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YACHTING

1971-2011
40 years
OFFSHORE YACHTING

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Aussies Win Kenwood Cup
IMSA Wins Sydney to Hobart
\$200,000 for Race Record
Who's Heading for Hobart
Official Programming
Sydney Harbour
Sydney's America's Cup Bid
Aussies Win Water Champion
Aussies Win Kenwood Cup
Sydney-Hobart Yacht Race 1994
KORBAR GOLD
Sydney-Hobart Yacht Race 1989
1998 Sydney to Hobart IN REVIEW
Sydney Hobart Yacht Race 1989
ISABELLE
Sydney Hobart Yacht Race 1989
River's Cup could
WHAT'S NEW IN '36'ERS
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40TH ANNIVERSARY SPECIAL EDITION

- 10 **Special Feature**
Peter Campbell looks back on 40 years of *Offshore Yachting* magazine.
- 18 **Biggles Column**
John Brooks returns with another classic Biggles column.
- 20 **Looking Ahead**
Sean Langman considers the future shape of offshore yacht racing.

FEATURES

- 36 **Buoy Racer**
The spoils of being a dot com billionaire. We check out Niklas Zennstrom's new ride.
- 40 **Good Seamanship**
Sailing's most desirable quality, good enough to bottle.
- 45 **Choice Cuts**
Buying your next set of sails made a little bit easier with our guide to sailcloth technology.
- 53 **Luxury Living**
Kevin Green sizes up 10 luxury cruisers most of us will only ever dream of.
- 60 **Company Profile**
Mariner Boating is waiting to take you on the sailing holiday of a lifetime.

REGULARS

- 6 **Publisher's Note**
- 22 **Seamark**
Club news and youth sailing.
- 24 **Scene**
Events at the CYCA.
- 26 **Down the Rhumbline**
Club news, youth sailing and the scene around the CYCA.
- 28 **Race & Regatta Round Up**
Audi Sydney Offshore Newcastle race and more.
- 32 **Race & Regatta Preview**
Time to get out the winter warmers. Australasian winter races previewed.
- 64 **Boat Reviews**
A real life test for Jeanneau's 40-foot family cruiser, plus racing on Arch's new M34 pocket rocket.
- 74 **Locker Room**
Get geared up in the latest new sailing kit.
- 76 **Calendar**
Big dates in the sailing year in Australia, New Zealand and around the world.
- 77 **Shooting the Breeze**
Richard Bouzaid on the elite world of superyacht.
- 78 **5 of the Best**
Talking tactics with Ray Davies.
- The Pin End**
79 Chris Caswell crosses a few things off his bucket list.
- Chandlery**
80 *Offshore's* preferred service providers.

RED ALERT
A crewmember scrambles to stow her kite in a Haarken Women's Match Racing Regatta that went right to the wire. See page 12.





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s I finalise this column the Audi Winter Series 2011 is already well underway, the Club having completed the 2010-2011 Summer Sailing program with great success.

Congratulations to all our series winners and those who enjoyed success over the 2010/2011 season including Stephen Ainsworth and his well-sailed *Loki*, who capped off a highly successful 12 months by being crowned the Blue Water Champion. To win a Blue Water Pointscore Series is a great achievement but to win any pointscore at our club is a special victory. Congratulations to the following Pointscore winners: Julian Farren-Price (*About Time*) for his overall IRC winner in the Ocean Pointscore; Stephen Thomas (*Black Adder*) for his overall PHS winner (OPS); Annette & Robin Hawthorn (*Imagination*) - IRC win in the Grant Thornton Short Ocean Pointscore (SOPS); and Warwick Sherman (*Occasional Course Language*), PHS winner in the Grant Thornton SOPS.

David Champtaloup's magnificent *Caprice of Huon* won back-to-back Grant Thornton Short Haul IRC Pointscores with Patrick & Roberta Easton (*In Cahoots*) taking the PHS division. Ian and Shane Guanaria (*One more-no more*) are always winning something and it was the Mount Gay Rum Monday Twilight series PHS division with the Kirribilli team taking IRC honours.

I would like to make special mention of Roger Hickman and his keen crew on winning the Audi Sydney Offshore Newcastle Yacht Race overall. This was a great effort, sailing his 26-year-old *Wild Rose* against the hot new yachts. Other notable mentions were Greg Zyner's *Copernicus* winning the Tasman Performance Series and PHS Division of the Audi Sydney Offshore Newcastle Yacht Race (skipped by James Nixon) with Syd Fischer's *Ragamuffin* winning the Cape Byron series for ORCi rated racing yachts.

And while we are congratulating people our Sailing Manager Justine Kirkjian has reached the 10-year service milestone at the CYCA. I have had the pleasure of working with Justine a great deal over the past few years. Her efficiency and dedication to our sport is unsurpassed. Together with the Sailing Committee Justine has come up with some new ideas for this year's Audi Winter series. I am sure as many of you are reading this you will be enjoying the fruits of Justine's

efforts to improve our racing in line with her desire to satisfy stakeholder wishes and input.

All weekly placegetters in the Audi Winter Series will also have the opportunity to drive an Audi A5 Sportsback for the week for the duration of the series. Thanks to Audi Australia CEO Uwe Hagen and Audi Centre Sydney Dealer Principal Joe King for their support, we look forward to welcoming you on the water soon.

Many of you will be readying for northern pursuits including our Audi Sydney Gold Coast Yacht Race and the subsequent regattas such as the Audi Hamilton Island Race week as well as Airlie Beach and Magnetic Island regattas. Good luck and great sailing in all your "better weather" endeavours.

One of the really heartwarming winter activities that our club engages in is the Youth Sailing Academy winter squads. We run squads at three levels - Talented Sailor, Development Match Racing and Advanced - with all three levels well subscribed. A close eye will be maintained on the Advanced Squad competitors as the team for the coveted Governors Cup will be selected a few short weeks into the winter season. Our past successes at the Balboa Yacht Club in California have caused the CYCA to again be invited as a seeded competitor. Keep a look out for the team and the results. In the mean time we currently have two of our Elliot 6s available for naming rights sponsorship. This is a great commercial promotional opportunity as well as being an excellent branding exercise while supporting our wonderful YSA and all that goes with it.

Growing our membership remains a key strategy of the board and vital for our sustainability. Current members are our greatest advocates in introducing new members to the benefits of club membership. We have recently launched the ever popular "member get member" promotion with help from our friends at Mariner Boating Holidays. I encourage members entitled to propose and second new members to the club to make yourselves familiar with the details of the promotion so you can go into the draw to win 2 places on the



This month Offshore Yachting reaches its own milestone, celebrating 40 years of being published. To mark such a prestigious anniversary we have delved into the archives to reflect on just how far Offshore, and indeed the CYCA, has come in such a short time. Without the foresight and dedication of the Publications Committee, chaired by Tony Cable, we would not have such a newsworthy publication that is not only the CYCA's official publication but a yachting magazine of national and international status. Enjoy the articles written by current and past editors and the trip down memory lane.



Mariner Boating Holidays inaugural French Riviera Yacht Rally 2012. The prize is valued in excess of \$15,000. Check the club's website for details.

I wish to thank the many members that have responded to our recent member survey. I would also like to thank Member Services Committee Chairman John Markos, and the sub committee for preparing the document and Treasurer Paul Billingham for allocating the resources of his company to compile the data independently. Results from the survey will undergo a collation process and a report will be examined by the board. This invaluable information will be disseminated via our proven committee system, providing a guide for policy formation by this and future boards.

The development of the CYCA site is progressing. Such an undertaking involves a large number of process driven hurdles. Vice Commodore John Cameron's committee, bolstered recently by some of our members with strong financial experience, is well into the planning stage. The change of Government has caused some small delays regarding decision making. Our CEO Mark Woolf and the development committee are looking after the club's interests, and you will all be kept well informed as we progress towards substantial commencement.

I would like to acknowledge the positive changes we are seeing at Yachting NSW under the presidency of Howard Elliot. New funding arrangements are currently underway with support from all major clubs. Good wishes to the new YNSW General Manager David Edwards. There will be more news on this situation in the weeks to come. I would also like to congratulate Immediate Past Commodore and Chairman of The SOLAS Trusts Matt Allen on his recent appointment to the board of Yachting Australia. It is very good news that we have such a prominent and hard working club member and past Commodore involved in the sports administration at this level.

And to finish I would like to thank Michael Cranitch for his stubborn and inspirational attitude to the future of the Breakfast Club. This attitude and drive supported by Neil Burling, Robert Hunt and a group of wonderful volunteers are the reason I can sign off by saying: "See you in the Breakfast Club queue".

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In sailing, as in life, the seasons and years come and go, some seeming to fly by as though on a downwind run under spinnaker, while other years drift slowly, battling light airs on an upwind work against the tide.

One thing is certain, to spend your years with a love of the sea and sails is a life rewarded with challenge.

One of the challenges of working life that we at Ocean Media find most satisfying is communicating that passion for the wind and waves through the pages of *Offshore Yachting* that we publish for you every issue. This June 2011 edition is now 40 years young and a true testament to the adventurous, inspiring and often dangerous personal and technical challenges that constitute the sport of yacht racing upon the open ocean.

When the board of the Cruising Yacht Club of Australia some 40 years ago decided it should have a voice in print for the great sport of ocean racing down under, it would not likely have envisaged that its nascent creation *Offshore Yachting* would grow over four decades to become one of the most respected yachting journals in the sailing world. Despite our relative geographic isolation from the traditional powerbases of yachting in the UK, Europe and the United States, this country delivers some of the most demanding sea conditions coupled with startlingly beautiful and varied coastlines to found anywhere on this watery globe. The Rolex

Sydney Hobart Yacht Race remains one of the pinnacles of ocean racing achievement for every offshore yachtsman or woman – whether owner, skipper or crew – and the camaraderie and lifelong friendships that flow from taking on nature's best and worst together, overcoming the hurdles she puts ahead the bow of every yacht that takes to sea, is one of the greatest rewards life has to offer.

So as you read these pages, in particular I commend to you the 40th Anniversary feature compiled by prior long time editor Peter Campbell, together with columns from some of his editorial colleagues on *Offshore* over these four decades in print. For Ocean Media's part, we have enjoyed bringing you every issue of *Offshore* during the recent six years of our 'watch' over this historic journal, and look forward to guiding its passage for many more.

Enjoy the read.

ANTHONY TWIBILL
& HILLARY BUCKMAN

offshore YACHTING

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FROM A BLACK AND WHITE IN-HOUSE PUBLICATION TO A PROFESSIONAL COLOUR MAGAZINE WITH INTERNATIONAL STATUS, PAST EDITOR AND CURRENT EDITOR-AT-LARGE PETER CAMPBELL TRACES THE HISTORY OF OFFSHORE YACHTING'S FOUR DECADES IN PRINT.

Yachting magazines, over the past century and more, have played a significant role in the worldwide development of the sport of competitive sailing, from Olympics to international ocean racing, but also including club racing at dinghy and keelboat level.

Offshore Yachting, the official publication of the Cruising Yacht Club of Australia, which with the current edition of June/July 2011 celebrates 40 years of publication, can proudly claim to be one of those magazines that has influenced yacht racing in Australia and, indeed, internationally.

Offshore Yachting joins magazines such as the *Rudder*, *Yachting* and *Sail* in the USA, *Yachting World*, *Yachting Monthly* and *Seahorse* in the UK, *Voiles le Voile* in France, and other magazines in Germany, Italy and elsewhere which have helped generate the sport of yachting. For example, the editor of the *Rudder* in the early 1900's encouraged, and gave a trophy for the first long ocean race in Australia, across Bass Strait from Queenscliff to Low Head. Yacht designs by prominent US naval

architects published in the *Rudder* and other major magazines in the early 1900s influenced designers around the world.

Offshore Yachting and *Seahorse* stand out as they were established as (and remain) the official publications of yacht clubs: *Seahorse* for the Royal Ocean Racing Club and *Offshore Yachting* for the Cruising Yacht Club of Australia.

Both magazines have expanded beyond being just club publications, their editorial influence and that of the feature articles they have published on ocean racing design, handicapping, safety and race management spreading worldwide, their readership far beyond the basic club membership.

It is a rewarding experience to look back on more than 30 years of my involvement with *Offshore Yachting*, as an occasional early contributor to the original CYCA magazine, the first editor and designer of the upgraded Sydney Hobart program in the early 1970s, and ultimately, as editor of the professionally produced *Offshore Yachting* for almost 20 years. My involvement, and enjoyment in



CARTOON CHARACTER
Tony Cable was instrumental in the establishment of *Offshore* under the CYCA's publications committee. A real character of the sport and always good for a laugh, Cable turned up in all manner of guises during the magazine's early days. Pictured here, half man, half cartoon, in the January 1985 edition.

writing about the sport of yachting, continues as editor-at-large of this fine magazine, including maintaining the viewpoint column, Down the Rhumbline.

The history of *Offshore Yachting* magazine has to be looked at in two sections: the first covers the remarkable effort of a team of dedicated CYCA members who produced *Offshore* as a quarterly club black and white magazine from 1971 through to 1986. The second section looks at the current bi-monthly colour magazine, professionally edited and published under contract to the CYCA since 1986. Several publishing companies have been involved, with current publisher Ocean Media, owned by CYCA members Anthony Twibill and Hillary Buckman, publishers since the February/March edition of 2006.

