT** Spars & Rigging
- KARVER** sailing experience
- antal** AIRCRAFT EQUIPMENT

Philippe Piché
Call 1300 559092
info@sailforce.com.au
www.sailforce.com.au



MARINE AUCTIONS

An alternative way of selling any type of vessel with proven and successful results

For further information:

TEL: Adrian Seiffert 0418 783 358
EMAIL: adrian@marineauctions.com.au

or visit our web site:
www.marineauctions.com.au

MARINE AUCTIONS & VALUATIONS

AVAILABLE AUSTRALIA WIDE



ROSEBUD STP65 Farr Yacht Design

GRAND GESTURE MODELS
YACHTS & LAUNCHES

www.grandgesture.com.au
sales@grandgesture.com.au
Tom Stephenson Mobile 0418 740 200



Racing & Cruising Sails
Furling Systems
Quality and Service

SAILMAKERS

19 West St, Brookvale N.S.W. 2100

Ph:(02)9905 0800 Email: sails@hoodaustralia.com.au
Fax:(02)9905 0900 Website: www.hoodaustralia.com.au



David Bray Yachts

SINCE 1977

Celebrating

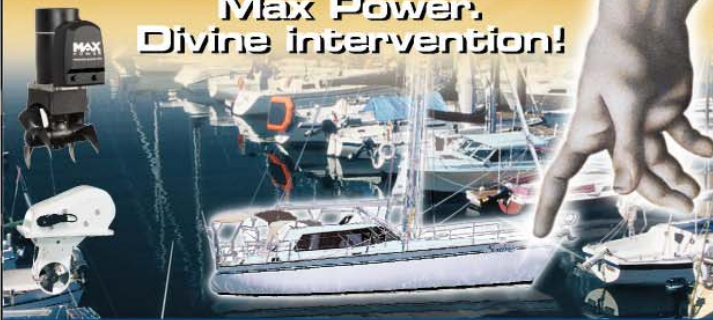


Pittwater (02) 9999 3311
Sydney Harbour (02) 9879 7877
Just moved to Woolwich Marina
Port Phillip Bay (03) 9598 0077
Airlie Beach 0400 601 378
Europe (02) 9979 1661

Email dby@justsail.com.au

www.justsail.com.au

Max Power.
Divine Intervention!



Imagine being able to literally turn the front of your craft without moving forwards. With a Max Power bowthruster, you'll always be able to return into your marina berth safely and without stress. You may even find yourself using your boat more often, simply because you can take it out on days you wouldn't have dared before.

Get divine intervention at your nearest Max Power dealer or send for a brochure.

- Composite Corrosion Free
- No Oil Changes
- Childproof activation
- Sealed Ball Bearings
- Strong & Durable
- Bow and Stern



the *Art* of manoeuvring.



OCEANTALK AUSTRALIA Pty Ltd

P.O.Box 5001 Wheeler Heights NSW 2097 Tel. 1800 029 948, 02 9981 9500 Fax. 02 9981 9555 Email. sales@oceantalk.com.au
www.oceantalk.com

1800 029 948

Oceantalk's direct sales support hot lines will be answered by real people who will address your questions in the most effective and timely manner possible.

Something hard and dry
that's good for your boat



Winner of a number of environmental awards, Mackay Marina Shipyard's high standards mean it is considered one of the best boatyards in Australia.

- Secure hardstand with 36 secure specially designed cradles
- 65-tonne travel-lift designed to slip boats of up to 9.2m beam
- Slipping of single, double or triple hulled vessels
- Abrasive blasting and specialist paint and maintenance sheds
- On site trades including specialist painting, engineering, electronics, upholstery, fabrication and boat building for full repair and refit of all types of vessel
- Trades supplied including sail making, rigging, surveying, boat transport with additional trades sourced as required



Phone: 07 4955 6855
Mobile: 0400 956 855
Email: shipyard@mackaymarina.com
Web: www.mackaymarina.com

