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AT THE HELM

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

WITH THE AUDI WINTER SERIES 2009 IN FULL SWING THOUGHTS NOW TURN TO HEADING NORTH WITH THE AUDI SYDNEY GOLD COAST RACE STARTING ON SATURDAY 25 JULY AND THEN ONTO THE REGATTAS AT AIRLIE BEACH AND HAMILTON ISLAND IN AUGUST.

It has been a very busy time at the Cruising Yacht Club of Australia over the last few months. We held the community consultation for the proposed redevelopment at the Club a few weeks ago which went very well. It was very important to explain the impact of our plans to our neighbours and the broader community. We are confident that our plans will benefit the community.

The CYCA board hosted a cocktail party to present membership badges to our 50-year members. It was a great night of stories, memories and laughs. Bill Psaltis had a decision to make on which badge to wear as he is the club's only member with all three badges, namely: Past Commodore, Life Member and now 50-year Member. Bill needs another lapel on his reefer jacket!

I hosted a dinner for life member Richard Grubb to thank him for being the CYCA's Principal Race Officer since 1983. Can you remember what you were doing in 1983? It is a very long time to volunteer your time to the club and I wish to thank Richard on behalf of all members and all yachties. On behalf of all members, I presented Richard with a framed burgee as we remembered his time as race officer and PRO of our great club. It was a most fitting way to thank a dedicated and great volunteer.

CYCA yachts dominated the recent NSW IRC Championships with Bob Steel's *Quest* winning division 1 and Michael McMahon's *X3* winning Division 2. There was a good spread of yachts in Division 2 so it was good to see a Sydney 38 win with only small modifications to its one design class with a masthead spinnaker.

Congratulations go to David Beak's *Mr Beaks Ribs* who won the coveted Blue Water Pointscore by two points from Syd Fischer's *Ragamuffin*. Greg Zyner's *Copernicus* won the Tasman Performance Series by 1 point from Phil Molony's *Papillion*.

At the Summer Prize Giving held recently we recognised the performances of many club members through the Grant Thornton Short Haul and Grant Thornton Short Ocean Pointscore series, as well as the Ocean Pointscore, Mount Gay Monday Twilight series and the St Arnou Wednesday twilight series. Congratulations to all competitors and entrants in our summer sailing program. Thanks also to our sponsors of our summer sailing: Mount Gay Rum, St Arnou, Grant Thornton, Audi and Rolex.

Talking about winners – Ray Roberts won the Brisbane to Gladstone Race again in *Quantum Racing*. He seems unbeatable in this drag race to Gladstone! The CYCA Team of *Quantum Racing*, *Wot Yot* and *Wot Now* retained the Federation Cup Teams Trophy by a good margin as they came 1st, 2nd and 3rd on IRC respectively.

Congratulations to Stephen Ainsworth and his crew on *Loki* and for winning the trifecta of line honours, overall and setting a new race record in the Audi Sydney Offshore Newcastle Race. The Newcastle Cruising Yacht Club put on a terrific welcome for us after the race. This race allowed crews to get back to Sydney or to stay for one or two parties and still get back to work on Monday morning. The feedback from all crews was sensational and we are hoping for a continued increase in fleet size next year.

The Harken Women's International Match Racing Regatta was held in early April and congratulations go to Nicky Souter and her team of Samantha Boyd, Hanna Nattrass and Lilly Taylor (Australian Sailing Development Squad) winning 3-2 over Katie Spithill and her team of Olivia Price, Laura Baldwin and Rayshele Martin (also representing ASDS). The fight for third resulted in Amanda Scrivenor and her team of Ali Sutherland, Karen Muller and Kat Stroinovskiy (ASDS/CYCA) winning over Lucinda Whitty's team of Stacey Jackson, Jessica Eastwell/Karen Gojnich, Nicole Douglass (ASDS) in a most thrilling race. Apparently one of the most exciting races held since the America's Cup.

I had the pleasure of presenting a Youth Sailing Academy scholarship to Christian Wakefield from Father Chris Riley's Eden Learning Centre in Macquarie Fields. This scholarship is supported by Toga Hospitality Group. I want to thank the Toga Hospitality group for all their support of the Club over many years. These types of projects allow the Club to assist the broader community, as we introduce younger generations to our sport and pastime.

We had the pleasure of meeting with Royal Ocean Racing Club's Chief Executive Officer Eddie Warden Owen recently as we hosted a meeting to discuss the future of the Admirals Cup. Our club and many of our members have had a long relationship with both RORC and the Admiral's Cup. If any member is interested in hearing in detail about RORC's plans please make contact with me to discuss.

While our accounts were not finalised at the time of writing it is pleasing to see that our club is still in good financial shape, although profits will be down from last year's levels. The feedback from members regarding keeping our subscriptions at the same levels since 2002 has been very positive.

During the winter please ask your crew if they are not members of the club to join up so you can enter the draw to win the ultra-luxury Silversea Cruise to Alaska, with thanks to our friends at Silversea and Mariner Boating Holidays. You have until 31 October 2009 to propose or become a new member to enter the draw for this great prize.

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



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CALLING WINTER *Warriors*

The darker winter months are upon us again and what a bevy of sailing is coming up! With participation in regattas at an all time high, the storms of economic doubt have certainly been pushed aside in favour of competition and camaraderie on the sea.

This issue of *Offshore* is a fascinating and diverse read. One of the highlights includes a new two-part 'Reflections' series on the Admiral's Cup. Australia's participation in the Admiral's Cup sailed off England played a key role in establishing the international status of the Cruising Yacht Club of Australia and the Rolex Sydney Hobart.

England's esteemed Royal Ocean Racing Club inaugurated the Admiral's Cup in 1957 as a biennial teams event to be contested by national teams of offshore racing yachts. The Admiral's Cup continued down through the decades with Aussies remaining a strong force, until 2001 when it was not staged because of a lack of challenging teams. Revived in 2005 with club, rather than national teams, each team comprising two boats, Australia's team of *Wild Oats XI* and *Aftershock* from the Royal Prince Alfred Yacht Club won the prized Cup that year. The series has not been held since, with the gold cup still holding pride of place in the Alfred's clubhouse on Pittwater.

However, the RORC's CEO Eddie Warden Owen announced at a meeting at the CYCA on 20 April that it was intended to revive the Admiral's Cup in 2011. Announcing this at the CYCA was appropriate as over the years many of the Australian team yachts, their owners and crews came from the CYCA. There is already support for a three-boat Australian team.

This issue also looks into the other great cup – The America's Cup. Is it really out of the courtroom and back on the water?

Our Technical special feature reviews the amazing sail handling technologies of racing superyachts and appropriately our yacht review this issue profiles *Bristolian*, the 34-metre superyacht from NZ's Yachting Developments. An exotic blend of international designer style and luxury belies the yacht's impressively fast sailing performance.

In Tack & Gybe we 'grill' David Beak, skipper of *Mr Beak's BBQ Ribs*, on his recent CYCA Blue Water Pointscore triumph.

In Race & Regatta Round Up Stephen Ainsworth sweeps the Audi Sydney Offshore Newcastle as *Loki* takes the trifecta of wins - line honours and IRC - as well as a new race record!

The latest, and final, installment of our Crew Positions series profiles 'The Owner', arguably the most important crewmember of every yacht, without whom anyone aboard would be racing.

Accidents At Sea are a reality and a special feature this issue clearly explains the legal liability of owners and crew.

For those seeking adventure of the cruising variety, our Destination article explores the Kimberly Coast in the isolated Northwest corner of Australia.

Plus, we preview the upcoming regattas, near and far, attracting record entries. These include the fabled Rolex Fastnet, a challenging 608 nautical mile offshore event, and with 300 yachts already registered, the RORC has taken the unprecedented step of closing the entry list some three months ahead of the date set in the Notice of Race.

Closer to home canting keel yachts will race for the first time in the 2009 Lord Howe Island Race held late October, the popular 414 nautical mile race across the northern Tasman Sea. The Gosford – Lord Howe Race is the only annual Category 1 ocean race in Australian waters other than the Rolex Sydney Hobart Race and is a qualifying race for the Hobart. It has often been described as 'the most exclusive ocean race in Australia' because of the limit of 20 yachts that can moor at the World Heritage-listed island with its unique coral lagoon.

The Audi Sydney Gold Coast Yacht Race, the 384 nautical mile race up the east coast launching the CYCA's prestigious Blue Water Pointscore Series is also profiled. The race is the third event that forms the Audi IRC National Championship and regularly attracts fleets of 70 to 80 yachts. Many yachtsmen use the Gold Coast race as a precursor to the Queensland winter race weeks in Airlie Beach and Hamilton Island that we also cover in this feature-filled edition.

So, get out there and enjoy the wonders of the winter season!

Anthony Twibill
Publisher/Director

Hillary Buckman
Editor-in-Chief/Director



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Sail Melbourne to host ISAF Sailing World Cup until 2011

ISAF has confirmed Melbourne will retain its place as the first leg in the international Sailing World Cup for a further three years as its inaugural running of the Olympic-class event nears its completion.

The 2009/2010 World Cup is scheduled to begin with the Sail Melbourne regatta hosted by the Sandringham Yacht Club on 14 December and will continue on to Miami (USA), Hyeres (FRA), Kiel (GER), Medemblik (NED) and Weymouth (UK) for the final round.

Sail Melbourne patron and Australian sailing legend, John Bertrand, described the Sailing World Cup as the 'grand slam' of sailing which pits the very best Olympic champions and aspirants against each other.

"We will see the absolute best of international sailors competing in Melbourne each December," said Bertrand.

The event will again take place on Port Philip Bay. Sail Melbourne chair and Olympic gold medallist,

Mark Turnbull, said ISAF's decision to extend the inclusion of Sail Melbourne in its annual calendar until 2011 was great for the city and for Australian sailors.

"The event will not only attract top sailors to fight for victory but provide local sailors with a great opportunity to meet and sail against their heroes on home territory," said Turnbull.

The Victorian state government has thrown its support behind the regatta in its continuing push to have Melbourne recognised as the sporting hub of Australia.

The 2008 Sailing World Cup season is currently nearing its end with Nick Thomson (GBR) leading the field at the time of print with 55 points after four rounds, with three remaining. Daniel Mihelic and Tonci Stipanovic, both representing Croatia, are close behind on 48 and 45 points respectively.

For further information visit www.sailmelbourne.com.au

Victorian sports minister, James Merlino, John Bertrand and Olympian Sarah Blanck.



CYCA and Toga Hospitality support Father Chris Riley's Youth Off The Streets

The Cruising Yacht Club of Australia, through its Toga Hospitality sponsorship, has been able to provide a scholarship to a young student from Father Chris Riley's Eden Learning Centre in Macquarie Fields to attend the upcoming School Holiday course.

For Christian Wakefield, this scholarship could change his life forever.

Christian, who turns 18 later this month, was chosen as a candidate for the award due to the determination and commitment he has demonstrated while training to achieve a Statement of Attainment in Maritime Boat Building and Restoration through TAFE NSW, Petersham.

"I had no idea that by taking up a boat restoration course that I could learn so much! The maintenance and care of a yacht is similar to a car. You need good attention to

detail, have to be good with your hands and you also have to be able to work as a team and be reliable," said the quietly-spoken Christian, who enjoyed woodwork and art at mainstream school and is halfway through his course.

Christian got involved with the Heritage fleet building project through a Youth Worker last year. "I was really excited to be given this opportunity," says the 17 year-old who did not attend school for three years, but now says: "I've always wanted to finish school and now the school has given me the opportunity to gain my Year 10 Certificate.

"At first it was hard to go back to school after three years away, but now it's good and I really want to finish. We do all the usual subjects, but our classes are smaller, which is better."

Whilst working with the Heritage fleet, Christian went sailing for the first time on a wooden boat. "It was great fun, I really enjoyed it. I'm really looking forward to sailing at the Youth Academy," said the teenager who played cricket and kick-boxed when he was younger.

Eden Learning Centre Teacher, Karelynn Randall saw the opportunity to introduce young people to the new experience of Maritime Boat Building as one that was too good to refuse.

"Here is an opportunity to give our young people an experience they would not have achieved elsewhere, as well as one that taps into their interests by providing the opportunity to learn transferable vocational skills," she said.

Father Chris Riley (Founder of Youth Off The Streets), joined Commodore Cruising Yacht Club of Australia Matt Allen, and Emma Kearns from Toga Hospitality Group to present Christian with his scholarship and welcome him to the Youth Sailing Academy course.

After taking part in the YSA School Holiday course recently, Christian has been given the opportunity to extend his sailing training by participating in the University Sailing, which occurs every Friday afternoon at the CYCA.

For further information visit www.cyca.com.au



Commodore Matt Allen presenting Christian Wakefield with his scholarship to attend a YSA course with Father Chris Riley and Emma Kearns, Communications Manager, Toga Hospitality.



Macquarie Innovations pictured here during an earlier 48-knot performance and (inset) the team which makes it fly.

Photos: Steb Fisher Photography, www.steb.com.au

Dredging of Gold Coast Broadwater to commence

The Gold Coast City Council has commenced dredging in the Southport Broadwater, a body of water at the entrance to the estuary system notorious for its shallow sandbanks which traps many boats annually.

More than 80,000 tonnes of sand will be dredged from the navigation channels and moved to a land reclamation project at Southport, which will become the site of a children's playground. The multi-million dollar project will be a boon for the local marine industry and also for visiting superyachts, which will finally gain safer access to the harbour once the project is completed, solving what was becoming an embarrassing problem for the local marine industry.

Southport Yacht Club chief executive Joe Goddard was one advocate of the dredging project and voiced his concerns early last year. "Probably the most immediate problem is getting the large super maxis into the Broadwater after they complete the Sydney to Gold Coast Race in July/August and there is a concern by the skippers that we simply can't get them from the finish line into the club, which is a bit of an embarrassment for the coast in my opinion," Goddard told the ABC last April.

For further information visit www.marineqld.com.au

50-knot speed barrier broken by Australian trimaran

Australia's Macquarie Innovation team has crashed through the magical 50-knot (93km/h) ceiling in a record attempt recognised by the World Sailing Speed Record Council, making it the first 'yacht' to officially clock over 50 knots on a test course.

The remarkable 198-kilogram composite planing trimaran, built of carbon fibre with a nomex core, is, according to its designers, capable of sailing three times faster than the wind.

During the official testing, carried out in late March at Sandy Point, Australia, the incredible yacht catapulted its two crew to speeds in excess of 100km/h with the top speed registering 54.23 knots at one point. The World Sailing Speed Record Council officially confirmed an average speed for the 500-metre course of 50.07 knots, just shy of the current outright speed record for a sailing craft of 50.57 knots set by French kiteboarder Alexandre Caizegues late last year.

The Macquarie Innovation team, headed up by Simon McKeon, has worked for over 15 years to perfect the Lindsay Cunningham-designed trimaran.

Although simply breaking through the 50-knot barrier has been hailed as their most significant achievement, the team believes the extraordinary efficiency of the yacht's design has been overshadowed.

The team points out that its breakneck speed was attained in less than 25 knots of wind - a testament to Cunningham's design prowess. "This represents a level of sailing efficiency never before seen at these record breaking speeds. To put this fact into context, the team's nearest rivals require wind speeds approaching twice the strength of that utilised by the Macquarie team in the record setting effort," said the team.

For further information visit www.onthewater.com.au

Schoolgirl's round-the-world ambitions criticised

Jessica Watson.



Fifteen-year-old Sunshine Coast sailor Jessica Watson's plan to become the youngest person to sail solo, unassisted around the world have been called into question by family groups which have branded the voyage irresponsible.

John Morrissey of the Australian Family Association said the 40,000 km trip, which is set to

begin later this year and take eight to nine months to complete, could prove too much to handle, particularly given the isolation.

"I'm a secondary teacher and I've been teaching 15-year-old girls for 42 years and I'm amazed if any of them could cope with something like that," Morrissey told the Brisbane Times. Family Council of Victoria secretary Bill Muehlenberg labeled the plan irresponsible and a hugely risky venture.

"It sounds fairly reckless indeed given that even old experienced sailors can get into a lot of strife," Muehlenberg said to ABC radio.

Jessica's parents have stood by her plan, which is also being supported by Don McIntyre who has donated the 10-metre yacht to be used for the trip.

For further information visit www.youngestround.com

Azzura Marine moves office to The Spit

Azzura Marine, the makers of Sydney Yachts, Marten yachts and Azzura motor yachts, has moved its Sydney head office from Jones Bay Wharf in Pyrmont to The Spit, Mosman.

"In line with the group's strategic plan, the move will allow us to strengthen our position within our niche markets and enhance our ancillary marine services," said Azzura Marine director Iain Murray. "The new waterfront premises offer increased visibility and marina capacity within a broader marine precinct. We view this as a prime opportunity to further our brokerage and sales functions with the specific aim to increase the level of service and support offered to our valued clients.

The company's new address is 81 Parriwi Road, Mosman, NSW 2088 Australia. All telephone numbers will remain unchanged.

Azzura has also updated their website with a new look and some new features.

For further information Tel: +61 2 8586 1490 or visit www.azzuramarine.com

A good time to buy a yacht?

It may be a predictable refrain for a boat broker, but according to Yoti, it's a good time to buy a sailing yacht.

As far as buyers are concerned, in the current market, it's bargain time.

"I don't think there's anybody out there who's not looking for a bargain because of the perception that there are a lot of stress sales around at the moment," Yoti's John Cowpe told *Offshore*. Customers continue to walk through the door of Yoti's offices at The Spit ready to do business, with many keen to snap up a good deal on European production yachts with the average sale at around \$350,000.

Yoti has been in business for just over a year now and according to Cowpe there's plenty of interest for sailing yachts, which continues to

help the company grow through the downturn.

"We're definitely seeing lots of buyer activity out there at the moment for sailing yachts. I think they are perhaps a more considered decision than motor yachts, it's not an off-the-cuff decision and the people interested in them often have a conservative plan in place," said Cowpe. The majority of owners selling their boats through Yoti are not necessarily in a 'must-sell' position, but most are willing to talk on price. "Most of them are fairly savvy businesspeople and they know they have to meet the market to get it sold so they can use their cash in other ways," he said.

