

# offshore

## YACHTING

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**RUDDERLESS**  
STRATEGIES FOR SAILING  
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**BOUWE BEKKING**  
AN INTERVIEW WITH  
THE VOLVO OCEAN  
RACER TURNED AUTHOR

OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

JUN/JUL 2010

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James Spithill  
Skipper - Winner 33rd America's Cup

**P R A D A**



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**A**t a board meeting in early May a motion to adopt a new constitution for our Club was unanimously accepted by the board and as such, a special resolution will be put to members for consideration at an Extraordinary General Meeting in June. For some time the Board has held the view that the Club requires a new constitution as the current one has been outdated by the passing of numerous State and Federal laws, as well as changes in society over the last 50 years. The proposed constitution was finalised after many meetings of the Constitution Committee, chaired by Rear Commodore John Cameron and including Alan Green, Tony Cable and John Keelty. In recent times Director John Markos has also worked with the Committee to finalise the document and I thank them all for their work. On behalf of the Constitution Committee and the Board I commend the proposed constitution for your consideration.

The EGM will be held on Tuesday 15 June at 6.30 pm and, as it will be my last "shout" as Commodore, I look forward to seeing all those eligible to vote at the meeting.

Since we published the history of the CYCA in the book *From Ratbags to Respectability*, the Archives Committee has been quietly working away on two new projects. The first one is led by Director David Champaloup and Peter Shipway and will see all of our notable ocean racing members interviewed on camera to preserve their stories for future generations. We hope these interviews will provide an insight into the early days of our sport and the club, and given the characters who will be interviewed I have no doubt there will be some great stories told! I would like to thank David and Peter for embarking on this very important project.

The second project is to digitise our existing film and video library while requesting more material from our members and friends to bolster our catalogue. Steve "Shifty" Old has already completed the first stage by converting our existing material into digital format and is now ready to work on new footage, slides and photos. If you possess any material you think could be valuable to the Club's archives, please email me at [matt.allen@cyca.com.au](mailto:matt.allen@cyca.com.au). With the proposed redevelopment of the Club we envisage having a dedicated archives area in the main Clubhouse where our catalogue will be available for all members to enjoy.

I would like to thank Grant Thornton for extending their sponsorship of the Grant Thornton Short Haul and Grant Thornton Ocean Pointscore Series for a further two seasons. With their support we have seen growth in entries and interest in both series.

I would also like to thank Sydney Aquarium for extending their sponsorship of the Youth Sailing Academy for a further two-year term. A sponsor of one of our Elliott 6.0's since 2008, we greatly appreciate their ongoing support of the CYCA YSA. We are constantly seeking sponsors to support the YSA, so if you or your company would like to learn more about the benefits of sponsorship please contact our CEO Mark Woolf via the club reception.

With the Audi Winter Series in full swing we are now looking forward to a very strong fleet for the Audi Sydney Gold Coast Yacht Race. This will be the 25th running since the inaugural race in 1986 and with the quality fleet assembled this year, the right conditions could see the race record set by George Snow's Brindabella in 1999 (just over 27 hours and 35 minutes for the 384 nautical mile course) come under threat.

I would like to welcome Audi Australia's new Managing Director Uwe Hagan to our Club and Australia. I would also like to thank Audi for providing the Audi A5 Sportback as the car for our weekly draw. I recently attended a breakfast with Sydney Cove Rotary as the guest speaker.

On behalf of CYCA SOLAS I was presented with a cheque for \$10,000 as a donation from last year's Rotary Regatta held at our Club. I would like to thank all those who donated their yachts and crew on this day so as to assist a number of charities including our own charity.

Finally, as this will be my last "At the Helm" after three years as your Commodore, I do hope that you have enjoyed reading my column and have found it a good source of information about the various activities at the club. I have certainly found the CYCA an easy subject to write about as there is always so much happening, either around the club or via our members' sailing achievements and activities on Sydney Harbour and around the world.

I have enormously enjoyed being your Commodore for the last three years and being on the Board of the Club since 2002. I leave the Board confident that we have a very talented and cohesive Board to lead the Club going forward with a wide range of skills – something that is so vital to running a complex club like the CYCA.

We are also very fortunate to have a talented and dedicated staff led by our CEO Mark Woolf.

I wish you safe and enjoyable sailing and I look forward to seeing you at the Club or on the water in the near future. ⚓

**Matt Allen**  
Commodore CYCA





when **passion** meets **reason**



# Dehler 35

29  
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**35**  
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What was meant to be just another day out racing on the Harbour for the skipper and crew in the blink of an eye turned to disaster; one crewmember came back without a finger. This real life tragedy, played out during a recent Sydney Harbour inshore race, is a poignant reminder that serious and even life-threatening injuries do happen on yachts, even in the most familiar surrounds. Consider then how much more critical the plight of a crewmember seriously injured while sailing well offshore – out of helicopter range and many hours or even days away from professional medical assistance. The question arises, are *you* capable of taking charge and dealing with an horrific injury onboard your boat?

In recent weeks I've been speaking regularly with CYCA Cruising Captain John Keely about this pressing issue facing ocean racers and long-range cruisers. John has worked tirelessly over many years to assemble the Medical Management for Mariners course to train sailors to be ready for the worst possible emergency scenarios onboard, whether it's a heart attack, a boom strike, severe seasickness or a serious laceration. This is a truly first-class course and goes well beyond "first aid" to address issues specific to sailing. It's also supported by some of the most esteemed medical practitioners and paramedics in the country including (among many others) Gordian Fulde, the Emergency Department Director at St Vincent's Hospital in Sydney, and Paul Featherstone of Outside Access, the high profile paramedic who was instrumental in rescuing Stuart Diver after the Thredbo landslide and the trapped Beaconsfield miners, Brant Webb and Todd Russell. The seven-week MMM course is something I hope all ocean racers and cruisers will consider as a matter of urgency and, if you still need convincing, flick over to page 14 for a closer look.

In this issue of *Offshore* we review the new *Singularity* carbon fibre cruiser/racer from McConaghy Boats in Mona Vale. This local builder has again produced a world class sailing yacht, but it may not be to everyone's tastes. Read the review on page 68 to find out why. Also in this issue we speak to Bouwe Bekking, the Volvo Ocean Racer who's just written a book, plus plenty more.



Finally, I'd like to pay tribute to Commodore Matt Allen as he steps back from his post "at the helm" of the club. Commodore Allen's leadership qualities have certainly been called upon regularly over his three-year tenure, through the global financial crisis and particularly in the difficult days of the Flinders Islet tragedy, which I believe was handled in a highly professional and compassionate manner. Above all the ocean racing community will remember Matt for his sailing exploits on *Ichi Ban* and as a genuine sportsman and competitor.

**Matthew Henry**  
Editor

# offshore YACHTING

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**Archives Committee**  
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ANTICIPATE THE SHIFT







## The Shark remains at Rushcutters

*One of the CYCA's best known personalities will stay at the club for another two years.*

Nicknamed "the Shark", the Sydney Aquarium-sponsored Elliott 6 used by the CYCA's Youth Sailing Academy will continue to sail through CYCA waters after the company renewed for a further two years. The Shark is the second Elliott sponsorship from the Village Roadshow parent company who has been a long standing sponsor of the YSA with its Triple M branded Elliott 6 since 2002.

"I would like to thank John Kirby, Chairman of Village Roadshow for his ongoing support of the YSA," said Vice Commodore Howard Piggott. "The Sydney Aquarium branded boat is one of the favourite Elliott's amongst our youth members."

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**BITE SIZE**  
Sydney Aquarium has continued its support for the CYCA's Youth Sailing Academy by sponsoring the Elliott 6 known as "The Shark."

## Sponsorship sails on

*Grant Thornton has renewed its sponsorship deal with the CYCA.*

Business advisory firm Grant Thornton has extended its sponsorship of the Grant Thornton Short Haul and Grant Thornton Short Ocean Pointscore Series for a further two seasons.

Conducted from September to March, the series comprise 25 races with combined fleets of up to 60 yachts.

"We have come to value highly our association with the CYCA, where many of our clients are members and enjoy their sailing throughout the year," Grant Thornton Sydney managing director, Matt Adam Smith.

CYCA Commodore Matt Allen thanked Grant Thornton for their continued support.

"With the support of Grant Thornton we have seen greater levels of participation in the Short Haul Pointscore Series and consistent entrants in the Short Ocean Pointscore Series," said Allen.

The Grant Thornton Short Haul Series will commence on Sunday 19 September and the Grant Thornton Short Ocean Pointscore Series will commence on Saturday 2 October. Both will conclude on 26 March 2011.

[www.cyca.com.au](http://www.cyca.com.au)

# Eight Bells

## Garry Schipper

*Farewell to man overboard survivor and safety at sea teacher.*

BY PETER CAMPBELL

Garry John Schipper survived being swept overboard from the Victorian yacht *Ultimate Challenge* during the tragic 1998 Sydney Hobart Yacht Race. That experience gave him the incentive to extol the importance of sea safety to many hundreds of fellow sailors and boaties at boat shows around the nation.

Garry passed away on March 24, 2010 after a three-year battle with cancer, ending a life that included an Australian and international sailing career since his late teens, 40 years of fine service with Victoria Police, and later as the big man of sea safety.

He had outstanding and memorable ocean pursuits, many of which were with the doyen of Victorian yachting, Lou Abrahams, who commented: "I enjoyed many years of sailing with Garry. He was a real gentleman and became a first class friend."

In 1976, Garry won the challenging Melbourne to Hobart Westcoaster race aboard John Attwood's *Monsoon* and was first on handicap in the 1989 Sydney-Hobart race with Lou aboard *Ultimate Challenge*.

Internationally, Garry had competed in the Admiral's Cup in the UK, the Kenwood Cup in Hawaii and won the World One Ton Championship in San Francisco.

Garry Schipper was a man who was larger than life in every respect, one of those much-loved souls – the classic gentle giant. Captain Safety, may you enjoy your time swimming with all the dolphins of the seas.





## Deckhouse opens

*Sydney sailor Sean Langman opens harbourside restaurant.*

Between the odd sail on *Maulka of Kermadie*, rubbing shoulders with the star-studded *Investec LOYAL* crew and trying to set a new sailing speed record with the *Wot Rocket* project, Sean Langman remarkably still manages to find the time for new business ventures. In his day job as managing director of Noakes Group, Langman has partnered with Sydney restaurateur Con Dedes to construct the function centre and cafe at Woolwich Dock.

[www.deckhousewoolwich.com.au](http://www.deckhousewoolwich.com.au)

**SAFELY HOME**  
Jessica Watson, 16, crosses the finish line of her unassisted solo voyage around the world in her S&S 34 *Ella's Pink Lady* on a bumpy Sydney Harbour.

## Speed into bat for yachting

*Yachting Australia announces structural review headed by Malcolm Speed.*

In a major development for sailing in Australia, Yachting Australia will review its organisational structure and has formed a working party headed by independent chairman Malcolm Speed.

Best known as the former CEO of Cricket Australia from 1997 to 2001 and then as CEO of the International Cricket Council from 2001 to 2008, Speed was approached by YA to reshape the future of sailing administration in Australia. YA president, Andrew Plympton, said it was time to look at alternative structure and governance models to strengthen the sport for the future.

"The recently released report following the Crawford Review into 'The Future of Australian

Sport' highlighted a series of issues regarding the structure and capacity of National Sports Organisations, all of which are broadly consistent with those that have been under discussion for the last three years by Yachting Australia," said Plympton.

"We are pleased the Federal Assembly voted unanimously in favour of the review and all members are keen to hear the working party's recommendations."

The working party will report its findings to the Board of Yachting Australia with recommendations referred to the Federal Assembly within three to four months.

[www.yachting.org.au](http://www.yachting.org.au)





## ORCi on the startline

*An ORCi rating division has been announced for the Rolex Sydney Hobart, writes Peter Campbell.*

As predicted in *Offshore Yachting's* Rhumbline column in the edition that followed the 65<sup>th</sup> Rolex Sydney Hobart, the CYCA has followed the wishes of many of its ocean racing members in moving to include an ORCi division for this year's Rolex Sydney Hobart as well as the Blue Water Pointscore 2010-11.

While there are no moves for ORCi to replace the long-established IRC as the primary rating system for these events, it provides yacht owners with what they see as a fully measured, transparent system as against the so-called 'secret' IRC system run by the Royal Ocean Racing Club in the UK.

The CYCA ran results for yachts with ORCi ratings in last year's Rolex Sydney Hobart Yacht Race but did not award any trophies or publicise the results. The overall winner on IRC, the Beneteau 40 *Two True*, also placed first on ORCi ratings while subsequent placings showed results across the board with well-sailed older boats such as the 1972-built Sparkman & Stephens designed *Pinta-M* placing higher than the grand prix TP52 *Ragamuffin*.

In many respects ORCi is IMS rebadged, but the Velocity Prediction Program (VPP), the heart of the IMS system, has been significantly updated.

Doyen of Australian ocean racing Syd Fischer has been one of the strong proponents of ORCi, commenting "we don't have anyone's input other than the measurements." Yachting Australia has pointed out that ORCi calculates ratings based on scientific calculations contained in the VPP.

ORCi will be used for the first time in the CYCA's Blue Water Pointscore 2010-2011 and in the opening race of the series, the Audi Sydney Gold Coast Yacht Race which starts at 1pm on Saturday 31 July. Rear Commodore and Chairman of the Sailing Committee Garry Linacre said the popularity of the ORCi division in last year's Rolex Sydney Hobart, together with the increasing number of yacht owners with valid certificates, had prompted the decision to include an ORCi division in the BWPS.

"The ORCi Division of the Blue Water Pointscore will be known as the Cape Byron Series," he announced. "The CYCA has always had a policy to ensure that yacht owners are provided with adequate information regarding popular rating systems, so that they can make an informed decision. ORCi divisions will be introduced as deemed necessary in other offshore races conducted by the CYCA." Linacre added. ⚓

**EARLY ADOPTER**  
Veteran ocean racer Syd Fischer, owner of the TP52 *Ragamuffin*, has been a champion of the ORCi rating system, which is being adopted alongside IRC in this year's Rolex Sydney Hobart Yacht Race.