Early directors of the Cruising Yacht Club realised the importance of communicating with members and in the 1950s a newsletter called 'Seacall' was published. However, it was not until the early 1970s that the board considered the club had progressed to the stage when it should have its own club magazine, similar to older 'Royal' yacht clubs in Sydney and Melbourne.

A Publications Committee was established under the chairmanship of Tony Cable who gathered a team of willing workers, several with media, publishing or photographic background, to produce a club magazine to be called 'Offshore'. The concept was for a magazine with a serious content that comprised authoritative, informative and investigative articles on offshore yacht racing in Australia and internationally.

The first edition of *Offshore* was published in June 1971 with E L (Tommy) Thompson as the editor. He remained as editor until April 1974 when Dan Stojanovich took over for four issues before he was transferred to Melbourne. David Colfelt, an experienced journalist and magazine editor, then became editor in December 1974 and went on to edit 70 issues.

Under the chairmanship of Tony Cable, the Publications Committee took the club's publishing to new heights from 1975 to 1986. David Colfelt describes Cable as the 'personality' that kept the Committee together, 'essentially because it was fun for everybody rather than a chore.'

Throughout this time, under the editorship of Colfelt, *Offshore* magazine developed a distinctive

style, with graphically engaging covers and informative content, the magazine having a more serious purpose than the ordinary club journal.

During those early years, *Offshore* published exclusively a number of stories that subsequently led to significant changes in the direction of the sport of ocean racing internationally. One was the late Gordon Marshall's report on his self-righting tests in the late 1970s which led to reforms in the IOR rating rule, then used by the CYCA as the handicapping system for its major ocean races.

The magazine also stimulated debate among members about the American Bureau of Shipping's scantling requirements, offshore handicapping systems, trends in yacht design and their safety implications.

Offshore certainly never steered away from contentious issues, publishing many articles and letters to the editor towards the mid-1980s that foreshadowed the demise of the IOR – apparently to the annoyance of

some CYCA members who were in the vanguard of grand prix IOR racing.

The Publications Committee included members with extensive experience in ocean racing (Tony Cable went on to compete in 45 Sydney Hobarts) and their knowledge, along with the input of journalists who were club members, gave the magazine a professional status.

In addition, in 1975 this dedicated team took on the major task of compiling and publishing the annual Sydney Hobart Yacht Race program, which had previously been professionally produced by *Modern Boating* magazine, of which I was then editor. Using much the same format, the Publications Committee put together more than a dozen programmes, with significant profits defraying the costs of other club publications.

However, the Board of the CYCA in November 1986 decided it was time for change of direction with its publications, and the Publications Committee was disbanded. Various

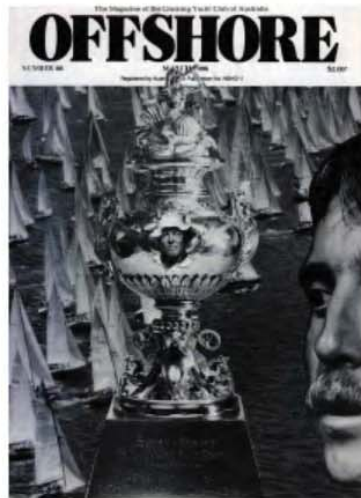
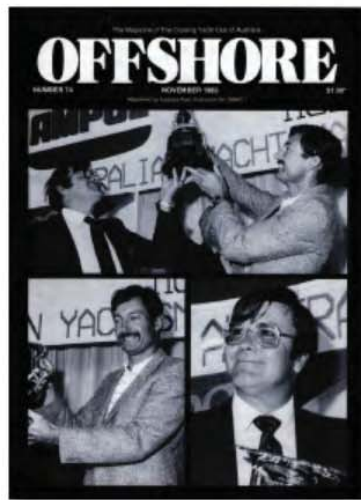


It's a rude star-finder, all right. I keep getting Linda Lovelace!

reasons have been given for this change: the official line was that the Club wanted its magazine to go colour and also be marketed beyond the club, nationally and internationally, to boost its status in international yacht racing. A high quality, professional magazine would also be an important asset in attracting major sponsors for the Sydney Hobart Yacht Race and other major events.

Many members of the Publications Committee were devastated by the Board's decision and blamed the move on knee-jerk reaction to editorial articles criticising the IOR rating system that had clearly upset some influential members of the CYCA.

Now we turn to the second phase in the 40-year history of *Offshore* Yachting. Following negotiations through Max Press who, like me, had severed long-time connections with *Modern Boating* after a change in management, the CYCA entered into a contract with National Publications, a printing and publishing company, to become the first commercial



STORIED PAST

From the first issue in June 1971 (pictured top left) right through the halcyon days of yacht racing, *Offshore* was there for it all. The magazine's coverage of the America's Cup win in 1983 (top right) included in depth discussion of the design elements of *Australia II*. Cruising and, of course, the Sydney Hobart have always featured strongly in the editorial mix.

publishers of *Offshore* magazine. Max, a highly successful sailor and prominent advertising man, approached me, then running my own media company and writing on yachting for daily newspapers, to become editor.

The new concept was for the magazine to be produced bi-monthly, with a colour cover and some inside colour, with the December/January edition being the Sydney Hobart program. The first edition we published in June 1986 was edition number 92. The current edition, June/July 2011, is number 235, a remarkable effort over 40 years.

For me, personally, that was the beginning of almost 20 years of professional association with the CYCA (where I had been a member since 1975), beginning as editor of *Offshore* and staying in that seat

through a number of publishers. The various publishers of the magazine and their staff, including advertising representatives, have added much to the professional production of the magazine.

Offshore 'went public' (distributed through newsagents as well being sent to club members) with a new look in style and content, including full-colour covers and inside colour sections, later expanded to full-colour throughout. Published quarterly in the first year, it became a bi-monthly magazine again in 1988.

The 'new' *Offshore* was aimed more at the wider yachting community, expanding its coverage beyond CYCA offshore racing to include major events conducted by other Australian clubs and international races and regattas, including the America's Cup, the Admiral's Cup and the Olympic Games.

However, coverage of ocean yacht racing remained the core of the magazine's editorial content. In this we were greatly assisted by the late

Gordon Marshall, a great navigator and official measurer for ocean racing. He also took on the role of 'check editor' for the features we were running.

Gordon had adamant views against multihulls ever being involved in offshore racing and as a joke we once dummied up a cover of *Offshore* with a photo of a high tech catamaran racing offshore. Gordon was not amused, but later saw the funny side!

With the availability of colour throughout the magazine we were able to produce some fine feature articles on cruising as well as racing. *Offshore's* coverage of the Sydney Hobart Race was expanded, not only maintaining the program edition but also providing a complete coverage of the race in the first edition of the following year, far exceeding that of any other yachting publication.

While the original *Offshore* certainly traced the evolution of yachting at the CYCA from the 1970s through to the mid-'80s, the new *Offshore* has expanded its editorial coverage to record most major offshore races and



regattas throughout Australia. We have always covered Hamilton Island Race Week, the expanded Geelong Race Week, the Pittwater to Coffs Harbour Race, the Adelaide to Port Lincoln and the Brisbane to Gladstone, as well as the annual Gosford to Lord Howe Island Race.

The Sydney Hobart coverage has often provided dramatic news stories which *Offshore* expanded to make into major magazine features. Two events which stand out were the extraordinary survival of John Quinn after being washed overboard from his yacht in the 1993 race (I recently caught up with him in Tasmania where he now lives) and the tragic 1998 race in which six yachtsmen died at sea, seven yachts sank or were abandoned and 55 yachtsmen were saved in Australia's biggest-ever maritime rescue.

Looking at the February/March 1999 edition of *Offshore*, with its dramatic cover photo of the overall winner *AFR Midnight Rambler* battling the storm under storm jib



ROLLING COVERAGE
Left: *Offshore Yachting* was at hand to cover the CYCA's stability tests on ORC yachts, which many felt had inadequate stability for offshore racing. Above: Peter Campbell's excellent travel piece on *Vila*, from the June/July 1979 issue.

only, always brings back poignant memories. I wrote in the opening pages: 'A Race of Sadness and Seamanship – The Telstra 54th Sydney to Hobart will be remembered as a race of great sadness as six yachtsmen died at sea, of heroic bravery in the rescue of 55 others, and of remarkable seamanship.'

During 1999, *Offshore* continued to cover the aftermath of the tragic 1998 race, including exclusive publication of the recommendations of the CYCA's Sydney Hobart Race Review Committee. The changes proposed by the Committee, many of which were implemented for the 1999 Sydney Hobart Race, covered race administration and safety, including education and equipment, communications and weather forecasting.

Many of these recommendations

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were later incorporated into the findings of the coroner, and along with his recommendations resulted in the most far-reaching changes to the safety of ocean racing ever made in Australia, with worldwide ramifications.

The past dozen or so years have seen remarkable changes in ocean racing, with *Offshore* forecasting, supporting and explaining the changes not only to CYCA members but also to offshore racing sailors throughout the nation, and also to the general public avidly following the Rolex Sydney Hobart Yacht Race.

In general the magazine has followed the official line of the Cruising Yacht Club of Australia, although at times it's been prepared to publish the views of those opposed to some changes. Fortunately, the Board has seen fit to give the editor a free hand in his choice of cover picture and content, something which has been well appreciated.

The 1990s saw the ascendancy of the maxi yacht and this certainly

received a lot of attention in the magazine. In retrospect, we possibly gave too much coverage to the maxis and the grand prix racing ahead of the ordinary club racers who were, and still are, the backbone of the CYCA and the Rolex Sydney Hobart.

Handicapping of ocean racing, as mentioned earlier, has always been a question of intense debate among yacht owners and *Offshore* covered the changes from IOR to IMS in the early 1980s and, in the early 2000s, to the current IRC rating system. Now we have ORCi, and again *Offshore* has been at the forefront of yachting magazines in explaining the pros and cons of the new rating rule.

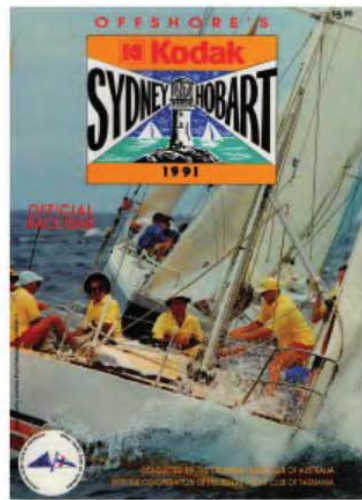
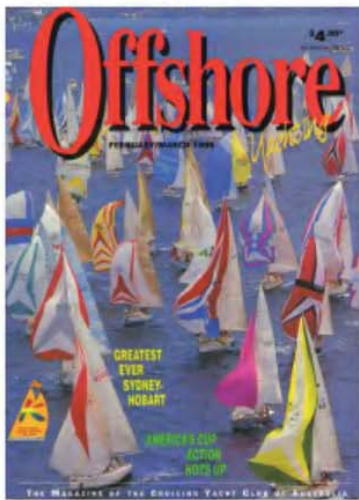
Another controversial issue of the 1980s covered extensively in *Offshore* was advertising on hulls and sails, which came to a head with the penalising of the British yacht *Rothmans* after it finished first in the 1990 Sydney Hobart. Publicity given in *Offshore* and other yachting publications certainly applied pressure on the International Yacht



Racing Union (now the International Sailing Federation, ISAF) to rescind the punitive Rule 26.

Offshore covered widely (and with, I believe, equality in editorial judgement), the CYCA's decision to allow water ballast in the 1999 Sydney Hobart, when *Nokia* smashed the course record. Even more controversial was allowing maxi yachts to use the 'stored power' needed to effectively make use of canting keels and handle the huge rigs of the maxis. Again, we did our best to publish both sides of the somewhat heated argument.

People stories have always been a significant part of the editorial content of *Offshore* and over the years our editorial team has interviewed yacht designers and builders, sailmakers, commodores and race officers, as well as many sailors, from skippers to foredeckies, navigators to mastmen, champions to first-timers, to provide our readers with a full insight into the sport of sailing and ocean racing.



LIVING COLOUR
The 'greatest ever' was how *Offshore* described the 50th Anniversary Sydney Hobart race (top left and above) in the Feb/March 1995 issue. The move to a professional publisher in the '80s heralded an expansion of the magazine's editorial scope, distribution and print quality.

Among the many personalities we have interviewed or featured in *Offshore Yachting* have been Peter Luke, one of the founders of the CYCA and inaugural competitors in the Sydney Hobart back in 1945; the Halverson brothers of *Freya* fame; America's Cup winning skippers, 27 years apart, John Bertrand and James Spithill; Tasman Sea survivor John Quinn; famed yacht designers Olin Stephens and New Zealand's Bruce Farr; navigators Richard 'Sightie' Hammond and Lindsay May; multi Hobart race winners Peter Kurtz and Lou Abrahams; first race crew member of *Kathleen*, Tasmanian John Taylor; the more famous Hobartian John 'The Fish' Bennett, who retired after competing in 44 Sydney Hobarts; the CYCA's only woman life member, Jeanette York; maxi yacht owners Bob Oatley and

Neville Crichton; media mogul Rupert Murdoch; and that colourful character Don Mickleborough and his yacht *Southerly*. Writing about Mickleborough and *Southerly* in the report of the 50th Sydney Hobart (Don was then aged 70, his yacht 56), we reported that the radio relay vessel took to calling *Southerly* the 'Matthew Talbot' because she was full of old men.