For further information Tel +61 2 9960 6222 or visit www.yoti.com.au

News In Brief

YA president elected to AOC executive

Yachting Australia president Andrew Plympton has been elected to the Australian Olympic Committee executive during a recent board meeting.

Plympton will work alongside the AOC and its recently re-elected president, John Coates, in the lead up to the 2012 London Olympics.

Plympton has been president of Yachting Australia since 2004 and has taken a seat at the AOC executive following the retirement of swimming great Michael Wenden after 20 years of service.

Council sinks Rose Bay marina proposal

The planned development of a superyacht marina at Rose Bay in Sydney has again been rejected by Woollahra council.

Despite reducing the maximum boat size from 37 metres to 20 metres and capping height at 5.75 metres, the amended proposal was voted down 7-5.

The \$10 million project was formerly rejected by the council in 2007 while an appeal to the Land and Environment Court was also rejected the proposal finding that it would have created a "wall of boats" blocking views of Sydney Harbour.

Swing moorings in the bay would also have to be reduced from 172 to 61 to accommodate the marina berths.

CYCA members: win a \$9,850 trip to Alaska

The CYCA Member Services Committee has announced the launch of the CYCA Canada and Alaska Tour 2010, in association with Mariner Boating Holidays and Silversea Cruises. CYCA Members are invited to join in this luxurious 9 night, all inclusive Silversea's Silver Shadow cruise along the Inside Passage to Alaska that will depart on 3 September 2010. The package price leads in at \$9,895 per person twin share in a Balcony suite. Silversea Cruises operate their ships on a fully inclusive basis with all meals, beverages, gratuities, in suite dining and entertainment included in the ticket price. The Mariner Boating package for CYCA members also includes the airfare to Vancouver and a night's accommodation in Vancouver before embarkation.

Check out the next edition of *Offshore Yachting Magazine* for a full destination review of cruising the Inside Passage of Canada and the Pacific Coast of Alaska on board the super luxury liner Silver Whisper.

For further information contact Mariner Boating Holidays, Tel 02 99661244, email info@marinerboating.com.au or visit the web www.marinerboating.com.au.

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Foggy conditions nearly spelled disaster for the Volvo Ocean Race fleet heading out of Boston for Ireland.

Volvo Ocean Race Leg 7 – near misses in the mist

The start of 2,550-mile trans-Atlantic Leg 7 of the Volvo Ocean race from Boston, USA, to Galway, Ireland, saw the fleet battling thick fog which made for difficult and dangerous conditions and a couple of very close calls.

The fleet sailed a perilous course out of Boston, dodging container ships, lobster pots and powerboats and aided almost entirely by navigation equipment and radar.

"What a crazy start today!" commented *Ericsson 3* skipper Sakel Magdahl in an email report. "Suddenly at the first mark, there was a huge ship coming out of the fog only boat lengths away, with plenty of police boats and tugs. I did not really react to the sirens at first as there were so many spectator boats. We just snuck in ahead of it while *Delta Lloyd* had to sail around it. Very unfortunate for them, but they came back and passed us shortly after.

"The fog is THICK. We had Magnus in the bow looking for crossing boats sailing out of the channel. At one stage we were in the wind shadow of another boat without being able to see it. So we keep a constant radar watch."

Telefonica Blue skipper Bouwe Bekking recalled his own close call which could easily have been a

catastrophic collision after the fog rolled in.

"Nearly crashed into a power boat, who came in 90 degrees on our course, we think there wasn't more than a couple of centimetres in between us, it could have been very ugly. After that we have seen nothing than just fog," he said.

"We know from the position reports that we have been going alright, and holding a small lead. We passed already the most northern point of the whale exclusion zone and we are heading out to the Atlantic. It is a bit nippy on deck, so the first gloves have appeared and everybody is wearing their woollen hat."

At one point *Telefonica Blue* also reported having just one metre of water under the keel – a frightening situation given the lack of visibility.

At the time *Offshore* went to print, *Ericsson 3*, *PUMA* and *Telefonica Blue* were locked in a tight tussle powered on by a 20-knot south-southeaster. Prior to Leg 7, *Ericsson 4* was the overall points leader for the series with 81 points, well clear of *Telefonica Blue* and *PUMA* with 68.5 and 65.5 points respectively.

For further information visit www.volvooceanrace.com

Barnacle-killing fungus a breakthrough for anti-foul paints

A new study from Sweden's Goteborg University has found what may prove a revolutionary new weapon in the constant fight against hull fouling.

The scientists have found a fungus called *Streptomyces Avermitilis*, which is found in the ocean, is extremely poisonous to the kinds of crustaceans and barnacles which commonly attach themselves to hulls, slowing the performance and efficiency of the boat.

The test found that when added to paint and applied to a hull, the hull remained free of barnacles.

"The fungus affects the nervous system of the barnacles and you only need a tiny amount of fungal extract to have an effect," said Hans Elwing, professor at the department of cell and molecular biology at the university.

The study found as little as 0.1 per cent mix of pure fungal in hull paint would provide sufficient protection and remove the environmental problems associated with current antifoul paints, which slowly dissolve into the ocean.

"The fungal extract is probably both cheaper and, above all, more environmentally friendly than the paints based on copper compounds available on the market today," he said.

Bob Oatley and Eddie Warden-Owen with the Admiral's Cup, still in residence at the Royal Prince Alfred Yacht Club.

AUSTRALIANS INTERESTED IN ADMIRAL'S CUP REVIVAL

SEVERAL PROMINENT AUSTRALIAN YACHT OWNERS HAVE INDICATED THEIR INTEREST IN PUTTING TOGETHER A TEAM IF THE FAMOUS ADMIRAL'S CUP INTERNATIONAL OFFSHORE TEAMS RACING SERIES IN ENGLAND IS REVIVED IN 2011.

By Peter Campbell

The Admiral's Cup has not been raced for since 2003 when an Australian club team from the Royal Prince Alfred Yacht Club on Pittwater won the race, which ranks as one of the great prizes in ocean racing. Bob Oatley, who skippered his then 60-footer *Wild Oats* to victory in that team, is one to have expressed interest in the revival.

Previously, it had been held biennially every odd year since 1965 at historic Cowes on the Isle of Wight, with Australian national teams sailing exceptionally well against the best yachts and yachtsmen in the world, including winning the Cup in 1967 and 1979 and losing to Germany by 0.25 points in 1993.

The Royal Ocean Racing Club's CEO, Eddie Warden-Owen, announced plans to include the Admiral's Cup in the international sailing calendar by 2011 at a forum hosted by the Cruising Yacht Club of Australia on 20 April. Some 35 CYCA members, guests and interested parties gave a positive reception to plans for the Cup's revival.

Warden-Owen provided a brief update on the status of the RORC and other the major events associated with the club, including the Rolex Commodore's Cup, Rolex Fastnet Race, and a new event – the Royal Caribbean 600.

He said the RORC would again base Admiral's Cup racing on Cowes on the Isle of Wight, with racing on the Solent and in the English Channel. Suggestions had been made that national teams could comprise two boats, with possible multiple entries from individual countries, and would be conducted using the IRC handicapping system to maximise attendance. Warden-Owen said representation was expected from

the USA, Hong Kong, Italy, Australia, New Zealand, Germany, Russia and the UK.

He explained that the racing format for the 2011 Admiral's Cup would be based on a week-long regatta with a strong emphasis on offshore racing, with at least one long and one medium distance offshore race and one long inshore race.

A suggested timing was in the week before Cowes Week and not during that regatta because of the huge demand for berths during Cowes Week. The Admiral's Cup would not include the Fastnet Race, but visiting international yachts were likely to compete in the Fastnet, which follows Cowes Week every second year.

In addition to Bob Oatley, other yacht owners at the forum included Syd Fischer, who captained the winning Australian team in 1979 and won the 1971 Fastnet Race with his original *Ragamuffin*, along with CYCA Commodore Matt Allen, Middle Harbour Yacht Club commodore Martin Hill, CYCA director Howard Piggott, Steven David and Leslie Green.

Considerable discussion centred on the types of yachts that may be eligible to compete in the 2011 Admiral's Cup. Warden-Owen said it was anticipated that the best of the modern grand prix boats of the day would compete for the series, such as TP52s, and/or mini maxis in the 60 to 70-foot range.

The RORC's CEO, himself a noted former Admiral's Cup tactician, said it was expected that those travelling from overseas for the Admiral's Cup would also compete in Cowes Week and the Rolex Fastnet Race. Dependent upon size, some boats could participate in the Rolex Maxi Series.

"THE BEST OF THE MODERN GRAND PRIX BOATS OF THE DAY WOULD COMPETE FOR THE SERIES, SUCH AS TP52S, AND/OR MINI MAXIS IN THE 60- TO 70-FOOT RANGE."



Most of the Australian owners at the forum urged the retention of three-boat national teams. While the RORC is expected to stick with tradition and base the event at Cowes, with the short races in the Solent area, alternative venues were discussed, including Weymouth and Portsmouth. One suggestion put forward that the winning country could be the host of the future event, similar to the America's Cup. Several speakers at the CYCA forum urged the RORC to keep the Corinthian spirit of the Admiral's Cup, with a limit on professionals on each boat, and also to maintain a national identity of 40 to 50 per cent of crews sailing for their country of origin. Interested parties need to indicate a level of interest to the RORC by July 2009 at which time a final decision will be made to re-establish the famous event.

Additional information from Di Pearson, BoatingOz website

IN BRIEF

- Admiral's Cup to be revived for 2011
- Cowes the preferred venue with racing on the Solent and English Channel
- Fastnet Race no longer included
- Teams could include USA, Hong Kong, Italy, Australia, New Zealand, Germany, Russia and the UK
- CYCA members call for limit on professional crews



THE AMERICA'S CUP STILL DRY-DOCKED IN THE COURTS

Photo: BMW Oracle

JUST WHEN THE SAILING COMMUNITY SIGHED WITH RELIEF IN THE HOPE THAT THE LEGAL WRANGLING OVER THE 33RD AMERICA'S CUP WAS FINALLY OVER, THE COURTS HAVE AGAIN BEEN DRAWN IN TO THE LENGTHY LAND-LOCKED BATTLE.

By Jenifer Wells

Not many in the sailing community have the heart or the stomach to keep up with the ongoing legal saga regarding the 33rd America's Cup. And just when we thought that the courtroom dramas were finally over when the final appeal judgment was handed down by the New York Supreme Court in April, the lawyers and spin doctors have revealed they will continue to charge their hefty fees to go head to head before the Court.

In their final judgment the six appellate judges unanimously ruled that the Golden Gate Yacht Club was the valid Challenger of Record (CoR) and that the event would be held in 10 months time in February 2010. This decision re-instated the original judgment, which had been overturned on the first appeal. Unlike the original challenger accepted by Alinghi, the Court has decided that a valid CoR must have previously held an annual regatta before submitting a challenge – holding a regatta afterwards does not validate the challenge.

The final judgment also sent a thinly veiled caution to feuding billionaires Larry Ellison of Oracle and Alinghi's Ernesto Bertarelli. The judges made it clear that the dispute should be settled on the water rather than through legal technicalities surrounding the three-page 1887 Deed of Gift (DoG) – a sentiment the two warring factions have continually claimed to be their preferred course of action throughout the two years of legal wrangling.



A fading memory... the last time the cup was won.

Oracle has now instituted Contempt of Court proceedings against Alinghi, arguing that the Defender has defied the final Court Order by announcing that the AC will take place in May rather than February. Alinghi claims the latter date is necessary to comply with the northern hemisphere "black-out" periods in the DoG. Alinghi has also filed a cross-claim because Oracle has not yet provided the custom house registry which provides a description and some measurements of the challenging boat – Alinghi previously claimed that the description of Oracle's 90 foot by 90



Australian Government

Australian Maritime Safety Authority

IMPORTANT DISTRESS BEACON INFORMATION


121.5 MHz beacons are no longer an effective distress alerting device as they are not detected by satellite.

The 121.5 MHz frequency is still the **international aviation distress frequency** and these beacons **may** still be detected **if** there are any aircraft in the immediate area. However, without satellite coverage a search and rescue effort may take days rather than hours.

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For vessels going off-shore it is mandatory to carry a 406 MHz EPRIB. Check with your State/Territory marine authority for details.

BEACON DISPOSAL

Unwanted distress beacons **must** be disposed of responsibly you can place them in collection bins at any  **Battery World** store.

www.amsa.gov.au/beacons
Ph: 1800 406 406



Photo: Alinghi

Alinghi's Ernesto Bertarelli.

“AFTER TWO YEARS OF EXPENSIVE LITIGATION WE STILL DO NOT HAVE CLARITY ON WHEN AND WHERE THE 33RD AC WILL BE HELD.”

foot keel yacht was ambiguous.

Fines and prison sentences can be imposed if parties are found to be in contempt of the final Court Order. Ignoring the Court's warning to get on with a competition on the water could prove costly.

After two years of expensive litigation we still do not have clarity on when and where the 33rd AC will be held, whether it will be in mono or multi-hulls and whether there will be a traditional multi-challenger event or a two horse showdown between Oracle and Alinghi.

Assuming we ever witness the 33rd AC contest on the water, future Challengers and Defenders would be wise to learn from this mess:

- Defenders should only accept an established yacht club as CoR (preferably one with members who own yachts) which has already held an annual regatta (more than one would probably be a good idea in order to establish that it is "annual", a point that has not been raised)
- the CoR should ensure that the Defender considers that the description of its challenging boat is free from ambiguity; and
- please settle the dispute on the water

The Contempt of Court proceedings were due to be heard on Thursday 14 May 2009.

Editor's Note: Just prior to publication the New York Supreme Court upheld Oracle's Contempt of Court proceedings, stating that the AC must be held in February 2010. Alinghi must announce the venue by August 2009. The Court dismissed Alinghi's cross-action requesting Oracle's custom house registry.

CYCA 50 YEAR MEMBER COCKTAIL PARTY



scene



On Tuesday evening, 31 March 2009, Commodore Matt Allen presented 20 members with their specially struck 50 Year Members Badge. The CYCA Board approved the new category of membership in early 2009. A total of 27 members have achieved their 50 Year Member status.

“Between the recipients, they have covered some mammoth sea miles and shared many a sailing yarn. This evening I was proud to present the Membership badges and to see how important this occasion was to these members,” said Commodore Matt Allen.

Alan Campbell and Russell Williams made the long trek from Queensland to catch up with their mates and enjoy the occasion. In future, those members that reach the milestone of 50 Year Membership, will be presented with their badge at the club’s AGM.

The 50 Year plus members who were recognised with this special function were: Michael York OAM (who is the longest standing member of the CYCA having joined in 1945), Trygve Halvorsen, Gordon Ingate, Des O’Connell, Alan Campbell, Nick Alexander, Jeannette York, Brian Brenac, Bill Psaltis, George Girdis, John Taylor, Peter Cosgrave, James Harrison, Daryl Isles, James McLaren, Ted Kaufman, Joyce Warn, Patricia Warn, Edward Dermody, John Musgrove, Leslie Cosgrove, Robert McAuley, Don Mickleborough, Francis Rodgers, Russell Williams, Leslie Green and Bill Smith.

(left to right, top to bottom)

- Michael York
- Alan Campbell
- Bill Psaltis
- Don Mickleborough
- Gordon Ingate & Russell Williams
- Michael York, Margaret Psaltis, Jeannette York
- Pat & Joyce Warn, Rob McAuley,
- Russell Williams
- Trygve Halvorsen
- Gordon Ingate

SAIL PORT STEPHENS

The promotion of the Sail Port Stephens regatta as simple, family friendly, affordable fun worked perfectly in 2009 and delivered on its promise with a large number of partners and families happily joining in the social activities each night, and with the flexibility of being three hours away by car on the F3 from Sydney, many were able to come and go as they pleased or needed to with work or family commitments.

The social fun ranged from a casual al fresco night at d'Albora Marina where crews danced the night away with a live duo, to the Long Lazy Lunch where an intimate group of 80 sat back and enjoyed a glass or two of Robert Oatley Wines and listened to Rob Mundle interview Volvo Ocean Racer, Tom Braidwood, Parkinson-style, on stage.

There's nothing like a good dress up to get the competitive spirit going!



CYCA SUMMER PRIZE GIVING

Top Line: *Kirribilli* crew accepting their prize from Mount Gay Rum Monday Twilight Series – 1st IRC Div 2 with Cristy O'Sullivan from Mount Gay. Pete McGee (L – co-owner *Elusive*), Grant Thornton CEO mark Bissett, Paul Billingham (R) co-owner *Elusive*, 1st PHS Grant Thornton Short Haul Autumn Pointscore; 3rd PHS Grant Thornton Short Haul Overall Pointscore.

Second Line: Andrew Leslie, from *Eye Appeal*, winner of Julius Charody Perpetual Trophy for Mainsheet Hand, Grant Thornton Short Haul Pointscore with Grant Thornton CEO Mark Bissett. Howard & Susan Piggott, *Brilliant*, collecting their prize form the Grant Thornton Short Haul Pointscore series including 2nd PHS & 1st IRC Spring Pointscore; 1st IRC Autumn Pointscore; 3rd PHS & 1st IRC Overall Pointscore; with Grant Thornton CEO Mark Bissett.

Third Line: Julian Farren-Price, *About Time* collecting his trophies from Commodore Matt Allen – CYCA Trophy for 1st IRC Div 1 Overall Pointscore – Grant Thornton short Ocean Pointscore (Blue China teapot held by Matt Allen) & John Borrow Memorial Trophy for 1st IRC Ocean Pointscore (Sails held by Julian), Jenny Kings & Murray Owens, *Mahligai*, accepting trophies for their IRC & PHS wins in Bird Island Race.

Fourth Line: Jim Nixon accepting the Malcolm Halliday Memorial Trophy for *Copernicus* win in Tasman Performance Series. Crew of *Mr Beaks Ribs* with Commodore Matt Allen accepting their trophies for their wins in Blue Water Pointscore and Flinders Island Race (1st IRC & PHS Div).