## SOLAS Raffle

### 2010 prizes

*The CYCA has announced the excellent prizes you could win in this year's SOLAS Trust raffle.*

#### PRIZES INCLUDE:

- + Two-night stay at Evanslea B & B Mudgee (\$760), plus an Audi for the weekend and a \$500 wine tour & private tasting at Robert Oatley Vineyards. Total value \$1500.
- + Pacific Sailing School package including ISAF Safety & Sea Survival (\$535) and Marine Radio courses (\$320). Total value \$875.
- + Harken Package: 1 x Spinlock Deckvest, a three-point tether and a Refill Gas Bottle. Total value \$1000.
- + Three nights at Hamilton Island staying at the Reef View Hotel for two, including breakfast. Total value \$700.
- + Allen & Unwin sailing library, 11 books. Total value \$500.
- + Suntory/Mount Gay hamper including a selection of Mount Gay runs, Remy Martin Cognacs, Cointreau and Frangelico. Total value \$480.
- + GME Radio valued at \$400.
- + Vibe Hotels weekend away valued at \$375.
- + Winning Appliances/ Appliances Online \$300 gift voucher.
- + 2 Sydney Theatre Company tickets courtesy of Audi.
- + Dinner at the CYCA Restaurant to the value of \$100 plus a bottle of house wine.
- + Active Casual pack including six pairs of A.C.'s limited edition carbon fibre look shoe valued at \$500.
- + Sony music gift hamper.
- + Robert Oatley wine hamper.
- + Subscription to *Offshore Yachting*, *Ocean* magazine and *Sails* courtesy of Ocean Media.

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# MATTER OF LIFE & DEATH

A SAILING YACHT IN THE MIDDLE OF THE OCEAN IS JUST AS ISOLATED AS A HUMAN BEING CAN BE FROM MEDICAL ASSISTANCE, BUT WE ALL KNOW THAT INJURIES ON YACHTS ARE COMMON. IT MAKES SENSE FOR ALL SERIOUS OCEAN RACERS TO ATTEND A MEDICAL MANAGEMENT FOR MARINERS COURSE, WRITES JOHN KEELTY, CYCA CRUISING CAPTAIN.

It doesn't matter whether you are racing to Hobart or cruising around the world – or even just up or down the coast – accidents can happen at sea. And yet many ocean racers and cruising yachtsmen do not have the necessary skills to manage a serious medical emergency, stabilise a patient and prepare them for possibly days at sea before help arrives. If you were confronted with a serious emergency – it could be a crewmember suffering a heart attack or cutting off a finger – how would you respond?

To meet this very important need for education, the CYCA Medical Management for Mariners (MMM) course was developed to give sailors the special skills required to respond to and care for an injured

crewmember. During each course, leading medical experts from St Vincent's Hospital in Sydney combine with experienced mariners to teach yachties how to deal with a medical emergency should it arise when professional medical assistance may be hours or even days away.

A huge amount of research was carried out on accidents that have occurred at sea in various yachts and other craft during events such as the Rolex Sydney Hobart and Volvo Ocean Races. The course covers all of these incidents including broken bones, severed arteries, boom strikes, amputations, burns, heart attacks, strokes, near drowning and the like. It even covers catheterisation, how to rehydrate a totally seasick person in order to prevent them from dying of



dehydration, and how to correctly calculate, draw up and give an injection.

The course consists of seven three-hour nights at St Vincent's Hospital in the Don Harrison Simulation centre followed by a three-hour practical session taught by Helicopter Rescue Paramedics onboard a yacht at the CYCA. During the course, participants are shown how to treat a patient, their condition and prepare them for rescue by helicopter or any other means of rescue that becomes available. Theory is backed up with practical application and on most nights students are challenged with a scenario, such as: "You are half way to New Zealand and there is a loud bang, the yacht gives a lurch and the crew below go up on the deck to find one of the crew partially conscious and bleeding from a head wound."

Anyone who has done the course will rave about the "Sim Man", a specially-designed medical training mannequin that can be programmed to simulate any accident or medical situation. He breathes, he bleeds, he has a pulse, talks and above all, he provides participants in the course with hands on training in managing an emergency. In each scenario, course participants are required to assess and stabilise the Sim Man victim, communicate by radio in medical terminology and hopefully keep him "alive and safe" until assistance can be received and as they are a long way from land that could be two to three days away. Yes, the Sim Man can die if not managed well, just as in a genuine emergency how we respond can be a matter of life and death.

The unique thing about this course is that it has been designed specifically for sailors by sailors. This is a course not to be missed by any serious ocean racer. It requires each applicant to have a current Senior First Aid Certificate. The next CYCA MMM course commences on Tuesday 6 July for seven weeks and the cost is \$600 for CYCA members and \$650 for non-members. The seven Tuesday night courses will occur on the 6th, 13th, 20th and 27th July and 3rd, 10th and 17th August 2010.

Please register by completing the enrolment form and forward it with payment to CYCA Reception via post, or email the form to reception@cyca.com.au.

For further information contact the Cruising Yacht Club of Australia on 02 8292 7800 or reception@cyca.com.au

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Over some 35 years of membership of the Cruising Yacht Club of Australia I have had the pleasure to know and, in my previous roles as editor of *Offshore Yachting* and media director of the Rolex Sydney Hobart Yacht Race, work closely with many Commodores of this great club.

Over those years almost every Commodore, in his own way, has made a significant contribution to the growing status of the CYCA as one of the major ocean racing clubs of the world and the hub each December of its world-famous ocean race.

Life as the senior flag officer of the CYCA is no easy task, with the Commodore called upon to lead the club through changes of financial fortunes, significant expansions to the Rushcutters Bay clubhouse and marina, sponsorship negotiations and, of course, the dramas of ocean racing such as the 1998 Sydney Hobart and the more recent Flinders Islet tragedy.

Come the CYCA 66<sup>th</sup> annual general meeting on 20 July, Commodore Matt Allen will step down after three years in office, unique in itself as members at an extraordinary general meeting in May 2009 carried a special resolution to extend the normal maximum two years by a further 12 months.

Matt Allen was elected Commodore in 2007 after serving as Vice Commodore during Geoff Lavis' term of office as Commodore and has held other significant administrative roles, including chairman of the audit, planning and risk committee, the training and development committee, Rolex Sydney Hobart Yacht Race Committee, Archives Committee, as well as being Chairman of the CYCA Sydney Hobart Yacht Race Safety of Life at Sea Trusts.

The rationale behind the special resolution was that there were a number of strategic matters which faced the board at the time which they felt that in the best interests of the club the current Commodore be involved with those matters.

At the same time, the financial status of the club has never been better, despite the economic downturn of last year – the result of prudent management. Members have certainly appreciated the fact that annual fees have remained unchanged.

The final achievement for Commodore Allen and his excellent Board of Directors before the annual general meeting will be to see members



## MOVING ON

AS CYCA COMMODORE MATT ALLEN REACHES THE END OF HIS THREE-YEAR TENURE, *OFFSHORE'S* EDITOR-AT-LARGE, PETER CAMPBELL, REFLECTS ON HIS TIME AT THE HELM.

vote in favour of a new constitution for the Club at an upcoming extraordinary general meeting.

The reason the CYCA was founded 66 years ago was to organise ocean racing and cruising for its members and that remains the primary objective of the club today. It is a requirement of being Commodore that he must own a yacht and most Commodores over the years have been ocean racing yachtsman. Commodore Allen certainly has been one of the most active racing Commodores, enabling him to closely

**LEADING BY EXAMPLE**  
Commodore Allen has been an active ocean racer, enabling him to closely monitor the sport on a national and international level.

monitor the sport on a national and international level and recommend changes to meet the changing demand of members.

During his term of office he has successfully raced a Sydney 38 OD, a Farr 40 OD and a Jones 70 ocean racer, each named *Ichi Ban*, as well as a Beneteau 44.7, also named *Ichi Ban*, in Asia. He is now a veteran of 21 Rolex Sydney Hobart Yacht Races.

Another notable achievement is the close co-operation between the major yacht clubs in Sydney at a race management level and there is no question that the lead has come from the excellent relationship between the Commodores – Matt Allen at the CYCA, Bill Wood at the Royal Sydney Yacht Squadron, Martin Hill at Middle Harbour Yacht Club and John Crawford at the Sydney Amateur Sailing Club.

Commodores Allen, Wood and Hill will all stand down from office this year, each leaving their own clubs in excellent shape but also having made a significant contribution to the sport of yachting from junior sailing through to ocean racing and international one-design and Olympic sailing. I am sure they will enjoy having more time to go yacht racing. ⚓



# seven sensational races...



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## Summer Series Prizegiving

Over 190 CYCA members, guests and crew celebrated a successful 2009/2010 Summer sailing season at the Summer Prizegiving on Friday 16 April 2010. Bob Steel, owner of *Quest*, a TP52 was crowned the CYCA Blue Water Champion and the winners of the major summer series events were also announced for the Mount Gay Monday Twilight Series and the Grant Thornton Ocean pointscore events. Team *Vanguard* were also crowned the Mount Gay Top Jocks. The CYCA would like to gratefully acknowledge the support of our summer sailing season sponsors: Rolex, Grant Thornton, Mount Gay and St Arnou.

1. Kim Clinton and *Holy Cow!* crew with their silverware. 2. John Markos (L) and Michael Delaney (R), owners of *Eye Appeal*, with Paul Billingham. 3. Bob Steel and Garry Linacre 4. Team *Vanguard*, the CYCA Top Jocks with Jeremy Church from Suntory. 5. *St Jude* crew celebrating their PHS win in the Ocean Pointscore 6. Jeremy Church with *Cyrene 3* representative 7. Ray and Sandra Enwistle, owners of *Jackpot*, with crew members.



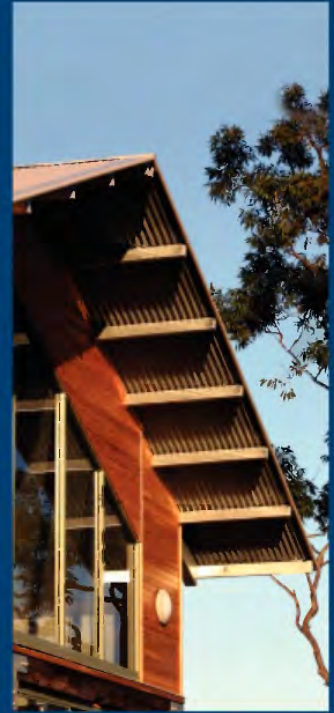
## Audi Winter Series 2010 Launch

On the evening of Thursday 8 April, 200 members and entrants in the Audi Winter Series attended the launch cocktail party. Commodore Matt Allen welcomed Uwe Hagen, Audi Australia's new managing director to the Club, and thanked Audi Australia for their continued support of the Cruising Yacht Club of Australia. Audi's brand new A5 Sportback was on display during the evening and the A5 will be the prize car that all divisional placegetters go into a draw to drive for a week. Audi Sydney Offshore Newcastle Yacht Race winners and placegetters were also presented with their trophies by Commodore Allen.

1. Peter Messenger accepting *Quest's* trophy from Commodore Matt Allen for 2nd in IRC 0/1. 2. Colin Woods, *Pretty Fly III*, collecting his trophy for 1st in ORCI. 3. Uwe Hagen, Audi Australia's new managing director, with Commodore Matt Allen and Rear Commodore Garry Linacre. 4. Danny McConville accepting overall winners' trophy for *Yendys*. 5. Darryl Hodgkinson, *Victoire*, 1st in IRC 2. 6. Mark Woolf and Uwe Hagen. 7. Mark Richards, skipper *Wild Oats XI*, line honours winner.



# DECKHOUSE



Deckhouse, Sydney's newest waterfront cafe and function centre on the water's edge at Woolwich Dock, will provide panoramic views of the Sydney Harbour Bridge and city lights.

From its grand opening in July, the cafe will operate daily from 8.30am with an a-la-carte menu prepared by iconic Sydney restaurateur Con Dedes. The function centre can now be booked for private events for up to 400 guests seven days a week.

Guests can arrive at Deckhouse's doorstep by water through sister company Rosman Ferries or by private vessel. Otherwise, enjoy a magnificent drive through the Hunters Hill peninsula to Woolwich Dock, an important historic site preserving Sydney's working harbour heritage.

Whether you wish to drop in to the cafe or host a private function, its spectacular location in an inspiring waterfront setting makes Deckhouse the ideal venue.

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Opening July 2010

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**CITY TRAFFIC**  
The Hong Kong skyline peaks out from behind the sails during the Rolex China Sea Race 2010 start on Victoria Harbour.



ROLEX / DANIEL FORSTER



ROLEX CHINA SEA RACE

## Daily double

NEIL PRYDE'S *Hi Fi* CLAIMS LINE HONOURS AND IRC OVERALL WIN IN 565 NAUTICAL MILE CLASSIC. BY MATTHEW HENRY

In the great sport that is ocean racing, the wind and weather always hold the trump card. So it must have appeared to Ray Roberts onboard *Evolution Racing* in the Rolex China Sea Race after the well known Aussie ocean racer went down to Neil Pryde's *Hi Fi* by two hours in the 565 nautical mile race after "parking up" twice on the first night. With the wind dying, Pryde was able to capitalise on a better position on the race course, keeping the boat just edging along at three knots to put *Evolution Racing* 12 miles astern.

"We were always concerned about *Evolution Racing* as the boat to beat and we got a big gap on them the first night," said Pryde after the race.

"We just split apart and we lost them. We sailed a lot lower course out

of Hong Kong, and we got into clear air and they sailed high. Later in the night, he sailed away from us in a very divergent course and we weren't sure what he was up to, and we lost him, and after that we were on our own."

Roberts kept the pressure on, but in the end Pryde held on to race home with a line honours and IRC overall win. Coming in third in the line honours contest was Australian Geoff Hill's *Streuth*.

This year was the 25th edition of the Rolex China Sea Race, which has been held every two years since 1962. The race runs from Victoria Harbour in Hong Kong to Subic Bay in the Phillipines.

[www.regattanews.com](http://www.regattanews.com)







ROLEX FARR 40 WORLD CHAMPIONSHIP

## Down to the wire

AUSSIE FARR 40 *TRANSFUSION* WAS NUGGED OUT BY *NERONE* IN A THRILLING WORLD CHAMPIONSHIP FINAL. BY SAM CRICHTON

The Farr 40 class returned to the Caribbean in April for the second time in the class' 13-year history for the annual Rolex Farr 40 World Championship, which was hosted by the Casa de Campo Yacht Club and Marina at Casa de Campo resort in the Dominican Republic. Teams from Australia, Germany, Italy and the USA lined up with all eyes firmly on the prize, the coveted Rolex Farr 40 World Championship.