OFFSHORE RACING CALENDAR

AUSTRALIAN

JUNE

- 1 Audi Winter Series, CYCA
- 7 Gill Two Islands Race, SSAA
- 8 Audi Winter Series, CYCA
- 14 Combined Clubs Winter Race, RANSA
- 15 Audi Winter Series, CYCA
- 22 Audi Winter Series, CYCA
- 29 Audi Winter Series, CYCA

JULY

- 6 Audi Winter Series, CYCA
- 6 Melbourne to Vanuatu (Port Vila) Race, ORCV
- 13 Audi Winter Series, Final pointscore race, CYCA
- 15 Audi Winter Series (NPS), CYCA
- 19 Inner Circle Polar Challenge, SSAA
- 19 Vanuatu (Port Vila) to Mackay, Qld Race, ORCV
- 22 Audi Winter Series, Ladies Day Race, CYCA
- 26 Audi Sydney Gold Coast Race and Audi Sydney Mackay Race, CYCA/MYC

AUGUST

- 9 Sydney to Pittwater, SSAA
- 9 WA State Match Racing Championships, RPYC
- 10 Pittwater to Sydney, SSAA
- 14-21 Meridien Airlie Beach Race Week, WSC
- 23-30 Audi 25th Hamilton Island Race Week, HIYC
- 25-29 Australia Team Racing Championships, RFBYC
- 30-2/9 Sept Australian Women's Match Racing Championship, FSC

SEPTEMBER

- 5-9 Australian Match Racing Championship, RPYC
- 5-9 Magnetic Island Race Week, OLD
- 13 SASC Lion Island race, SSAA

OCTOBER

- 3 Rolly Tasker Sails Australia Pittwater to Port Stephens Race, SSAA
- 10 Peppers Port Stephens Farr 40 Regatta
- 24-26 Farr 40 Regatta, RPAYC
- 25-26 Sydney 47 Regatta, CYCA

NOVEMBER

- 6-7 Beneteau Cup – Peugeot Regatta
- 15-16 Farr 40 Class Regatta

DECEMBER

- 12-14 Rolex Trophy - One Design
- 18-21 Rolex Trophy - Rating Series
- 26-31 Rolex Sydney Hobart Yacht Race

CLUBS: CYCA (Cruising Yacht Club of Australia), DSS (Derwent Sailing Squadron), FSC (Fremantle Sailing Club), HIYC (Hamilton Island Yacht Club), MHYC (Middle Harbour Yacht Club), MYC (Mackay Yacht Club), ORCV (Ocean Racing Club of Victoria), QCYC (Queensland Cruising Yacht Club), RANSA (Royal Australian Navy Sailing Association), RBYC (Royal Brighton Yacht Club), RFBYC (Royal Freshwater Bay Yacht Club), RMYS (Royal Melbourne Yacht Squadron), RPYC (Royal Perth Yacht Club), RPAYC (Royal Prince Alfred Yacht Club), RPEYC (Royal Prince Edward Yacht Club), RGYC (Royal Geelong Yacht Club), RSYS (Royal Sydney Yacht Squadron), RYCT (Royal Yacht Club of Tasmania), SSAA (Shorthanded Sailing Association of Australia), TYC (Tamar Yacht Club), SASC (Sydney Amateur Sailing Club), WSC (Whitsunday Sailing Club)

Offshore Yachting

View a free issue at www.oceanmedia.com.au

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2008

INTERNATIONAL

JUNE

- 1-2 Volvo Melges 24 World Championship, Porto Cervo, ITA
- 1-7 Koh Samui International Regatta Koh Samui, Suratthani, THAI
- 1-7 Far Eastern Hemisphere Sailing Championships, Split, CRO
- 1-8 Koh Samui International Regatta, Samui, THA
- 1-30 The Artemis Transat Race 2008, Plymouth, GBR
- 5-13 2008 J24 World Championship, Cannigione, Arzachena, ITA
- 8 Giraglia Rolex Cup, St Tropez, FRA/Genoa, ITA
- 14 Finn Pacific Coast Championship, Newport Harbour, USA
- 16-21 ISAF Offshore Team World Champion, Porto Cervo, ITA
- 16-21 Rolex Sardinia Cup, Porto Cervo, ITA
- 18-22 Portugal Match Cup - World Match Race Tour, Cascais, POR
- 19-29 Etchells World Championship, Chicago, IL, USA
- 19-24 International Six Metre European Championships, La Trinite, Brittany, FRA
- 21-22 MRX Winter Match Racing Championships, Series One, Auckland, NZL
- 21-29 Kieler Woche Regatta, Kiel, GER
- 23-26 Rolex Boat International Superyacht Cup, Porto Cerbo, ITA
- 26-29 J24 International Womens Open Championship, Marion, MA, USA
- 29-30 RORC Rolex Commodore's Cup, Cowes, GBR