CRUEL WIND

BUSINESS POST NAIAD AND THE 1998 SYDNEY HOBART YACHT RACE DISASTER, BY ROBERT MATTHEWS WITH JULIAN BURGESS

Review by Peter Campbell*

The Tasmanian entrant in the 1998 Sydney Hobart Yacht Race, *Business Post Naiad*, had been rolled for the second time by massive waves on the late afternoon and evening of Sunday, 27 December. In the first, between 5pm and 6pm, she had rolled through 360 degrees, bobbing up in about eight to 10 seconds, but dismasted; in the second roll, between 10:30pm and 11pm, she remained inverted for an estimated four or five minutes before being righted by another huge sea.

"I kept trying to get the harness undone and all the time I was being belted around, banged on the head by the capsized yacht and pushed under water. Every now and then the boat would take off at a great rate of knots."

The two crewmembers on deck during the second roll, helmsman Robert Matthews and Phil Skeggs, were trapped below the cockpit attached by their harnesses and lifeline tethers. The other crewmembers, including skipper Bruce Guy, were locked inside a hull that was filling with water through a broken window, the cabin a total wreck.

Ten years after that tragic Sydney Hobart Race of 1998, Rob Matthews has recalled the horrific 12 hours in this dramatic book, written with wellknown Launceston journalist and yachtsman Julian Burgess.

His story was inspired, in part, by English yachtsman Nick Ward's book, 'Left for Dead', his story of the 1979 Fastnet Race, which I reviewed for *Offshore Yachting* last year. Like the crew of *Business Post Naiad*, Ward survived a terrible ordeal before being rescued, in similar circumstances to Matthews and the surviving crew of the Tasmanian boat.

A number of books have been written about the 1998 Sydney Hobart, but all by professional authors, based on interviews with those who set sail from Sydney Harbour on a beautiful summer day on 26 December 1998. 'Cruel Wind' is the first book written by a survivor of that fateful race.

Matthews was on the helm in both knockdowns as the hurricane-force winds and massive seas battered the fleet as it sailed south in the Tasman Sea towards Bass Strait. He survived both times. In the second 360 degree roll he finally got his harness undone and climbed up over the transom to hang onto the rudder until under huge wave turned the boat upright.

Phil Skeggs died of immersion after becoming entangled in equipment and unable to free himself from beneath the inverted cockpit. Soon after the boat was righted, skipper Bruce Guy suffered a massive heart attack as he and crewmember Steve Walker tried to manoeuvre the yacht's liferafts from below, where there was close to three feet of water inside and *Naiad* was in danger of foundering. Guy, aged 51, died in the arms of Walker as he sat on a bunk, water up to his waist, the boat still being tossed about by 70 knot winds and big waves.

Cruel Wind recounts in vivid and poignant detail the "once-in-a-100 year storm" that created winds of up to 90 knots and seas of 20 to 24 metres, some estimating as high as 30 metres – the result of two mighty forces of nature, hurricane force winds and an unusually powerful ocean current, which came together off the sea-east corner of the continent.

In that storm six sailors died, five boats sank and 55 survivors were winched

to safety by the rescue helicopters. *Business Post Naiad* was one of 10 boats rolled or which suffered knockdowns as a result of the exceptionally-large waves and were involved the biggest search and rescue operation in Australian maritime history.

"We were confident in our abilities and the boat's capabilities but we suddenly and desperately found ourselves wanting. As the saying goes, we went from 'hero to zero' after the first roll, and then descended into hell, trying desperately to keep the boat afloat after the second roll," recounted Matthews.

"The force of the wave had torn the helm from my hands and dragged me under and around with the boat... I recall that at that moment, down at water level and in the bottom of the trough, it was deathly silent and almost calm."

Cruel Wind also records the author's long background of offshore yachting, the extensive experience of the crew and how they battled for survival during the 12 hours between sending out a Mayday call and finally being sighted by fixed-wing aircraft and subsequently lifted from the sea by the Careflight helicopter, in what Matthews describes as an "heroic rescue".

It is a gripping and emotional book to read and not without controversy as Matthews is highly critical of the 12-hour gap between sending out a Mayday soon after *Naiad* was first rolled and dismasted, and their rescue.

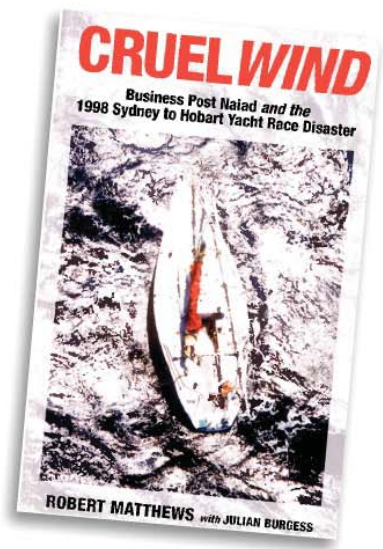
"It is damning evidence that we really were the forgotten yacht of the 1998 Sydney Hobart Yacht Race," writes Matthews. *Business Post Naiad* sent out its Mayday call about 6pm on Sunday, 26 December, the call acknowledged by fellow competitor *Yendys* which passed on the Mayday to CYCA Control aboard the Radio Relay Vessel.

Matthews was the first of the surviving seven crew of *Naiad* to be lifted from the Tasman Sea by the Careflight helicopter – at 8:45am on Monday, 28 December. Because of the broken mast and other wreckage on the deck, each man had to jump into the sea and swim away from the yacht before being hooked on by frogman Murray Traynor.

Robert Matthews returned to offshore yachting in 2000, delivering a 33-foot catamaran from Launceston to Mooloolaba and raced in the 2005 Sydney Hobart. He continues to cruise and race offshore, acknowledging that many significant changes have been made to ocean yacht racing rules and administration in Australia and internationally as a result of the tragic 1998 Sydney Hobart.

Cruel Wind is available from Boat Books, marine stores and in Tasmanian book stores, retailing at \$39.95 inc gst. It is a book that every sailor who races offshore should read.

**Peter Campbell was media director of the 1998 Sydney Hobart Yacht Race. He knew Bruce Guy personally and recently had an opportunity to again catch up with Steve Walker in Hobart after the Hydro Tasmania Three Peaks Race. ○*





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*For full details refer to brochure located at reception or www.cyca.com.au. Authorised under NSW Permit LTPS/09/01419. All travel arrangements by MARINER BOATING HOLIDAYS Tel: 02 9966 1244 licence #2TA5348



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ASM Shockwave 5 leads *Loki* out of Sydney.

LOKI TAKES THE TRIFECTA

IN AUDI SYDNEY OFFSHORE NEWCASTLE

STEPHEN AINSWORTH'S *LOKI* DOMINATED THE SECOND AUDI SYDNEY OFFSHORE NEWCASTLE RACE FROM START TO FINISH TAKING THE TRIFECTA WITH A LINE HONOURS WIN, IRC OVERALL AND A NEW RACE RECORD.

The 213 nautical mile Audi Sydney Offshore Newcastle Yacht Race once again took the fleet from Sydney Harbour northwards to a laid mark around 20 nautical miles east of Crowdy Head, then south towards Newcastle with the finish in the Hunter River.

The fleet got off to a good, clean flying start in 15-18 knots of SE breeze, in a strong outgoing tide, with some threatening rain clouds overhead.

Stephen Ainsworth's *Loki*, Rob Hanna's *Shogun* and Andrew Short's *ASM Shockwave 5* started down the pin end of the line and got off to a flyer, while Syd Fischer's *Ragamuffin* started strong from near the committee boat.

The race out of the heads was between *Loki* and *ASM Shockwave 5* with the latter winning the battle within 15 minutes of the start time. The battle continued all the way to the finish line.

Loki crossed the line in the small hours of Saturday morning at 03:57:53, with a total race time of 15hrs 57 minutes and 53 seconds.

For Stephen Ainsworth his wish was granted. At the crew meeting before the start line he told his crew he wanted to do a 'Wild Oats' – take the line honours win, IRC Overall and create a new race record.

"*Loki* performed terrifically in the very favourable breeze. We were running and reaching all the way. It was a pretty wild ride," said Ainsworth.



Photos: Andrea Francolini

Loki's sparring partner *ASM Shockwave 5* finished just 24 minutes astern with a race time of 16 hours 21 minutes and 45 secs.

For Andrew Short, who beat *Loki* out of the heads, it was a great race.

"It was terrific to start the race in daylight hours for us as we had several first-time crew onboard. This allowed them to get used to be boat before it got too dark," he said.

"We had a really quick race with great boat speed – our top speed was 26.5 knots and everyone was wrapped. We only slowed down a little towards the end as the halyards got tangled but I am really happy with how the boat and crew performed."

Syd Fischer's *Ragamuffin* finished third with a time of 19hrs, 22minutes and 34 secs.

The Audi Sydney Offshore Newcastle Yacht Race also marks the close of the CYCA's Blue Water Pointscore championship, which was won by David Beak's *Mr Beaks Ribs* after a close-fought battle with *Ragamuffin* and AFR *Midnight Rambler*. See our interview with David Beak on page 48 of this issue. For a full list of race results visit www.cyca.com.au.

– Jennifer Crooks



Bob Steel and Roger Hickman.

QUEST CONTINUES WINNING FORM AT PORT STEPHENS

Sail Port Stephens has again attracted some of the leading Australian ocean racers and a big contingent from the CYCA thanks to its ideal distance from Sydney and fun filled social calendar.

Just under 20 per cent of the 64-boat fleet at Sail Port Stephens 2009 hailed from the CYCA, and in the Yachting NSW IRC Championship, the engraving on the 2009 badge for the perpetual will be dominated by those four letters.

Bob Steel's TP52 *Quest*, recent winner of the Rolex Sydney Hobart and Audi Sydney Harbour Regatta, took out Division 1 while Michael McMahon's Sydney 38 claimed the number one spot in Division 2 in a series that had the highs and lows dealt to it in the weather department. Gale force 40-knot-plus winds buffeted the fleet on the last day of the regatta promoting Principal Race Officer Denis Thompson to call a premature end to racing with the conditions too risky to even send boats out on a racetrack inshore in the Bay.

That didn't seem to bother crews who lapped up the sunshine and the al fresco coffee and food at d'Albora Marina as a relaxing end to a great event, which is building year on year.

Greg Newton's Beneteau 523 *Antipodes* took full advantage of the entire week of fun, starting off with the cruisey Commodore's Cup – a three-day, three-race series contested by 19 boats and sailed in the spirit of twilight sailing (under PHS) on scenic courses designed to maximise the sights and sounds of the Port Stephens Marine Park.

That PHS fleet swelled by another 10 boats at the back end of the week as 29 boats in two divisions vied for the bragging rights of the Port Stephens Trophy.

Antipodes and Brendan Hunt's *Lucette* were flying the CYCA flag all week and given the seriously good fun time they had, Brendan is quietly confident that there will be more boats like theirs at the regatta next year.

The *Antipodeans*, as they became affectionately known in their gorgeous team shirts and even more gorgeous team attitude, also took home some silverware – being awarded the 2009 recipients of the Spirit of Port Stephens Award – the Hicko Shield. This award was established at the inaugural event in 2008, and is presented at the final prize giving to a person or crew that most passionately embraces the concept and fun – and the Spirit of Sail Port Stephens.

The regatta is certainly on the right track with a combination of good sailing and good simple social fun – all within easy access of Sydney by land or sea. Put it on your radar for next year – 12-18 April 2010.

– Jody O'Brien



Photo: Andrea Francolini

UPSET WIN AS SOUTER BEATS SPITHILL

Despite her red hot form, last year's winner Katie Spithill was unable to hold off a late charge from Nicky Souter in the 2009 Harken Women's match racing regatta.

Nicky Souter and her team of Samantha Boyd, Hanna Nattrass and Lilly Taylor (Australian Sailing Development Squad) were the winners of the Harken Women's International Match Racing Regatta, defeating Katie Spithill 3-2 in the Grand Final.

Souter caused an upset winning over Spithill who had led the regatta with a record of 17 wins and only one loss for the entire regatta.

"After a slow start to the regatta, we pulled it all together on the days that really mattered," said Nicky Souter after her win.

"The standard of competition has really lifted and it was great that all four skippers in the finals were from ASDS. The New Zealand girls, Sam Osborne and Stephanie Hazard, had improved since I competed against them last time, and it was great for them to finished fifth and sixth.

"My crew worked exceptionally well. The new member of our team this regatta was Hanna, who I had never sailed with before this regatta."

"Thanks to Denis Thompson and his race committee team for laying fair courses and for getting in as much races as possible in shifty conditions. Thanks also to Harken for its sponsorship of the event."

– Jennifer Crooks

FINAL PLACINGS

- 1st – Nicky Souter (ASDS)
- 2nd – Katie Spithill (ASDS)
- 3rd – Amanda Scrivenor (ASDS/CYCA)
- 4th – Lucinda Whitty (ASDS)
- 5th – Samantha Osborne (RNZYS)
- 6th – Stephanie Hazard (RNSYS)
- 7th – Catherine Trew (CYCA)
- 8th – Amy Lee (RPAYC)
- 9th – Juliana Senfft (Brazil)
- 10th – Kim Stuart (USA)



Nicky Souter.



Three Peaks Race category winner, Dianne Barkas.

TASMANIAN YACHTSWOMAN WINS ULTIMATE ENDURANCE RACE

Dianne Barkas was the only female skipper in this year's Three Peaks sailing and mountain running race, and beat all the blokes to cap off an extraordinary year for the Tasmanian yachtswoman.

Dianne Barkas and the crew of her Sydney 38 *Sullivans Cove Whisky* have won the fully crewed division of the 2009 Three Peaks Race, sailed over Easter and described as Australia's ultimate endurance challenge.

This was the Hobart yachtswoman's first Three Peaks Race, ending a highly successful season of racing out of the Royal Yacht Club of Tasmania with her yacht, which normally races as *Asylum*.

With an all-women crew, she created history by winning the Division 1 PHS pennant for the 2008-2009 season and her crew for the demanding Three Peaks also included one of those women.

Although women have skippered yachts in previous Three Peaks Races, the only one to have won a division is Kathy Hawkins who co-skippered the trimaran *Verbatim* with Ian Johnston in the inaugural event in 1989.

Race chairman Alastair Douglas confirmed *Sullivans Cove Whisky* as the fully crewed division winner after David Taylor's Rolex Sydney Hobart Yacht Race competitor *Pisces* was penalised four hours for receiving outside assistance when the Sydney 36 ran aground on Shag Rock in the River Tamar, soon after the start from Beauty Point on Good Friday.

Pisces was first boat to finish in the fully crewed division, crossing the line at Constitution Dock in the early hours of Easter Tuesday morning, giving her runners a tough run to the peak of Mt Wellington where it was 5 degrees and blowing 30 knots.

Despite the sailing penalty, *Pisces* still managed second place, giving a first and second to Hobart yachts, while third went to the Tamar River entrant *Appollonius*, skippered by Julian Robinson from Deviot.

Devonport sailor Phil Marshall became the most successful skipper in the 21-year history of the Tasmanian Three Peaks Race when his Chamberlin nine-metre catamaran *Neil Buckby Motors Subaru* claimed its fifth consecutive overall victory in the main racing division.

Third to finish and winner of the new monohull line honours trophy for the main racing division was Hobart yachtsman Rob Gourlay's Thompson 920 sloop *Tas Marine Construction*.

Although finishing last in the fleet, *Chance*, a Lidgard 47 skippered by Robert Grant from Deviot, won the prestigious Tillman Trophy.

— Peter Campbell

'ROYALS' RETAINS THE ASSOCIATION CUP

The Royal Yacht of Victoria has retained the historic Association after a near windless weekend on Melbourne's Port Phillip.

Only one race was completed in the 2009 Association Cup, held on the bay on Saturday and, on a very calm day with racing eventually abandoned at 1pm on Sunday.

Saturday's results now stand as final, therefore 'Royals' retains the Association Cup, the interclub teams racing series held at the end of each summer season.

Each club team comprised 12 yachts, racing in two IRC and two AMS handicap divisions, with the RYCV finishing first with 5 points, followed by Sandringham Yacht Club on 5, Royal Brighton Yacht Club 9 points, Royal Melbourne Yacht Squadron 11 points and Hobson's Bay Yacht Club 15 points.

'Royals' boats placed first in all four four divisions in the one race completed, AMS A going to *Wake* (S Lidgett), AMS B to *Top Gun* (Max Peters), IRC A to Grant Botica's *Executive Decision* and IRC B to David Ellis' *Surprise*.

In IRC A, the club's boats as a team finished first, third and fourth and in other divisions two boats placed in the top three placings on corrected time.

Other members of the winning RYCV team were *Shogun*, *Living Doll*, *Espresso*, *Apache*, *Swordish Trombone*, *Chutzpah*, *Godzilla* and *Footloose*, all contributing the team topscoring in three of the four divisions.

— Peter Campbell

STRONG WESTERLIES MAKE FOR WILD WINTER SEASON OPENER

The season opening of the Audi Winter Series – the annual Great Veterans Race and the Ladies Day Race were greeted with wild westerly winds of up to 32 knots for a fun filled start to the Winter Series.

Fifty yachts started in the Ladies Day and 14 Veterans also took to the water for the official opening of the CYCA's ever-popular Audi Winter Series. But after 30 minutes of racing the breeze began to strengthen, rising to 28-32 knots. The course was shortened but the race went on with plenty of lift in the sails of these classic wooden yachts.

The Great Veterans Race was won by Nick Cassim's *Lolita*, with Don



David Champta Taloup's *Caprice of Huon*.

Mickleborough's *Southerly* second and Greg Maughan's *Syonara* third.
 "I've raced in every one of the Great Veterans race since their inception. It's my fourth win and definitely the best one," said Nick Cassim.
 "After 45 years of ownership, *Lolita's* never been better. I was pleased to see that there were three Robert Clark designed boats in the fleet – us, *Caprice of Huon* and *Lass O'Luss*. Good wooden boats can never die!"
 The Ladies Day race was one full of action and red 'Freedom from MS Regatta' shirts. A total of 10 boats had guests on board who had made a donation to MS, with six of those guests having MS themselves.

– Jennifer Crooks ○

Onboard *Syonara* during the blustery opener to the Audi Winter Series.