The fleet, made up of Farr 40 Australian, European and North American Champions as well as the current and former Rolex Farr 40 World Champions, sailed four days of racing on the picturesque, azure waters of the Caribbean Sea and as it has become the tradition with this intensely competitive one design class, it all came down to the last race.

Representing Australia in 2010 were Guido Belgioro Nettis's *Transfusion*

and Lisa and Martin Hill's *Estate Master*. The latter were victors in the Rolex Pre Worlds and both teams were aiming for the top having finished in the top 10 when they both took part in last year's Rolex Farr 40 World Championship in Port Cervo, Sardinia.

*Transfusion* lead from day one and went into the last day with a two point lead. With every team on the racecourse throwing everything they had at them, *Transfusion* had to fight off their closest rival, eventual winners, 2003 Rolex Farr 40 World Champions Massimo Mezzaroma's *Nerone* from Italy.

Sandwiched between two Farr 40 World Champion teams, *Nerone* and *Barking Mad*, *Transfusion* went into the final race of the regatta one point behind *Nerone* and both teams covered each other move for move in the final race, with *Nerone* managing to get in front giving them their second Rolex Farr 40 World Championship.

Next year will see the Farr 40 fleet descend on Sydney for the second time when the Australian fleet welcomes their class colleagues to Australia for the 2011 Rolex Farr 40 World Championship in February. Teams from Denmark, France, Germany, Italy, Switzerland and the USA have indicated they plan to travel down under for a chance at the 2011 Rolex Farr 40 World Champion title.

Belgioro Nettis will be keen to win the highest title in the Farr 40 class on his home turf in 2011 as will the *Estate Master* and fellow Australian teams, all of whom will take advantage of the familiar local conditions.

Belgioro Nettis said at the 2010 Rolex F40 Worlds prize presentation, "It was a fantastic opportunity to come over and see how the world's best sailors sail, and know that we can mix it with them. So we're going to give them a good hiding when they come down to Sydney next year. The sailing waters are stunning. We have quite challenging conditions: it can vary from quite light to quite heavy. Most of the racing will probably be offshore and there's really a lot of joggle off there. We've got that complex wave pattern that comes from everywhere — south, east, sometimes from the north. When they mix it up and you get the reflection back off our rocky coastline, it's a big tumbler, so it's going to be challenging for everybody."

[www.farr40.asn.au](http://www.farr40.asn.au)

## Final Results

Farr 40 World Championship 2010

1. *Nerone*, Massimo Mezzaroma/ Alberto Signorini (ITA)
2. *Transfusion*, Guido Belgioro-Nettis (AUS)
3. *Barking Mad*, Jim Richardson (USA)
4. *Estate Master*, Lisa & Martin Hill (AUS)
5. *Fiamma*, Alessandro Barnaba (ITA)
6. *Enfant Terrible*, Alberto Rossi (ITA)
7. *Goombay Smash*, Doug Douglass (USA)
8. *Plenty*, Alex Roepers (USA)
9. *Struntje Light*, Wolfgang Schaefer (GER)
10. *Flash Gordon 6*, Helmut & Evan Jahn (USA)

**ROMAN EMPIRE**  
The Italians were too good in the Rolex Farr 40 World Championships. Pictured, the *Nerone* foredeck crew in action in the Dominican Republic.



## Sailing in season

DAVID SAMPSON HEADS BACK TO THE MED WITH THE ALEGRE CREW TO REPORT ON THE SEASON OPENER.

After one of the worst Northern Hemisphere winters on record, the 2010 European yachting season officially commenced in sunny Palma de Mallorca, Spain for the Palma Vela Regatta. But it wasn't the cold of winter but the fires of the volcanic eruption in Iceland which threatened to put a stopper on the kick off to the Med racing season, with flights all over Europe grounded due to the thick ash cloud hovering over Europe. It was all a bit of a scene, we returned home to our place in Turkey a day late after two separate bookings were cancelled.

On the water, all classes from classic yachts to the latest high performance TP 52 and IRC racing yacht competed in the four-day event, held by Spain's premier yacht club, the Real Club Nautico de Palma. This

is the home of yachting in Spain and although the famous seabreeze failed to build much over 12 knots all week, all crews experienced great weather and even better sailing on the Mediterranean, completing all scheduled races in all the classes.

This year I am back with Andy Soriano's Mills 68 *Alegre* for the season which will again compete in the IMA Mini Maxi championship to be held over five events: Palma Vela (Spain), Capri Sailing Week (Italy), Giraglia Rolex Cup (France), Copa Del Rey (Spain) and the Maxi World Championships (Italy).

At each regatta, the IMA (International Maxi Association) requires that the owner must steer his own boat but there is no limit on other professionals on-board. Again this year Australian professional

yachtsmen Mark Thomas and Mal Parker joined the *Alegre* team as well as New Zealander Chris Main to back up the mostly English crew.

Over the winter, *Alegre* has had some modifications such as stiffening the mast, new Hall Spars carbon rigging and deeper keel. To compete in the Mini Maxi Class means continually developing the boat to stay at the highest level and the work seems to have paid off as *Alegre* won the Mini Maxi Class of the regatta, ahead of Sir Peter Ogden's *Jethou* (JV60) and *Shockwave* sailed by Neville Crichton (RP 72).

*Container*, the German mini maxi owned which was lengthened over the winter from 65 to 68 feet, won the racing class, but as she is professionally helmed by Germany's Markus Wieser, they are not in contention for the Mini Maxi Prize.

It is shaping up to be another busy and exciting season of racing in the Mediterranean.

[www.palmavela.com](http://www.palmavela.com)

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SAIL PORT STEPHENS

## Fun seekers

SAIL PORT STEPHENS MIGHT BE THE NEW KID ON THE REGATTA BLOCK, BUT WHEN IT COMES TO FUN IT PUNCHES WAY ABOVE ITS WEIGHT. BY JODY O'BRIEN

Despite only being in its third year, Sail Port Stephens is growing up fast. This year's event, which took place from April 12-18, attracted 83 boats – a 30 per cent increase on the 64 vessels that turned up in 2009, making SPS the fastest growing regatta on Australia's east coast.

Competitors came from as far north as the Whitsundays and as far south as Melbourne, with crew flying in from New Zealand, Perth, Melbourne, Brisbane and the Gold Coast, along with a steady stream of families and friends making their way up from Sydney to support the sailors.

The weather gods were in attendance too, dishing up warm days and blue skies all week, and providing stunning sunsets much to the delight of the event photographers.

Sail Port Stephens has attracted the interest of one of the most popular One Design fleets in the world, with the SB3's holding their National Championship there for the first time this year with 17 boats – the largest One Design fleet ever assembled in Australia. SB3 Importer Rod Jones, a keen competitor in the class, is confident that the numbers will grow by up to 70 per cent when the boats return in 2011.

Off water, there was plenty to enjoy

**ROCK AND ROLL**  
*Secret Men's Business* rounds an island in an offshore race at Sail Port Stephens.





– from live music on d'Albora Marina every afternoon and the annual Yabby Racing Carnival, to the Gone Troppo party night and the Tyrrells Yachties Ball, where guests got an insight into the America's Cup adventures of multihull World Champion Glenn Ashby before dancing the night away with the Funky Do-Dahs.

The cruisey start to the week with the Commodores Cup is proving more and more popular, with 35 boats taking part this year. Holding three races over three days quickly generated a strong sense of camaraderie amongst the fleet, and claiming line honours only mattered while the trophies were handed out at the prize giving dinner.

For the first two days it seemed there was a prize or award for just about everything and combined with some daily awards from Greg and Sam Newton's company Sail Solutions, pretty much everyone got a turn on the podium.

The numbers swelled towards the end of the week, providing a feast of start and finish line action for locals and school holiday visitors watching the fleet from the break wall at d'Albora Marina. Offshore, the Yachting NSW IRC Championship



competitors battled it out in light winds, and the SB3 fleet provided a pretty spectacle on their windward leeward courses in the protected upper reaches of the bay.

There were plenty more trophies up for grabs at Sunday's sunset presentation, and then there were the special prizes, including the coveted Mariner Boating holiday for two in Croatia, won by *Wild Rose* skipper Roger Hickman, who had the trip on his bucket list. The win was a poignant moment for Hickman

**ANTIPODEANS**  
Top: The *Antipodes* crew sailed well and made a good attempt at "winning the party" by attending just about every social function on the program. Above: Roger Hickman's *Wild Rose*.

and his crew, who are still grieving for their first mate Sally Gordon who died during the Flinders Islet Race in October last year. Sally skipped a charter holiday through Mariner Boating in Croatia a few years ago and absolutely loved it. She will be in everyone's minds no matter who among the crew is in Europe to share the fabulous prize.

Hickman has a special attachment to the regatta, fittingly recognised with the Spirit of Port Stephens Trophy – awarded each year to a boat, crew or individual who engages with the regatta in a positive, happy spirit – being called the Hicco Shield. Peter Lewis's *Lu Lu Belle* team were the very deserving winners of the Shield this year, having sailed and partied with an infectious enthusiasm and sense of fun that organisers regard as one of the most important factors of the regatta's ongoing success.

Sail Port Stephens is now firmly planted in many minds as a fun, must-do event on the annual sailing calendar, and 2011 is set to be bigger and better again.

See all the online video action of Sail Port Stephens at [www.sailportstephens.com.au](http://www.sailportstephens.com.au)





## Sail Port Stephens

It's not just the stunning scenery and sailing on the bay and around the islands that ensures the Sail Port Stephens fleet continues to grow in size each year. The action packed social program has something in store for the whole family, whether it's evening prize presentations, the Yachtie's Ball, the Gone Troppo night or the long, lazy lunch (adults only at this one). Thanks to Shoal Bay Resort & Spa for looking after us during our stay.





BLUE WATER POINTSCORE



## Big blue

TWO OF THE 100-FOOT MAXIS FROM LAST YEAR'S ROLEX SYDNEY HOBART WILL CONTEST THE CYCA'S BLUE WATER POINTSCORE THIS YEAR. BY LISA RATCLIFF

Still smarting from their second in the Rolex Sydney Hobart line honours chase last year, the crew of *Wild Oats XI* has spent the off-season regrouping prior to the launch of their most serious offshore campaign yet, starting with the 25th anniversary Audi Sydney Gold Coast Yacht Race.

Rather than the 100-foot super maxi spending up to 10 months of the year in dry storage and the crew switching to the smaller *Wild Oats X* for the major races and regattas, this year the big boat is undergoing "refinements" at Woolwich Dock before its relaunch and ramp up for the 2010-11 blue water season.

This includes contesting the Cruising Yacht Club of Australia's entire seven-race Blue Water Pointscore Series with the Audi Sydney Gold Coast Yacht Race the series opener.

"We just need to get out and do some more sailing," concedes skipper Mark Richards. "We didn't sail enough last year, and it showed. We are getting back on the horse."

The *Oats* team has taken a long hard look in the mirror and carefully dissected nemesis *Alfa Romeo*. However rather than rushing a huge job list of modifications through to try and leapfrog past Neville Crichton's

line honours winner in terms of design and features, they are going to bide their time.

Part of the rethink includes a crew reshuffle. "We are going back to using local guys, guys who we know work for us," says 'Richo'. This translates to fewer imports and a cohesive crew of 18 intimate with every inch of Bob Oatley's high tech racing machine.

Seems it's not going to be a one horse race however.

The big boat razzle dazzle from last year's Rolex Sydney Hobart has well and truly spilled over into the territory of seasoned year-round ocean racers such as Syd Fischer and Ed Psaltis with a second 100 footer being signed up for the BWPS.

Sean Langman and Anthony Bell's *Investec LOYAL* has spent most of autumn in the shed for the first of two re-fits. To find a better form and trim for the 25th anniversary winter coastal race north and the follow up "tacking regatta" that is Audi Hamilton Island Race Week, the hull has been widened.

"We will use *Wild Oats* as a trial horse at Hamilton Island then it will be back in the shed for a second round of modifications to make us faster sailing in a straight line," explains Langman.

"Like I did with *Xena*, we are aiming to have the fittest and lightest crew

for the upcoming season. I want to do the Audi Sydney Gold Coast with 14 compared to the 22 we took south, and there will be a celebrity element," he promises.

So with two 100-footers on the start line for this year's sprint to Southport, surely the odds are better than ever for the 13-year-old record to finally tumble? "These boats could flog every record in the world, but only given the right conditions," suggests Richards.

The Audi Sydney Gold Coast Race will start from Sydney Harbour at 1pm on Saturday 31 July. Given it's a milestone year, organising club, the Cruising Yacht Club of Australia, is anticipating a fleet of 80-plus to celebrate the silver anniversary.

The 384 nautical mile race is the third of the four-part Audi IRC Australian Championship with two brand new small yachts, Harvey Milne's Archambault 31 *Aroona* and Peter Horn's King 40 *Canute*, in a tight struggle at the top of the leaderboard following the first two rounds, Audi Victoria Week and Audi Sydney Harbour Regatta.

*CYCA Blue Water Pointscore.*  
First race: Audi Sydney Gold Coast Yacht Race, 1pm, 31 July 2010  
[www.goldcoast.cyca.com.au](http://www.goldcoast.cyca.com.au)

**GOLD MINE**  
*Wild Oats XI* will come out of the shed earlier than usual this year to contest the CYCA's Blue Water Pointscore, starting with the Audi Sydney Gold Coast Race in July.



MERIDIEN MARINAS  
AIRLIE BEACH RACE WEEK

## Multi discipline

THE WELCOME MAT WILL BE ROLLED OUT FOR MULTIHULLS AT THIS YEAR'S AIRLIE BEACH RACE WEEK. BY JOHN DAFFY

Offshore multihulls are invited to the party at the Meridien Airlie Beach Race Week for the first time in 2010 with a new racing division for cats and trimarans.

"It's great news for multihull owners in the southern states who now can link two events together for a fortnight of racing in the Whitsundays. We also now are accommodating Sports Boats in a One Design category," said regatta organiser, Denis Thompson.