The two biggest editions of *Offshore* were the official program issues for the Kodak Gold 50th Sydney Hobart Yacht Race in 1994 and the Rolex 60th Sydney Hobart Race in 2004. The 50th Hobart edition ran to 148 pages of which nearly 50 pages were needed to list the 'Boat Notes' for the record entry of 371 yachts to commemorate the golden anniversary of the ocean classic.

Fortunately, by then the CYCA had agreed that the program no longer needed to include the complete results of all previous Sydney Hobarts, although this edition did include the top three placegetters overall and division winners of past races. (The complete results are now on the CYCA website: www.cyca.com.au)

Memorable features in that edition included interviews with Norman Hudson (one-time publisher of the Australian yachting magazine *Seacraft*) who was a member of the crew of first race winner *Rani*, and Sally Ingate (nee Saalfeld), who in 1950 crewed on her father's tiny yacht *Jasnar*, skippered by her husband-to-be, legendary yachtsman Gordon Ingate.

Sally recalled in the interview how Gordon sent a telegram to her father and mother, Colonel and Mrs AE Saalfeld, in Mosman, NSW, after reaching Hobart, simply reading: 'May I marry your daughter?' - Gordon.' To which the Colonel replied: 'Which one?' However, the Colonel and Mrs Saalfeld must have obviously approved of Gordon after he had safely delivered their yacht and elder daughter safely through the rugged race as they were married next year. Sadly, Sally has since passed on.

The 60th Rolex Sydney Hobart race program in December 2004 ran to 130 pages with the fleet much smaller (with 116 starters) than the 50th race. With Adrian Herbert now editor,

A word from David Colfelt

Few have written more words about the CYCA than David Colfelt, former editor of *Offshore Yachting* and the author of the club's official history, *From Ratbags to Respectability*.

But when *Offshore Yachting* recently caught up with the man who powered the magazine's editorial direction through the late '70s and '80s to ask him for his memories of his time in the editor's chair, he felt only a few things need be added to Peter Campbell's history of the magazine.

Just a few quick anecdotes.

Tasked with the job of producing a bi-monthly magazine with a committee of volunteers, Colfelt recalled the difficulty of securing advertising and the effort that went into the Sydney Hobart Program when the publications committee took it over.

But *Offshore Yachting's* sense of humour got the team through each issue. Along with publishing the odd death notice for members who were not yet dead, Colfelt and the team found previously unimagined ways of making mischief.

"I remember how our 'Quiet Little Drink' photos got mixed up at the printers and were published in the Uniting Church's *Frontier News* magazine, and their pictures of wowsers got published with our Quiet Little Drink article. That issue of *Frontier News* was recalled and pulped; we simply snickered about what appeared in *Offshore*," said Colfelt.

Offshore Yachting would like to thank both David Colfelt and Tony Cable for their many behind-the-scenes contributions to the 40th anniversary issue, including verifying many historical details and providing images from their files.

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this was another classic edition of *Offshore Yachting* with a fine feature article by David Colfelt, historian and author and, of course the longtime early editor of *Offshore*.

The feature 'A Retrospective: The Sydney Hobart Races, Fifth Decade, 1985-1995' traced the development of the Sydney Hobart since what Colfelt described as the "decade of change, 1975-1985". He went on to write: "The year 1985 could be regarded as the year the Sydney Hobart Race lost its innocence" when a record fleet of 178 boats started from Sydney Harbour.

Over the years many fine yachting writers have contributed to *Offshore Yachting*. In the 1970s and early 1980s John Brooks wrote with his often whimsical 'Biggles' column, while other contributors to the original *Offshore* included Rob Mundle, the late Mike Power, Sandy Peacock and many others, including some excellent technical writers.

John Brookes continued with 'Biggles' in the new *Offshore*, as did Rob Mundle with national and

international reports, and David Colfelt with some fine interviews. Other contributors over the years have been that colourful Englishman Bob Fisher, along with James Hill, Ian Grant, Kevan Wolfe, Barry Tranter, Bruce Montgomery and Adrian Herbert (later to become editor) and, in more recent editions, with their excellent feature articles and profiles, Lisa Ratcliff and Di Pearson. US identity Chris Caswell is a recent addition, as is the talented cruising writer Nancy Knudsen.

Technical writers over many years have been navigator Lindsay May, meteorologist Kenn Batt, cruising yachtsman Alan Lucas, naval architect Scott Jutson, and dual Sydney Hobart winning skipper Roger Hickman.

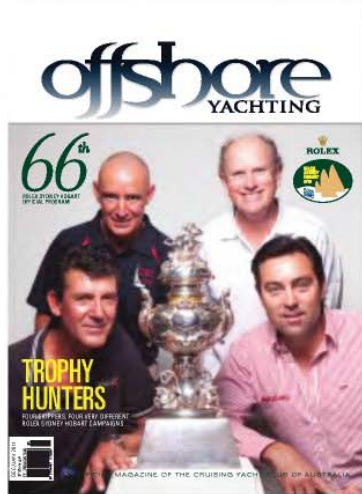
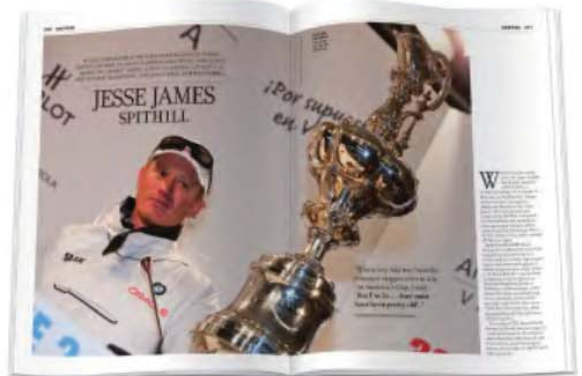
The Commodores of the CYCA have written their own column 'At the Helm' since the inception of the 'new' *Offshore*, contributing an insight into the progressive plans for the club and its major yacht racing events, inshore and offshore, as well as recording the deeds of members on the national



and international yachting circuit.

Commodore Hugo van Kretschmar's 'At the Helm' following the tragic 1998 Sydney Hobart must have been the most difficult for any Commodore to write. He did it well, his comments including: "In my position as Commodore, I was thrust into a leadership role the likes of which I have never previously experienced... I was extraordinarily privileged to have experienced and witnessed first hand the extraordinary human endeavour, concern, care and tenderness that emerged on so many fronts."

Photos are a major part of any yachting magazine. *Offshore* has published some of the world's best yachting photos on the cover and inside the magazine, contributed by brilliant Australian photographers such as Ian Mainsbridge, David Clare, Richard and Alice Bennett and Andrea Francolini, not to mention Daniel Forster and Carlo Borglenghi of the Rolex team. Their cover shots have helped lift *Offshore* to international



40 YEARS ON *Offshore Yachting* has continued to chase the big stories in yacht racing, reporting on not only local offshore races but international regattas, including the Rolex Fastnet, Volvo Ocean Race and the America's Cup. However, much closer to home, the annual Rolex Sydney Hobart Official Program (bottom right) is still the biggest issue for *Offshore* every year.

status among yachting magazines.

We are now seeing a new team of editorial staff, contributing writers and photographers maintaining the high standard of editorial content, images and layout that has marked *Offshore* since its inception.

The magazine has certainly taken a big positive step forward since being published by Ocean Media. The current editor Matthew Henry has introduced many innovative ideas into the design and content that have, in my view, lifted *Offshore Yachting* to an even higher standard as Australia's premier offshore racing magazine and one that must rank among the best quality yachting magazines in the world today. We can all celebrate *Offshore Yachting's* 40th year of publication with great pride, and look forward to enjoying many more issues of this very fine publication. ⚓

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CRUISING YACHT CLUB OF AUSTRALIA

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You know you're nudging the upper limit of the life cycle envelope when an editor requests a contribution to a magazine that first carried your byline nearly 40 years ago.

You also risk reader comments such as: "Well, he's getting older, but he ain't getting any smarter." But what do I care? After 16 years of writing for *Offshore* I became immune to insults about my writing.

The second problem is relevance. *Offshore* magazine means, well, offshore racing. Usually, the only time I go offshore these days is to cruise up to Broken Bay on a fine day, that's if you don't count two weeks on the *Queen Mary* in a cabin with an ocean view balcony. But, ah, the G.O.Ds. of in-house *Offshore* was all about down and dirty ocean racing in boats of wood sailed by men of steel. Or was it the other way around?

When *Offshore* was first published, some genuine legends were still racing: Stan Darling, Graham Newlands and Peter Green to name but a few. And the 'characters' of ocean racing were always good for an anecdote or three: Mickelborough, Delphine, Syd Brown, Chalky, Shero, Frizzle, Chas from Tas. If I left anyone out don't complain to me – I still don't get paid for this stuff.

And the classic boats of the '70s and '80s were what we wrote about, such as the first *Ragamuffin*, *Caprice of Huon*, *Koomooloo*, *Love and War*, *Pacha*, *Apollo* (the original one), *Helsal* – yes, the 'Flying Footpath', *Ballyhoo* and *Sovereign*. And the visiting legends: Huey Long's *Ondine II*, Eric Tabarly's *Pen Duick*, Edward Heath's (when he was till British P.M.) *Morning Cloud*, Jim Kilroy's *Kialoa*, Fritz Johnson's *Windward Passage*, Ted Turner's *American Eagle*. They were important because they made us aware we were racing against a small but important handful of the best in the world.

All too briefly, GRP hulls and Dacron sails made ocean racing a practical proposition for other than the obscenely rich, so the sport boomed. In 1981 Jimmy Dunstan won the Hobart race in *Zeus II*, a production GRP Joubert 30. Time and technology passed quickly and now hulls are moulded of the same exotic materials used by Boeing and Airbus. Safety equipment alone adds tens of thousands of dollars to the fit-out bill, and the computer power on board *Wild Oats XI* would have needed a CPU the size of a large house back in the 1970's.



BIGGLES REVISITED

LOVED BY READERS, FEARED BY EDITORS,
JOHN BROOKS GOT BACK BEHIND THE KEYS
FOR *OFFSHORE*'S 40TH TO POST ANOTHER
CLASSIC BIGGLES COLUMN. BE AFRAID.

Sails are made of filmy nothingness that Marilyn Monroe would have killed for, or been killed in the rush if she'd been wearing any over her Chanel #5. The trouble is we are now back to 'square one' because, when it comes to winning the big events, only the wealthy can play offshore.

And – looming obsolescence for us navigators – 'Transit' Satnav appeared on a yacht (*Ballyhoo*) for the first time in 1976 and, suddenly, anyone could navigate, or thought they could. After some resistance, the IYRU made Satnav legal for racing in 1983 and, long before it was refined down to the current GPS technology, specialist ocean racing navigators were said to be dinosaurs. Or were, until some expensive equipment started hitting submerged reefs and rocky islets.



PERSPECTIVE
John Brooks looks back on the early days of the magazine before it became a professionally published, national colour title. *Offshore* has constantly evolved over the decades, which is why it is still the leading ocean racing journal in Australia 40 years on.

Offshore debated these and other ocean racing issues; we ranted; we raved, often controversially, some of it unprintable by today's standards.

You needed humour to write for or to read *Offshore* before it became a glossy newsstand number. These days you wouldn't dare write, for instance: ...Don got on the turps and took Delphine to the official prize-giving where Merv spat the dummy... Or, ...the latest Herman Fink design has all the attributes of a rheumatoid blue heeler. Well, I don't suppose we could back in the G.O.D's, either, but we did, one way or another, even if it would never have qualified for a writing award. Occasionally, some pompous twit would swear never to read *Offshore* again, and we received threats of libel suits – never actioned – by those who took themselves too seriously or those without a sense of humour.

The editor for most of my time with *Offshore*, David Golfelt, definitely needed one to deal with the rabble that constituted his regular writing staff – I use the latter term loosely. He was usually very quietly spoken – for a yachty – but filing of copy often elicited a telephone call: "Bloody hell, Biggles, you can't write that! Xxxxx will sue our pants off." And the copy deadline was abstract, a moving target. *Offshore* was always late to the printers and always over budget, when we could find the budget, that is. I always thought it was hidden in a locker somewhere between the sailing office and the members' bar.

I found it helped to have a belt or two before sitting down to write Biggles' Column – it loosened up the creative juices quite nicely but probably didn't do a lot for the syntax. Tony Cable and Robin Copeland didn't need that – a damp beer coaster could set them off: (Robin hasn't changed that much – see *Sydney Afloat*). Our enthusiastic mayhem was smoothed out by an ever-patient editor and balanced with more authoritative offerings from deep thinkers like Alan Payne and Gordon Marshall, and pieces from real journo's like Peter Campbell, Rob McAuley, Rob Mundle, Bob Ross and Bruce Stannard.

Above all, *Offshore* had a voice. It was neither the Commodore's measured words, as now, nor that of an oh-so-smooth but bland media release. It was the voice of CYC ocean walllopers, undistilled, without fear or favour, something you can't do in today's litigious world. Not without insurance, lots of it. ⚓

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absolute beachfront houses





Charles Darwin theorised that through the process of natural selection, species adapt to changes in habitat in order to ensure their survival. The same theory could well be applied to the sport of offshore yacht racing.