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WARMER WATERS CALL AS HAMILTON ISLAND AND AIRLIE BEACH REGATTAS APPROACH

The warm northern Australian waters this year will again attract large numbers of sailors for a series of major regattas. The first of these, Meridien Marinas Airlie Beach Race 2009 week is now only a few months away.

The Notice Of Race has been published and entries are already starting to come in online through the event website www.airliebeachraceweek.com.au.

The unique flavour of Airlie Beach Race Week will not be changed in 2009, but the regatta organisers are constantly looking at ways to improve the event for the competitors, both on the water and ashore.

Meridien Marinas Abel Point has had a lot of action over summer with further improvements to landscaping around the waterfront and surrounds. This will add to the ambience of the competitor's marquee where a lot of the social action takes place.

Dredging has been done in the marina area, particularly on the arms that are used for race week berthage which should overcome the hassle of berthing at low tide.

The race committee is always looking at ways to improve the courses used for race week.

A couple of years ago the race committee made a conscious effort to send the fleets north west around the islands that make up the northern part of the Whitsundays. This has proved to be hugely popular with great courses with interesting scenery and much less tidal influence than the islands further south.

"We are looking at expanding this option again this year so keep your eyes peeled for those courses. We will be checking the tidal flows around the southern islands which make up the traditional courses for race week and will endeavour to minimise the effects of the current (unless it is with you of course) when designing the courses," said race director Denis Thompson.

Sports boats are a big part of race week and another big contingent is expected this year as Pioneer Bay is ideal with consistent trade winds, flat water and warm temperatures.

Three-time winner of the Hamilton Island Race Week, Bob Steel, will return this year with a view to bagging a fourth race week title as the popular regatta gets underway on 22 August.

Steel's *Quest* recently posted a perfect score of four wins in the NSW



IRC Championship at the Sail Port Stephens Regatta. As well as claiming the championship trophy he left the regatta with an additional prize - free entry into Race Week.

"Race Week is a fabulous regatta, and we were always planning to have *Quest* back there this year. Now I'm worried that people will think I'm a cheap-skate and only turning up this time because I got a free entry," said Steel. "Make sure everyone knows that's not the case."

Quest was in the hunt for overall top honours last year, but her run ended when the keel clipped the edge of the appropriately named Surprise Rock during a passage race around some of the magnificent uninhabited islands in the tropical Whitsunday Group.

New for 2009 will be the Hamilton Island Golf Course and the Hamilton Island Yacht Club, which were opened earlier this year.

The golf course will host the annual party in place of the traditional Whitehaven Beach party, which has been closed due to liability concerns and the availability of the new facility.

MERIDIEN AIRLIE BEACH RACE WEEK

Start Date: 13-20 August, 2009
Host Club: Meridien Marinas Abel Point
Information: www.airliebeachraceweek.com.au

HAMILTON ISLAND RACE WEEK

Start Date: 21-29 August, 2009
Host Club: Hamilton Island Yacht Club
Information: www.hamiltonislandraceweek.com.au



Quest in last year's Audi Sydney Gold Coast race.

MAXI ZANA TO SAIL AGAIN IN THE AUDI SYDNEY GOLD COAST YACHT RACE

The well-known maxi *Zana*, which has also raced under the name *Konica Minolta*, will be overhauled by new owners Peter Millard and his brother-in law John Honan to compete in the Audi Sydney Gold Coast Yacht Race, her maiden voyage for the new owners under her new name *Labanai*.

Millard and Honan have just seen *Labanai* arrive in Port Kembla and will spend the next couple of months having her overhauled and optimised for IRC racing at Noakes Boat & Shipyards at Woolwich. Both Peter and John aim to participate in all the offshore passage races up and down the east coast including Rolex Sydney Hobart. It is anticipated that *Labanai* will also compete in Audi Hamilton Island Race Week, after completing the Gold Coast race.

Labanai is a fixed keel water ballast yacht that was built in 2003 in New Zealand and designed by Brett Bakewell White. The modifications she will undergo will help the yacht perform to the best of her abilities under her IRC rating.

"We are excited to participate in offshore yacht races once again – this time as yacht owners and want to focus on IRC racing," said Peter.

"It will be a family affair – with the name of the boat being developed from both our daughters names and it has a Hawaiian translation of 'A Day at the Office'. Our crew will be made up of other CYCA members and some from Royal Queensland Yacht Club, who I have previously sailed with. We looked forward to competing with the likes of *Skandia*, who was built after *Labanai*."

The Audi Sydney Gold Coast Yacht Race is a 384 nautical mile race that marks the commencement of the CYCA's prestigious Blue Water Pointscore Series. The race is also the third event that forms part of the Audi IRC National Championship and regularly attracts fleet sizes of 70 to 80 yachts. Many yachtsmen use the Gold Coast race as a precursor to

the other winter regattas in Airlie Beach and Hamilton Island.

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

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

Other yachts to indicate their early interest include defending CYCA Blue Water Champion 2008/09 David Beak's *Mr Beaks Ribs*, Rod Jones' *Algeria*, Andrew Short's *Andrew Short Marine Shockwave 5*, Paul Clitheroe's *Balance*, Stephen Ainsworth's *Loki*, Ray Robert's *Quantum Racing* (last year's line honours and overall winner), Bob Steel's *Quest*, Syd Fischer's *Ragamuffin*, Graeme Wood's *Wot Yot* and *Wot Now*, and Geoff Ross' *Yendys*.

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

AUDI SYDNEY GOLD COAST YACHT RACE

Start Date: 25 July, 2009

Host Club: CYCA

Information: www.goldcoast.cyca.com.au

CANTING KEEL YACHTS FOR 2009 LORD HOWE ISLAND RACE

Yachts with canting keels will be accepted as entries in this year's 36th annual Gosford – Lord Howe Island Yacht Race, the popular 414 nautical mile race across the northern Tasman Sea.

Gosford Sailing Club's race director Mark Greenwood has announced the change of policy, with the club already having received more than 16 expressions of interest from yacht owners keen to compete in the late October event.

These include last year's IRC winner, Ian Kiernan with his classic yawl *Maris*, and Andrew Short with his line honours winning maxi *Shockwave 5*.

The Gosford – Lord Howe Race is the only annual Category 1 ocean race in Australian waters other than the Rolex Sydney Hobart Race and is a qualifying race for the Rolex Sydney Hobart.

It has often been described as 'the most exclusive ocean race in Australia' because of the limit of 20 yachts that can moor at the World Heritage-listed island with its unique coral lagoon.

Greenwood expects several yachts with canting keels, including CYCA Commodore Matt Allen's *Ichi Ban*, to compete in the 2009 race, which starts from Broken Bay on Saturday, 31 October.

"Yachts with canting keels will be eligible for line honours and also to compete for IRC and PHS handicap honours," said Greenwood. "Given good sailing conditions, one of these super maxis could well break the race record."



Photo: Mike Greenwood

The winner of last years Lord Howe Island Race, *Sanyo Maris*.

There will be 15 moorings at Lord Howe Island for yachts with a draft of 2.2 metres or less and five moorings for those with a draft of more than 2.2 metres. However, negotiations are under way with authorities for an additional two deep draft moorings.

Other expressions of interest have been received from the owners of *Local Hero*, *Kioni*, *Polaris of Belmont*, *Inner Circle*, *More Witchcraft*, *Jayhawk*, *Copernicus*, *Pacha*, *Amante*, *Great Xpectations*, *Charlie's Dream* and the Queensland yacht *Euphoria II*.

— Peter Campbell

GOSFORD – LORD HOWE ISLAND RACE

Start Date: 31 October, 2009

Host Club: Gosford Sailing Club

Information: email lhi@gosfordsailingclub.com.au

RECESSION FAILS TO DENT INTEREST IN FASTNET

With 300 yachts already registered for the 2009 Rolex Fastnet Race, the Royal Ocean Racing Club (RORC) has taken the unprecedented step of closing the entry list some three months ahead of the date set in the Notice of Race.

The biennial Rolex Fastnet is a challenging 608 nautical-mile offshore race. All yachts registered have to undergo a rigorous qualification process to comply with the entry requirements before being allocated a confirmed place on the starting line. The entry criteria are in place to ensure that

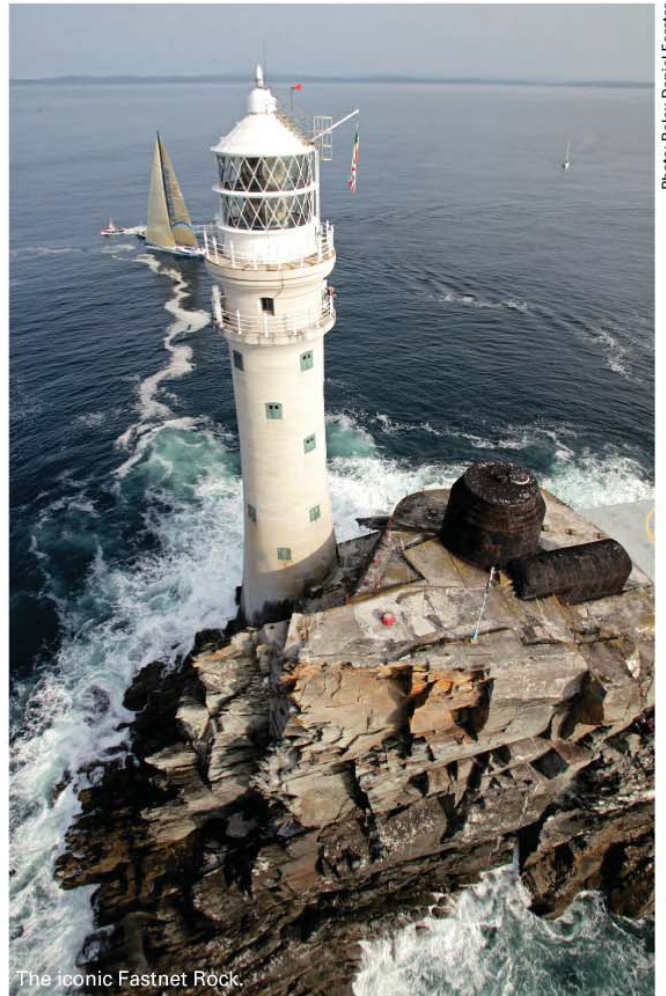


Photo: Rolex Daniel Forster

The iconic Fastnet Rock.

crews are suitably prepared for all conditions.

All is not lost for those interested who have missed the cut, since the RORC has started a waiting list. Prospective competitors who have not already entered the Rolex Fastnet Race should register themselves and their boats online at <http://remus.rorc.org> and then email fastnet@rorc.org.uk. This e-mail address is being protected from spambots. You need JavaScript enabled to view it confirming their wish to be added to the waiting list; emails should include the boat name and sail number in the subject field of the email.

And those on the waiting list in search of encouragement that the wait may not be in vain need look no further than Ger O'Rourke and Chieftain - the overall winner of the 2007 Rolex Fastnet. Chieftain was only confirmed as entered during the week leading up to the start.

— Peter Campbell

ROLEX FASTNET

Start Date: 9 August, 2009

Host Club: Royal Ocean Racing Club (UK)

Information: www.fastnet.rorc.org

OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS

AUSTRALIAN RACES AND REGATTAS

EVENT	DATE	YACHT CLUB
FEBRUARY		
Hardy Cup Under 25 ISAF Grade 3 Match Racing	1-5 February 2009	RSYS
Bluewater Pointscore Flinders Island Race	6 February 2009	CYCA
Ocean Pointscore Race, Sydney Newcastle Race	7 February 2009	CYCA
Milson Memorial Cup SOPS Race	12 February 2009	RSYS
Short Haul Race to Pittwater	13 February 2009	CYCA
Farr 40 Sprint Series	14-15 February 2009	CYCA
SOPS Race	21 February 2009	MHYC
RANSA Regatta	22 February 2009	RANSA
Farr 40 National Championship	20-22 February 2009	RSYS
SOPS Race	27 February 2009	CYCA

MARCH

Stepping Stones House Regatta	4 March 2009	RSYS
Audi Etchells World Championship	5-14 March	RBVC
Audi Sydney Harbour Regatta, IRC/inshore classes	7-8 March 2009	MHYC
SOPS Race	13 March 2009	RSYS
Marinasses Women's Match Racing Regatta	14-15 March 2009	CYCA
Mt Gay Rum Top Jocks Regatta – invitation only	20 March 2009	CYCA
Audi Sydney Offshore Newcastle Race, Trade Winds Trophy, Founders Trophy	20 March 2009	CYCA

APRIL

Final St Arnaud Wednesday Twilight Race	1 April 2009	CYCA
Audi Winter Sunday Series begins	2 April 2009	CYCA
Final RSYS/RPEYC Saturday pointscore	4 April 2009	RSYS/RPEYC
Autumn Championship Regatta, Eaton Cup, Etchells, Sydney 38s, Sydney 32s	4-5 April 2009	RSYS
Hacker International Womens Match Racing Regatta	4-8 April 2009	CYCA
International World Championship, Port Phillip, Melbourne	5-14 April 2009	RBVC
61st Brisbane to Gladstone Race	13 April 2009	OCYC
Port Stephens Regatta	20-26 April 2009	RPAYC, NCYC
Freedom From MS Regatta	20 April to 2 May 2009	RPAYC, CYCA

MAY

CYCA Winter Ball	31 May	CYCA
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JUNE

Audi Winter Series continues	June 2009	CYCA
Combined Clubs Winter Race	June 2009	RANSA
Australian Women's Keelboat Regatta	6-8 June 2009	RMYS

JULY

Audi Winter Series continues	July 2009	CYCA
Melbourne to Vanuatu (Port Vila) Race	July 2009	ORCV
Vanuatu (Port Vila) to Mackay, Old Race	July 2009	ORCV
Audi Sydney Gold Coast Race	25 July 2009	CYCA/MYC

AUGUST

Sydney to Pittwater	August 2009	SSAA
Pittwater to Sydney	August 2009	SSAA
Meridian Marinas Airlie Beach Race Week	13-20 August 2009	WSC
Audi Hamilton Island Race Week	22-29 August 2009	HIYC

SEPTEMBER

Magnetic Island Race Week	4-9 September 2009	TCYC
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INTERNATIONAL RACES AND REGATTAS

EVENT	DATE	YACHT CLUB
JANUARY		
South Atlantic Race	3 January 2009	Cape Town, SA
Circuito Atlantico Sur Rolex Cup	10-25 Jan. 2009	Buenos Aires, ARG & Punta del Este, URY
Volvo Ocean Race Leg Eur - Singapore to Qingdao	10 January 2009	Singapore
Acura Key West	19-23 January 2009	Florida, USA
Louis Vuitton Pacific Series	31 Jan. - 14 Feb. 2009	Auckland, NZL
FEBRUARY		
Volvo Ocean Race Leg Fiv - Qingdao to Rio De Janeiro	14 February 2009	Qingdao, CHN
BWV Auckland Regatta	20-22 February 2009	Auckland, NZ
Primo Cup - Trophée Credit Suisse	5-6 Feb. - 12-15 Feb. 2009	Monaco

MARCH

International Rolex Regatta	27-29 March 2009	St. Thomas, VIR
Congressional Cup	24-29 March 2009	Long Beach, USA

APRIL

Rolex San Fernando Race	April 2009	Hong Kong, HKG
Palmarolle	April 2009	Palma de Mallorca, ESP
Volvo Ocean Race Leg Six - Rio De Janeiro to Boston	April 2009	Rio De Janeiro, BRAZ
Volvo Ocean Race Leg Seven - Boston to Port Stopover	25 April to 16 May	Boston, USA
J24 World Championships	30 April to 8 May	Annapolis, USA

MAY

Tahiti Pearl Regatta	7-10 May 2009	Tahiti, PYF
Top of The Gulf Regatta and Coronation Cup	1-5 May 2009	Jomtien Beach, THA
Trofeo Pirelli - Coppa Carlo Negri	May 2009	Santa Margherita, ITA
Tre Golfi	May 2009	Capri, ITA

JUNE

Giraglia Rolex Cup	13-20 June 2009	St Tropez, FRA/Genoa, ITA
Storm Trysail Block Island Race Week	21-26 June 2009	Rhode Island, USA
Transpacific Race	29 June 2009	Los Angeles, USA

JULY

Rolex Baltic Week	5-12 July 2009	Kiel, DEU
Six Senses Phuket Race Week	22-26 July 2009	Phuket, THA

CYCA	Cruising Yacht Club of Australia	RPYC	Royal Perth Yacht Club
DSS	Derwent Sailing Squadron	RPEYC	Royal Prince Edward Yacht Club
GSC	Gosford Sailing Club	RGYC	Royal Geelong Yacht Club
HIYC	Hamilton Island Yacht Club	RSAYS	Royal South Australian Yacht Squadron
MHYC	Middle Harbour Yacht Club	RSYS	Royal Sydney Yacht Squadron
MYC	Mackay Yacht Club	RYCT	Royal Yacht Club of Tasmania
ORCV	Ocean Racing Club of Victoria	FSC	Fremantle Sailing Club
OCYC	Queensland Cruising Yacht Club	TYC	Tamar Yacht Club
RANSA	Royal Australian Navy Sailing Association	SASC	Sydney Amateur Sailing Club
RBVC	Royal Brighton Yacht Club	SSAA	Shorthanded Sailing Association of Australia
RMYS	Royal Melbourne Yacht Squadron	WSC	Whitsunday Sailing Club
RPAYC	Royal Prince Alfred Yacht Club	YNSW	Yachting NSW
RBYC	Royal Freshwater Bay Yacht Club		



ACCIDENTS AT SEA

ARE YOU LEGALLY COVERED?

THE RECENT COURT BATTLE FOLLOWING THE DEATH OF FOUR SAILORS ON *EXCALIBUR* IN 2002, WHICH RESULTED IN A BOAT BUILDER BEING CHARGED WITH MANSLAUGHTER, IS A SOBERING REMINDER OF THE WEIGHTY REALITY OF LEGAL LIABILITY IN OUR SPORT. OWNERS AND SKIPPERS SHOULD ALSO BE AWARE OF THEIR POTENTIAL LIABILITY IN THE UNFORTUNATE EVENT OF AN ACCIDENT.