The addition of new racing divisions is clearly bolstering numbers with a field of 130 yachts expected to have signed up by the time the regatta gets underway on 12 August, topping last year's fleet of 99.

Airlie Beach Race Week is renowned as an event where any skipper lodging an overly technical or relatively trivial protest, obviously has entered the wrong regatta. Instead the focus is on colourfully decked out crews, making new friends, being part of the town's festive spirit and escaping the cold of southern climes.

In another innovation for this year, the regatta's website will soon feature a new section allowing first timers, as well as experienced crew, to contact with skippers looking for additional hands on deck.

"The website will allow these people to register as crews and communicate with skippers about levels of skill and relevant arrangements," Thompson said.

*Airlie Beach Race Week,  
Meridien Marinas Abel Point,  
Whitsundays, 12-19 August 2010  
www.airliebeachraceweek.com.au*



## Emperor's new clothes

THE 100-FOOTER *ALFA ROMEO* WILL LINE UP FOR THE GIRAGLIA ROLEX CUP WITH A NEW FACE AT THE HELM. BY MATTHEW HENRY

The new owner of the 100-footer *Alfa Romeo* was so keen to get out racing that he was one of the first registered entries for the Giraglia Rolex Cup, which will get underway in mid-June. Australia-based kiwi Neville Crichton claimed line honours onboard the yacht in the 2009 Rolex Sydney Hobart only to sell the Reichel Pugh 100 to a Croatian owner. Crichton, who also won the maxi class last year on the yacht last year, has shifted his focus to mini maxi racing and will still

be among the contenders lining up on the startline onboard *Shockwave*.

Regarded as one of the classic monohull shootouts on the Mediterranean calendar, more than 200 yachts have signed up for the week-long regatta, which includes inshore racing and a 240-nautical-mile ocean race from St Tropez, France, to San Remo in Italy.

*Giraglia Rolex Cup, St Tropez, France / San Remo, Italy, 12-19 June 2010  
www.regattanews.com*



COTE D'AZURE  
The 240 nautical mile  
Giraglia Rolex Cup  
takes boats from sunny  
St Tropez around  
Giraglia Rock at the  
northern tip of Corsica  
(pictured), finishing in  
San Remo, Italy.



Yachting history buffs frequently try to find the location of early past winners of the Rolex Sydney Hobart Yacht Race. The first winner, *Rani*, ended her days on a beach north of Newcastle, older maxis have been put out to pasture taking day trippers out for a sail in Whitsundays, three-times overall winner *Rani* is still cruising in the Caribbean, but some have disappeared from all records.

Surprisingly, past winners such as *Love and War*, *Zeus II* and *New Zealand* are still racing with success after more than 30 years of competitive sailing, while others have provided many years of cruising enjoyment for their subsequent owners. *Fidelis*, which took line honours in 1966, won the 2010 Great Veterans Race that opened the CYCA's Winter Series.

One boat that has given more than 55 years of cruising pleasure to its current owner is the cutter *Westward*, the only Tasmanian yacht to have twice won the Sydney Hobart Yacht Race. Her elderly Queensland owner has donated the yacht to the Maritime Museum of Tasmania and is expected to return to the State later in the year, hopefully to go on permanent display in Hobart's Constitution Dock.

Designed and built by the famous Hobart boat-builder and ocean racing yachtsman Jock Muir for George Gibson, *Westward* was the overall winner of the 1947 and 1948 Sydney Hobarts.

Muir had another victory when *Waltzing Matilda*, skippered jointly by himself and owner Phil Davenport, took line honours in the 628 nautical mile race in 1950.

Museum president Colin Denny revealed the historical gift on the eve of the 10th anniversary celebration this year of the Museum's move to its current site in the Carnegie Building on Hobart's waterfront.

Denny said that while negotiations for the return of *Westward* from Maryborough in Queensland still had to be finalised, he was confident the yacht would be permanently berthed in Constitution Dock, across from the Museum. Already berthed there is the historic trading ketch *May Queen*.

"This is a most significant gift to the Museum, as a living example of the traditions of yacht racing, including their design and construction from our wonderful Tasmanian timbers," Denny said.



**FISHER KING**  
Designed originally as a fishing cruiser, *Westward* ended up a two-time Sydney Hobart winner.

## RESCUE MISSION

AN EARLY SYDNEY HOBART WINNER HAS BEEN DONATED TO THE MARITIME MUSEUM OF TASMANIA, ENSURING IT WON'T FOLLOW OTHER CLASSIC YACHTS IN SAILING INTO OBSCURITY.

BY PETER CAMPBELL

"It would be most appropriate to bring the *Westward* back to Hobart and Constitution Dock later this year when the Museum is staging a special Rolex Sydney Hobart Yacht Race exhibition."

The elderly Queensland-based yachtsman has owned *Westward* for more than 55 years, sailing the yacht extensively, including a 15-year cruise, mainly in the Pacific, but also visiting the Panama Canal.

The owner, who wishes to remain anonymous at this stage, has told the Tasmanian Maritime Museum he would now like the yacht to return to her original home port as part of the



Museum's collection of significant Tasmanian-built craft, such as the trading ketch *May Queen*.

*Westward* is still in excellent condition and is moored in the Mary River at Maryborough on the Queensland coast. The Museum's Captain Mike Webb flew north recently to make a detailed inspection of the yacht and meet with her owner.

Jock Muir designed *Westward* as a fishing cruiser for a Sydney buyer soon after World War II. The sale fell through when the hull was only partly completed and he sold the boat to George Gibson, his former mainsheet hand in Kittiwake from Cadet dinghy racing days on the Derwent.

"*Westward* was designed ... and built as a fishing cruiser, but she raced with the fishing-well sealed over and her propeller removed," the late Jock Muir recalled in his book *Maritime Reflections*, adding, "I like to remember that she must be the only yacht with a fish-well to win the big race."

*Westward* was launched in 1947 with an overall length of 41 feet 9 inches, a beam of 12 feet and a draft of 6 feet 6 inches. She is heavily constructed of one and one-eighth-inch celery top pine planking on laminated blue gum frames with eight-inch centres, and has heavy stringers and deck beams. She has a roomy deckhouse which almost covers her self-draining cockpit.

Her building virtually marked the start of Muir's Boatyard and her first race saw the beginning of Jock Muir's heyday as an ocean racing yachtsman and yacht builder that lasted for about a quarter of a century. Among



the few remaining shipwrights who built *Westward* is Hobartian Bill Foster, an authority on the post World War II days of yacht building in Tasmania.

Describing *Westward* in his book, Muir wrote: "She was a lovely boat and I still can't fault her. She has a fairly long keel and stern-hung rudder and I remember in one race she carried a spinnaker across Bass Strait when other competitors were dragging sea anchors and warps. She rated very low under the RORC rating and revelled in gale conditions – as indeed I did."

Among other well-known yachts that followed *Westward* from Muir's Shipyard at Hobart's historic Battery Point included *Lass O'Luss*, *Waltzing Matilda*, *Patsy of Island Bay*, *Lahara*, *Van Diemen*, *Wild Wave* (she was disqualified from first place in the 1953 Sydney Hobart for an alleged racing rules infringement on the starting line), *Maris*, *Salacia*, *Balandra*, *Trevassa* and *Astrolabe*. ⚓



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Australia is a long way to come from Europe to test drive a boat, but for Bouwe Bekking, traversing the globe is just another day at the office. The Dutch-born professional sailor is a four-time world champion in many classes and veteran of five around-the-world races, including the 2008-09 Volvo Ocean Race aboard *Telefonica Blue*. Bekking makes a living drawing arcs around the globe, and recently dropped into Sydney to spend some time turning and optimising *Singularity*, the new high performance cruiser launched by McConnaghy. Bekking had just arrived in Sydney fresh from racing Farr 40s in Miami and was getting ready to move on to France to race Farr 30s, but managed to speak to us in the midst of his very busy schedule to answer some questions on life as a professional racer.

**What inspired you to start sailing and in particular race sail boats?**

Like most people who have a sailing family – in my case, my parents had a sailing boat – it was just mucking around at the local yacht club. I think I was three or four years old when I got shoved off the dock for the first time in an Opti or P Class sort of boat and from then on it just kept going with local club competitions moving on to 420 and lasers as I got older. I then had the opportunity to sail on a big boat and I enjoyed it very much. I was still quite young at that stage, around 17 years old and my first race was an offshore race. It was only about 150 miles but it was massive for me at that stage and I got the hang of it; after this one thing led to another and I made a career out of it.

**Have you ever had a job outside of sailing?**

No, I've never had a non-sailing job. I'm a Merchant Navy Officer; that was one of the good things with my parents, they said you have to have an education, so I chose the Merchant Navy as there are lots of things I can relate it to. I did the classroom training then managed to do my practical apprenticeship as part of a round-the-world race because I knew somebody in the authorities so I never did the big ship officer thing.

**Starting out I can't imagine there was much money involved?**

When I did my first round-the-world race in 1985 to '86, I was very young at the time and we didn't get paid at

all. I was very fortunate that I had the opportunity to race because of the people I met including [designer] Rolf Vrolijk. Rolf asked me if I wanted to run a boat in Germany, which was an Admiral's Cup boat, and that was my first paid job. But we did get a colour television and a video player from our sponsors Philips for the round-the-world race!

**What classes are you active in at the moment?**

I am sailing Farr 40s, Swans, Volvo Ocean Class boats plus some other boats like *Singularity* which has just been built. Directly after this Australia trip I am going to France to sail a Farr 30, which will be fun racing as there is a 25-boat fleet.

# BOUWE BEKKING

ROUND-THE-WORLD RACER, PROFESSIONAL SAILOR AND BUDDING AUTHOR BOUWE BEKKING SPOKE TO GUY WADDILOVE ABOUT ALL THINGS YACHTING DURING A RECENT TRIP DOWN UNDER.

**Which is your favourite class of yacht to race?**

Sailing-wise I really enjoy One Design racing as it just comes down to the crew and their skill. No rating comes into play: for pure sailing, One Design is my favourite.

**Stepping between boats and classes, does it take long to adapt each time?**

I think most of the professional guys have a certain routine and you get to know how to set up a programme that works well and that you can adapt from an 80- or 100-footer to a smaller campaign. You have to follow certain steps to become successful based on a routine.

**What about budgets?**

The bigger the program, the more complicated it gets and the more expensive it is as well. That's one of the things with private owners and sponsors, you always have to be very careful that you make a budget and stay within that budget because it is so easy to spend too much.

**Have you noticed any downturn in the last couple of years with respect to budgets or work?**

Not for me personally, but in general people are doing maybe a little bit less racing and there are fewer new owners. We are very fortunate with *Singularity* that we have an owner that is new in the game and it is important that we treat these people really, really well. I don't think that Europe has been nearly as badly hit as the States and I think that we still all love the sport and we still all want to go out sailing.

**Have you done much sailing in Australia?**

I have done two Sydney Hobarts; we broke the record on *Morning Glory* in 1996, a record that had been standing for 21 years set by *Kialoa*. With the Volvo Ocean Race we were in Newcastle and Perth. You don't see that many foreign sailors coming to Sydney because it is so far away and there are so many good sailors here in Australia, so why would an Australian owner fly someone in from – in my case Denmark – when he can get good guys that are already over here?

**How did you get involved with the *Singularity* project?**

I actually knew the designer from a long time ago, he designed a 50-footer in the '80s and that's where I met him. I actually sailed an Admiral's Cup with him before that. We met up in Stockholm on the Volvo stopover and he approached me about this boat.

**Any plans for the next Volvo race?**

Plans are there but they are not finalised. I have been asked by teams but the finances are not completed so while nothing is signed all of the options are open.

**Have you got a particular favourite race?**

I still think one of the best races was the Kenwood Cup [Hawaii]: great breeze, great scenery, just a fantastic spot to sail. Unfortunately it's not the same now, not like the old days when there were 50 or 60 boats – that was a great event. It's a good place for the family as well.

**And your best win?**

That's a question people always ask; when I go out racing, even when it's a local club event and I win, I like it! A win is a win and you soon forget it. I always say you are only as good as

**PRESS CALL**  
Bekking answering questions for the media during the Volvo Ocean Race 2008-09, in which he was the skipper of *Telefonica Blue*.









your last win. I just like winning in general!

**What inspired you to write your book?**

We didn't have an English website on Telefonica [Volvo Ocean Race] so I set up my own website for families and friends of all the crew members to follow us. The response was so good on the website that people started asking if I was going to do a book. I dismissed it the first couple of times the question came along but I then took the decision to do it because it's a great memory and a nice way to finish the project and say thank you to a lot of people involved including team members and suppliers. It was an interesting project, I like to write but it was actually way more complicated than I thought and way more expensive as well! I am very proud of the book as I think it has been a good result.

**What about family?**

I have a wife and 11-year-old daughter who are here with me in Australia. In this business there are

**“With sailing – and especially with racing – if you don't know the rules you don't stand a chance.”**



a lot of relationships getting broken up and you see a lot of dramas so I always try to keep my family close and involved as much as possible. When I am home I am there for them and I work early in the morning or late in the evening so I can be with them.

**And outside sailing?**

We love to go skiing and I like to play golf.

**Can you point to any mistakes that amateurs make that you professionals don't? Why are they not winning and you are?**

There are lots of simple mistakes they are making, and while it's hard to single out just one, the biggest is just knowing the rules. Always

when you start with something, whether it's a boat or whatever, you have to know the rules. With sailing – and especially with racing – if you don't know the rules you don't stand a chance. You use them to your advantage, the rules are there: use them in a way to help you. For example when you are coming into a mark and you know there are some less experienced people around, they will approach the mark at whatever angle they are coming at but they will not be thinking “what is going to happen when I am putting myself in a position like this, what will be the outcome?” If I position myself in the right place and have right of way, immediately I will gain four or five places straight away. If people start knowing the rules before they get on the water they can get a lot of advantages especially with manoeuvring and going around marks. ⚓

**AT THE OFFICE**  
Bekking at the helm of *Singularity* during a recent trip to Australia, purely for the purpose of tuning the boat for its Russian owner. Not a bad day at the office.

*Bouwe Bekking's book Never Give Up is an account of the 2008/9 Volvo Ocean Race and is available to buy on his website [www.bouwebekking.com](http://www.bouwebekking.com)*



**CRAFTY KIDS**  
Children playing  
with an outrigger  
canoe near  
the village of  
Hessesai Bay at  
Pana Tinai Island  
in the Louisiades  
Archipelago.