The evolution of offshore yacht racing can be categorised into distinct adaptations; the adaptations of technology and rating rules have combined and have ultimately delivered the type-formed yachts that race the oceans today.

The competing ambitions and desires of owners and crews have created the ultimate test of survival for offshore yacht racing. The interaction of technology /rating rules and people has materially changed the sport since its inception.

The history of offshore yacht racing reads as a revolving door of lessons learnt. The universal rule of 1898 was simple in that it penalised waterline length, beam and sail area. The loopholes created were exploited by clever minds to create beautiful yachts with long overhangs and incredibly large, unpenalised topsails. The big class boats such as *Britannia*, *Meteor* and *Westward* were owned and raced by kings, kaisers and the unbelievable wealthy.

Crews were professional seamen, many of whom fished during the off season. The experience of such

FUTURE PRIMITIVE

AS OFFSHORE CELEBRATES 40 YEARS IN PRINT, SEAN LANGMAN LOOKS AHEAD TO CONSIDER THE FUTURE CHALLENGES FOR THE SPORT OF OFFSHORE YACHT RACING.

crews led to the development of the Bermudan rig and technology to lessen crew numbers and expense.

The IOR rule of the '70s and '80s ushered in what many consider the heady days of offshore racing. Small gains in boatspeed were achieved by vast expenditure in areas of carbon fibre, titanium and the initially banned Kevlar sail cloth. Racing under IOR was close and the results easy to understand. The sport thrived in an era when family or quality time wasn't discussed. Offshore racing in the '70s grabbed headlines and many young sailors were attracted to it.

The IOR rule declined as costs escalated and boats' performances were deemed unexciting. The IMS rule bred fast boats. This rule



VOICE OF CHANGE

Accomplished blue water skipper Sean Langman believes that offshore yacht racing rules must continue to evolve and develop in order to attract new blood, new boats and all-important sponsorship.

however was dealt the same fate as its predecessors as designers slowed the boats to gain rating advantage. While the outcomes of races appeared fairer with wind and tide variables included, the results were often late to be posted and received complaints from participants.

So today, and into the foreseeable future, yacht racing is conducted under the IRC rule.

Fundamental IRC policy as written in rule 2.1 states: "IRC is a system of measurement which classifies a broad range of cruising and racing ballasted monohull keel boats for competition by providing ratings comprising single figure allowances based on time."

Rule 2.4 goes on to state: "IRC discourages unnecessary expense on all levels."

Both these rules are perfect in their basic intent. The IRC undoubtedly became the future of offshore yacht racing.

In its simplistic ideal the IRC rule embraces all monohulls that can venture offshore and attempts to make them all equal.

For some, however, the simplicity and secrecy of the IRC rule has led to discontent. It is argued that publishing the rule will cause owners to commit to new boats knowing their investment is sound. I argue that this is not a prosperous future and history agrees.

I do believe however that rule 2.4 is a misnomer.

The IRC, by embracing all monohulls with lead that float, has allowed and embraced the most expensive systems such as canting keels and stored power.

Although in my opinion Rule 2.4 could assist in the future of offshore racing, I would strongly urge that its interpretation be put into a context that doesn't stifle development.

The future of offshore racing is not restricted to the design rule or type of yacht sailed; the future is solely dependant on participation. No doubt participation is linked to the yacht type sailed but it goes much deeper than that.

The future of offshore yacht racing is personal. It goes to the core of human instinct. Our future is engrained within our past. Humans thrive on challenge, teamwork and even hardship. The future of the sport depends on publicising the fact that it is not easy. Publicise the fact that enjoyment comes from the exhilaration of surfing a wave under a sunny sky. Satisfaction comes

from the reward of knowing that preparation of crew and equipment has resulted in finishing the race.

To become an offshore racer was and still is a 'right of passage'. As a sailor, to be asked at a social gathering about racing to Hobart is like wearing a badge of honour.

It is the iconic blue water events such as the Rolex Sydney Hobart Yacht Race that will help ensure ocean racing's future. However, I do question the validity of the Rolex Sydney Hobart's future for domestic yachts without a series of lead up events that test crews and equipment.

The Rolex Sydney Hobart is Australia's only offshore event that captivates a world audience and by doing so attracts international competition. By doing so the race's future is secure, but it is dependant on sponsorship. In some cases the participation in this and a season of events for owners is dependent on sponsorship.

The future of the dependence on sponsorship is the ability for sponsors to receive a return. Those of us in Australia with these business relationships are obliged to deliver a

I watch and question newcomers to the sport who buy yachts, engage professionals, sail few events and expect the accolades and spoils of victory to flood in.

return to our backers. I have enjoyed business relationships which in fact would not have blossomed without IRC Rule 2.1 which enabled a flurry of ideas to be implemented on an old Open 60 yacht. This modernisation of offshore racing encouraged an influx of participation. Offshore racing can be – and is to many – a business. Encouraging the amateur to compete alongside the professional is crucial for the future of the sport. The amateur must be able to feel competitive and also encouraged. I believe the IRC by implementation of Rule 2.4 should penalise the over application of professional crews by rating disadvantage.

So where do I see the future of

offshore yacht racing? As I hinted at at the start of this piece, I see the future as the process of natural selection.

I watch and question newcomers to the sport who buy yachts, engage professionals, sail few events and expect the accolades and spoils of victory to flood in. I wonder and marvel that the Rolex Fastnet race attracts both mono and multihull offshore racers and I ponder if Australian officials and clubs aren't doing the sport a disservice by not following Europe in allowing this mixture of disciplines on the same race course. Shall I be alone with my offshore multihull and winged 100-foot monohull?

Natural selection will prevail but in the immediate future my son Peter, like so many before him has his agenda and drive to earn his right of passage. Finishing school this year and turning 18 means schoolies and the Rolex Sydney Hobart Yacht Race. That's the future, it's in his hands. ↓

Sean Langman is a prominent Sydney-based ocean racer, speed sailor and the managing director of Noakes Shipyard.

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YOUTH SAILING

Winter warmers

It was a busy weekend at the CYCA for the Youth Sailing Academy winter season opener, writes Pam Scrivenor.

Parents and sailors enrolled in the YSA winter squads gathered for the Welcome Breakfast function in May, with more than 80 sailors coming together. Many were returnees from 2010 rejoining the winter program of fleet racing, match racing and regatta competition in the YSA fleet of 10 Elliott 6 keel boats.

Howard Piggott, Rear Commodore and Chairman of the Training & Development committee, welcomed parents and sailors to the YSA and introduced the squad coaches. YSA Coach Rob Bell invited each squad and their coaches to come forward and outlined the syllabus for the winter season. For Advanced Squad, Anthony Nossiter, Will McCarthy and Michael Dunstan will be supported by Rob Bell and Suzzi Ferris in working through the syllabus.

This squad trains every Saturday until the end of July and begins with three weeks of fleet racing, sail trim and boat setup led by Nossiter who

has competed in three Olympic Games plus America's Cup and Volvo round-the-world races. Nossiter has been umpiring and sailing AC45's in New Zealand and was unable to make the first training session so organised McCarthy, whose career wins include two America's Cups, one Fastnet and one Rolex Sydney Hobart, to take the session in his place. Dunstan, who was part of the winning crew onboard *Secret Mens Business 3.5*, the 2010 Rolex Sydney Hobart winner and five times Australian Match Racing Champion, will then take over the match racing training in the lead up to the winter regattas.

The Development Match Racing and Talented Sailor Squads will be coached by a group of Advanced Squad sailors including Ted Hackney, Sean O'Rourke, Will Mackenzie and Kurtis Poole. These squads train on alternate Sundays for five sessions each and finish with an end of squad regatta as the final session.

SUPPORT A GOOD CAUSE

Sydney-based Hanse dealer Windcraft is offering you the chance to win a brand new Hanse 355 – and make a donation to a worthy charity in the process. Windcraft has 5000 raffle tickets priced at \$100 each with the winner taking home the 35-foot cruiser. And in a special treat for the winner, Jessica Watson has offered to join them for the first sail. All proceeds go to the Bear Cottage children's hospice in Manly, which provides support for children with life-limiting conditions, and their families. The winner will be drawn on 31 July at the Sydney Boat Show. Go to www.windcraft.com.au for details.

CYCA Annual General Meeting

CYCA Members who are entitled to vote are hereby given notice that the 67th Annual General Meeting will be held at the CYCA on Tuesday 19th July, from 6.30pm. A formal notice will be sent out to members together with the annual report in June.

20 Year Plus Members Dinner

The annual CYCA 20 Year Plus Members Dinner will be held at the CYCA, 1 New Beach Road, Darling Point NSW 2027, on Friday 17th June from 7:00pm. The guest speaker will be Glenn Finnis Acting Commissioner, Marine Rescue NSW. This invitation only event is a chance for all long-standing CYCA members to get together and catch up on another year past. Tickets costs \$75 per head and include welcome drinks, two course meal, tea/coffee & petit fours and beer, wine, sparkling wine & soft drinks.

In a tangle

A tangled kite sheet caused CYCA Youth Sailing Academy member Evan Walker to place third at the Korea Match Cup Qualifier, won by Reuben Corbett of New Zealand. "In the first race we started behind but kept in touch at the first top mark, but a bad set and wind glass all but took us out of the race," reported Walker. "In Race 2 we started strongly and defended a comfortable lead ... but in Race 3 we managed to wrap one of the kite sheets around the propeller. We were unable to clear it in time and as a result the minor final was abandoned, which meant we finished third, but it was not a very worthy victory."



CYCA MEMBERSHIP PROMOTION

Win a sailing adventure

CYCA members can get into the running to win a \$15,000 sailing adventure on the French Riviera with Mariner Boating Holidays.

CYCA members who introduce others to club membership will go into the running to win a sailing holiday in the French Riviera for two with Mariner Boating, valued at \$15,000. The prize includes:

- Economy class airfares for two from Sydney to Europe and return
- Return flights from the European hub of the airline selected to Toulon and from Nice
- Arrival and departure transfers in Toulon and Nice
- Overnight accommodation in the vicinity of Toulon prior to the start of the rally and for two nights in or near Monaco at the end of the rally on a twin share bed and breakfast basis
- Catering for the seven race functions included in the rally program
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- Berthing at the end of each racing leg

in private marinas or at town quays

- All social activities on the program
- Mariner Boating host services
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- Local taxes

Current CYCA members who propose new members to the categories of Full, Regional or Overseas membership between 1 May and 1 November 2011 will go into the draw to win this amazing prize. All candidates for membership who successfully become new members of the CYCA during the period also go into the draw to win two places on the French Riviera Rally. The more members you propose, the more entries you receive into the draw.

The prize will be drawn at 7.00pm at the New Members cocktail party to be held at the CYCA on 8 November 2011. www.marinerboating.com

 A white Elan 350 sailboat is shown from a side-on perspective, sailing on the water. The boat has a large white sail with 'elan 350' written on it. A person is visible on the deck. The boat is moving quickly, creating a wake.

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Elan 350 RP on display at 2011 Sydney International Boat Show



Farewell to Kai Blake & Bob Doel

On Friday evening 26 March, over 60 CYCA members and their guests gathered to farewell long-standing tenants of the club, Bob Doel (Rushcutters Ship Chandlery) and Kai Blake (Marina Canteen) who have retired after 45 and 50 years of service respectively. Commodore Garry Linacre presented Kai and Bob each with an historical Cedric Emanuel etching of the clubhouse as a token of appreciation from the Club. Kai and Bob thanked CYCA members for their support, while many members also shared many fond memories of Kai's famous sausages, her late husband Reg, Bob and his family and the many unique boating wares that could be found in the Chandlery.

1. Geoff Cropley and past Commodore Hans Sommer. 2. Margaret and John Keelty. 3. The man of the moment, Bob Doel. 4. Liana Prekitis and Kai Blake. 5. Pam Messenger, Ian Broad, Fiona Davies and Peter Messenger. 6. Bob Doel accepting his Cedric Emanuel etching of the club. 7. John Brooks and Val Mallett.



Audi Winter Series Cocktail Party

On Wednesday evening 27th April over 200 CYCA members and competitors in the Audi Winter Series 2011 attended the launch cocktail party. Three lucky winners each won the chance to drive an Audi for a weekend, whilst each week all divisional placegetters in the Audi Winter Series go into the draw to win the chance to drive away in an A5 sportsback for a week. All winners and placegetters in the Audi Sydney Offshore Newcastle yacht race were also presented with their trophies by Commodore Linacre.

1. Rod Skellet, *Krakatoa II* (3rd PHS Division) with Commodore Linacre. 2. Antony Sweetapple, *Quetzalcoatl* (1st PHS Division and winner of Founders Cup). 3. Overall race winners – Roger Hickman with some of his crew from *Wild Rose* L-R: Roger Hickman, Jenifer Wells, Kate Besley and Phil Wharburton. 4. Darryl Hodgkinson with his pair of trophies for *Victoire's* 3rd place in ORCi division & IRC Division 2. 5. James Nixon accepting *Copemicus'* 1st ORCi Division trophy. The boat also finished 2nd IRC Division 2. 6. Commodore Garry Linacre with Anthony Dunn, *Equinox II* (3rd place IRC Division 0/1). 7. Stephen Ainsworth, owner *Loki*, with Commodore Linacre accepting the line honours trophy and IRC Division 0/1 1st place trophy.