By Jenifer Wells



When *Maximus'* forestay suddenly disconnected from the top of the mast it came down rapidly, boom and all, injuring crew at the back of the boat.



Skippers need to be careful before allowing crew members to put themselves in dangerous situations.

Ragamuffin and crew, all smiles, running under jury-rig in the 2004 Rolex Sydney Hobart.

No-one likes to think about it – accidents of any kind are not often front of mind. However the reality is that accidents happen on and around boats, whether racing, cruising or at the marina. While our yachts generally do not travel quite as fast as motor vehicles, the complex risks created by water, weather, fuel and heavy loads means that boating accidents can often be nasty, causing serious injury or death let alone physical damage to boats and other property.

Another reality, although cliché, is that we live in an increasingly litigious society. Recent changes to the law in NSW, where penalties for breaking the law on our waterways have been increased, reinforce the need for owners and skippers to be aware of their potential liability and ensure that they have appropriate insurance before leaving the dock or mooring.

The Yachting Australia (YA) Special Regulations for Racing Boats (recommended for cruising boats) provide a good start in spelling out responsibility for safety on a boat. It provides that the “safety of a boat and her crew is the sole and inescapable responsibility of the owner, or owner’s representative who shall do their best to ensure” the following:

- That the boat is fully sound and seaworthy
- The crew is experienced, have undertaken appropriate training and “are physically fit to face bad weather”
- The hull, spars, rigging, sails and other gear are sound;
- Safety equipment is properly maintained and stowed and that the crew know where it is and how to use it

THE SHOCKING STATS

Unfortunately there are numerous accidents each year on our waterways. The National Marine Safety Committee Incident Data Analysis reports that for the two years 2005-2006 there were 3,077 marine incidents resulting in an astonishing 88 fatalities and 633 injuries. The Incident Data Analysis of the fatalities provides some surprising results – the vast majority (82 per cent) occurred in clear weather conditions, over a half were the result of capsizing or man overboard and accidents on recreational

vessels accounted for 80 per cent of the fatalities.

While these statistics should be set in the context that there are an estimated 700,000 registered vessels in Australia, they should cause recreational skippers to pause and consider how to mitigate the risk of an accident as well as examine their insurance arrangements – which may include crew insurance through Yachting Australia and third party liability or comprehensive boat insurance.

There are some simple steps that can be taken to lessen risk. Roger Hickman, President of Yachting NSW offers some practical advice.

“It is really important that a boat owner fully understands their potential liability regarding a large number of issues while out on the water,” says Hickman.

“They should ensure that crew and boat insurance is up to date and that all disclosures have been made to the insurer. Owners should be absolutely sure that the boat is covered for all activities it is involved in, for example racing and participation in corporate days.

“And of course,” adds Hickman, “obey the rules and regulations that govern our sport and practice good seamanship at all times.”

CIVIL AND CRIMINAL LIABILITY

There is always the potential for civil and criminal repercussions if a skipper is found to be at fault for causing the accident. While civil litigation for negligence could spell financial disaster, criminal prosecutions are also possible in the event of gross negligence or contravention of our marine laws.

A number of recent tragic waterway accidents in NSW are currently making their way through the courts. The person at the wheel of a runabout was recently the second man, after the skipper, to be charged after six lives were lost when a fishing trawler collided with an overcrowded runabout off Bradley’s Head in May last year. He has been charged with six counts of manslaughter, six counts of dangerous navigation occasioning death and operating a vessel under the influence of alcohol.

The recent conviction surrounding the *Excalibur* tragedy extended potential liability for fatal flaws to boat designers and builders. In



Photo: Rolex / Carlo Borlenghi



Wild Oats XI's 42-metre-high carbon mast dramatically exploded into three pieces in the 2006 Rolex Maxi Cup. Remarkably, only one crew member was injured.

“THERE IS ALWAYS THE POTENTIAL FOR CIVIL AND CRIMINAL REPERCUSSIONS IF A SKIPPER IS FOUND TO BE AT FAULT FOR CAUSING THE ACCIDENT. WHILE CIVIL LITIGATION FOR NEGLIGENCE COULD SPELL FINANCIAL DISASTER, CRIMINAL PROSECUTIONS ARE ALSO POSSIBLE IN THE EVENT OF GROSS NEGLIGENCE OR CONTRAVENTION OF OUR MARINE LAWS.”

September 2002 four-month-old *Excalibur's* keel snapped and four delivery crew died when the boat overturned near Seal Rocks. The coroner found that the keel failed because it had been cut and re-welded during construction. The owner of the construction company was found guilty on four counts of manslaughter while the employee responsible for the keel was acquitted.

In Northern Ireland the skipper of fishing trawler was found guilty of gross negligence for failing to keep a proper look out. He left the wheel to help prepare the prawn catch and the boat crashed onto rocks with the loss of two lives. He was convicted of manslaughter and jailed for one year.

In August 2006, a 25-foot yacht was hit by a car ferry in the English Channel. It was alleged that the watch officer crossed his fingers and hoped to avoid collision after spotting the navigation lights too late. The officer incorrectly assumed the yacht and crew were fine and did not raise alarm. The three sailors drowned after floating in the water for hours – the prosecution alleged that the officer “turned a blind eye” to their peril. A jury ultimately found the officer not guilty of manslaughter charges.

While these examples are not intended to scare recreational yachties off

the water, they do demonstrate how important it is to know the road rules and exercise good seamanship at all times. As Hickman notes, "We hear of tragic boat accidents every couple of years or so and as a result it is often easy to forget the risks. I was struck by CYCA Commodore Matt Allen's commemorative speech for the 10th Anniversary of the 1998 Sydney Hobart Race where he recalled the loss of the Tasmanian yacht *Charleston* and its five crew during delivery to Sydney for the start of the 1979 race. If we added up the loss of lives and boats between Hobart and Brisbane, along with all the near misses we would probably get a shock."

SAFETY BRIEFINGS

Injuries to crew or damage to a boat can arise where crew are carrying out a skipper's instructions – or at least attempting to do so. This can give rise to moral feelings of guilt on the skipper's part, let alone potential legal liability.

Roger Hickman says that owners and skippers should not underestimate the importance of safety briefings.

"The pre-race briefing should include knowledge of the relevant Racing Category requirements and the boat specific safety equipment. However it should also include a discussion regarding the relationship between the skipper and crew and the authoritative process. Military-style chain of command is especially important onboard during heightened risk situations. However as we are out there for pleasure and sport, it is also important that the crew do not blindly follow orders. While the skipper has ultimate responsibility for safety of the crew and vessel, there is also an important role to be played by the crew in inputting to that process.

"It is vital that the skipper knows what each job on the boat entails and also discusses how crew members can contribute to making safe decisions. I always emphasise that a crew member must articulate clearly if they don't feel comfortable that they can perform a job safely. The classic example is a proposed spinnaker peel in the middle of night in 25 knots of breeze – does the bow and mast team feel it is safe for someone to swing on a halyard to change the sheets? Obviously a boat can't be run by committee however the authoritative process should be discussed prior to starting the race so that there is no conflict in the heat of the moment."

To get maximum enjoyment out on the water it certainly pays to be aware of the risks and potential liability. "Be aware, be prepared and never assume that the other boat has seen you," Hickman concludes. ○

This article is the first in a two-part series by Ocean Media legal advisor Jenifer Wells. Pick up next month's Offshore for the second instalment, Buying a Boat, with simple steps to avoid an expensive nightmare..

YA CREW MEMBER INSURANCE

The good news is that a level of protection against injury or death is provided by the YA personal accident insurance scheme. It provides YA members up to \$75,000 coverage in the event of death or serious injury while participating in all forms of sailing.

Roger Hickman encourages all recreational crew to join YA to gain the benefit of the group insurance scheme.

"While any yacht racing in Australia requires compliance with Racing Rule 55 (crew racing in more than three races in any one sailing season must be a member of YA), all recreational skippers, whether racing or cruising, should encourage their crew to become members of YA. The YA personal accident policy provides a level of peace of mind for all persons onboard and contributes to the general enjoyment of the sport."

Larger, more serious accidents or where there has been damage to physical property may result in the need to invoke an owners' own boat insurance policy. Third party liability or comprehensive insurance may provide critical financial protection in these unfortunate situations. Depending on the nature of your boating activities, owners may need to consider public liability and workers' compensation insurance.

The views expressed in this article do not represent the views of the CYCA and do not purport to be other than for general information. No reliance should be placed upon legal views expressed within the article.

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Bruce Taylor's *Chutzpah*.



“FRANKLY, IF YOU WANT TO RACE HIGH LEVEL IRC AGAINST THE BIG BOYS AND WANT TO WIN, UNLESS YOU HAPPEN TO BE A WORLD CHAMPION OR OLYMPIC SAILOR, THE BEST PLAN MAY BE TO GIVE YOUR CHEQUEBOOK TO A PROFESSIONAL SAILING MASTER AND LET HIM OR HER BUY AND CREW A BOAT.”



Yacht owner and well known financial advisor, Paul Clitheroe

Photo: Andrew Shaw.

THE OWNER

OF ALL CREW POSITIONS, OWNER WOULD HAVE TO BE THE MOST IMPORTANT BECAUSE WITHOUT OWNERS, NO-ONE GOES SAILING.

By Lisa Ratcliff

There is a significant community of Australian boat owners who have been practicing their religion for decades and are still happily passing on their wisdom to the young guns, as well as providing the physical means to get boatloads of crew out on the race track each week.

There is a smattering of owners with fat wallets but most fall into the category of PBO or 'poor bloody owner', those running an amateur program either singularly or as a syndicate whose members cringe each time something breaks but can't stop themselves faithfully adding to the collection plate.

Believed to be the youngest owner/driver in the history of the Rolex Sydney Hobart, in 1979 Victorian yachtsman Bruce Taylor took his three-quarter tonner *Pirra* south. Now a self confessed geriatric and veteran of 28 great races south, the Melbourne orthodontist is campaigning his sixth *Chutzpah*.

For more than two decades Taylor has refined his skills as an owner, learning to blend old heads and the younger crew who have tons of energy and enthusiasm.

"I can't think of any sport where there's more need for a champion team than a team of champions," says Taylor.

With an amazing eight divisional wins as well as one second and one third overall in Australia's best known blue water race, apart from a good boat Taylor knows the ingredients of a winning campaign.

Like any good manager Taylor has a trusted right hand man or crew boss

Photo: Rolex/Carlo Borlenghi



Taylor (front row middle) with his crew.



Photo: Rolex/Carlo Borlenghi



who can stand in the middle of the boat and see what's going on up on the bow as well as behind in the back stalls.

"I think a lot of boats miss having a 'man manager'. Mine's been with me for 20 years and I rely heavily on him when I'm driving."

Impressing on each crewmember how important the other roles on the boat are is a key strategy on *Chutzpah*. It's about keeping a lid on egos as much as keeping the teamwork ethos strong, and it applies to the entire crew. Unlike many owners who fly to a race or regatta start to step aboard their pre-prepared boat, Taylor signs up for at least two legs of the delivery trip to see what's not working and get a better appreciation of any

Clitheroe's *Balance*.

"IF YOU REALLY ARE A CONTROL FREAK BUY A LASER AND SAIL BY YOURSELF. RACING A YACHT IS A TEAM EVENT AND THE OWNER NEEDS TO BE PART OF THE TEAM."

difficulties the crew might be experiencing.

He also advocates the racing crew share the responsibility of the delivery as a means of generating greater camaraderie and trust, which grease the inner workings of the race crew when the pressure is on.

"Some don't like it but we don't run formal watches going to Hobart, we just roll people through. It works on our boat because the guys have got so much respect for each other; it means they don't take it personally when someone else notices they are fatigued."

As an owner the minimum Taylor provides is "a bloody good time". But he acknowledges that for a crew to commit there are a few basics the owner must provide.

The first is a competitive, well organised and well maintained boat.

The second is long term planning, which is particularly important for the older crewmembers who have families.

When competing interstate Taylor feeds and houses the crew, even if the accommodation is only one star. "We know all the grottiest places," he laughs. He donates his frequent flyer points to the younger crew and recommends bulk crew gear orders can make the final bill less scary.

Growing up in Griffith meant Paul Clitheroe had an early focus on sport, golf in the cool of the morning and a terrific lake he took to at age eight in a Sabot, "my most cost effective sailing" he recalls.

Moving to Sydney to go to university and marriage and a family spelt the end of Clitheroe's sailing for two decades but once his kids and his business had grown he was able to step back into the sport and into his first ocean going yacht, an Oceanis 331.

"My old university mate Greg Boxall (we still sail together) said 'buy a first boat you can sell easily'. It was one of the best pieces of advice I've ever had."

The sale of his business in 2002 and two of his three children leaving the nest gave Clitheroe two of the vital prerequisites of a racing yacht owner - spare cash and more time.

He suggests prior to buying, decide why and how you want to sail because it will save money in the long run, and if you are going to leap in, take Boxall's advice because your first boat is certain not to be the right boat.

Owners should ask themselves whether they are sailing for fun or trophies advises Clitheroe.

"Frankly, if you want to race high level IRC against the big boys and want to win, unless you happen to be a world champion or Olympic sailor, the best plan may be to give your chequebook to a professional sailing master and let him or her buy and crew a boat. You wait on the dock and collect the trophies, or if you don't get seasick become the boat cook where you are out of the way.

"If like me, you want to be an owner/driver and are a competent but not brilliant sailor then you need to look at the type of racing you will do and set out your program well ahead. This helps with your choice of boat and crew."

As a financial commentator and owner of the Oceanis followed by a Beneteau 40.7, a Sydney 47 and now a Beneteau 45, Clitheroe is well qualified to advise against buying a boat that stretches the finances too tight. "And don't believe anyone selling a boat on running costs," he stresses.

"To be competitive in IRC you will need a good range of excellent sails, good halyards and other running gear. IRC does not give you a better handicap for last season's stretched sails. Personally I reckon you can spend 15 to 20 per cent of the value of your boat on a full race program, the upside being you will have more fun in a well maintained

smaller boat with great gear.

"Another good reason to buy a boat cheaper than you can afford is you can then get a professional maintenance guy. If you have tons of time you can do this yourself, but allow a full day a week."

Clitheroe's core crew have stuck with him for his last three boats and like Taylor, whose continued pleasure as an owner stems from the nurturing of cadets, some of whom have become world champions, and the lifelong friendships made, his track record proves that making the boat a friendly place does deliver returns.

"Quiet boats are fast boats; it is less stressful for all and a lot more fun. As I say to my crew in those interesting moments when a bit of yelling tends to happen 'if I want stress I'll go to the office, smile, this is what we do for fun'.

Finally, both Taylor and Clitheroe abide by clear communication and expectations that are delivered up front. "If crew will need to come together a few weekends a year for working bees that's fine but be clear about what's expected from the start. Have a program for the year that outlines crew positions and responsibilities right down to who will sort the catering for longer races and how the cost will be split up," says Clitheroe.

And if the annual maintenance bill isn't enough, Clitheroe offers other owners the following reality check: "Many owners own a boat because they are single minded on business and making a dollar. Fair enough. But if you really are a control freak buy a Laser and sail by yourself. Racing a yacht is a team event and the owner needs to be part of the team. It may well be a bit scary for a chief executive at the helm, but chances are when the 17 year old doing bow, who is still at school and has pimples, tells you to shut up with the silly instructions... he's likely to be correct." O

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ADMIRAL'S CUP REFLECTIONS

By Peter Campbell* with Richard 'Sighrie' Hammond

AUSTRALIA'S PARTICIPATION IN THE ADMIRAL'S CUP IN ENGLAND PLAYED A KEY ROLE IN ESTABLISHING THE INTERNATIONAL STATUS OF THE CRUISING YACHT CLUB OF AUSTRALIA AND THE ROLEX SYDNEY HOBART. NOW THE CUP IS BEING REVIVED.

England's esteemed Royal Ocean Racing Club inaugurated the Admiral's Cup in 1957 as a biennial teams event to be contested by national teams of offshore racing yachts. Only Great Britain and the United States took part in that first series, but it quickly grew in status with nine teams in 1967 and 19 nations competing in 1979. The Admiral's Cup became recognised as the unofficial world championship of offshore racing.

Based at Cowes on the Isle of Wight, across the Solent from Southampton on the south coast of England, the Admiral's Cup was held every second year during Cowes Week or close to that historic regatta. The format was a combination of short inshore races on the Solent, a 200 nautical mile Channel Race, and finally, the 603 nautical mile Fastnet Race that takes the fleet down the English Channel and across the Irish Sea to round the Fastnet Rock and return to finish off Plymouth.

In later years, the Fastnet Race was replaced by the shorter Wolf Rock Race, but the final race was still sailed in the English Channel.

In its heyday, the Admiral's Cup was the Mecca of the world's established and up-coming yacht designers, along with prominent sailmakers and

boatbuilders and, of course, the latest offshore racing yachts crewed by the world's best amateur and professional sailors.

Great names in yachting competed and Cowes became an extraordinary gathering of sail and sailors from around the globe.

The 1981 Admiral's Cup campaign by Alan Bond and his crew of *Apollo V*, with John Bertrand as skipper, was a vital training and sail testing exercise leading up to their successful America's Cup challenge with *Australia II* in 1983 at Newport, Rhode Island.

Australian teams competed in almost every Admiral's Cup from 1965 onwards, when the 'colonial' team of *Caprice of Huon*, *Freya* and *Camille* almost upset the ocean racing establishment of the northern hemisphere by finishing a close second overall.

In 1967, the Australian team of *Mercedes III*, *Caprice of Huon* and *Balandra* won the Cup and followed this with another victory in 1979, the success of the team of *Ragamuffin*, *Police Car* and *Impetuous* being somewhat overshadowed by the tragic loss of many yachtsmen in a violent storm in the Irish Sea.

Richard 'Sightie' Hammond on the helm of Syd Fischer's *Ragamuffin* during the storm-battered Fastnet Race of 1979 - he ordered some sail changes to make the boat go faster. Fellow crewman Rob Antill took these pictures.