# THE LOUISIADES

AN ARCHIPELAGO OF TEN PALM-FRINGED VOLCANIC ISLANDS BORDERED BY CORAL REEFS AND NESTLED AMIDST THE CRYSTALLINE BLUE WATERS OF THE SOUTH PACIFIC. THE LOUISIADES IS CRUISING HEAVEN. BY MATTHEW HENRY.  
PHOTOGRAPHY AND CAPTIONS BY CHRISTOPHE LAUNAY



LUNCH IN THE LOUISIADES  
Women and children prepare the fire while the men and older boys fish. The catch of the day was sardines.







Viewing the Louisiades Archipelago on a map, it's as if the creator's sweeping brushstroke, which so firmly smudged the thick evergreen mass of mainland PNG across the Pacific, lifted off in its southeasterly stroke to merely skim a scattered trail across the oceanic canvas. What remains is a faint imprint of dotted islands, fading into blue nothing to the east. Perhaps that's why this tiny Pacific chain is so often overlooked by all but the most intrepid travelers. Alongside well signposted cruising destinations like Tahiti and Fiji, the Louisiades is easy to miss. Located a hundred miles or so from the southeastern tip of mainland Papua New Guinea and stretching along a 200-nautical-mile arc, the Louisiades Archipelago is one of the few places on earth where the description "untouched" is more than just a tourism buzzword. This coral fringed island chain, spread over an area of 26,000km<sup>2</sup>, remains one of the most isolated regions in the world, having so far resisted the march of modernity. The thriving Melanesian culture is so well preserved the Louisiades has been described as a time machine. European history records the islands were first observed by Luis Váez de Torres in 1606, but Malay and Chinese sailors are likely to have visited long before westerners arrived. In 1942, the Battle of Coral Sea was fought nearby, after Japanese occupation in the same year. But for the most part, the Louisiades has been a peaceful place befitting its home on the western marches of the Pacific Ocean. For sailors, the archipelago presents an enticing playground of pristine volcanic islands, coral reefs and cays scattered throughout a 50-mile-wide corridor of crystalline tropical waters, bordered by the Solomon Sea to the north and the Coral Sea to the south. With consistent breeze, a barrier reef and a myriad of palm covered islands to explore, it's practically paradise for cruising yachts.





**PARADISE FOUND**  
Edged by jungle-covered mountains, postcard beaches and tropical waters, Nimoa Island is paradise indeed.



**CRYSTAL CLEAR**  
Panasia Island is a spectacular uplifted coral reef walled by jagged limestone cliffs. It's one of the 90 smaller coral reefs in the Lousiades.





DOG'S LIFE  
An inquisitive  
local in the village  
of Dumaga Bay,  
Rossel Island.





**TRADING PLACES**  
Whether you are just a kid, or a village chief, canoes are the most popular means of inter-island transport and trade.



One of the first things you'll notice in PNG is the brilliant red-stained teeth and lips of the locals. It's caused by chewing betel nut, or what the locals call buai [boo-eye], sold on just about every street corner. In this photo, a man climbs an Areca palm on Boboaina Island to harvest the nut.



A colourful market at Alotau with lots of fruit, vegetables and fish – and of course everyone's favourite, betel nut. The town is located in the area where in 1942 the Japanese army suffered their first major land defeat of World War II. A memorial park in town commemorates the event, but despite its significant historical value, Alotau is a well kept secret and visited by very few tourists each year. It's also the gateway to some of the most remote islands on the planet.



A woman paddling in her canoe around Boboaina Island.



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# CHOOSE YOUR WEAPON

WHETHER YOU WANT SOMETHING FAST, FLASHY OR FUN, THERE'S A 40-FOOTER ON THE MARKET TO SUIT YOUR NEEDS. IN THIS 12-PAGE FEATURE, WE NARROW IN ON SAILING'S ANSWER TO THE SWISS ARMY KNIFE – THE 40-FOOT CRUISER-RACER.

BY KEVIN GREEN

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With all the mind-boggling variables of comfort, safety, cost and performance in 40-foot cruiser/racers, solving the buyer's equation can be tricky. Yachts in the 40-foot range (which we've defined as 38 to 42 feet) give the sailor manifold benefits such as spacious below decks and long waterlines for fast passages. And for the entry-level boats in this listing, the step up in cost from a 35-footer isn't that steep.

With an abundance of options out there on the market, the latest generation of models in this category can cater to sailors of all stripes. From dedicated performance boats such as the Dehler 39SQ to the more general purpose cruisers such as the Hanse 400 and award winning Dufour 405, you can determine what mix of cruising and racing you'll likely do and choose accordingly.

If IRC and TCC ratings are major factors in your sailing plans then the low displacement cruiser-racers are the way to go, but your budget should include the performance options that necessarily accompany them.

If it's versatility you are after, rest assured that many of these modern boats have it in spades. Common features such as twin wheels not only allow the racing sailor a better view forward but also give the family easy access to the swim platform. For instance, with the accent firmly on 'cruising', Bavaria's latest generation of yachts give water access a high

priority in their design, with fold-down swim platforms as standard.

New designs launching include dedicated cruisers such as the Bavaria 40 and the Elan Impression 444, the latter offering spacious voyaging in what they call their 'semi deck' saloons, to the more niche market offerings from Scandinavian builder X-Yachts with their upcoming Xc-38 aimed squarely at the upper end of the market. Elsewhere marques new to Australia include the revamped Moody brand, with the retro style 41 Classic an interesting and lively looking performer on paper. The more specialist semi-custom performance cruiser from Fingulf of Finland and the first of the fast looking Salon S44's will be at Audi Hamilton Island Race Week.

At the far end of the spectrum are the dedicated blue water cruising boats and the Australian built Bluewater 420RS is an excellent example of a well proven credentials, with huge carrying capacity and high stability major factors in its design.

But in between lie the boats that remain favourites with many buyers such as the popular Beneteau Oceanis 40, the stylish and roomy Jeanneau Sun Odyssey 42 Deck Saloon (with a revamped deck) and the recently launched American built Hunter 39. These boats are all easy to sail, have plenty of space and suit a wide variety of sailors; from the weekend gunkholers to the occasional buoy racer. So which one will you pick?





## BENETEAU OCEANIS 40

**B**eneteau sought the expertise of Nauta Design to give its current Oceanis range some added flair. So despite this family cruiser being an existing model it stands out, both below decks and above. Distinctive deck styling above with curving cabin tops and below decks light-coloured fabrics and warm-toned Moabi woodwork combine with stainless-steel fittings.

### ACCOMMODATION

Available in two or three cabin layouts, the Oceanis has the capacity to cater for up to 10 crew. A single head compartment with separate shower serves both the forward and aft cabins while the galley, tucked aft to port in the two-cabin version, provides a secure workplace.

### RIG AND DECK

A simple sail plan on the 9/10ths rig and easy deployment of the asymmetric spinnaker without the need for a bowsprit make the Oceanis 40 a family friendly cruiser. The slab reefed main hoists from lazy jacks and the 140 per cent genoa sheets can be controlled by the helmsman. Twin steering wheels give the helmsman a clear view while allowing clear passage to the transom swim platform.

### HULL

The GRP hull is strengthened at key points and carries its beam well back with a fine entry bow. Decks are balsa and glass fibre sandwich. Below, a cast iron bulbed keel and hung skeg rudder keep things upright.

**FRENCH FLAIR**  
Beneteau's Oceanis 40 continues to sell well in Australia. The three-cabin Oceanis 40 features a forward galley and lots of natural light via large hatches.

*Swelling Chart plotters,  
Value for Money,  
Simple Rig and  
Valuminous Hull.*

[www.beneteau.com/en](http://www.beneteau.com/en)





## HUNTER 39

**A**merican builder Hunter Marine recently launched a successor to the popular Hunter 38 in the new Hunter 39, a boat aimed squarely at the family cruising market.

### ACCOMMODATION

Two- or three-cabin versions are available. The two-cabin setup has dual access to the stern stateroom with its generous athwartships sprung bed. The portside shower/head and separate utility room is in effect an ensuite, giving the owner a totally private area. Also outside the portside cabin door is the navigation area with its sizeable chart table.

### RIG AND DECK

The lack of backstay is perhaps the most unusual aspect of Hunter boats, allowing for a big roached mainsail, although a version is available with an in-mast Selden furling system to reef the smaller roached Doyle

mainsail. The rig is held up by large chain plates, with a wide aspect set of the raked shrouds and quality Selden spars fitted to the fractional rig. The wide footed mainsail keeps the centre of effort low, and with no backstay to impede its travel has a long boom. With a powerful mainsail, headsail size is modest giving a manageable 110 per cent jib.

### HULL

The wide hull carries its beam right back to the squarish stern, with a small amount of forward rake both fore and aft, but enough to ensure the overall hull has pleasing lines. Hunter builds with balsa-cored sandwich glass above the waterline and below uses solid glass with Kevlar reinforcements at the bow. Keeping things upright is either via a shallow draft bulbbed cast iron keel or a deep keel.

[www.huntermarine.com](http://www.huntermarine.com)



### FAMILY FRIENDLY

Layouts of two or three cabins are available. The new Hunter 39 is squarely aimed at the family cruising market with plenty of cruising comforts. Darkish cherry wood gives warmth to the functional saloon with smooth combings and a good general finish, reflective of the company's modular build style.

*Comfortable Cruiser,  
Twin Helms,  
No Backstay  
and Strong Hull*





## DELPHIA 40.3

**P**oland's largest manufacturer of sailing boats with a range of eight models, Delphia produces around 150 yachts annually.

### ACCOMMODATION

Unusually the Delphia 40.3 is available in four cabins as well as the more conventional two or three. Cabin four is tucked forward portside. All versions have two heads and all joinery work is in light mahogany wood, giving a lustrous finish.

### RIG AND DECK

The teak cockpit features convenient aft access to the bathing platform which is also ideal for boarding when moored stern-to. Dual or single steering positions are available and in-mast furling is an option for the main with all lines running aft and neatly stowed on cockpit hooks.

### HULL

The GRP hand-laid-up hull is available with either a fixed keel or, unusually, a swing keel. The hull has forward rake, giving it a classic rather than contemporary look.

[www.delphiayachts.com.au](http://www.delphiayachts.com.au)



*Four Cabins,  
Optional Swing Keel,  
Partly customisable  
and good detailing*

**POLISHED PERFORMER**  
With a four-cabin option available, as well as the traditional two and three-cabin options, the Delphia has plenty of space for guests in its brightly lit accommodation.





## DEHLER 39 SQ

**T**he Dehler 39SQ is a proven performer. This performance cruiser from the pen of Judel/Vrolijk & Co is designed for fast passagemaking and to bring home some silverware from the race track.

### ACCOMMODATION

Available in two or three cabin versions, the later having a second head, the Dehler 39SQ has a roomy saloon which should sit up to eight.

### RIG AND DECK

The 9/10 Selden rig has a keel stepped tapered mast with performance North Sails used and three spreaders for added rigidity, connected to the keel/grid. The race-orientated cockpit has the mainsheet located by the large single steering wheel and primary winches nearby as well.

### HULL

Hull is hand-laid GRP sandwich construction with end grain balsa core for strength and isolation. The keel is a composite of cast iron with a lead ballast torpedo to give a lower centre of gravity and add rigidity to the boat.

[www.dehler.com](http://www.dehler.com)



### WHEELER AND DEHLER

A large single steering wheel sits at the centre of a race oriented cockpit, with primary winches within reach for quick response in the heat of battle. Downstairs, a roomy saloon has space for eight.

*Composite lead-iron  
Keel, North Sails,  
Keel stepped mast  
and Race style cockpit*





## DUFOUR GRAND LARGE 405

**W**inner of the 2010 European Yacht of the Year, in the Family Cruising category, the 405 has many admirers since its launch in 2009.

### ACCOMMODATION

Throughout the 405, the lavish use of natural timbers gives a warmth and the saloon features Moabi solid wood and a choice of layouts. The two-cabin setup has an L-shaped galley with easy access to sail and wet gear locker while the three cabin gives a longitudinal galley forward, and sizeable chart table. The latter integrated with a large (180L) fridge/freezer. Two heads and plenty of locker space make this a roomy cruiser.

### RIG AND DECK

Twin helms, with compasses on both, combine with nearby genoa winches

to make this a good boat for short-handed sailing. All lines lead aft to the cabin top and the mainsheet is well clear, on the cabin top, leaving the large cockpit uncluttered and with good stern access to the flip down bathing platform. Straightforward slab reefing in the main and a large overlapped roller genoa complete a simple sail plan.

### HULL

The snub nosed hull maximises waterline length and tall slab sided topsides are cleverly integrated below a low profile cabin to give an ultra modern profile. The hand laminated GRP hull has an NPC gelcoat protection against osmosis. A voluminous fuel tank (200L) and water capacity gives this yacht an excellent range, confirming its cruising credentials.

[www.dufour-yachts.com](http://www.dufour-yachts.com)



### LIVING LARGE

The new Dufour 405 won European Yacht of the Year 2010 in cruising category. Twin heads, three cabins and an accessible galley make the Dufour 405 a comfortable cruiser.

*Twin heads,  
longitudinal galley,  
Ultra modern design  
and long cruising  
range on engine*





## HANSE 400

The 400 has been a big seller for local Hanse distributor Windcraft and the updated version of this popular boat continues the winning formula.

### ACCOMMODATION

Two double cabins with a third stern cabin (optionally) give enough versatility for the cruising family. Further layout variation includes single or double heads. In the galley, double sinks are a good feature with plenty of comfy seating (across two tables) to ensure everyone dines in style.

### RIG AND DECK

The Hanse trademark self-tacking jib ensures easy sail handling and the slab-reefed main is controlled via two blocks on the cabin, rather than the conventional track. The latest 400 comes with more cockpit space but

retains the open race-style transom and single steering wheel, though double steering wheels are an option.

### HULL

The vinyl ester hull has foam layout underwater and balsa above but like larger Hanses has an epoxy option that can save 10 per cent in hull weight. For added stability an optional composite iron and lead keel can be deployed, as well as an unusual shallow T-keel. High freeboard and plenty of beam ensure the 400 makes a stable cruising platform.