JULY

- 1-2 RORC Rolex Commodore's Cup, Cowes, GBR
- 1-6 Match Cup Sweden - World Match Race Tour, Marstrand, Gothenburg, SWE
- 2-12 Rolex Ilhabela Sailing Week, Sao Paulo, BRA
- 4-6 Lake Huron International Regatta, Port Huron, MI, USA
- 8-12 Mayor's Cup, Long Beach, USA
- 10-19 Volvo ISAF Youth Sailing World Championships, DEN
- 14-21 Cres Sailing Week, CRO
- 19-27 New York Yacht Club Race Week at Newport presented by Rolex, Newport, RI, USA
- 25-27 2008 Rolex US-IRC National Championship, Harbor Springs, MI, USA
- 26-31 Copa del Rey Regatta, Palma de Mallorca, ESP

AUGUST

- 9-21 Beijing Olympic Games Sailing Regatta, Qingdao, CHN
- 11-16 International Race-Lake Superior, WI, USA
- 19-24 J 22 World Championship, Rochester, NY, USA
- 26-31 Rolex Baltic Week, Travemunde, GER

SEPTEMBER

- 1-6 Maxi Yacht Rolex Cup, Porto Cervo, ITA
- 8-14 Rolex Swan Cup, Porto Cervo, ITA
- 11-14 Rolex Big Boat Series, San Francisco, USA
- 26 Les Voiles de Saint-Tropez, Saint-Tropez, FRA

OCTOBER

- 1-4 M 30 World Championship, Newport, RI, USA
- 7-12 Bermuda Gold Cup - World Match Race Tour, Hamilton, Bermuda
- 15-25 Rolex Middle Sea Race, Valetta, Malta
- 21-25 Rolex Osprey Cup, St. Petersburg, FL, USA

NOVEMBER

- 9 ISAF Rolex World Sailor of the Year Awards, Madrid, ESP
- 14-22 Raja Muda Selangor International Regatta, Port Klang, Selangor, Malaysia

DECEMBER

- 4-7 PIMEX 2008: Phuket International Marine Expo, Phuket, THAI
- 9-14 Monsoon Cup - World Match Race Tour, Kuala Terengganu, Malaysia
- 26-31 Rolex Sydney Hobart Yacht Race

If you would like to list your regatta in these pages, email editor@oceanmedia.com.au

is now online

**Easily subscribe to Offshore Yachting
CYCA Members should visit - with free access to every issue**



PERFORMANCE

the world's your Oyster



THE OYSTER 655

As class winners in the 2007 Fastnet, 2006 and 2007 Sydney Hobart and many other events, the performance of Oyster yachts is beyond doubt.

The Oyster 655 offers a unique blend of comfort, cruising amenities and performance and is a welcome addition to our range of fast, modern, deck saloon cruising yachts from 46 to 125 feet.

Above all she's an Oyster, so build quality, practical seamanlike features, great after sales support, an exclusive regatta programme and pride of ownership all come as standard.



OYSTER®

DOUBLE QUEEN'S AWARD YACHT BUILDERS



SAIL | POWER | CHARTER

Oyster Marine Ltd: Fox's Marina Ipswich Suffolk IP2 8SA England T: +44 (0) 1473 688888 F: +44 (0) 1473 686861 E: yachts@oystermarine.com

Oyster Marine USA: Newport Shipyard One Washington Street Newport RI 02840 USA T: +401 846 7400 F: +401 846 7843 E: info@oysteryachts.com