Caprice of Huon, skippered by Gordon Ingate, also won the prestigious Queen Victoria Cup, a lead-up event at Cowes Week to the 1965 Admiral's Cup, as did Ted Kaufman's *Mercedes III* in 1969, both boats being the highest-scoring Australian team yachts in those Cup challenges.

In addition to Australia's Admiral's Cup team successes, Syd Fischer skippered his original *Ragamuffin* to an overall win in the 1969 Fastnet Race, the first and only Australian yacht to have won that great race that dates back to 1925. Yet we did not win the Cup that year as team boat *Koomooloo* broke her rudder nearing the finish of the Fastnet Race.

The Admiral's Cup was not staged in 2001 because of a lack of challenging teams, but was revived in 2005 with clubs, rather than national teams, each team comprising two boats. Australia's team of *Wild Oats* and *Aftershock* from the Royal Prince Alfred Yacht Club won the Cup that year but the series has not been held since, with the gold cup still holding pride of place in the Alfred's clubhouse on Pittwater.

However, the RORC's CEO Eddie Warden Owen announced at a meeting at the Cruising Yacht Club of Australia on 20 April that it was intended to revive the Admiral's Cup in 2011. There is already support for a three-boat Australian team.

Announcing this at the CYCA was appropriate as over the years many of the Australian team yachts, their owners and crews came from the CYCA.

Their participation certainly played a significant role in raising the international status of the CYCA and its major ocean race, the Rolex Sydney Hobart Yacht Race. It led to the introduction of the long-running Southern Cross Cup, using a format similar to the Admiral's Cup with the 628 nautical mile Sydney Hobart as the final and usually deciding race.

Another similar regatta, the Clipper Cup, was introduced in Hawaii and again Australian teams did well, winning in 1978 and 1980.

"IN ITS HEYDAY, THE ADMIRAL'S CUP WAS THE MECCA OF THE WORLD'S ESTABLISHED AND UPCOMING YACHT DESIGNERS, ALONG WITH PROMINENT SAILMAKERS AND BOATBUILDERS AND, OF COURSE, THE LATEST OFFSHORE RACING YACHTS CREWED BY THE WORLD'S BEST AMATEUR AND PROFESSIONAL SAILORS."

To 'do a Hobart' became almost mandatory among many prominent international yachtsmen who contested the Admiral's Cup, and strong teams from Britain and the USA were sent 'down under' to sail in the Southern Cross Cup and the Sydney Hobart. Among them were Edward Heath MP, later to become Prime Minister of England, whose *Morning Cloud* won the Sydney Hobart in 1969, and America's Cup skipper Ted Turner, who skippered *American Eagle* to a Hobart victory in 1972.

Apart from their success in winning the Admiral's Cup and coming close on several other occasions, Australian yachtsmen and indeed, our clubs, gained much from the organisation and the competition of the northern hemisphere. But we excelled in navigation and in seamanship, notably in the 1979 Fastnet Race.

'Sightie' Hammond sailed as navigator/tactician in two winning teams, aboard *Mercedes III* in 1967 and *Ragamuffin* in 1979 (sharing tactics with Bobby Holmes), while his planning, navigation and tactical input in other teams was equally significant. He also was also in charge of navigation and tactics on *Koomooloo* (1969), *Gingko* (1973) and *Superstar* (1977). He was navigator and played a key role in tactics in association John Bertrand, Ben Lexcen, Grant Simmer and Alan Bond on *Apollo V* in 1981, and with Bernie Case, Jim Hardy and Hugh Treharne on *Bondi Tram* in 1983.

Of course, there were many other outstanding Australian yachtsmen, from owners to bowmen, not to mention our fine team managers, whose contribution was vital to the success of Australia's Admiral's Cup teams at Cowes in the years in which Hammond was involved, and of course, with Australia's last victory in 2003.

Those were the days when navigators excelled with the sextant for long offshore races, but in the extraordinary tricky tidal waters and fickle winds of the Solent they relied on careful pre-race studies and planning, and

Photo - Belten of Cowes.



Syd Fischer's *Ragamuffin* roars down the Solent during the 1979 Admiral's Cup under masthead spinnaker and 'blooper', a sail since banned.

then calling the shots on deck in the big fleet racing.

Imagine in 1979 with 19 countries and 57 yachts on the starting line, all fighting to be first boat to the Isle of Wight shore to get out of the foul tide, the crash of collisions and yelling crews filling the air. It was a remarkable sight for a yachting journalist watching from the shore at Gurnard Ledge, even more adrenalin-pumping on board a racing yacht tacking in and out of the tide. The tidal strength could vary between one and four knots.

"IMAGINE IN 1979, WITH 19 COUNTRIES AND 57 YACHTS ON THE STARTING LINE, ALL FIGHTING TO BE FIRST BOAT TO THE ISLE OF WIGHT SHORE TO GET OUT OF THE FOUL TIDE, THE CRASH OF COLLISIONS AND YELLING CREWS FILLING THE AIR. IT WAS A REMARKABLE SIGHT"

As 'Sightie' writes in his recollections of significant happenings from 1967 to 1985, "the best bunch of yachts and men gathered together to sail in the toughest and most brilliant arena in the world."

The rest, to be published in next month's *Offshore*, is Sightie's story of how meticulous preparation and co-operative team work, along with fine seamanship, well-designed yachts and well-cut sails gave Australia a winning, or near winning, advantage over the opposition in most Admiral's Cup campaigns over some 18 years.

**Richard 'Sightie' Hammond sailed in 40 Sydney Hobart Yacht Races, but his most cherished challenge was as navigator/tactician in the winning Australian teams at the Admiral's Cup in England in 1967 and 1979. In total, he sailed in seven Admiral's Cup teams as well as being the navigation and tactical advisor to the Cup management from 1967 to 1985. Yachting journalist and Offshore Yachting's editor at large Peter Campbell covered seven Admiral's Cup regattas in that period, reporting for radio, daily newspapers and yachting magazines. He also sailed in two Clipper Cups in Hawaii as well as reporting. O*

IN HIS OWN WORDS...

RICHARD SIGHTIE HAMMOND'S REFLECTIONS ON THE ADMIRAL'S CUP – PART 1.

Media Interest: Yachting in the 1970s was held in high esteem and it was certainly seen as an honour to win a world championship such as the Admiral's Cup. After our win in 1979 a Sydney afternoon newspaper banner headline read:

World Champs! Cup's ours – Sydney yachts blast new record

Back in Sydney, the Lord Mayor, Alderman Armstrong, welcomed the winning Admiral's Cup team on the Town Hall steps after a ticker-tape parade through the city.

Life at Cowes: Australian Admiral's Cup teams in the 1960s and early 1970s rented a house called the Quarterdeck at Cowes. The team dubbed it the 'humpty dumpty house' as each storey had been built at a different time and nothing lined up. There were only two showers for the 30 occupants and when 'Sightie' Hammond had his first shower the water flooded the kitchen as no outlet pipe had been connected.

Cowes Week social life: Apart from being an historic yachting regatta, Cowes Week was, and still is, one of the major occasions on the English social calendar. Back the 1960s and 1970s, visiting Admiral's Cup teams, including the Australians, were expected to attend many of their social activities.

Our teams naturally hosted an Australian Party at Cowes while 'must' attendances included the London Yacht Club Ball, one of the social highlights of the year and regularly attended by the Duke of Edinburgh, Prince Charles and Princess Anne.

Two wealthy brothers from the English mainland used to spend nine months planning and arranging the décor and it was always kept secret until you arrived at the entrance. There were six marquees, four of them each holding 400 champagne-sipping guests, one for the dance floor and one for the supper. There were three bands, each with a different style.

In 1967, the Australian team was invited and entertained aboard the Royal Yacht Britannia, as the only guests aboard that evening.

To read more of Sightie's reflections on the Admiral's Cup, be sure to pick up the next issue of Offshore which will contain the legendary navigator's full story told in his own words.



Richard "Sightie" Hammond.

seven sensational races...



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By *Guy Waddilove*

Historically most owners of sailing superyachts were happy to use their yachts simply to cruise and explore the oceans; if they needed to relieve their competitive itch they would buy a Farr 40 or a maxi to campaign with. In the last 15 years though there has been a growing movement towards large sailing yachts that can sail competitively in a fleet, which has led to a demand for higher performance orientated yachts.

Whether the growing interest in racing large yachts has resulted in more events, or the increasing number of events has stoked the imaginations of superyacht owners is debatable; but whichever way round it is, the situation seems to be self-perpetuating and continually growing. Many of the superyacht races now held around the world have developed from informal races between a handful of owners of large sailing yachts who wanted a bit of competitive fun with their peers. The St Barts Bucket, a descendant of the Nantucket Bucket, was first raced in 1995 with four competitors; the Voiles de St Tropez, formerly known as le Nioularge

started in 1981 as a race between two yachts berthed in the port of St Tropez; and Palma's Superyacht Cup developed from an idea for a bit of end of season fun in 1993 by local sailmakers Vela 2000 into one of the Mediterranean's most popular superyacht events.

The interest in these events has been such that entry into the St Barts Bucket, limited to 30 entries for safety reasons, is generally over-subscribed before the Notice of Race is posted. As well as these open superyacht races, some designers and boatbuilders are organising their own races and regattas including the Perini Navi Cup, the Dubois Cup and Wally fleet classes for Wally Yachts in many of the major European Regattas. Other classes have also developed such as the J Class: a growing fleet of restored and rebuilt yachts that first raced between 1930 and 1937 and the supermaxis including *Wild Oats XI* and *Leopard*, that cross over and compete in races such as the Rolex Sydney Hobart and Fastnet races as well as the Superyacht Cup.

So how is it possible to race a superyacht? Historically sailing ships

and yachts were manned by large crews, and racing yachts relied strictly upon man power to grind winches and trim sails. The development of electrical and hydraulic systems to power winches, furlers and even canting keels, and the acceptance of the fact that their use is necessary, has led to larger and larger yachts being able to race.

The requirements for sail handling, whether using manual or automated power, remain unchanged: the ability to raise and lower sails quickly and reliably in order to cope with changing weather conditions such as sudden squalls or wind shifts while sailing close to a lee shore. Sailing ships of yore used men; modern superyachts use hydraulic or electrical power provided by a diesel generator.

Technology has allowed fewer but larger sails to be used which require less crew to handle them. The principal pieces of equipment that have been developed to handle these large sails are furlers and reel winches. Furlers can be used for both headsails and mainsails to unfurl a sail or roll it away, while reel winches are used to control the sheets and halyards.

“SO HOW IS IT POSSIBLE TO RACE A SUPERYACHT? SAILING SHIPS OF YORE USED MEN; MODERN SUPERYACHTS USE HYDRAULIC OR ELECTRICAL POWER PROVIDED BY A DIESEL GENERATOR.”

Reckmann, now one of the best known names in furling gear for yachts has been in operation since 1892 when it started out as a sailmaking company supplying square sails to the trading ships of the day. In the early '80s Reckmann started manufacturing manual and hydraulic furlers for sails, and in the early '90s, a century after the company was formed, introduced the RF 90 hydraulic reefing system which became probably the most used system for furling headsails aboard large sailing yachts. A simple description of the headsail furling system would be like a household roller blind stood on end. A motor turns a foil that surrounds the forestay; the sail attached to this foil consequently gets rolled up or unrolled depending which way the motor is turned.

Keeping up with the times and the development of ever larger sailing yachts, Reckmann has now also started to produce the RF90-7.5 Mega Furler for sloops of over 60 metres. The model is designed to deal with stay loads of up to 34 tonnes that sailing yachts of this size develop from their 80-metre-long roller reef systems.

Italy's Bamar also produces furlers for large sailing yachts and one of its more popular lines is the flush deck furler. Bamar uses a spherical bearing where the furler passes through the deck so that the furler aligns with the stay without the need for an articulating toggle. This set up gives a very clean line to the system with no mechanical parts showing above deck. Bamar also produces "Code" furlers which allow the use of detachable stays and free flying asymmetric sails as a quick release pin is used to attach the sail or stay to the furler. Bamar has developed a hydraulic stay tensioning cylinder which also makes use of its spherical through-deck bearing. By using the spherical bearing the system ensures that the stay is always correctly aligned, again without the use of toggles. These cylinders would typically be used for backstays or inner forestays.

Closely related to the forestay furler, and equally as useful in terms of short-handed sailing, is the in-boom furler. In-boom furlers allow a fully-battened mainsail to be flown allowing higher performance than an un-battened or half-battened sail. Admittedly you would not see an in-boom furler on a large race boat as they do not allow for quite the amount of fine sail tuning that a conventional slab reefed sail system allows, but modern in-boom furling systems seem to have been accepted as the most practical way to allow a relatively high performance sail

Neat in-deck headsail furling systems



No grinding away on the winch here.

A typical superyacht "command centre"



Hard to imagine a few quick tacks up to the mark with this many sails.

The old with the new—a classic J Class with a modern in-boom furling system.



to be easily raised, reefed or lowered by a very small number of crew.

Various different versions of the in-boom furler have been produced, and two of the largest producers of furling booms for large yachts Southern Spars and Marten Spars, both based in Auckland, New Zealand. The two companies, which merged last year, had developed their own designs for booms and boom furling gear, and continue to make the two different styles under the Southern Spars name. Although from a distance the booms may look similar, there are major design differences between the two styles with the Marten version using a boom that is open at the front with a hydraulic motor at the aft end while Southern Spars' version uses a boom that is closed at the front with a hydraulic motor at the front end. The many pros and cons of each system can be, and have been debated at

length and a final decision between the two will often come down to the build captain or project manager's personal experience.

Soon after the merger of Southern and Marten, Matrix Masts, also based in Auckland, announced that it would be merging with Hall Spars (a large international producer of masts and booms) and changing its identity to Hall Spars NZ. The company had independently developed their furling booms which feature closed front ends and hydraulic motors at the aft end. Garry Hassal of Hall NZ feels that his boom furling system offers an advantage because of the alignment of the gooseneck joint under the sail feeder. The unique arrangement allows the sail to be furled or unfurled with the boom sheeted to any angle, whereas some of the other booms require the boom to be near to the centreline of the boat to furl which,



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unless there is no wind, means turning the boat head to wind.

Captive reel winches are a safe and effective way to control sheeting functions aboard a large sailing yacht. A typical 40 metre sailing yacht's genoa would need eight tonnes of pulling load to sheet it in, so it is far safer to have a winch hidden under deck pulling and easing this load than a crew member trying to control it with a winch on deck.

Lewmar is another company with considerable history in the yachting industry; the company started making blocks and fittings for sailing dinghies in 1946 and has expanded to become a household name in deck gear. The company has a large range of products for yachts from hatches to thrusters and has developed its Commander system; a fully integrated hydraulic system for yachts up to 90 metres. Commander systems are multi function systems that integrate a power pack with any number of functions including winch control, back stay cylinder control, furler control, vang control and thruster control. Commander systems can be set up to suit the individual needs of a particular boat in terms of power demand and function.

New Zealand's Onboard Systems has developed a range of captive reel winches designed to be lighter, and simpler to maintain. Instead of manufacturing the winches and drums from aluminium, Onboard Systems has designed its range of winches to be made from mainly composite materials. The winches use carbon laminate for the car and base plate and a composite drum that is sheathed in a carbon Kevlar outer layer to counter the wear induced by line friction. Using carbon means that the materials that make up the winch are lighter and that friction between load carrying surfaces is reduced. The development of

sheet and halyard line materials such as Vectran and Dyneema has seen line diameters decrease which has allowed Onboard Systems to decrease the diameters of their winch drums. Decreasing the drum diameter reduces the torque on the drum drive transmission which means that it can be made lighter. There are three versions of the winch available at the moment with dynamic load ratings of 5,500kg for the smallest and 16,500 kg for the largest.

Cariboni of Italy sells its own patented system for controlling sheets called Magic Trim. Magic Trim works by using a hydraulic cylinder with double sheaves on either end to bring a line in or out rather than the drum of a winch. The principal is that, when the cylinder is extended, the sheet is taken in and when the cylinder is compressed the sheet is eased out. Magic Trims offer a very quick way of sheeting lines in and out and, because of their shape, can be stored in the coaming of the superstructure or even in the bulwarks.

With the equipment detailed above it is possible to sail a large yacht with just one person and race competitively with a relatively small crew although the higher performance the yacht, and the more competitive the owner, the larger the crew. For example, despite having a deck full of hydraulic winches, a modern J Class will still race with between 25 and 40 crew.

The development of superyacht racing has added a further dimension to yacht ownership and provided owners with more ways to have fun. Rating systems for these races have been developed to take into account the diverse range of designs and sizes of boats competing, creating a fair competition where everyone, in theory, has an equal chance of winning. ○

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Mr Beaks Ribs rounding Sydney Heads for the 2007 Rolex Sydney Hobart.

Photo: Rolex / Daniel Forster

GRILLING *Mr Beak*



Offshore Yachting: You are quite a new face in the Sydney sailing scene, when did you first get into the sport?

David Beak: When I first came to Australia I took up windsurfing but then gave it up for about 10 years. I get very seasick. Then eventually some friends came out from England and we rented a boat, and they couldn't believe that I could live in Sydney and not have a boat. Four months later I had bought a Beneteau 40.7 and I was doing the Rolex Sydney Hobart. That was about four years ago.

OY: How much actual experience in sailing did you have when you fronted up for your first Hobart?

DB: Just those four months really. I wasn't skippering then, we had a guy called Michael Spies and he really taught me, in short, how to sail. It was a really steep learning curve; I started in the pit and migrated through trimming to steering.

OFFSHORE YACHTING CAUGHT UP WITH DAVID BEAK, SKIPPER OF MR BEAK'S B.B.Q. RIBS, AFTER HIS RECENT TRIUMPH IN THE CYCA'S BLUE WATER POINTSCORE TO GET THE FULL STORY ON HIS RAPID RISE TO THE FRONT OF A HIGHLY COMPETITIVE OCEAN RACING PACK.

By Matthew Henry

OY: Did you have to 'pay your dues' on the bow?

DB: (Laughs) I only get up there when I'm sailing with my mates! If they don't know how to run the bow then I need to get up there and do my best, but I'm really lucky to have really good people on the bow so I don't have to.