[www.hanseyachts.com](http://www.hanseyachts.com)



### CABIN FERVOUR

Hanse's 400 has been updated recently and features two cabins as standard with an optional third cabin. The interior is comfortable and stylish, displaying attention to detail. Hanse offers an epoxy hull to save an impressive 10 per cent in total weight.

*Self-tacking jib,  
epoxy hull option,  
popular model and  
various keel options*





REVAMPED FOR 2010!

## JEANNEAU SO42DS

The latest version of the Jeanneau SO42DS is a spacious cruiser with a fast hull, allowing quick passagemaking and plenty of creature comforts. The new Jeanneau Sun OdysseyDS 42 launched at the European boat shows in the summer and the first of this revamped cruiser arrived here in February. The middle weight performer in a fleet comprising of the SO39DS, SO45DS and SO50DS the new Deck Saloon 42 offers cruising sailors space and storage but at a size a couple can still comfortably handle.

### ACCOMMODATION

The major change is a refined interior now giving the option of a three-cabin layout. The two stern cabins are similar and offer spacious double beds. The owner would probably prefer portside, with the head and navigation station adjoining it. Up front the V-berth is functional with enough storage space to suite most couples and has an ensuite bathroom. The saloon's light coloured teak

veneered interior looks welcoming yet ultra modern, perhaps reflecting the computer aided processes that Jeanneau prides itself in using.

### RIG AND DECK

A two spreader Selden rig with in-mast furling for the mainsail is designed for easy use. It's controlled from the mainsheet track atop the cabin, unobtrusively away from the cockpit. A German double mainsheet option is available, for the sailor wanting more control. The 42DS's spacious cockpit has wider seating now and the area has gently stepped combings nicely clad in teak, surrounding a hardwood folding table with lots of drink holder storage and a deep centre locker.

### HULL

One of the prettiest hulls on the water, it comes with a deep keel and an elongated bulb and the option of fitting a bow thruster is available; ideal for tight spots.

[www.jeanneau.com](http://www.jeanneau.com)



### HERE COMES THE SUN

The new three cabin Jeanneau Sun Odyssey 42DS enhances a proven hull design. The teak clad cockpit is big and uncluttered on the 42DS. Enhancements include more portholes and windows. The airy saloon has two heads leading off it and fits an additional bunk as part of the table.

*Curvaceous topsides,  
Bow Thrusters option,  
Spacious cock-pit  
and performance  
version available*



## X-YACHT XC38

Scheduled for launch in August the Xc 38 cruiser is aimed at the luxury end of the market with quality and performance very much to the fore from these Danish built boats. Hand polished and varnished mahogany throughout the Xc 38 should make the discerning sailor comfortable. The accommodation comprises two large sleeping cabins, a roomy head/shower and storage has been given high priority throughout, with space for an optional washing machine. For weather protection the cockpit has high combings, and twin wheel steering on minimum friction bearings to maximise feel. Reflecting the brand's performance pedigree rod rigging holds up the alloy rig and a hydraulic backstay tensions things. A non overlapping jib as well as a genoa is offered from North Sails and single line reefing keeps sail handling simple. But an asymmetric spinnaker and bow extension are offered. High top sides and swept up stern quarters confirm the cruising credentials of the Xc 38. Down below a lead keel bulb at the end of a wide cast iron fin enhances stability.

[www.x-yachts.com](http://www.x-yachts.com)



*High Quality boat,  
Strong rig, good  
storage and lots  
of deck gear*

## BAVARIA 40

**COMING  
ATTRactions**  
Above: X-Yachts'  
XC 38 will launch  
in August this year.  
Below: Bavaria's  
40 debuted at the  
recent Sanctuary  
Cove Boat Show.

The latest product of Bavaria's partnership with Farr Yacht Design and BMW DesignworksUSA, the new Cruiser 40 is an eye-catching model designed for fun, relaxed and a comfortable cruising experience. On the launch pad for September 2010, the Cruiser 40 rounds out the new Bavaria cruising range which already includes the 32, 45 and 55. Externally the new Cruiser 40 offers the large, lowerable bathing platform, flush hatches, uncluttered deck and spacious cockpit. This model will also feature a single rudder, twin helm and short footed headsail. Inside are three double cabins, two heads and showers and a spacious and bright saloon. The forward cabin has a private head/shower and the saloon features a traditional, forward facing chart table, large galley and comfortable seating around a central table. Options include in-mast roller-furling mainsail, self-tacking jib, two additional wood colour finishes and six upholstery options. The introductory price will be \$AU289,810.

[www.bavariayachts.com](http://www.bavariayachts.com)



*Brand new design  
good value,  
Spacious Saloon  
and lots of  
Optional extras*



# QUAY FACTS

NOTHING BEATS A TEST SAIL, BUT HERE'S A QUICK CHART TO HELP YOU COMPARE THEM. NOTE, A HIGHER SAIL TO DISPLACEMENT RATIO GENERALLY MEANS SPORTIER PERFORMANCE.

	<b>Beneteau Oceanis 40</b>	<b>Hunter 39</b>	<b>Delphia 40.3</b>	<b>Dehler 39sq</b>	<b>Dufour GL405</b>	<b>Hanse 400</b>	<b>Jeanneau S042DS</b>	<b>X-Yachts Xc 38</b>	<b>Bavaria 40</b>
PRICE	\$258,000	\$327,326.00	\$265,000	\$399,000	\$301,100	\$319,000	\$380,000	\$605,000	\$289,810
LENGTH OVERALL	12.15m	12.01m	11.95m	11.99m	12.17m	12.10m	12.93m	—	12.25m
HULL LENGTH	11.82m	11.18m	—	—	—	11.99m	12.59m	11.58m	11.99m
LENGTH OF WATERLINE	10.35m	10.57m	3.94m	10.70m	10.63m	10.80m	—	10.38m	—
BEAM	3.91m	3.38m	2.27m	3.85m	3.98m	4.04m	4.13 m	3.81m	3.97m
DRAFT STANDARD KEEL	1.90m	1.98m	1.80m /1.95m	1.98m	2.03m	2.05m	2.13m	1.98m	2.05m
DRAFT SHALLOW KEEL	1.55m	1.52m	1.80m /1.95m	—	1.75m	1.65m	1.60m	—	—
DISPLACEMENT	8,260kg	8,391kg	8,600kg	7,600kg	8,080kg	8,400kg	8,925 kg	8,500kg	9,200kg
BALLAST	—	2,541kg	2,760kg	2,950kg	2,336kg	2,685kg	—	3,650kg	3,050kg
CABINS	2 or 3	2 or 3	2/3/4	2 or 3	2 or 3	2 or 3	3 or 2	2	—
BERTHS	8-10	6	8	4-6	—	4-6	4+2 or 6+2	4	—
ENGINE	40HP	Yanmar 29HP	53HP	Volvo 28HP	40HP	40HP	54HP	30HP	40HP
FUEL	200L	136L	210L	83L	200L	140L	130L	200L	210L
WATER	360L	284L	320L	150L	380L	325L	355L	375L	210L + 150L
SAIL AREA TOTAL	78.4m <sup>2</sup>	92.07m <sup>2</sup>	78.1m <sup>2</sup>	88.0m <sup>2</sup>	81.90m <sup>2</sup>	88.4m <sup>2</sup>	77.4m <sup>2</sup>	106.3m <sup>2</sup>	—
MAINSAIL	38.5m <sup>2</sup>	—	36.50m <sup>2</sup>	50m <sup>2</sup>	36.60m <sup>2</sup>	52.2m <sup>2</sup>	35m <sup>2</sup>	44.1m <sup>2</sup>	—
GENOA	39.9m <sup>2</sup>	—	41.60m <sup>2</sup>	38m <sup>2</sup>	45.30m <sup>2</sup>	36.2m <sup>2</sup>	42.4m <sup>2</sup>	36.2m <sup>2</sup>	—
RATIO SAIL AREA	19.17	22.67	18.6	23.04	20.32	21.76	18	19.02	—
DESIGNER	Berret Racoupeau	Hunter Yachts	Andrzej Skrzat	Judel/Vrolijk & Co	Umberto Felci & Patrick Roséo	Judel/Vrolijk	V. Garroni / M. Lombard	X-Yachts	Farr Yacht Design BMW Designworks USA
CE CATEGORY	A8	A10	A10	A	Á	A	A8	A	





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# WHEN TWO BECOME ONE

IS MCCONAGHY BOATS' *SINGULARITY* THE PERFECT COMBINATION OF HIGH-TECH RACER AND LUXURY CRUISER? GUY WADDILOVE JUMPS ABOARD A YACHT THAT SEEMS TO DO EVERYTHING EXCEPT COMPROMISE.

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Check out the winners list in almost any of the major international yacht races of the past decade and you're sure to find something built by McConaghy Boats. Internationally famous names including *Alfa Romeo III*, *Leopard*, *Wild Oats XI*, and *Morning Glory* were all built by McConaghy, as were the first three finishers in the 2009 Rolex Sydney Hobart race. Since its beginnings in the late 1970's the Australian builder has gained a well-deserved reputation for producing high performance custom race winners, and this reputation is what brought one particular Russian client to the company's yard in Sydney's Northern Beaches.

Designed by Adrian Konyendyk at Lutra Design as a high performance cruiser, *Singularity* could possibly have been named *Duality*, after the way she bridges the gap between serious racing and comfortable cruising. The yacht's owner wanted a yacht that would be competitive in major international yachting regattas yet also had the ability to cruise with a small crew between races.

*Singularity* was constructed using high performance equipment and lightweight materials to achieve the balance between serious racing and luxury cruising without compromising either facet. Inside, the back of the boat is all business-

like while the front is for comfort. On deck there is a working cockpit aft and a more traditional, sunken cockpit area forward - despite the unmistakable racing ergonomics, guest comfort has not been sacrificed.

At the aft end of the accommodation (accessed from the working cockpit aft) is the navigation area with two pipe cots on either side. Being a functional area the finishes are black and white; anything that couldn't be built from carbon fibre has been finished in a matt white paint with no concession given to aesthetics. Forward of the nav station bulkhead things start to soften, with the passageway galley leading through to the main saloon finished in what the interior designer Mark Tucker of Design Unlimited describes as "a contemporary slant on Scandinavian style". The saloon and guest accommodation are finished in satin polished teak and Spinneybeck leather hide, and furnished with aluminium Charles Eames chairs. This may not sound like a lightweight racing interior and it is certainly not spartan, but interior fit out company Marxcraft has respected the strict weight regime laid down by the designers. Weight has been kept down by avoiding solid panels and using Nomex cores where possible, and even the bathroom furniture is Tecma carbon fibre (toilet included).





## A Singular Sea Trial

The *Singularity* team hired internationally known sailor and Volvo Ocean skipper Bouwe Bekking to optimise the sailing functions of the boat. Bekking and his team checked speed and performance perimeters against those set out by the designers, testing every sail configuration and wind angle in a range of wind strengths.

"We are sailing by ourselves, sailing against the numbers so it's not the same as racing," said Bekking. "But I think that the boat has a lot of potential in light air. She goes really well in light breezes when I compare numbers from the Volvo boats, which of course is a good benchmark. The boat is sailing very well and although we are still at the early stages she is doing exactly what she is supposed to. The boat is going to the Mediterranean so it will be sailing in between six and 15 knots of breeze most of the time."







“Aside from the weight restrictions the main challenge of the project was optimising the available space within the hull,” says Tucker. “The space was very limited compared to a typical cruising 80-footer. This is most noticeable in the saloon, where we had to build half of it raised over the canting keel structure. This was critical as the exterior profile of the yacht had to be kept low and sleek so we had to work hard with Gurit to achieve the right balance of the use of space for structure over interior volume.”

Other than the master cabin forward the owner only required one guest cabin, situated to port and aft of the saloon. Both owner and guest cabins have ensuites. This configuration allows a generous amount of space to be given to the saloon area accessed from the front of the cockpit.



#### FORWARD THINKING

The forward master cabin and ensuite bathroom, which features one of the yacht's most exciting additions – a toilet bowl and seat made entirely from carbon fibre.



The deck has been set up with racing logistics firmly in mind. Aft of the twin helms in the working cockpit is a carbon plinth with three winches for trimming the main. Forward of the helmsman are the mainsheet traveller and the jib trim stations. All the winches and deck hardware on board is from Harken, while deck fittings are custom built from titanium or bead-blasted aluminium. The helm pedestals are almost a work of art in themselves, and are typical of the attention to detail you get when you sign up for a McConaghy boat. They are formed from carbon fibre over a sculptured foam core for an ergonomic, lightweight and stylish shape. Custom engine controls have been integrated into the design of the pedestals very discreetly – you need to know where to look in order to find them. A B&G display head is at the helmsman's fingertips, mounted alongside the keel controls on minimalist consoles integrated into the top of the pedestals.

The PLC (programmable logic controller) driven electro-hydraulic system aboard *Singularity* was developed by two Sydney companies, Oelectric and Central Coast Hydraulics, who have worked together on over 25 racing boat systems. If the PLC is the brain in the system the main engine is the brawn. This powerplant is run continuously, providing hydraulic power to cant the keel and drive the winches, and also to drive the propeller in place of a directly driven coupling arrangement. A vessel of this size cannot reasonably operate a canting keel without hydraulics, and the amount of hydraulic load required to cant a keel of this size requires either a dedicated generator or the main engine to power it.

Using a PLC to control the hydraulics allows many layers of functionality to be added to the running of the boat. For example, not only can the winches be run at varying set speeds, they can be configured to run in different modes for various racing scenarios. The PLC system is sensitive to the hydraulic demand from any button being pressed around the deck, and ramps up the engine revs accordingly. The only minor limitation to the system is that canting the keel while the engine is driving the propeller can be a rather slow affair. However it's unlikely that this would inhibit performance as generally the two tasks would only coincide when the yacht is motor-sailing.



**SPLIT PERSONALITIES**  
The interior space is much like that of a smaller yacht due to the aft engine room, nav station (left) and crew bunks being separated from the main saloon. But the main saloon is bright and beautifully finished for cruising, while the aft quarters (accessed from the cockpit) are all about racing.