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CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race



Six months out from this year's Rolex Sydney Hobart Yacht Race the battle for line honours is already hotting up, with at least four 100-footers expected to enter, including the crack US maxi *Rambler 100* in a head-on clash with famous Australian champion *Wild Oats XI*.

Expected to join *Rambler 100* and *Wild Oats XI* in the 628 nautical mile dash for line honours will be *ICAP Leopard* from Britain and another 100-footer skippered by Australia's Sean Langman.

Obviously *Wild Oats XI*'s owner Bob Oatley sees *Rambler 100* as a major threat to his boat's supremacy for line honours in five of the last six Rolex Sydney Hobarts. While *Rambler 100* and *ICAP Leopard* are currently racing in the Northern Hemisphere spring and summer, *Wild Oats XI* is out of the water in Sydney, undergoing some significant moderations to its keel and foils.

Described by *Wild Oats XI* skipper Mark Richards as a 'brute of a boat', *Rambler 100* this year has already slashed four hours off the record for the recent RORC 600 race through the islands of the Caribbean, comfortably beating *ICAP Leopard*.

Originally called *Speedboat*, *Rambler 100* is now owned by New York-based George David whose previous boat, a 90-footer also called *Rambler*, was Neville Crichton's 2002 Sydney Hobart winner *Alfa Romeo* in a former life.

CLASH OF THE MAXIS

TWO YEARS AGO IT WAS *ALFA ROMEO*, NOW AN AMERICAN 100-FOOTER WILL CHALLENGE *WILD OATS XI* FOR LINE HONOURS IN THE ROLEX SYDNEY HOBART, WRITES PETER CAMPBELL.

Before this year's campaign David had the 100-footer reconfigured to lift her power and speed in heavy conditions.

"It's a fantastic boat to sail in those conditions," said David after the RORC 600 win, in which *Rambler* was skippered by prominent US yachtsman Ken Read and a professional crew from the Puma Racing Team. Read is likely to continue as skipper for the rest of the summer in the Northern Hemisphere and in the Rolex Sydney Hobart.

Among the crew coming to Australia will be US-based bowman Tasmanian Justin 'Juggy' Clougher, as well as other Australian and New Zealand sailors. Current plans are for *Rambler 100* to contest the Block Island Race Week and the Annapolis to Newport race in the US before the Transatlantic race,

followed by England's 608 nautical mile Fastnet races, before contesting the Bay of Biscay, the Voiles de St Tropez and Middle Sea Race in the Mediterranean.

Wild Oats XI already has five Sydney Hobart line honours wins to her credit, and also holds the fastest time for the course: 1 day 18 hours 40 minutes and 10 seconds, set in 2005. Oatley has his sights set on seven wins.

Oatley commissioned *Wild Oats XI*'s designers at the Reichel/Pugh office in America, as well as other yacht-design specialists, to research what can be done to turbo-charge his maxi for the showdown with *Rambler 100*.

Skipper Richards has confirmed that a new keel will be fitted, but has said little else. "We are looking at every avenue, when it comes to making the boat faster. One thing we are definitely doing is running a computer analysis on a number of foil configurations," explained Richards.

Wild Oats XI is a canting ballast/twin foil design concept, meaning that as well as the canting keel she has rudders at the bow and stern.

The scuttlebutt is that when the yacht emerges from the builder's shed mid-year, the forward rudder/foil will have been replaced by a retractable twin-centreboard configuration like that seen on Volvo 70 round-the-world racers. Hopefully this will be a benefit against *Rambler 100*. The 2011 Rolex Sydney Hobart is shaping up to be a mighty clash of the maxis. ⚓

RAMBLING MAN
The state-of-the-art maxi *Rambler 100*, owned by American George David, has already had the better of *ICAP Leopard* in bluewater racing and will present a serious challenge to *Wild Oats XI* in the 2011 Rolex Sydney Hobart.

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AUDI SYDNEY OFFSHORE
NEWCASTLE YACHT RACE

Flower power

ROGER HICKMAN'S *WILD ROSE* MAY BE ENTERING HER AUTUMNAL YEARS BUT SHE PROVED HER QUALITY IN THE NEWCASTLE RACE, WRITES DI PEARSON.

Autumn is an enchanting time of year, but as a sailing season it is fraught with changeable winds as summer gives way to the cooler seasons where land breezes tend to overcome the lingering sea breezes for prominence. Mostly there is a blend of the two, by and large doled out in light quantities.

These predominantly light airs can make the annual 213 nautical mile trek up the coast for the Audi Sydney Offshore Newcastle race slow going, but in turn they add a strategic element for the decision makers aboard each yacht, especially when there is also the current to consider.

"A lottery," was how sailors described this year's mix of winds, which peaked at 15 knots from the north-east late on the second night at

sea and into the next morning.

The tricky conditions presented a chance for the old hands to show that experience makes for fast sailing, and veteran ocean racer Roger Hickman relished the opportunity to remind one and all that age does not stop a man (or his yacht) from winning ocean races, skipping his 25 year-old Farr 43 *Wild Rose* to victory.

Originally commissioned by Bob Oatley with the Admiral's Cup in mind, *Wild Rose* has produced some standout performances for Hickman, none more so than her IOR overall victory in the 1993 Sydney Hobart. Hickman has also skippered other yachts for various owners to some enviable results too.

"It was a long race and we're very excited to have come away with the win. It makes me happy that a boat

created by Bob Oatley in late 1985, that I had the privilege to purchase [in 1991], is still holding its own in this first class fleet," said Hickman after the race.

For a yachtsman of Hickman's quality, it was a challenge to be savoured. "It was a classic ocean race that showcased many different facets," he said afterwards.

"I've enjoyed this offshore season pottering around with my group of regulars and introducing some new crew to the sport," he said after placing fifth in the BWPS and Tasman Performance Series, with a fourth in the Cape Byron Series.

Hickman's race triumph and *Copernicus*' second, in the hands of Jim Nixon, pushed Darryl Hodgkinson's *Victoire* down to third overall, propelling the irrepressible *Loki* to victory in the Cruising Yacht Club of Australia's (CYCA) 2010-2011 Blue Water Pointscore.

Stephen Ainsworth skippered *Loki* to line honours in the Newcastle race with a time of 1 day, 6hrs, 48min 23sec, and seventh overall. While *Loki* sealed the BWPS win, *Victoire* was second and Syd Fischer's *Ragamuffin* third. Additionally, *Copernicus* finished second to *Ragamuffin* in the Cape Byron Series (ORCi) with Colin and Gladys Woods' *Pretty Fly III* third. One of the most vocal proponents of ORCi, Fischer is understandably pleased with his win.

Ainsworth and *Loki* had an outstanding season. They won the 2010 Audi IRC Australian Championship and the Audi Docklands Invitational in January, netting the skipper two brand new luxury Audi vehicles; an A5 Cabriolet 2.0 TFSI Quattro and an A4 Avant to drive for 12 months for the latter event.

"It feels great," said Ainsworth, in classic understated fashion. "I hadn't really tried to win it until last year, so I won it on my second attempt, which isn't bad."

Ainsworth, who started ocean racing in 1984 on other people's boats, declared that winning the BWPS was, "A 50/50 effort between the boat and the crew. There is no question that it's a very good boat, but without the right crew, we wouldn't have won. All the stars were aligned."

Loki is a thoroughbred racer and Ainsworth thinks it's destined for classic status.

"Every generation of boat owner thinks 'can I create a better boat?' I suspect my boat is a good design that will remain competitive."

<http://sydneynewcastle.cyca.com.au>

PETAL TO THE METAL
Veteran skipper Roger Hickman teaches the young guns a thing or two about sailing in light airs, taking *Wild Rose* to victory in the Audi Sydney Offshore Newcastle Race.

HARKEN WOMEN'S
INTERNATIONAL MATCH
RACING REGATTA

Close match

ABBOTT WINS THE HARKEN WOMEN'S INTERNATIONAL MATCH RACING REGATTA IN A NAIL BITER, WRITES JENNIFER CROOKS.

Just six months after leaving Canada for Australia and joining the CYCA's women's squad, Katie Abbott has taken out one of the country's most hard-fought regattas.

Abbott defeated New Zealander Danielle Bowater in the grand final of the Harken International Women's Match Racing Regatta by 2 races to 1.

"This is my first win on Aussie soil and it's great. The finals were very tricky with all the wind shifts – at one moment in the last race I thought that we'd lost it."

Abbott and her crew of Tara McCall and Angela Farrell faced New Zealand's Danielle Bowater in the grand final, but shifting winds throughout the day caused problems for principal race officer Dennis Thompson.

After a drama filled grand final which included a race abandoned due to wind shifts, protests and lead swapping, Abbott got the better downwind pressure to secure the lead in the final match by three seconds, handing her the regatta win.

"Danielle looked like she was going to benefit from the massive right shifts we saw but then the shift would drop away," Abbott said.

Originally from Sarnia Yacht Club in Canada, Abbott has been with the CYCA training as part of the Women's Squad and coaching for six months.

"Our crew work was excellent – we built on it each day of the regatta as we had not sailed as a crew together before the start of this regatta. The Race Committee did a great job in very trying conditions," Abbott added.

For Danielle Bowater (RNZYS) it was a disappointing end to the regatta. Bowater had lead the regatta for the first two days, finishing the three round robins with a total of 13 wins and two losses.

"It was a very frustrating day on water with the fickle breeze and abandonment of races. Katie's team sailed a great last race to win the regatta, but overall I'm happy with our performance."

www.cyca.com.au



SECONDS OUT
New Zealand's Danielle Bowater and her team hike out on their way to a close second at the Harken Women's International Match Racing Regatta on Sydney Harbour.

Race results

Standing at the conclusion of Round Robin Stages

- 1st** Katie Abbott (CYCA)
- 2nd** Danielle Bowater (RNZYS)
- 3rd** Amanda Scrivenor (CYCA)
- 4th** Stephanie Doyle (RPAYC)
- 5th** Anita Trudgen (RPNYC)
- 6th** Kat Stroinovskiy (RSYS)

FREMANTLE TO BALI RACE

Drama on the high seas

A LINE HONOURS WIN, AN INJURED CREW MEMBER AND A MID-SEA RESCUE ENSURED *LIMIT* HAD AN EVENTFUL TIME IN THE BALI RACE, WRITES JANINE PITTWAY.

In an amazing feat of seamanship, *Limit* made a mid-ocean rendezvous with an S&S 34, at night, some 170 nautical miles south of Bali, on its return from completing the Visit Indonesia Fremantle to Bali 2011 race.

Bird of the Morning, and S&S34 sailed by Colin Walters, had battery problem and was unable to start the engine, eventually totally losing communications. The yacht carried a *Yellowbrick* tracker, which indicated that it was still moving northwards at normal speed, but after the passing of several days without any word, race officer Trevor Milton arranged with Jason Beaver from *Limit* to intercept the yacht on his way back to Fremantle. It was an eventful race for *Limit*, with a stop in Geraldton to deliver an injured crew member for treatment. She still managed to win line honours and smash Rolly Tasker's 30-year-old race record.

The racing yachts left Fremantle on Tuesday 26 April and charted a 1440 nautical mile course up the Western Australian coast before heading away from land to Bali. *Limit* left Bali with food, water and a replacement 12-volt battery to deliver to *Bird of the Morning*. The crew plotted an intercept course, which was updated in accordance with the latest tracker positions provided by Milton. At 2100 *Limit* reported seeing a light, and at 2120 the two yachts met for the transfer.

Jason Beaver confirmed the wellbeing of the *Bird of the Morning* crew and provided information on the status of the yacht. As the yachts separated he reported that their motor was running and that they had been able to communicate on both HF and VHF radio frequencies.

It was a copybook exercise by team *Limit*. Regular emails between their yacht and Bali Race Control ensured that the information flow was as up to date as it could be and the rendezvous occurred within a few minutes of their predictions.

It is also a glowing recommendation for the flexibility and accuracy of the *Yellowbrick* trackers, for without them, there is no doubt that emergency procedures would have been activated. www.vifb2011.com.au

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**ONE DESIGN
DUST UP**

Kiwi and Aussie etchells skippers will go head-to-head in the Musto winter champs. In 14 years of holding the event, no skipper has been able to successfully defend their title.

**MUSTO ETHELLS WINTER
CHAMPIONSHIP**

Winter warriors

FOR SOME OF THE BEST SAILORS IN AUSTRALASIA, MOOLOOLABA ON THE JUNE LONG-WEEKEND IS AN ANNUAL WINTER BATTLEGROUND, WRITES TRACEY JOHNSTONE.



World Champions, Olympians, America's Cup sailors and even blue water skippers from Australia, New Zealand and Hong Kong will again be on board the 50 plus one-design boats contesting the Musto Etchells Australasian Winter Championship.

The mid-winter three-day regatta is a hotly contested event, and why not? In the event's 14-year history no one skipper has been able to successfully defend their Etchells winter title, although many have tried several times.

With the 2012 Etchells Worlds to be held in Sydney several of the teams have chosen to use the Mooloolaba winters as the start of their trek towards Sydney, rather than travel to San Diego for the 2011 Worlds which are being held at the same time as the Musto Etchells winters.