When we're racing in the twilights I'll often get on the mainsheet trimming just to give me a feel for doing that because half of helming is actually having someone who's really good on the mainsheet. And we've got a brilliant tactician in Ian Short who really moulds the crew so it's brilliant.

OY: The current boat is your second Beneteau, a Farr-designed First 44.7, how long have you been racing it now?

DB: About three years. I was involved with Michael Spies the first year. He was skipper of *Nokia* when it won the Sydney Hobart and then he won the Sydney Hobart in the Beneteau 40.7. He then bought the 44 raced it

with Beneteau for a year or so and then we bought it. We've kept going with it and done very well.

OY: You've been racing a production boat with a cruiser/racer design and doing very well against many custom-built racers. What's your formula for success?

DB: Well first off, the boat is a very good design. But really, it's had good people sailing it. From Michael Spies and Ian Short you really couldn't have better people sailing it and we've also really now got the sail wardrobe to match the boat. Because they've been sailing Beneteaus solidly for eight or 10 years they've actually got it to work extremely well. I think that's it – it's having people who really understand how to make your particular boat go fast.

The optimisation is fairly minor, but it's just like setting up any racing machine: you need to know what you are doing and are trying to achieve, and then just keep perfecting it.

OY: Do you enjoy getting involved in the technical aspects of the boat such as choosing the sails and setting up the rig?

DB: I do enjoy it but really I leave that very much to people who know a lot more about it than I do. I take a keen interest in it and when we decided to have a code zero it was something that I was quite positive about because I felt there was a point where we could do a bit.

OY: Tell me about the mix of crew on the boat. I understand you've kept a core bunch for a few seasons now?

DB: Obviously when you have a boat which is performing well a lot of good people want to sail with you. One of the good things about Ian is that he has been really loyal to the crew and we've often had "rockstars" approach us to come on board but we've stuck basically with the same crew for maybe three years, and I think that is really what makes the difference. It's not a crew of rockstars but a crew of people who work well together and have a huge amount of respect for each other in their respective positions. We race almost once a week all year round and there's just a huge amount of trust all round for people to do the right thing. People are always in the right position and if things do go wrong they anticipate what might go wrong together and are very quick to recover. In the last two years we've basically had no damage to the boat and that's the other pay off for having a great crew.

OY: Reflecting on the past 12 months, was there a stand-out moment or favourite race in the season for you?

DB: Generally, I just really enjoyed the mixture of the tactics and the positioning of the boat and I guess the most satisfying thing is when we decide to pursue a strategy and it comes off. We've been sailing the same boat over the same courses now for two or three years together and we're beginning to make more good calls than bad calls. Any particular race? I think Bird Island was very satisfying because two or three times last year we were leading the race coming into Sydney Harbour but we were parked outside the heads for up to four hours, so we came home winning races but ended up losing them. So Bird Island was great because we got the blow all the way home to win.

OY: You are racing the Winter Series for now, will you be back to defend in the BWPS next year?

DB: We haven't finally decided but we'll know soon and there's a good chance we will. Unfortunately because of my business commitments I can't

Heading north for this year's Audi Sydney Offshore Newcastle.



Photo: Andrea Francolini

always be on the boat when it's racing but I'm such a competitive person I'm happy for it to keep racing anyway. We're thinking of doing the Lord Howe Island race; Hobart's what we'll really focus on. In the Winter Series we'll work on our crew work and getting to know the boat a little better. Then we'll probably turn our focus to the next Blue Water Pointscore because it's a great test in a lot of different conditions. I don't think we are going to do Hamilton Island, we've done it for a few years and it's really competitive racing but I can't afford to take any more time off.

OY: When you are not sailing, do you have the time for much other than work?

DB: I'm a very competitive person so I love the competition of business, but I also keep very fit – I cycle about 200km every week. I like to try and do relatively new things every few years, and sailing has been great for that and I took up cycling a few years ago.

OY: Do you think there's still plenty in the sport of sailing to keep you interested in the years to come?

DB: Yes I think that's one of the good things about coming to this sport late, the learning curve is very steep and you realise how little you know. You meet these professionals and you are just in awe of how much they know. It's one of those sports where you really can keep doing and contributing to as you get older too. When I first started up sailing I didn't know what the guys were saying when they were talking about the rig – some of the terms I just didn't have any idea. And they might mean the same thing but use a different word. One of the things I have enjoyed, I was fairly good at geography in school and there's a fair bit of meteorology in it – I've finally been able to use some of the things I learnt at university! You are totally dependant on the weather because that's your accelerator pedal and I've really enjoyed that. ○

KIMBERLEY COAST

THE RUGGED AND REMOTE NORTH WESTERN AUSTRALIA COAST SURELY REPRESENTS THE LAST GREAT AUSTRALIAN SAILING ADVENTURE.

By Nancy Knudsen

Darwin's harsh sun beat down on the heads of the small circle of sunburnt sailors. They were huddled and shuffling around something lying on the timber decking in the middle of the marina dock. The group was quiet except for a single male voice. Curious, I approached and peered between bent heads to follow their gaze.

The voice went on. "...I had just gotten into the boat from the dinghy and heard a sort of small splashing noise behind me. That's all – a small swishing sound."

There was a muttered 'Jeesh...' from someone. With a bit of bobbing and jiggling, I could now see it was a torn rubber dinghy on the deck-mangled, with the whole side ripped away.

"What is it? What happened?" I whispered to no one and everyone.

"Crocodile," was the muttered reply.

We gradually learned the full story. Bill Lewis and his Peterson 44 *Timeout* had just arrived in Darwin from Perth, and the crocodile incident – the croc had torn a ragged hole in the cone

section of one of the pontoons of his dinghy – had occurred in a part of Honeymoon Bay on the Kimberley coast of Western Australia.

Gulp, I thought, ...and we were contemplating cruising *there*?

While graphic tales like these can put the hardest sailor off the idea of cruising the remote Kimberley coast, this could turn out to be a too-instant decision.

And why? Because this coastline is an area of untold beauty and interest. Think of it: the entire region is rich in ancient and unspoiled rock art, there's superb fishing and plentiful hiking and trekking possibilities. Norwegian fjords can seem bland beside the spectacular red cliffs of some of the gulfs, and the aboriginal, early pioneer, pearling and wartime histories all add another dimension of fascination.

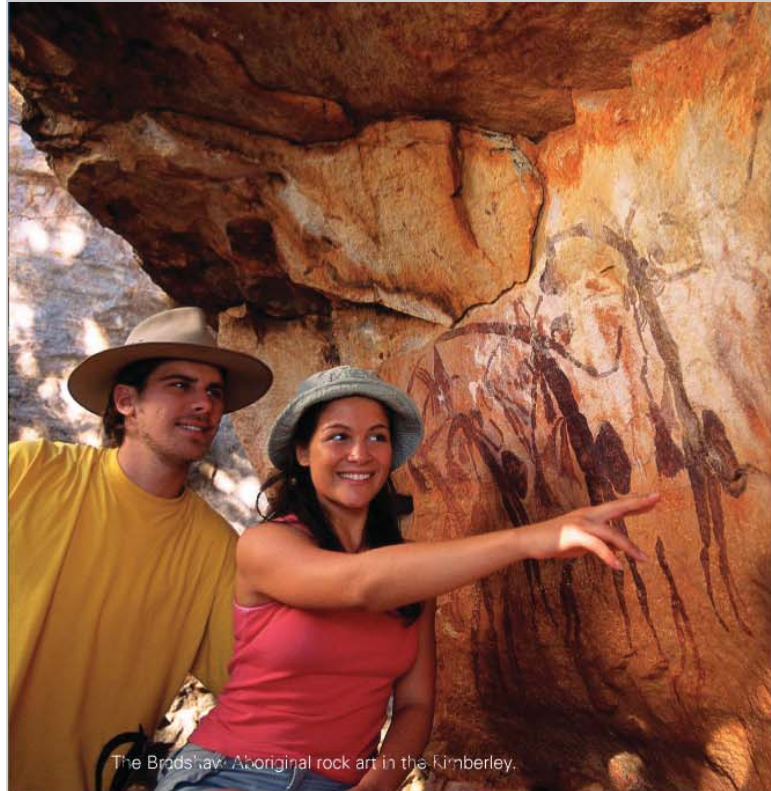
Then there's the wildlife. Stay quiet and you may see rainbow bee-eaters, jabirus and even blue winged kookaburras. Hike the rocky hinterland trod only by aboriginal tribes for thousands of years; splash under clear fresh waterfalls and watch the sunsets in the deafening silence of an evening cockpit. From the safety of your (plastic or aluminium)

dinghy, you can not only watch crocodiles, but also sea turtles, Irrawaddy dolphins, whales, dugongs, manta rays and milk fish.

Fiona Harper, creator of Australia's popular website www.marinaguide.com.au is just one of the dozens of hardy sailors who have roved the north west

"WHAT IS IT? WHAT HAPPENED?" I WHISPERED TO NO ONE AND EVERYONE. "CROCODILE," WAS THE MUTTERED REPLY.

This croc, a freshwater dweller, is not nearly as dangerous as the bigger salties.



The Bradshaw: A original rock art in the Kimberley.



The rugged and remote Kimberley coastline.

coast – twice. After an early sailing jaunt as novice crew, she was keen to return. In 2006 she and partner John spent all of July cruising in their yacht *Nilubon* between Broome and Darwin. One of her joys was that “we hardly saw another boat”, but her personal highlight was the amazingly vivid rock art, sometimes remote, sometimes “just beside the beach.”

Bill Lewis, the cruising sailor who had the crocodile experience described above, says cruising the King George River was one of the highlights of his journey. “Anchoring just metres away from a thundering waterfall, falling from a hundred metres or more above us, was spectacular.” He advises cruising these remote waters in company with another yacht, a piece of advice that is well heeded, not only in these waters, but perhaps in all remote territories. Like Fiona, Bill found the remoteness remarkable, “considering it is within a major western-style country.”

Starting from Darwin on a sailing journey to Broome, here are some bays and anchorages not to be missed:

A HANDY TIP, NEVER FORGET THE CROCODILES

If there are mangroves, there are crocodiles, even if you can't see them. You cannot outrun a crocodile over a short distance unless you can run faster than 25km per hour. However a few simple but carefully followed rules will alleviate crocodile fear and keep the joy in your cruising:

Crocodiles watch for activity repetition, so do NOT set up any kind of routine when off the yacht.

Do NOT throw scraps overboard.

As evidenced before, a rubber dinghy is not the best choice. Lift the dinghy at night, as they seem to have a strange attraction for crocodiles.

Simply don't swim in salt water, EVER. The further inland you go the better. Crocodiles have been spotted as high as three cliffs up from the sea, and as far as 20 nautical miles from the shore.

KOOLAMA BAY

This is the site of the shipwreck of some 190 people when the ship *Koolama* was bombed in 1942, just after the Darwin attacks. The story of their survival is the stuff of legend – hardship, heroism and inventiveness. With, inexplicably to them, no response from Darwin, they were left to make their way painfully across land and sea to reach civilisation. The beach remains today much as it was when the shipwreck occurred, so it's easy to imagine their desperate predicament.

The bay is also the entrance to the King George River, which is navigable for a couple of kilometres to the legendary falls. Exploring further by dinghy, one can find lush hanging gardens, and climb a rough path to more waterfalls for a freshwater swim. The art galleries here too are spectacular.

FRESHWATER BAY

This delightful bay is well worth a longer stay. Protected from all sides, it is a place of amazing beauty, with fresh spring-fed pools galore as you hike up the rocky cliffs. Up in these heights you can find the ancient and mysterious Bradshaw rock art. You'll find good fishing in the main anchorage, and, with your dinghy at the shore, luscious black lip oysters for the taking.

THE PRINCE REGENT RIVER

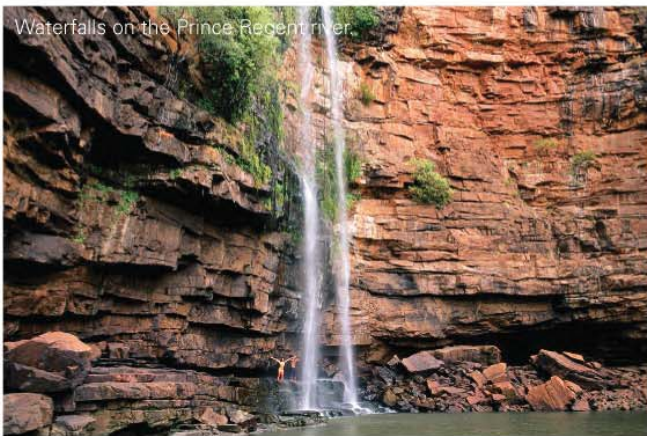
This is a 'must see', both for its stunning scenery, rocks, waterfalls, spectacular swimming holes, fishing and secure anchorages. One needs to be careful of rocks in the river when manoeuvring the boat, but once safely anchored, the further you hike inland the more stunning is the scenery, the waterfalls and the isolation.

DECEPTION BAY

Otherwise fairly bland, the bay is worthwhile visiting as a favourite haunt of whales. Search around Montgomery Reef, and in the northern parts of Collier Bay between Sampson Inlet and Deception Bay. It is a wide shallow bay, easily accessed, and with a number of anchoring spots depending on



Sailing through Talbot Bay in the Buccaneer Archipelago.



Waterfalls on the Prince Rupert river.

the winds. If you brave the climb due west of the anchorage you can often see whales breaching close off shore.

TALBOT BAY

Here lies one of the great wonders of the North West Coast. The horizontal waterfalls attract thousands of visitors each year. During the fastest rush of the tide, Talbot Bay in season can be a hive of activity as helicopters hover, tourist boats converge and sightseeing planes overfly. While this is no time to be anywhere near in a dinghy, an hour or so either side of slack water is the ideal time to go exploring.

It goes on and on, each anchorage with its own uniqueness and each a wildly beautiful experience. It's also a region that the true sailor will love – testing one's skill and patience to use the wind, tides and navigation to the best advantage.

However, once you've decided that the area is too alluring to resist, there are a few aspects to get 'right' to ensure you get the dream you are seeking:

“HIKE THE ROCKY HINTERLAND TROD ONLY BY ABORIGINAL TRIBES FOR THOUSANDS OF YEARS; SPLASH UNDER CLEAR FRESH WATERFALLS AND WATCH THE SUNSETS IN THE DEAFENING SILENCE OF AN EVENING COCKPIT.”

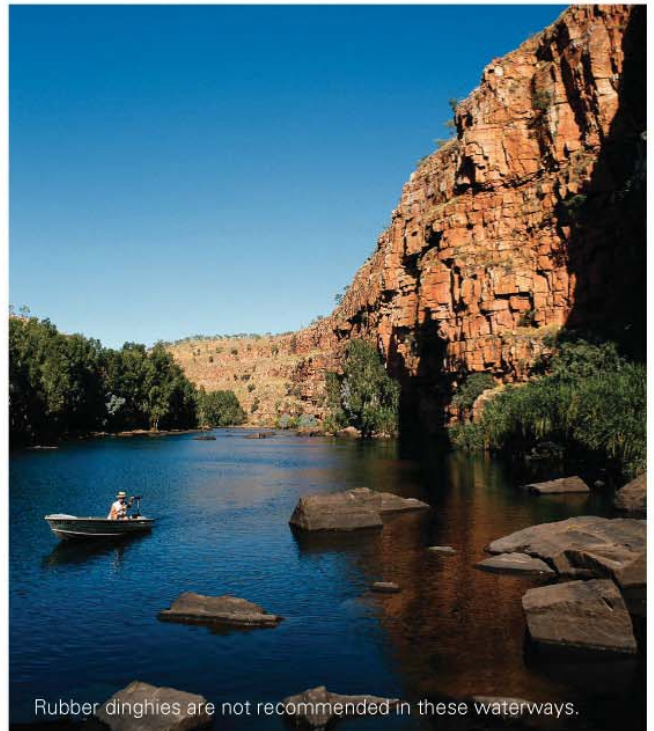
Get the timing right. The area is subject to cyclones, coinciding with the monsoon season, November to April. Waiting until the prevailing south-east trade winds are strongly established is advisable, and at this time – between May and September – the weather is at its kindest, with almost uninterrupted winter sunshine. The winds are strongly affected by the coastline, so good way can also be made by taking advantage of the land and sea breezes.

Navigate, navigate, navigate. The charts are, as in many other remote regions of the world, unreliable. Getting the timing right for entry into bays – with the light behind you so that you can see obstructions easily – is advisable. Testing the depths with a dinghy whenever you are uncertain of the terrain is always a sound decision.

Go with the flow. The tides are extraordinary, a draw card in themselves. Reaching a height of 11 metres between high and low water, they can also reach speeds of 13 knots. So working with, not against, the tides, is a must. It is preferable to raise the anchor at slack water, and sometimes it may pay to head to sea to avoid tides which flood in strange directions.

Be prepared. Take all the spare parts you may ever need – there is no help between the major towns. If you have no watermaker on your boat, plan your water supply carefully. Water can be scarce if the ‘Wet’ was not very wet.

Follow these few simple rules, and join the growing collection of sailors who claim that cruising this coastline has been one of the highlights of their cruising life. ○



Rubber dinghies are not recommended in these waterways.



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Bristolian's plumb bow makes her a little longer along the waterline than *Hamilton*, another Briand design.

ONE OF THE FEATURES THAT MAKE *BRISTOLIAN* HARD TO MISS AMONG THE FLEET IS ITS WARDROBE OF SAILS. *BRISTOLIAN'S* MANY SAILS ARE ALL BLACK, IN KEEPING WITH THE COLOUR OF THE TOPSIDES.



Black Knight

BRISTOLIAN IS A MAGNIFICENT FRENCH - KIWI COLLABORATION WITH UNIQUE DNA.