The PLC on *Singularity* offers levels of sophistication well beyond just the sailing systems. Most of the yacht's domestic systems have been integrated into the device, allowing some smart solutions to some traditional sailing problems. For example sensors on the canting keel ram detect the angle of the yacht's heel, and opens valves to draw fresh water from the inboard side of the windward water tank. This avoids the water pumps sucking air from the twin water tanks whilst sailing.

The carbon mast supplied by Southern Spars is rigged with Southern's Element C6+ continuous rigging. Using C6+ means that there are no rigging terminations at the spreader tips; the pultruded carbon fibre strands that form the rigging run continuously from the mast to the deck to produce a low profile spreader tip reducing both weight and drag. The sails were built by North Sails and wind tunnel tested.

McConaghy engaged Andrew 'Jacko' Jackson as project coordinator for the build, and he has since become *Singularity's* full-time skipper. The boat will run with a crew of two while cruising, with four permanent crew available and an additional 14 to 18 for racing. At the time of writing *Singularity* is being transported over sea to Europe, where she will enter the season's major yacht races including Les Voiles de Saint-Tropez, the Giraglia Rolex Cup and the Copa Del Rey in Palma de Mallorca. Her competitors had better be as well prepared as she is. ⚓

## Performance Figures

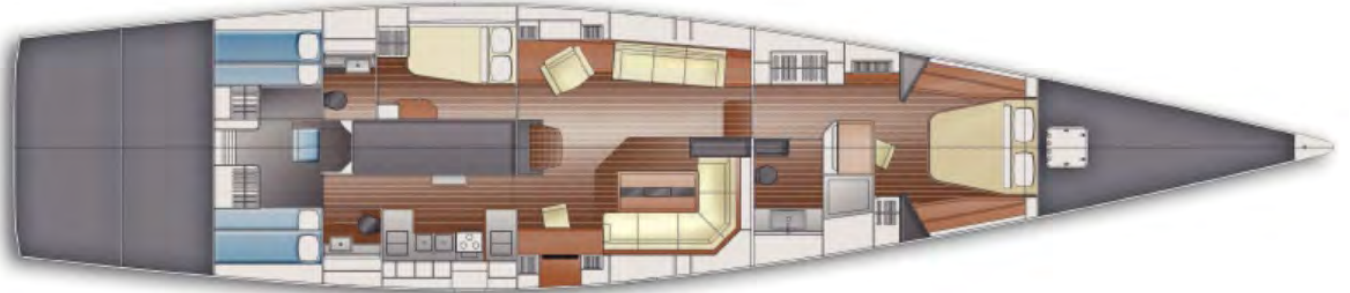
At the time of writing, Bouwe Bekking and his team of 'rock stars' were in the early stages of their VPP evaluation and tune up. With a true wind angle of 100 degrees and the code zero and staysail flying we consistently achieved 11 knots boat speed in seven knots of wind and 12 knots in nine knots of wind. Changing up to the A3 saw the speed push up to 13 knots in nine knots of breeze.



**MILLION DOLLAR VIEW**  
Above: The skipper's view with 80 feet of spectacular carbon fibre stretched out in front. Left: Signature touches from builder McConaghy on the carbon helm. Below: Sea trials off Sydney's Northern Beaches on a beautiful Autumn day.







**CONTACTS**

[www.mcconaghyweb.com](http://www.mcconaghyweb.com)  
[www.olectric.com](http://www.olectric.com)  
[www.designunlimited.net](http://www.designunlimited.net)  
[www.marxcraft.com.au](http://www.marxcraft.com.au)  
[www.harken.com.au](http://www.harken.com.au)  
[www.southernspars.com](http://www.southernspars.com)  
[www.gdnlp.nl](http://www.gdnlp.nl)

DESIGN	Adrian Konyendyk / Lutra Yacht Design
BUILDER	McConaghy
INTERIOR DESIGNER	Mark Tucker / Design Unlimited
INTERIOR CONSTRUCTION	Marxcraft
SAILS	Alby Pratt / North Australia
LOA	24.5 m / 80.4 ft
LWL	22.9 m / 75.3 ft
BEAM	5.3 m / 17.5 ft
DRAFT	5.5 m / 18.1 ft
DISPLACEMENT	24.5 tonnes
BULB WEIGHT	8 tonnes
ACCOMMODATION	8

Singularity Lutra 80 -  
 Luxury interior constructed by  
 McConaghy Boats & Marxcraft Pty Ltd.  
 Designed by Adrian Konyendyk.



Photography - Johan Palsson / Singularity

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# RUDDER LESS

MANY DANGERS LURK BENEATH THE WATERLINE FOR A YACHT. WHETHER IT'S DOWN TO A SHIPPING CONTAINER OR A SUNFISH, LOSING A RUDDER PUTS THE BOAT IN A DIRE SITUATION, WRITES PACIFIC SAILING SCHOOL

Picture this – you are sailing along on a lee shore, and suddenly the rudder drops out. Time is ticking; the shoreline is edging ever closer with each second of hesitation. Everyone onboard is looking to you for a strategy. What do you do?

We all think it won't happen to us, but boats lose rudders and without a considered response things can quickly go from bad to worse. The wrong decision could imperil your boat and even the lives of your crew.

Put this scenario to a group of seasoned sailors and a mixed bag of responses will no doubt spring to mind – anything from dragging sheets overboard to regain some sort of steerage, to ripping the head door off its hinges to fashion a makeshift rudder. But let me ask you this question – have you actually practised any of these with your own boat? If the answer is “no”, you should seriously ask yourself – how can I have confidence this response will miraculously work in the midst of an emergency? Is my crew trained to quickly work together with some degree of proficiency in this task? I suspect many will again answer “no” to this question.

Rudders are a piece of equipment that many of us know little about. But each time we sail, we put our lives in the hands of laminators and rudder design engineers. Rudder stocks are made from of all sorts of materials, including carbon fibre, which some manufacturers tell us should never break. Don't be so sure; if you hit something hard enough, you will break a rudder. Years ago, a particular maxi yacht collected a whale on its

rudder and the impact was so severe it bent a six-inch diameter T6 Alloy rudder post (and it wasn't hollow). That was a solid billet of alloy, tempered six times. What makes you think that your rudder is more resilient than that?

Let's go a step further and add some specifics to the above scenario. If you are sailing up the coast five miles from the shore in a 20-knot breeze, you've got around an hour to regain control before you find yourself lining up with the surfers to catch a wave at the local beach break. This is not the time to discover that your yacht's course is completely unaffected by trailing warps overboard, or that strapping a cabin door to a spinnaker pole for a tiller is considerably harder than it seems and could take hours to construct. What you need to develop before your next offshore race or cruising expedition is a “lost rudder management plan”.

## FORMING A PLAN

The first thing to consider when you put together your plan is to view your rudder bearing and quadrant and determine whether a lost rudder also means you are going to sink. There's not much point considering the options for regaining steerage when most of your crew are furiously bailing! Given that the rudder can break at the bearing – or worse, above the bearing – then you could find yourself with a fairly substantial hole in the bottom of the boat. Design will dictate the seriousness of the problem, but it is worth checking and if you are unsure, it's a good idea to carry a plug or something to deal with that eventuality.



Knowing a little more about your rudder's construction will help. For example, is it hollow? What happens if it breaks? Will it further damage the hull or is it likely to break clean? In the case of metal stocks, you could end up with a badly bent stock you cannot use, but which has locked itself under the vessel preventing any manoeuvring. Is dropping it out of the quadrant required to regain control of



ROLEX / CARLO BORLENGHI



## Good Book

As a general recommendation, Pacific Sailing School teaches that each yacht should have a “Boat Book” on board containing info about the crew and vital documentation about the boat such as the location of equipment, copies of brochures on the electrics, circuit diagrams, rules of the vessel in relation to sullage and other issues. The book should also contain a series of “management plans” to deal with important subjects, based on the peculiarities of your vessel. For example a management plan for man overboard, setting out the procedures adopted by your boat – for example, the “quick stop” method, “figure of eight” method or whatever you have chosen. It should also have plans for a fire on board, lost mast, and other major emergencies. This book can also contain the masters of your performance figures and tension settings. A useful read for all the crew.

your vessel?

The next part of the plan should include a tried and tested method of regaining steerage. During our Pacific Sailing School Yachtmaster courses, students are required to demonstrate a capacity to sail a vessel, rudder fixed amidships, around the naval buoys in Sydney Harbour. A laudable exercise!

Every yacht should practise sailing with the helm lashed midships and

discuss what steering alternatives there are in the event of rudder loss. While practising with the rudder lashed in the centre doesn't give you the full picture, it certainly is better than not trying something at all.

The minimum requirement in our view is to be able to tack the boat without a rudder so at least you can stand off a lee shore. Unless you can achieve that manoeuvre, one would

have to question as to whether you have fulfilled your responsibility to your crew of having a “safe vessel”. Tacking off a lee shore with no rudder is surely a minimum expectation. Just as an aside, if you have paid any of your crew, your legal responsibilities are compounded, as the vessel then becomes a “place of work”.

Practise steering with the sails to see how your yacht responds. Most

**UNDERBELLY**  
Rudders are typically exposed to objects lurking just beneath the waterline, as shown in this photo of a classic yacht at Le Voiles de St Tropez.



boats will respond to a small jib and mainsheet control to put it through a tack. A Code 3 or 4 on a racing boat is big enough to keep the head off the wind but small enough to pull the bow across the wind when backed. Most boats will sail rudderless with the main half on, and a small jib, in a reasonable line, using the mainsheet control for the steering. To go upwind, bring the mainsheet on, and if necessary the traveller up. To go away, do the opposite.

There is not much point prophesying what will happen if your rudder goes when you are surfing with a kite up doing 20 knots. No point. No one knows which direction you will go or what state you will be in when you get the gear down. But once it's all down, motoring will probably get the heart rates back to normal and allow you to plan. Obviously once under power, a new range of alternatives comes into play, and they are only limited by availability of equipment. And my primary point in this article is to satisfy you that, without the equipment, your choices are limited. So, some pre planning is imperative.

Don't forget, that when your boat is under motor, it will not steer in a straight line. A phenomena known as "prop walk" will always affect your boat, tending it to steer in one direction. You may not have noticed it while steering under power, but just let your wheel go when you accelerate one day and you will see which way it will have a tendency to steer. To steer rudderless, you have to counteract your "prop walk" and do it consistently for the duration of the passage.

### BREAKING THROUGH THE BUNK

How many modern boats have tried or practised the lost rudder drill and have agreed as to what works for their yacht? In years gone by it was a safety requirement for vessels to carry a drilled out bunk board or hatch cover and some U-bolts for the spinnaker pole. Again depending upon design, some of these worked, but some did not. One maxi went so far as to construct a rowlock to fit in the exhaust pipes so the spinnaker pole could be supported. It did this having recognised that the vessel could not be steered otherwise. This is not necessarily recommended for all yachts, the point is that they went out there in their vessel and tried out what was required under the safety rules, which demonstrated clearly that it would not work for their boat.

If you are sailing up the coast five miles from the shore in a 20-knot breeze, you've got around an hour to regain control before you find yourself lining up with the surfers to catch a wave at the local beach break.



**BRAKE DOWN**  
Like all good sailing inventions, the Seabrake was born out of necessity. The idea came to Captain John Abernethy during a life and death situation in Australia's notorious Bass Strait, when he was overwhelmed by 80-foot seas and 100mph winds when conventional drogues and sea anchors failed. Seabrake is approved by the Australian Maritime Safety Authority as a sea anchor SOLAS certificate #4126 and is compliant with Yachting Australia as an emergency steering device.

So they made these innovations to provide emergency steering.

It is standard Pacific Sailing School practise to take vessels out offshore with a \$200 Bourke drogue (correctly called a Seabrake). You should attach a non-stretch warp of about 75 metres for a 15-metre boat (or two to three wave lengths) or a couple of spinnaker braces with one-metre chain. We then use a bridle system and practice steering by adjusting the bridle as we have lunch.

Losing a rudder in most circumstances should not mean you lose the boat. A lost rudder these days is admittedly a rare event, but not that rare that it can be ignored. Like man overboard drills discussed in our previous article – which you would normally practice before a long race – some time spent manoeuvring the boat without a rudder should also be considered as instructive for the crew.

There is no doubt that a loss of life on a lee shore would have the coroner asking, "What drills were in place in the event of loss of rudder?"

"None" would not be a good answer.

For further information  
Tel: (02) 9326 2399, email  
info@pacificsailingschool.com.au or  
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## Turn Style

*Pacific Sailing School give their take on some of the popular methods of steering when the rudder drops off.*

### THE OLD AYF MODEL

This involved a spinnaker pole with a hatch cover fitted to it, hung over the stern like a sweep oar. **Pacific Sailing School:** Despite this being commonly cited as a viable method, in 11 years conduction SSSC courses we have found just one person who said this worked for them.

### DRAG DIFFERENTIAL

This method involves running lines back from the BMAX position of the boat, with various lengths used to create a drag differentially to turn the boat. **PSS:** This needs to be tested. In my own experience, it worked for one boat with an 18-foot beam but didn't work on a Farr 40 design on another occasion.

### TRANSOM RUDDER

This method involves washboards bolted to a vertical beam, or together as a transom hung rudder.

**PSS:** This can be fine if you have the equipment on board and it can be demonstrated to work. It's certainly better that the fittings are pre drilled, as you don't want to be pulling out the Black & Decker after dark with a shoreline approaching ominously.

### SEA DROGUE OR SEA ANCHOR

These can be attached on one side of the vessel to differentially turn the yacht by creating drag.

**PSS:** A good Bourke Seabrake is what we use and we find it gives peace of mind when used effectively.





**Y**ipes! Sixty. Six Oh. Six-tenths of a century. Jeez! By the time you read this I'll have slid not so gently into my sixth decade, like a full-keeled boat bumping across a gravel bar into deeper water. I don't know why, but this seems like the Big One. 40 was nothing. Even 50 didn't cause a ripple. But 60? Yipes!

Approaching such a turning mark in life puts your mind into rewind mode, unleashing a retrospective slideshow of images from that pile of years. It seems like only a few months ago that I was scrunched into a sailing dinghy with my dad, trying to fathom the mysteries of wind shifts, luffs and gybes. Then I was slamming around the race course in bigger dinghies, wet and sunburnt and gloriously agile.

Ocean racing brought out different talents, of planning and endurance and teamwork. And then came the subtle and inevitable shift toward cruising, with electric winches and pina colodas with little umbrellas.