Hong Kong's Ante Razmilovic, placed second in the 2010 Worlds, will be in Mooloolaba for the first time, racing with brother Nils and new team member Peter Backe. Another Hong Kong sailor, Mark Thornburrow, will be back for a third crack at the title bringing with him the same crew that helped him place third in the 2011 national championship.

Melbourne's Damien King, Simon Cunnington, Andy Butler and James Ware, placed third in last year's worlds and first in the 2009 winters, will be using the Mooloolaba regatta as the start of their program for the 2012 World Championship.

Olympians Tom King and David Edwards will be crewing for Sydney Fleet's Ivan Wheen, Etchells World Champions Cameron Miles (1999) and Peter McNeill (2004) are both heading north again, and the defending champion from New Zealand, Alastair Gair, will also be competing in June.

Several of the entries will also contest the annual two-day Sail Mooloolaba Regatta, held on the weekend prior to the Championship.

Fleet Captain Trevor Martin expects the 14-year record of no skipper successfully defending their title to topple. "With the quality and quantity of teams talking about competing this year, there has to be a very good chance for the record to be broken."

*Musto Etchells Australasian
Winter Championship
9-12 June
www.mootechells.yachting.org.au*



Power boats in paradise

WILL AUDI HAMILTON ISLAND RACE WEEK EMBRACE POWER BOATS?
ROB MUNDLE SAYS YES SIR.

A radical 25-metre-long motor catamaran nearing completion on the Gold Coast is destined to be one of the first entries for the new superyacht power classification at this year's Audi Hamilton Island Race Week.

The sleek, futuristically styled vessel is being built for a legend of the hairdressing industry in Australia, and six-time Australian offshore powerboat racing champion, Stefan Ackerie. However, at Hamilton Island, instead of piloting his offshore racer at around 120 knots he will be guiding his new boat at a far more sedate 20 knots around the bays.

This is the first year that power superyachts have been part of Audi Hamilton Island Race Week – Australia's largest offshore keelboat yacht regatta.

More than 200 sailboats, ranging from sports boats and casual cruising yachts through to grand prix level racers, are expected to take part. A sailing superyacht division was introduced last year and will be included again this year.

Ackerie's gleaming new silver and white vessel, which is certain to be a head turner, will be launched within two months. Once extensive sea trials are completed off the Gold Coast it will head north to the Whitsundays

and Hamilton Island.

"I think it is fantastic that a power superyacht division has been established for Audi Hamilton Island Race Week," Ackerie said. "We definitely want to be part of the on-water scene and social activities that make this regatta so famous."

Hamilton Island chairman, Sandy Oatley, welcomed the news that Ackerie's new vessel would be an added attraction at Audi Hamilton Island Race Week. He said that the long-term plan for superyacht competition at the island was for these boats to have a regatta separate to race week.

"Hamilton Island is well recognised as Australia's premier destination for a wide range of aquatic activities," Sandy Oatley said. "As this recognition spreads even further, nationally and internationally, so too will our fleets. We envisage that in the years ahead Audi Hamilton Island Race Week and a week of superyacht competition will go back-to-back, but right now the fact that we can combine the two makes race week an even better regatta for everyone."

Ackerie's boat, built from carbon fibre and Kevlar composite materials with an end-grain balsa core, will weigh only 23 tonnes when launched. This light displacement, combined with the slender and easily driven

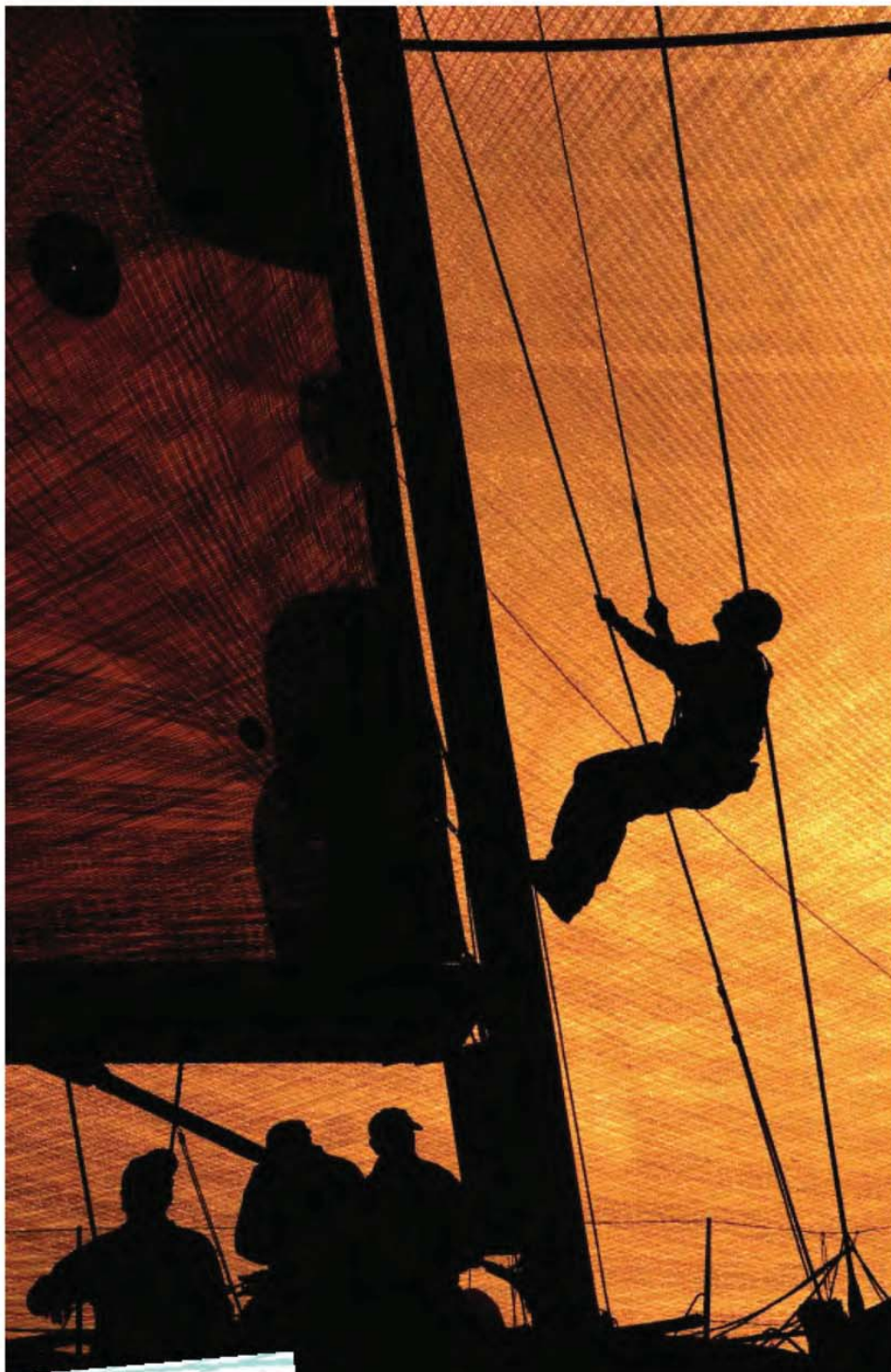
hulls, means that the twin 450hp diesel engines will deliver a maximum speed of 23 knots and a cruising speed of 17 knots. The original design by Bob Oram was 22 metres (72ft) overall, however the vessel's builder, Duncan Van Woerden, lengthened the hulls and has made impressive changes to the styling from bow to stern, inside and out.

While the sailing superyachts at race week will compete over conventional courses the power yachts classification will experience a unique competition that has been developed over the past two years. Instead of being a race as such, it will be a test of the skill of the crew and also include activities where guests on board can participate and contribute to the pointscore. Full details of the competition will be announced shortly, but it is certain to include a novel on-the-water test suggested by Australian America's Cup legend, Sir James Hardy.

Internationally, superyachts are classified as being a minimum of 24.38 metres (80ft) overall. It is expected that organisers of Audi Hamilton Island Race Week will use the same figure.

Audi Hamilton Island Race Week
19-27 August
www.hamiltonislandraceweek.com.au

MAKING A SPLASH
Power yachts will soon be joining the sailing yachts - and the whales - at Audi Hamilton Island Race Week.



BLUE WATER POINTSCORE

Blue sky thinking

AS IF THE ROLEX SYDNEY HOBART WASN'T EXCITING ENOUGH, NOW THE OCEAN CLASSIC WILL ACT AS THE DECIDER IN THE CYCA'S BLUE WATER POINTSCORE, WRITES JENNIFER CROOKS.

The Cruising Yacht Club of Australia's Blue Water Pointscore series will this season change to a six-race format with the winner crowned at the conclusion of the Rolex Sydney Hobart Yacht Race.

Based on competitor feedback, the Sailing Committee made the decision to shorten the series by one race and add an additional race in early December to further help those yachts campaign towards Rolex Sydney Hobart. The Sailing Committee is seeking feedback from previous BWPS entrants to help decide the destination for this new December race.

Chairman of the Sailing Committee, Rear Commodore Howard Piggott said, "We believe that this decision will boost the number of competitors in the Blue Water Pointscore Series and assist yacht owners who intend to compete in the Rolex Sydney Hobart sail a comprehensive offshore racing program by entering the series. Whoever is crowned the 2011-2012 Blue Water Champion can celebrate in style after completing one of the world's toughest ocean races – a true testament of blue water sailing skills."

The 2011-2012 Blue Water Pointscore commences on Saturday 30th July at 1pm with the Audi Sydney Gold Coast Yacht Race. A category 2, 384-nautical mile race and the third event of the Audi IRC Australian Championship, it regularly attracts fleet sizes of 70 to 80 yachts.

Marcus Blackmore's TP52 *Hooligan* holds a three-point lead over the defending Audi IRC Australian champion Stephen Ainsworth's Reichel/Pugh 63 *Loki* after two events in the Championship – Audi Victoria Week and Audi Sydney Harbour Regatta. Victorian Michael Hiatt's Farr 55 *Living Doll* is a further two points adrift and the CYCA anticipates entries from all three yachts. Other anticipated entries include Peter Millard and John Honan's 98-foot Bakewell-White designed *Lahana*, Bill Wild's RP55 *Rodd & Gunn Wedgetail* and Phil Molony's Archambault A40RC *Papillion*.

Brindabella still holds the record for the Audi Sydney Gold Coast with a time of 27 hours, 35 minutes and three seconds, set in the 1999 race. Last year, *Wild Oats XI* fell short by just under three hours.

Audi Sydney Gold Coast Yacht Race
30 July, 1pm
<http://goldcoast.cyca.com.au>

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at Audi Hamilton Island Race Week



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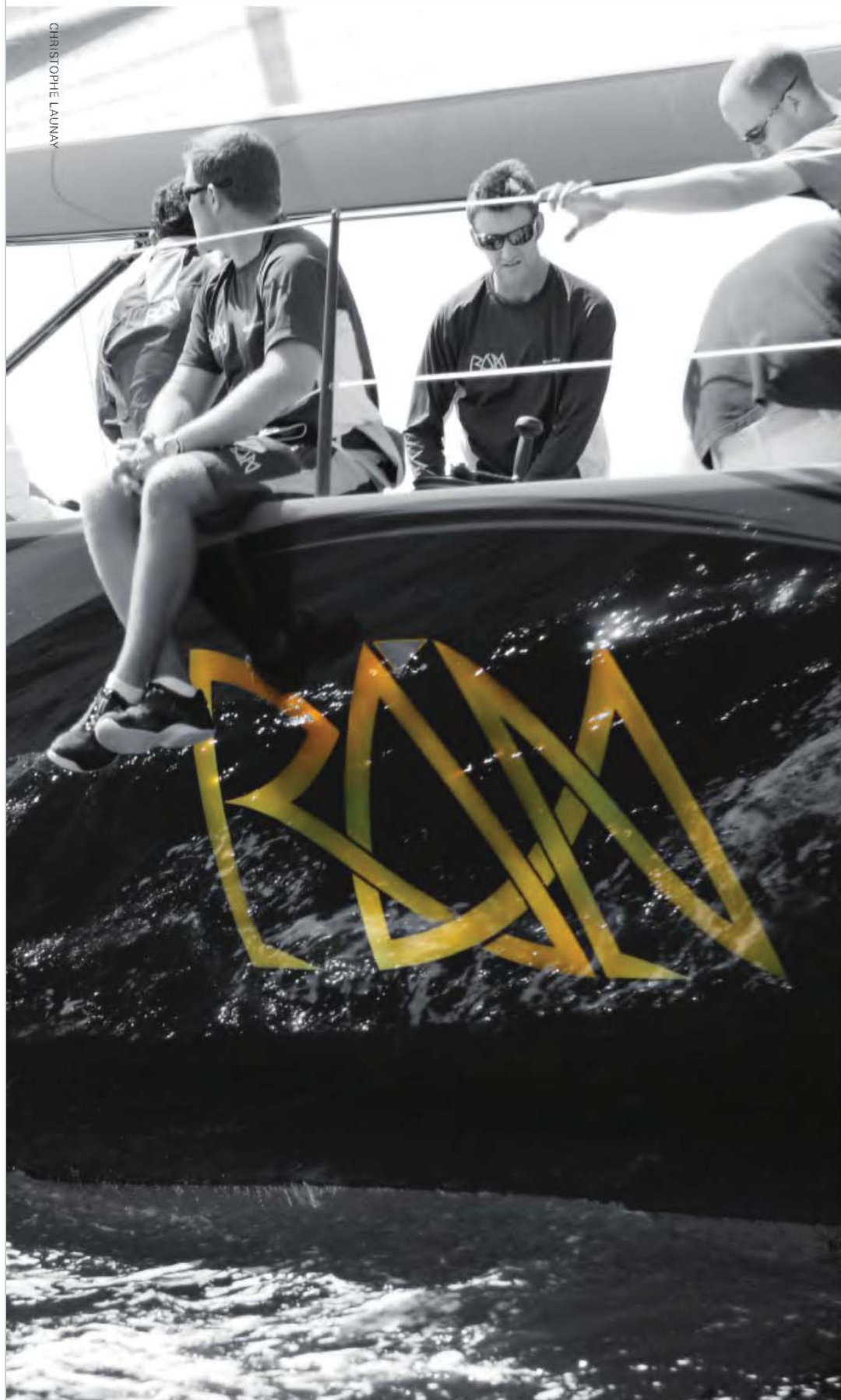
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Buoy racer

WHAT DOES THE BILLIONAIRE FOUNDER OF SKYPE SPEND HIS PLAY MONEY ON? **MATTHEW HENRY** ASKED **CHRIS HOSKING**, THE AUSSIE BOAT CAPTAIN CHARGED WITH DELIVERING HIM A NEW STATE-OF-THE-ART TP52.