By Guy Waddilove



Bristolian is a name familiar to many in the large sailing yacht industry; the previous *Bristolian* was a Frers 92 that was prominent on the superyacht cruising and racing scenes in the Mediterranean. After ten years of enjoyable use, *Bristolian's* English owner Michael Cannon decided that it was time to upgrade. Cannon had always enjoyed the sailing performance of his Frers 92 and was keen for his next boat to be equally sensitive and to provide him with a similar sense of excitement under sail. He was also mindful of the comfort of his guests, both when sailing and when anchored or in port, and did not want a Spartan, uncomfortable racing machine. With these criteria in mind he arranged to meet designer Philippe Briand to discuss a new boat. Briand met with Cannon and his long-term Captain Peter 'Gooch'

Tabone aboard the old *Bristolian* off Dubrovnik, Croatia and it was there that the specification for the new boat was conceived.

The basic reference for the new *Bristolian* was the 35-metre Briand 2005 design *Hamilton*, but with the waterline extended by a more plumb bow profile. To give the required performance, carbon composite construction and a lifting keel were specified. The owner wanted 'out of the box' lines for the superstructure based on a voluminous pilothouse and panoramic coach roof, and looking at the finished boat he definitely got them. Briand has drawn a low metallic silver coachroof that tapers down as it divides around the main cockpit. As this line disappears into the deck, the line of the steering pods emerges and rises as it draws aft. The steering pods are based on the 'god pods' used on ocean racing maxi catamarans providing

BRIAND DESCRIBES ONE OF THE HARDEST CHALLENGES OF THE DESIGN WAS THE LINKING OF THE PILOTHOUSE WITH THE STEERING PODS BECAUSE OF THE LARGE AREA OF THE COCKPIT BETWEEN THEM. MANY SKETCHES LATER HE CAME UP WITH WHAT HE DESCRIBES AS THE "BIONIC" FORM OF THE PILOTHOUSE AND THE "MASERATI" FORM OF THE PODS AS TWO INDEPENDENT FORMS, STRETCHING THEIR ARMS OUT TO ENCIRCLE THE LARGE COCKPIT IN THE MIDDLE.



protection to the helmsman behind an arched cuddy-style structure. The lines of the pods are drawn to suggest the profile of a Maserati on the 1950s circuit. The height of the superstructure has been kept to a minimum to allow passengers to see the sea when reclined. Briand describes one of the hardest challenges of the design was the linking of the pilothouse with the steering pods because of the large area of the cockpit between them. Many sketches later he came up with what he describes as the "bionic" form of the pilothouse and the "Maserati" form of the pods as two independent forms, stretching their arms out to encircle the large cockpit in the middle.

The deck saloon, with wraparound windscreen and a broad glass stripe fore and aft along its length, provides guests with a bright, naturally lit area to relax and view the outside. A unique design feature of the deck saloon is the asymmetric division of the area lengthways into two levels. To port the saloon area is wider and lower, while to starboard the dining area is raised and allows a panoramic view. Forward of the saloon steps lead down to the guest accommodation with a double cabin, a twin cabin and the master cabin all the way forward. The master cabin, although located in an area where the hull tapers in, retains a feeling of spaciousness. The interior, styled by Gooch's wife Emma Tabone in conjunction with the owner, is described by the team as contemporary with hints of art deco. The contemporary elements such as the light sycamore frise timber and the way that it is represented in flat and curved panels, unadorned by raised features and mouldings, are to create an open, light, comfortably elegant ambience. The art deco lines and features, including wenge inlays, large semi circular ceiling features and table lamps in the form of bunches of tulips, aim to add personality, depth and definition and are reminiscent of the classic lines of traditional yacht interiors. Stainless steel has been used around windows and port lights, most notably in the pilothouse to create more light from reflections from the polished surfaces. Similarly,



large mirrors have been included throughout the guest accommodation areas to create a further feeling of space.

The decision to locate guests forward and crew aft was made to allow guests privacy, particularly when docked stern-to, as is nearly always the case in Mediterranean marinas. The crew's access via their companionway, which exits under the starboard steering pod, means that guests are not disturbed with the crew walking past them in the cockpit.

The crew accommodation aft is finished in a very different manner with white lacquer and stainless steel the dominant finishes in the galley and crew quarters. The area has avoided an atmosphere of sterility with the inclusion of bright red door panels and a dark timber stairway and handrails. The radio and navigation equipment is located just aft of the crew mess, easily accessible via the crew companionway.

The deck has been kept clean; mooring cleats are Yachting Development's pop up style cleats; the anchor windlass is tucked away underneath a hatch on the foredeck, and the anchor itself is a submarine style anchor that drops out from the underside of the hull so there is no visible sign that the yacht is at anchor except for the anchor ball in the fore triangle. The mooring cleats at the bow are hidden in the same locker as the windlass so the foredeck is not cluttered with heavy mooring lines in port. One of the owner's requirements was for the whole boat to be for the enjoyment of his guests, not just the aft deck. To this end a splash pool, covered by a pantograph lifting section of deck when not in use, has been sunk into the foredeck.

THE LARGEST ENGINEERING CHALLENGE FOR YACHTING DEVELOPMENTS WAS THE LIFTING KEEL. IN ORDER TO AVOID THE PROBLEMS THAT SOME OTHER DESIGNERS AND YARDS HAVE EXPERIENCED WITH KEELS RATTLING AROUND WHILE UNDER WAY, OR GETTING STUCK EITHER IN THE UP OR DOWN POSITION, THE YARD BROUGHT TOGETHER A TEAM OF DESIGNERS INCLUDING AMERICA'S CUP DESIGNERS AND ENGINEERS AND THE YARD'S IN-HOUSE DESIGN TEAM TO DEVELOP A KEEL THAT WOULD LIFT TO CHANGE DRAFT FROM 5.8 METRES TO 3.8 METRES.

At the other end of the boat the transom door folds down to provide a bathing platform for guests and access to the lazarette where the tender is stored. The steering pods provide shelter at either helm station for the helmsman and are large enough to shelter a couple of crew members from the elements. Large Harken 1130 winches for sheeting the light wind sails are aft of the pods, and outboard of the cockpit on either side are even larger Harken 1140 winches for the headsail sheets.

One of the features that make *Bristolian* hard to miss among the fleet is its wardrobe of sails. *Bristolian's* many sails are all black, in keeping with the colour of the topsides. In addition to the fully battened, 380-square-metre roller furling mainsail, on the furling forestay either a 315-square-metre deck-sweeping blade or a higher footed Caribbean can be flown. The 250-square-metre Caribbean is a high-clewed Yankee style reaching sail. Forward of the forestay furler is a rotating Cariboni pad eye, which can be used for either the downwind asymmetric or the code zero. The 1067-square-metre



Bristolian's interior is characterised by lots of curves and a contrast of light and dark woods.



Unusually, the master cabin is located forward to give the owner more privacy when docked stern to. Despite the tapering hull, the cabin feels spacious.



asymmetric is for light downwind conditions while the code zero is a light wind sail that can be used for reaching or sailing with wind angles as close as 40 degrees apparent. A removable inner forestay can be hooked up to the retractable Reckmann furler, which is flush mounted into the foredeck; this stay allows the crew to fly a staysail or storm staysail. Reckmann developed the retractable furler specifically for the *Bristolian* project and is now marketing the furler to other build projects. All of the sails were built by Doyle Sails New Zealand. The main, staysails, blade and Caribbean were constructed using Doyle's Stratis technique with the sail being formed as a laminate as oppose to the traditional method of building the sail out of cloth from a roll. Doyle formed *Bristolian's* black sails by laying carbon and Vectran fibres onto a black tinted adhesive membrane. Black taffetas, or outer skins were then laid onto either side of the membrane to form the sailcloth. The asymmetric has a magnificent depiction of the yacht's emblem, a rampant lion in gold painted onto it.

The high modulus carbon mast and boom, finished in black of course, were built by Southern Spars. In keeping with the yacht's performance orientated design, a package of Southern Spars carbon EC6 standing rigging was selected. EC6 is formed by bunching together pultruded strands of carbon that look similar to the lead in a pencil, these carbon bundles are covered in a protective sheath and terminated in end fittings that attach to the deck terminal, mast or spreader tip. EC6 offers large weight savings over nitronic rod, the standing rigging material of choice up until recently.

The largest engineering challenge for Yachting Developments was the lifting keel. In order to avoid the problems that some other designers and yards have experienced with keels rattling around while under way, or getting stuck either in the up or down position, the yard bought together a team of designers

including America's Cup designers and engineers and the yard's in-house design team to develop a keel that would lift to change draft from 5.8 metres to 3.8 metres. When I was on board the keel was lifted and lowered and, with no discernible noise during the process, the only indication that it was being raised and lowered were the transit lights on the helm consoles. Underway, both under sail with keel down and engine power with keel up, there was no vibration or noise from the keel. The housing for the keel does occupy some real estate in the accommodation towards the middle of the boat, but the arrangement of the interior with an offset passageway alongside the housing does not allow it to become a feature. The engine room is compact but manageable. The 450hp MTU main engine easily powered us up to 13 knots without fuss on sea trials and the noise levels throughout the accommodation remained comfortably low. The steering system on board is a direct drive chain and cable set up so the pressure on the helm is a reflection of the pressure on the rudder. Steering *Bristolian* in the light conditions on the Hauraki Gulf while the crew worked through the sail wardrobe for the photo shoot was a pleasure as varying degrees of gentle but positive feedback could be felt through the wheel.

Phillip Briand describes designing *Bristolian* as one his most challenging projects to date, and feels that with the cooperation of Yachting Developments and Gooch as project manager, they have together created a yacht with a unique DNA.

Bristolian left Auckland soon after my visit on board, and the last time I spoke with Captain Gooch he was a couple of hundred miles off the Queensland coast destined for the Whitsundays in time for the owner's first cruise. ○

For further information Tel: +64 9 417 0060
or visit www.yachtingdevelopments.co.nz

TECHNICAL SPECIFICATIONS



36.70m	LOA
33.39m	LWL
8.17m	BEAM
5.25 / 3.50m	DRAUGHT
130,000kg	DISPLACEMENT LIGHT
145,000kg	DISPLACEMENT LOADED
40,000kg	BALLAST
380m ²	MAINSAIL
315m ²	BLADE (FURLING)
250m ²	BLADE 'CARIBBEAN' (FURLING)
120m ²	STAYSAIL
850m ²	ASYM. SPINNAKER
3840l	WATER TANK
10600l	FUEL TANK
MTU Series 60 (450bhp @1800rpm)	ENGINE
Composite	HULL
Yachting Developments	BUILDER
Philippe Briand Yacht Design	DESIGNER
Southern Spars	CARBON RIG
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MAN OVERBOARD!

LET'S TAKE ANOTHER LOOK AT SAFETY IN HARBOUR RACING AND ASK – ARE YOUR CREW PREPARED FOR A MAN OVERBOARD SITUATION?

— Peter Campbell

The crew of *Velocity* rescuing a crewmember during the 2007 Audi Sydney Harbour Regatta.

The major upward trend in competitive sailing in this country in recent years has been towards so-called social sailing – the now hugely popular twilight racing during the summer and winter Sunday racing, notably the CYCA's Audi Winter Series. Hundreds of relative newcomers to sailing join more experienced owners and their crews to enjoy short harbour racing and après sailing back at the yacht club.

While twilight racing is generally more relaxing, winter racing is as competitive as full-on summer pointscore and often with larger fleets racing around the buoys. Unfortunately, some boats are sailed by relatively inexperienced skippers, often with family and friends as crew.

Westerly winter winds often reach galeforce in the gusts and can play havoc with the fleet and there have been a number of man-overboard incidents, even involving prominent yachtsmen and their children, fortunately without serious consequences. Even experienced crewmembers have been flicked overboard, too.

Which brings me to the point: how many of us have looked in the new Blue Book (Racing Rules of Sailing 2009-2012) under YA Special Regulations Part 1, Section 6, Training?

It's a question asked in an article by harbour racing yachtsman Tony Saunders in SASC News, the monthly magazine of the Sydney Amateur Sailing Club. In particular, he tells members, have a look at 6.01.2 – Routine Training on Board. What's new is that it now covers Category 7.

For all race categories it is recommended that crews should all practise safety routines at reasonable intervals, including 'the drill for man-overboard recovery.'

Saunders writes: "I understand there could be adverse insurance issues if you fail to carry out such training. Insurance policies have conditions requiring policyholders to take reasonable care to avoid loss or injury. You should check your policy wording and seek advice from your insurance broker if you are in

doubt. Better still carry out safety training and keep a log!"

Saunders goes on to relate his experience in a SASC winter series on Sydney Harbour, when he (the skipper) fell overboard in a light sou'easterly. As he went over the side, he managed to grab onto the toe rail.

But, as he says, then the fun began! It eventually took the efforts of three crewmembers, plus his own strength before he could be hauled back on board.

Following this incident and prompted by 6.01.2, Saunders and his crew have carried out regular safety training. They went through a checklist which included location and usage of life jackets, medical kit, bilge pumps, fire blankets and extinguishers, etc.

They also did an 'unexpected' man overboard exercise, in which skipper Tony Saunders tossed a life jacket over the side, called 'man overboard, it's me, and I have a stopwatch on you.' He then sat back as someone grabbed the helm, and kept quiet.

It was not as easy as Tony and his crew thought.

"There was initial panic but eventually got the 'man' on board (it's easy with a boat hook) in six minutes! After other attempts we got it down to four minutes – but we must do better," he writes.

I can vouch for the difficulty in recovering a man overboard, even on the Harbour, when a big crewman toppled over from *Hornblower* whilst trying to pull in the spinnaker to leeward. Over he went, fortunately still holding onto the toe-rail, the sheet and breeze ran free, as did the halyard, with the spinnaker flagging from the masthead. The two others on board managed to recover John, with the help of a transom ladder, but then faced the task of recovering the kite. But that's another story!

As Tony says, how good are your MOB retrieval techniques and can you get someone back onboard readily? Do the crew know where the life jackets are stowed, the use of fire extinguishers and flares, and the location of the medical kit etc? ○



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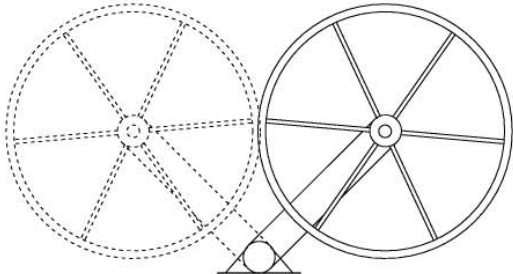
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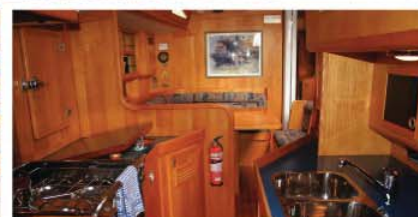
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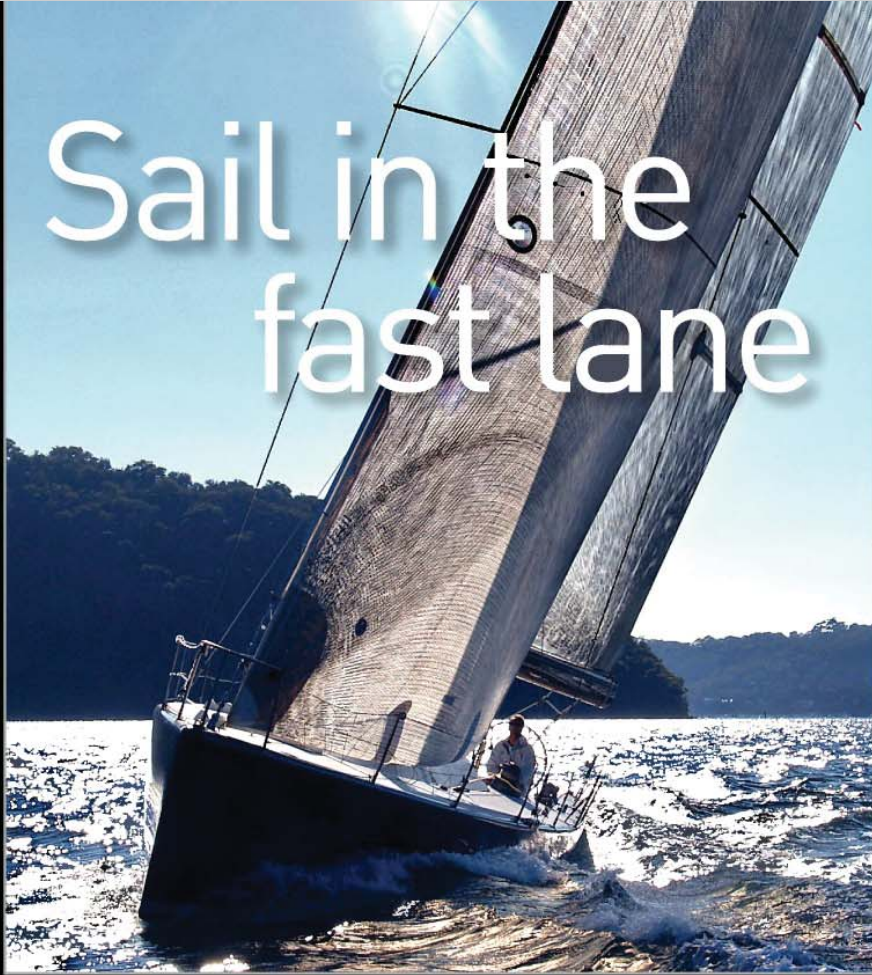
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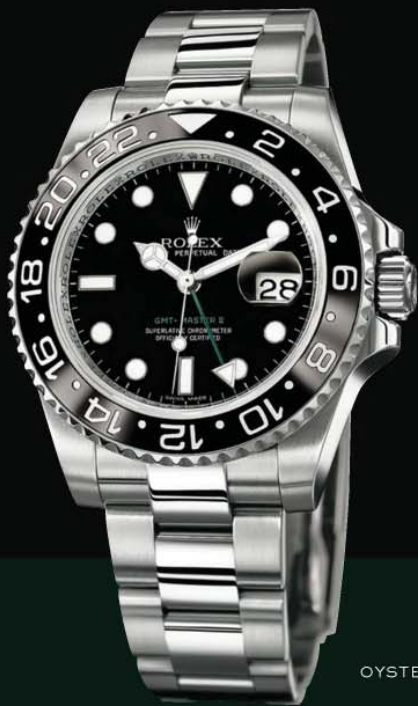
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