As I pondered the approaching Big One, it was — as the King of Siam said — a puzzlement to me. This was not a midlife crisis (although I did cast longing eyes over a red Porsche Turbo, to the amusement of my wife). It was more of a speed hump in life that I hadn't seen coming, and now it was too late to slow down. I braced and waited for the impact.

And then I came across a clipping that had the same appeal as a life raft to drowning man. The writer was a psychologist or some such, and his concept was simple: the apparent

## TACK TO THE FUTURE

AS CHRIS CASWELL TURNS 60 HE PONDERES LIFE ON THE OCEAN WAVE, LITTLE COLOURED MEMORY CHIPS AND THE CONCEPT OF SAILING BOAT AS TIME MACHINE.

passage of time is directly proportional to the number of new memories.

He suggested that memories are like vivid bits of colour stored away in lockers somewhere between our ears, each one having a distinct difference from others. The more there are for any time period, the faster that time appears to fly past.

As a young person, everything is new and fresh and an avalanche of coloured chips flood into your memory. Think back, and we can all remember many of those moments — your first kiss, your first beer, your first...well, you get the idea. When you're young, the phrase "been there, done that" just isn't a part of your vocabulary.

But when you stop adding memories, then your life tends to slow down. I see this in older people ('older' meaning far beyond 60, of course) who fall into repetitive

**TIME WARP**  
Sailing can be more than just a sport, passion or addiction. It can be a time machine.

lifestyles where nothing is new or fresh. With fewer coloured chips to mark the path, time drags.

I worry about my aging father, who marks the passage of time by reading the morning paper and paying visits to the doctor. That doesn't offer much in the way of new memory colour for a man who ran away to sea as a youth and flew bombers in World War Two.

It occurred to me that this whole idea is a bit like the concept of 'apparent wind' in sailing. Going upwind, the breeze always seems stronger than when you're running downwind. But it's all an illusion. It's just apparent wind. And this is just apparent time.

When I thought about that sailing simile, then a whole rush of new thoughts came at me as well. I realised that, as sailors, we're luckier than landlubbers because we keep adding those little coloured mile markers with regularity. That's because sailing is ever-changing. Think back over your time on the water. Can you remember any two sailing days that were alike? Of course not, because the wind and the waves are always different. You can drive the same road daily and have no memories other than monotony, but in a sailing boat each wave is different, each breeze is fresh, every cloud is a first. You'll never sail the same course twice, and each time you cast off, you're adding a coloured chip to the memory bank. Some, of course, won't be anything special — just another pleasant daysail. Others you'll remember for the afternoon thunderstorm or the flat calm or the spinnaker that wouldn't set.

I have a friend who bought a sailboat just out of college, and he still has that boat 40 years later. He gets the same pleasure in hoisting the sails, tacking out the channel, deciding where to go and when to return. I'd bet that he'd be surprised to look back and realise that four decades have slid past so quickly.

So sailing can be more than just a sport, passion or addiction. It can be a time machine of sorts, one that puts coloured chips into the memory bank with every tack. One that keeps us young by moving the years past without giving us time to fret about them. It can be a lifetime which, at a certain age, you'll judge has been well spent.

I'll sign off there because I have to help my wife carry in the crate of birthday candles, and then we have to notify the local fire department of our intentions. ⚓





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### 1. HARKEN FLEECE

Whether you're layering for a passage or just relaxing, Harken's full-zip Fleece Jacket and quarter-zip Fleece Pullover are toasty additions to your kit. Made with highly breathable, wicking, lightweight, and nonabsorbent polar fleece, the 250 gram Fleece Jacket provides a thick insulating barrier that retains body heat while still allowing air to circulate. RRP \$85. [www.harken.com.au](http://www.harken.com.au)

### 2. FUJIFILM XP10 WATERPROOF CAMERA

The XP10 is a tough little customer. Shockproof, dust proof and waterproof to a depth of three metres, it packs impressive features such as a 12.2MP sensor, Auto Focus Tracking (ideal for locking onto camera-shy sealife) and a zoom range that's above average for the price point. Scene recognition, image stabilisation and a basic video function complete the package, and there's even a function that allows one-touch uploading to YouTube and Facebook. Perfect for the budding online Jacques Cousteau. RRP \$249 [www.fujifilm.com.au](http://www.fujifilm.com.au)

### 3. BURKE EVO THERMAL SKIN

There are some places a stiff ocean breeze just shouldn't go, and one of them is down your neck during a cold day out on the water. This high-tech top & pant combo from Burke is just the thing to stop it. Made from breathable, quick-dry, water repellent SuperFlex thermal fleece designed to keep you snug without the bulk of conventional warm wear, it's close-fitting, highly flexible and offers UPF50+

sun protection. It can be worn as a base, mid or outer layer – perfect for keeping the wind in your sails and out of your togs. RRP Top \$65, Pants \$69 [www.burkemarine.com.au](http://www.burkemarine.com.au)

### 4. INTERPHASE ESCORT SONAR

We've all heard horror stories of yachts colliding with unseen, immovable objects lurking just beneath the surface – anything from semi-submerged freight containers to giant sunfish can spell disaster for the unwary. Interphase's Escort is a forward-scanning sonar system which detects submerged objects up to 360 metres ahead, giving you and your crew plenty of time to respond. Sure it's not cheap, but then neither is crashing your boat into an invisible iceberg. RRP from \$1,895. [www.coursemaster.com](http://www.coursemaster.com)

### 5. HARKEN HYDROFLUX SHOES

This performance deck shoe made of synthetic quick-dry materials features Harken's unique one-way drainage system, which draws water away from the foot at nine separate drainage points to keep your toes warm and dry. The system also prevents water and debris from reentering the shoe through these drainage points. RRP TBC [www.harken.com.au](http://www.harken.com.au)

### 6. GILL DECKHAND GLOVES

Many hands make light work, but frozen, chafed hands don't get much done at all. These excellent deckhand gloves from Gill offer protection and comfort, thanks to a pre-





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shaped construction that perfectly fits the natural shape of your hand. They feature strategically placed stretch fabric to maximise freedom of movement, seamless wraparound Amara reinforcement on the fingers and an inside-facing wrist closure to prevent the wearer from accidentally starting their watch. Available in long and short fingers styles. RRP \$39. [www.gillaustralia.com](http://www.gillaustralia.com)

#### 7. LEWMAR EVO WINCH

The launch of a brand new winch is about as exciting as matches in a fireworks factory for diehard yachties, and it's not so hard to see why when you consider it's nearly 20 years since Lewmar released its last winch range. The seven self-tailing winches in the EVO series feature the latest technology while retaining quality components like solid bronze centre stem and gears and a needle peened drum for a reliable and predictable grip. Drums are available in black or grey alloy, or chrome bronze. RRP yet to be confirmed, but will be positioned below the Ocean winch range. [www.lewmar.com.au](http://www.lewmar.com.au)

#### 8 & 9. HELLY HANSEN OFFSHORE BIB AND JACKET

Helly Hansen know a thing or two about wet weather gear, and when it comes to storm jackets and bibs they don't mess around. This professional-grade, half-length jacket comes in men's and women's styles, and features triple-layer Helly Tach XP waterproof breathable construction with a fully adjustable, high visibility hood for when the spray is flying. A full offshore collar lined with Polartec fleece offers

maximum warmth and protection, and SOLAS reflective tape on shoulders and hood means your crew will always know where you are – even if you don't. Jacket RRP \$799.95, Bib RRP \$599.95. [www.hellyhansen.com](http://www.hellyhansen.com)

#### 10. HENRI LLOYD FLARE HALF ZIP JACKET

Henri Lloyd excels at making practical and supremely stylish sailing gear, and any crewman in search of a snug boat coat will find it hard to go past their new Knitted Insulation range. This lightweight, high performance jacket is made from advanced, stretchable Polartec® Thermal Pro® fabric, which creates air pockets that trap air to retain body heat, providing outstanding warmth without weight. The pull-on half zip styling means added protect from the wind, and the two front hand-warmer pockets are zipped to keep small items secure. RRP \$175.00. [www.burkemarine.com.au](http://www.burkemarine.com.au)

#### 11. DUBARRY REGATTA DECK SHOE

Anyone who's rushed to secure a stray spinnaker only to find themselves aquaplaning across into the guard rail on their backside knows the importance of a good, grippy deck shoe. Dubarry are the grippiest in the business, thanks to the intricate series of interconnecting channels on the sole which disperse water away from the point of impact, reducing the potential for slip. They're made from water resistant DryFast leather, and Dubarry's signature 'port & startboard' coloured flash details leave no excuse for confusing your tacks. RRP \$279.00 [www.stormperformance.com.au](http://www.stormperformance.com.au)





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# RACE AND REGATTA

CLEAR YOUR SCHEDULE, HERE'S ALL THE UP AND  
COMING RACES AND REGATTAS FROM AUSTRALIA,  
NEW ZEALAND, ASIA PACIFIC AND AROUND THE  
WORLD TO GET YOU OUT ON THE WATER.

INTERNATIONAL	DATE	COUNTRY
<b>JUNE 2010</b>		
Giraglia Rolex Cup	2-19 Jun	St Tropez, FRA / Genoa, ITA
Access Liberty World Championship	6-11 Jun	Rutland, GBR
Dubois Cup	6-8 Jun	Porto Cervo, ITA
Boat International Superyacht Regatta	8-12 Jun	Porto Cervo, ITA
Audi Invitational	18-21 Jun	Porto Cervo, ITA
Horus Superyacht Cup	23-26 Jun	Palma, SPA
Rolex Baltic Week	30 Jun - 4 Jul	Kiel, DEU
<b>JULY 2010</b>		
Volvo Youth Sailing ISAF		
World Championship	8-17 Jul	Istanbul, TUR
Rolex Ilhabela Sailing Week	18-24 Jul	Ilhabela, BRA
New York Yacht Club Race Week presented by Rolex	17-24 Jul	Newport, RI, USA
Cowes Week	31 July - 10 Aug	Cowes, GBR
Six Senses Phuket Race Week	21-35 Jul	Phuket, THA
Marina Del Rey to San Diego Race	4 Jul	Los Angeles, USA
Formula 18 World Championship	3-10 Jul	Brittany, FRA
<b>AUGUST 2010</b>		
Rolex Commodores' Cup	15-21 Aug	Cowes, UK
Etchells World Championships	19-28 Aug	Dublin, IRL
<b>SEPTEMBER 2010</b>		
Maxi Yacht Rolex Cup	5-11 Sep	Porto Cervo, ITA
Rolex Swan Cup	13-19 Sep	Porto Cervo, ITA
Rolex Big Boat Series	16-19 Sep	San Francisco, USA
Les Voiles de Saint-Tropez	26 Sep - 3 Oct	Saint-Tropez, FRA
<b>OCTOBER 2010</b>		
Audi Melges 20 USA Sailing Series		
Event Fall Championship	2,3 Oct	Wisconsin, USA
Rolex Middle Sea Race	23-30 Oct	Valletta, MLT
Velux 5 Oceans Race	17 Oct	La Rochelle, FRA
<b>NOVEMBER 2010</b>		
ISAF Rolex World Sailor of the Year Awards	9 Nov	Athens, GRE
Melges 24 Atlantic Coast Championship	19-21 Nov	Florida, USA
Transatlantic Maxi Yacht Cup	23 Nov - 12 Dec	Porto Cervo, ITA
Loro Piana Round the Island Race	Nov	Hong Kong, CHI

AUSTRALIA	DATE	CLUB
<b>JUNE 2010</b>		
Audi Winter Series continues	Jun	CYCA
Interclub Challenge	21 Jun	RSYS
<b>JULY 2010</b>		
Audi Winter Series prize-giving	23 Jul	CYCA
Audi Winter Series Closing		
Ladies Day race	25 Jul	CYCA
Audi Sydney Gold Coast Yacht Race	31 Jul	CYCA
<b>AUGUST 2010</b>		
Meridien Marinas Airlie Beach Race Week	12-19 Aug	WSC
Audi Hamilton Island Race Week	20-28 Aug	HIYC
<b>SEPTEMBER 2010</b>		
Magnetic Island Race Week	2-7 Sep	TCYC
Australian Women's Match Racing Championships	10-11 Sep	RYCT
Lion Island Race	11 Sep	SASC
Sydney Harbour Islands Race	19 Sep	CYCA
Bird Island Race	24 Sep	CYCA
<b>OCTOBER 2010</b>		
Flinders Islet Race	8 Oct	CYCA
Peppers Anchorage F40 Port Stephens Regatta 1	6-18 Oct	
ASX-Reuters Regatta	22 Oct	MHYC
Two Islands Race	Oct	SSAA
X Yachts & Bavaria Sydney Harbour Regatta	Oct	CYCA
Gascoigne Cup	Oct	RSYS
Gosford Lord Howe Island Race	Oct	GSC
<b>NOVEMBER 2010</b>		
Beneteau Cup - Peugeot Regatta	Nov	CYCA
Cabbage Tree Island Race	20 Nov	CYCA
Rotary Charity Regatta	12 Nov	CYCA
Morna Cup	Nov	RSYS
Pittwater to Sydney Musto - Int. Youth Match Racing Championships	14 Nov	CYCA
Sail Brisbane	22-26 Nov	
Australia Cup	29 Nov - 2 Dec	
SSORC (Sydney Short Ocean Racing Championship)	25-28 Nov	
	27-28 Nov	MHYC
<b>DECEMBER 2010</b>		
David Burke Memorial	4 Dec	CYCA
Rolex Trophy One Design	10-12 Dec	CYCA
Sail Melbourne International Regatta		
Olympic & Invited Classes	14-19 Dec	
Rolex Trophy	12-21 Dec	CYCA
SOLAS Big Boat Challenge	14 Dec	CYCA
Rolex Skippers party/Ocean Racer of the Year Awards	15 Dec	CYCA
Rolex Trophy Rating Series	16-19 Dec	CYCA
Rolex Sydney Hobart Yacht Race	26-31 Dec	CYCA
<b>JANUARY 2010</b>		
Pittwater Coffs Harbour Race	2 Jan	RPAYC
CYCA Cruise to Hobart	Jan - Feb	CYCA

To have your event added to the calendar please email [editor@oceanmedia.com.au](mailto:editor@oceanmedia.com.au)



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