Your boss Niklas Zennstrom is well known as the fabulously wealthy IT genius who came up with Skype. He could pretty much choose to have any boat he wants and he's already got *Rán II*, one of the most desirable mini maxis on the planet. So why has he gone for a TP52?

In my opinion, Niklas chose to build a TP52 for several reasons. It appears as though the Mini-Maxi Association was not capable of getting the group of owners to participate together at chosen venues all around the world. Naturally, Niklas likes to race against other boats and it appears as though there was no plan for the mini-maxi's going forward: *Bella Mente* was going back to the US and they are building a new boat; *Container* was losing interest and perhaps *Titan* also; and *Alfa Romeo* has been sold. So there really wasn't anyone to race against.

The Audi MedCup on the other hand is really well organised by Ignacio Triay and Nacho Postigo of World Sailing Management. They choose to race in the TP52s and Soto 40s, which are great, fun boats to race and they have reached the corner of the development box where they are all pretty much going around the racetrack at the same pace. So a well organised regatta schedule and a good, fun, competitive fleet was enough to convince Niklas that he should give it a go.

The menacing grey hull of the *Rán II* ocean racer is a familiar sight to many Australian yachties after it raced in the past two Rolex Sydney Hobart Yacht Races. Does this mean the ocean racing program has been sidelined for now?

No not at all, both Niklas and [his wife] Catherine still really love *Rán II*. After contesting last year's Rolex Sydney Hobart the boat went back to Sydney City Marine and underwent another small refit – mostly re-painting and servicing to keep her in good shape. For a two-year-old boat she has done a staggering amount of work, so she needed a bit of down time. But she is so beautifully constructed and really well maintained, that I believe she has many more competitive years left in her. She is currently on a ship heading back up to Europe where she will contest the Gotland Runt, followed by Cowes Week, the Rolex Fastnet Race, the Rolex Maxi Worlds (where she will be once again defending her World Champion status) and concluding with the

Rolex Middle Sea Race.

Obviously they are in a fortunate position to be able to afford to pursue two high profile campaigns, but I think they have a good balance of the two disciplines of the sport: the intensity of windward-leeward competition and the offshore endurance events.

The TP52 rule has been going through a transition in 2010 and the final phase has been introduced for 2011. What's the reason for the changes and how has *Rán IV* taken advantage?

The rule transition has been undertaken because the boats were becoming very typecast. They were very MedCup specific boats, so the rule was changed in order to bring the boats more in line with IRC, the idea being that this would give the boats a longer lifespan and keep the second hand market active.

Previously with the old rule, we were limited on VCG (centre of gravity) and we used the old inclining process and we were achieving the VCG limit very easily, so the boats were ending up with mountains of lead in the bilge to get up to minimum weight. Now, the class has removed the VCG limit and we have a maximum bulb weight, a maximum keel and bulb assembled weight, a minimum boat weight, a rig minimum weight and VCG, and then the remaining parameters of the "box rule". This now means we are free to make the stiffest boat possible. So for example, on *Rán IV* we are minimum freeboard, we have the minimum one-degree of deck camber and we have this coachhouse box on the deck to comply



Rán IV Crew

Niklas Zennstrom	helmsman
Matteo Aguardo	bowman
Jonathan Taylor	pitman
Jon Dunderson	upwind trimmer
Andy Hemmings	downwind trimmer
Tim Powell	mainsheet trimmer
Gavin Brady	tactician
Steve Hayles	navigator
Chris Hosking	backstay

with the minimum interior headroom height. By going down this road, we have managed to lower the VCG of the deck and hardware by an undisclosed amount. It is this sort of approach to the rule which will hopefully give us a speed advantage.

Tell us about the boat. Where was she designed and built?

Rán IV was designed by Judel/Vrolijk of Bremerhaven, Germany. She was engineered by Steve Koopman of SDK Structure of Tiverton, Rhode Island USA and built by Green Marine of Lymington, UK – the same builder Niklas used for *Rán II*.

Green Marine have done a nice clean job building the boat. Both the hull and deck were done in female tools and we have pushed the core, resin content in the pre-preg carbon to the minimum limits as prescribed by the class and GL. The keel fin was fabricated by Mayville Die and Tool in Mayville, Wisconsin USA and flown over to Lymington to meet the boat, and the bulb was made by Irons Brothers, UK. The paint system is Resene Durepox throughout, the winch drivetrain is predominately Harken hardware that has been optimised by Jon Williams of Stay in Phase.

The hydraulic system is very simple, as we still believe in this size of boat that rope purchase controls are still lighter, we can get them lower in the boat and they are a more sailable option than hydraulic functions. So in saying that, the only hydraulic function we have in to adjust the headstay length. We have 255 mm of headstay stroke as prescribed by the class rule and we can adjust the rake of the mast under full sailing load.

The ram was manufactured by Cariboni, the dump valve supplied by Harken and the rotary pump supplied by Navtec. The electronics system was spec'd by our navigator Steve Hayles and supplied and installed by Diverse Yacht Systems, UK. The main feature here is we're using the Faro processor. Our mast and boom were supplied by Southern Spars and utilise the new TPT (Thin Ply technology) laminate which are also used in the manufacture of North's 3Di sails.

All our sails are supplied by North Sails UK and the upwind inventory is predominately 3Di.

The J/V and Green Marine combination is obviously working well for Niklas as he keeps going back to this formula. Is there something special about this mix of



Audi MedCup Competition

Rán will face stiff competition from the crack teams in the Audi MedCup, which is currently underway.

Quantum Racing (USA)

The 2008 champions and runners up in 2009 and 2010, Quantum returns with a new Botin-designed TP52 built in Spain. With a crew of seasoned pros, helmsman Ed Baird won't be happy with anything other than top spot on the podium this year.

Audi Azzura (ITA)

A collaboration between the longtime TP52 campaigner Alberto Roemmers and the Yacht Club Costa Smeralda, the team sports the famous Azzura logo – used by the first Italian challenger for the America's Cup in 1983. The team's Vrolijk-designed TP52 has been brought up to scratch for the new race rule.

Gladiator (UK)

Owner/driver Tony Langley bought the 2009 Artemis TP52 to join the competition this year and has modified it to the 2011 rule. Sailed by a mix of amateur and pro sailors, key players include Tom Wilson, Graham Sunderland and Andrew Yates.

Container (GER)

A sistership to *Rán*, the brand new *Container* TP52 will be the boat's best performance marker. It comes from the same hull mould but uses Schutz honeycomb construction. At the helm will be Markus Wieser, a highly experienced skipper.

All4One (GER)

One of two German teams for 2011, All4One built their Vrolijk-designed TP52 at McConaghy's in Sydney. Led by Olympian and America's Cup skipper Jochen Schuman, the team has set its sights on a top three finish in 2011.

Bribon (ESP)

Owned by Jose Cusi, Bribon's JV-designed TP52 is the 2009 *Matador*. The boat is recognised as one of the better examples of the old rule and has now been modified to the 2011 rule.

www.transpac52.org

designer and builder?

As you say, *Rán II* was designed, engineered and built by the same group. Judel Vrolijk, SDK Structures and Green Marine. Niklas, Catherine and the team were impressed with the job they did last time, so naturally they were given first option for the TP52. Judel Vrolijk and SDK probably know more about TP52's than any other design and engineering group as they have been involved in the majority of TP52's out there right now. For me, this is my fifth build in six years and all except one have been with J/V and SDK, so we know one another quite well. Green Marine were chosen because of their quality and attention to detail. Also the owner and main players in the team are England-based, so they were keen to keep it close so they could follow the progress and come and view the various stages of the build.

Were there any tough decisions to be made with the final design?

No, not really. Typically, we start with a weather study of the anticipated venues, to try and come up with a good idea of the proportion of various wind speeds and conditions we expect to see over the course of the season. This information is then given to Judel Vrolijk who then comes back to us with a selection of design candidates. Our steering group then evaluates the merits of each boat and we make a decision on a hull candidate and foils. Once this decision is made, drawings are then produced and given to Green Marine to begin construction.

Probably the major decision here was to choose between two distinct types of TP52 that have emerged. There is the classic Judel Vrolijk style which follows the lines of *Artemis*, *Bribon*, *Matador* and then there is the much 'bigger' Emirates Team New Zealand style of boat that Botin & Carkeek developed. Judel Vrolijk has also come up with a variant of this hull style which we believe *Azzura/Matador* and *All4One* have chosen. This hull style has a little more wetted surface area but higher hull form stability, however we believe the traditional Judel Vrolijk style to still be the best all round contender for the conditions we hope to be seeing in this year's Audi MedCup.

As one of the latest (if not the latest) TP52's currently on the water, what has been improved over the previous generation in the class?

At this level of the game there is nothing revolutionary. You are no longer going to see anyone out there with a breakthrough speed advantage. So we are looking to do all the little things really well, to

cover all the details and do everything slightly better than everyone else. If we have done our job correctly, we will hopefully find ourselves with the smallest speed advantage, hopefully enough to be able to cross that starboard tack and not have to duck him and then the next boat and then the next boat! I think people believe ETNZ had a speed advantage as they won the last two years. Perhaps they did, but you have to say they are a very, very good sailing team. They have cohesiveness through being together for quite a while and they sail very well.

Ok, so be honest – do you believe *Rán IV* will be the fastest TP52 yet?

I hope so! ⚓



Golden lining

In Norse mythology, the sea goddess Rán lives at the bottom of the sea and uses a net to capture wayward sailors and drag them down into the depths, where she is said to hold wild parties from time to time. According to the legend, the only way to escape the siren's clutches is for sailors to hold a piece of gold, which is why the Rán build team made sure to equip the new TP52 with a golden bulb that should be well visible from the bottom of the sea.



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The skill of seamanship is so infinite in scope that learning it is a life-long journey and one which is never quite complete, no matter how long you sail. Captain Cook is surely the sailor in history who is most universally esteemed for his seamanship. There are others of course: Sir Francis Chichester, Joshua

THE TENETS OF GOOD SEAMANSHIP

CAPTAIN COOK HAD IT; SO DID PETE GOSS. IT DOESN'T NECESSARILY COME WITH A PIPE AND A BEARD, BUT EVEN OLD SALTS CAN NEVER LEARN ENOUGH ON THE SUBJECT. ROUND-THE-WORLD CRUISER AND SAILING AUTHOR NANCY KUNDSEN CONSIDERS SAILING'S MOST DESIRABLE QUALITY: SEAMANSHIP.

Slocum, Sir Robin Knox-Johnston and Bernard Moitessier, to name just a few. And what of Captain William Bligh's amazing sailing voyage in a 23-foot open boat with 18 crew across 3,700 nautical miles, from Tonga to Kupang in Timor, after the mutiny on the *Bounty*? Each has left a unique legacy and each confronted great challenges. What's more, none of them had an EPIRB or GPS.

Not that good seamanship is a quality belonging to a past age. Even 16-year-old Jessica Watson showed that (after her first run in with a containership) she was able to learn and develop seamanship skills which took her around the world.

Alex Whitworth and Peter Crozier, self-styled 'old geezers', sailed a Rolex Sydney Hobart race in 2004 then a circumnavigation, competing in a Fastnet Race on the way, returning in time for the next Sydney Hobart. For this they were awarded the Royal Ocean Racing Club Seamanship Trophy. Whitworth was also recently awarded a Blue Water Medal for his next circumnavigation including the North West Passage. Such adventures richly deserve recognition, but seamanship is not about fame or rewards. Bernard Moitessier considered the danger of being seduced by the shallowness of fame so serious that on realising he might win the first solo round-the-world race in 1968, he sailed on to Tahiti instead.

There are those who have become



STARTING YOUNG
Jessica Watson learnt her first lesson in seamanship the hard way when she took on a tanker off the Queensland coast. No guesses for who came off best. Of course she never repeated the mistake, and the rest is history.

forever revered for their single acts of good seamanship, such as Pete Goss and Sir Ernest Shackleton, but it is unfortunate that so many quiet feats of seamanship go unrecognised. In 2006 four crew on a 48-foot Contest, the *Y Not*, sailed over 1400 nautical miles across the Atlantic by adjusting their sails after they lost the rudder and their jury-rigged steering systems failed. Such tales are not considered as newsworthy as a mid-sea rescue by the media, who tend to the dramatic.

While all these feats are recognisable as good seamanship, a definition of the term remains elusive. At best, one can say some things that bring us closer to understanding the qualities that make these great seamen. First there are a few things that seamanship certainly is NOT:

1. *Seamanship is not about sailing.* Sailing is the skill acquired to propel a boat forward using the theories of wind against sailcloth and water against hull. Good seamanship is that higher skill dictating behaviour of the vessel, no matter how propelled. Naturally if you are on a sailing boat then seamanship includes the ability to sail her safely.
 2. *Seamanship is not about rules.* While there are many rules governing the good behaviour of vessels at sea, observing these rules alone will not confer good seamanship.
 3. *Seamanship is not about avoiding risk.* But it IS about assessing risk, avoiding the unnecessary and calculating the best way to deal with the balance.
 4. *Seamanship is never about winning.* That belongs to the sport of speed sailing. If anything, seamanship implies collaborating with fellow sailors to communal benefit. There are occasions when the desire to win has been known to interfere with the exercise of good seamanship judgement.
- So if seamanship is not about sailing or winning or rules or risk avoidance, what are some of its qualities?

EXPERIENCE

Seamanship is certainly about past experiences and lessons learned, be they at sea or in the classroom. It is good seamanship to undertake all possible courses before going to sea – from Safety and Sea Survival to diesel maintenance to First Aid, but there's nothing like many thousands of miles of experience under varying sea conditions to sharpen the awareness, or the adrenaline rush when survival

is threatened to rivet the attention in all future voyages.

ANTICIPATION

This is a vital ingredient of seamanship. From the simplest anticipation, as when rounding a bend to allow for whatever might lie around the corner, to anticipating every contingency at sea before you leave port, or not leaving port when conditions dictate. Under the category of anticipation falls accurate navigation, choice of routes and seasons, and redundancy of both equipment and systems on board – to always have an alternative solution.

RESPECT

Seamanship is certainly about respect for the sea, and knowing that you can never best it. Displaying good seamanship is about finding a way to utilise the great power of the ocean for your own purposes: to thrill, to travel from place to place, or sometimes, just to survive. If one battles the sea instead of working with it, the sea will always win.

JUDGEMENT

Seamanship is about the constant use of good judgement in decision making – about sea state, currents, depth of water, weather, yacht capability and the host of other large and small decisions necessary during any voyage.

INGENUITY

Seamanship often involves ingenuity – knowing what to do when everything has gone wrong, and determination to achieve a solution. In this day of EPIRBs and satellite phones, there are many stories of sailors calling for help when they could be improvising. The number of abandoned yachts that drift on until they crash onto a shore or are towed home is dismaying.

SAFETY

Good seamanship sets the goal of sailing to the destination with yacht and crew safe no matter what difficulties are encountered.

The rocks are just as hard in our own home waters as on the other side of the world. Whether we race around the buoys, set out for weekends with the family, or embark on ocean crossings, we all hope to achieve our objectives safely without having to prove our good seamanship. But woe betide us if we do not set out on any voyage, large or small, without preparing for the worst.

That, also, is good seamanship. ⚓



MASTER MARINERS

From the top: William Bligh, Joshua Slocum, Ernest Shackleton and crew, Sir Peter Blake and Pete Goss. Give them a hull, a helm and an ocean and they'll get home safely.



Great feats of seamanship

Captain Bligh, 1789

While he could have worked on his people skills a little more, no one could accuse Bligh of lacking anything when it came to seamanship. It must have really enraged the mutineers on the *Bounty* to see the wiley old fox make it home safely after casting him adrift in the Pacific on a tiny boat with little more than a pocket watch and a swig of whisky.

Joshua Slocum, 1895

Long before the new breed of slick solo sailors courting corporate sponsorship and the media spotlight, there were guys like Joshua Slocum – guys who cut down trees with their bare hands and built a yacht so they could see what lay beyond the horizon. Without even the most basic navigation instruments, Slocum sailed 46,000 miles around the world the old school way and earned status as sailing's first solo superstar.

Ernest Shackleton, 1916

Facing certain death after being marooned on the inhospitable Elephant Island in Antarctica, Sir Ernest Shackleton and his party of hardcore explorers risked all to sail an open lifeboat 675 nautical miles to safety at South Georgia. A testament to Shackleton's heroic seamanship, one of the storms the crew endured in the tiny boat was enough to sink a 500 ton steam ship. They all survived the 15-day journey.

Sir Peter Blake, 1981

After their yacht *Ceramco New Zealand* was dismasted during the Whitbread Race, Sir Peter Blake and his crew sailed 4,200 miles with a jury rig. They still managed to finish the race and certainly weren't the last, coming 18th out of 26 yachts. The crew recovered to win two of the three remaining legs in the race.

Pete Goss, 1996

Pete Goss was already fighting for survival in a harrowing Southern Ocean storm when he heard a mayday call over the radio. After sending a fax he thought could be a last word to his wife, Goss abandoned the Vendee Globe race and turned his boat around into hurricane force winds and 30-foot seas to search for fellow competitor Raphael Dinelli. Sailing his downwind racer into the gale, Goss suffered frequent knockdowns before successfully piloting the boat to the stricken Frenchman.

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NO DEBATE DIVIDES YACHTIES MORE THAN WHAT IS FIT TO RUN UP THEIR MAST. MATTHEW HENRY TOURED THE LOFTS TO MEASURE UP THE LATEST OFFERINGS FROM THE TOP SAILCLOTH BRANDS.

CHOICE CUTS

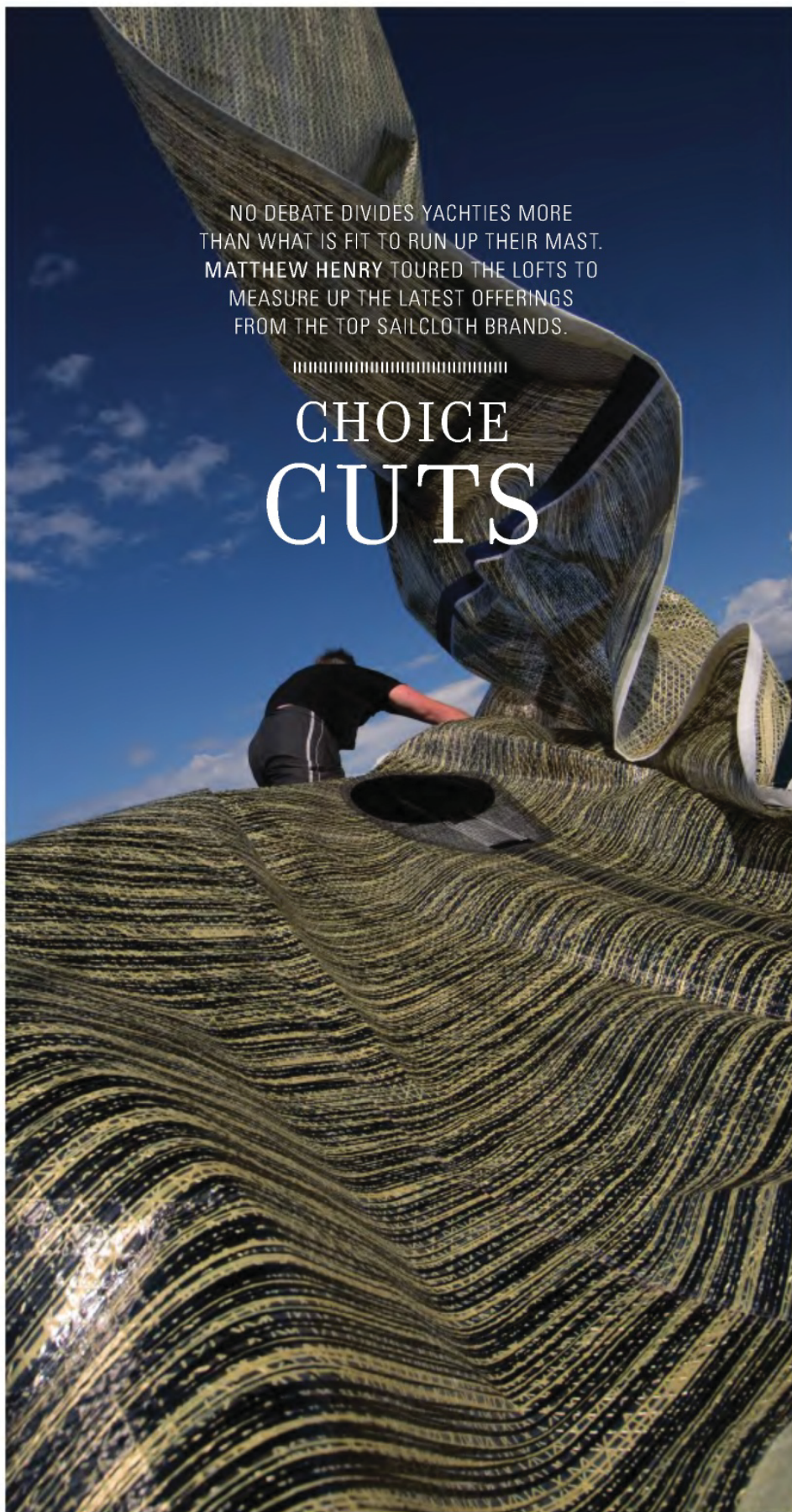
You wouldn't want to have been in the sailmaking business during the last few years.

With purse strings tightening across the globe, many yachtsmen have decided to bite the bullet and squeeze another season out of their sails rather than upgrade, and some lofts are feeling the pinch. But despite the downturn, the top sailcloth brands haven't been standing still during the recession and have rolled out plenty of new products to make upgrading worthwhile. For sailors, in many ways now is a great time to be considering a new wardrobe for your boat. With a super competitive environment among the lofts in Australia and New Zealand and a strong dollar, there are good deals to be had down at your local sail loft. But of course, choosing a sail is never easy. Laminated or Dacron? Radial or cross-cut? Carbon? Kevlar? Spectra? These days the choices seem to go on for ever.

Laminated sailcloth is quickly becoming the standard choice for racers and increasingly for cruisers, too. However woven polyester fabrics — often referred to as Dacron — are not standing still either, with new products still coming onto the market.

Quantum Sails estimate a new set of polyester sails can hold together for anywhere up to 4,000 hours of sailing, depending on the wind strength they are used in and other factors like UV exposure, which can drastically reduce the integrity of sailcloth. On this figure, the average sailor cruising on two weekends of each month for a five-month season could get up to 16 years from a set of sails. At the other end of the scale, a sailor on a busy cruising schedule may only get 2.5 years.

That might seem like a long time, but the 'shape life' of sails is harder to determine. As sails age they lose shape and performance suffers. Stretched sails can reduce a boat's ability to point into the wind, increase heel, create weather helm and rob a boat of speed in light airs. So if you haven't splashed out on a new sail for a few seasons, the following pages will give you an update on what sailcloth makers and lofts have been busy doing in terms of their 'hero' technologies. In the end, the right sail for you is the one which best meets your expectations in terms of performance, longevity and cost. There's no point putting carbon laminate sails on your cruising boat and expecting them to last 10 years, then being disappointed when they don't. But the good news is your local sailmaker has something good on offer to meet your needs.



CONTENDER

Contender is not a brand name you often see emblazoned across sails like the logos of the top sailmakers, but as the wholesale supplier of sailcloth to many of the top lofts most sailors would be more familiar with Contender than they might know. A stalwart in the sailcloth business, Contender makes raw sailcloth for working sails and spinnakers, for yachts as varied as cruisers to superyachts and grand prix racers.

The brand's latest offering is a newly-developed premium woven sailcloth called Fibercon, a high-tenacity yarn designed to be tough and long-lasting. 'High tenacity' means simply that the yarn is strong and stretch resistant, which means Fibercon sails should last longer and hold their shape better than previous generations. While a lot of attention is given to the weave and the finish of a sailcloth, Contender has gone deeper into the science of sails to look at how the actual fibres which make up the fabric can be improved. According to Contender, Fibercon "maximises the number of warp and fill intersections to lock in bias stability, resulting in the tightest of weaves." Fibercon is also available in different weights as well, so you will likely see it pop up in a number of different size headsails, mainsails and storm sails. Fibercon sails are not just pitched at the cruising market, with three product lines in the Fibercon line up including the Pro and Competition ranges for better performance. UV radiation from sunlight is the enemy of polyester sails as it can break down the fibres, so Contender has added UV blocking polymers to the fabric to resist UV degradation.

Contender also offers a complete range of high performance radial and cross-cut laminates, as well as spinnaker cloth. So no matter which loft you buy your next set of sails from, they might be cut from Contender cloth.

www.contender.com.au

DIMENSION-POLYANT

Few sailcloth makers can claim total control over every aspect of their product from start to finish, but Dimension-Polyant is in the unique position to see its sails through from R&R to weaving, laminating, coating and finishing the sailcloth.

"It's very important to us and to end users that we do a lot of research and development in-house," says Dimension Polyant's Nick Marler.

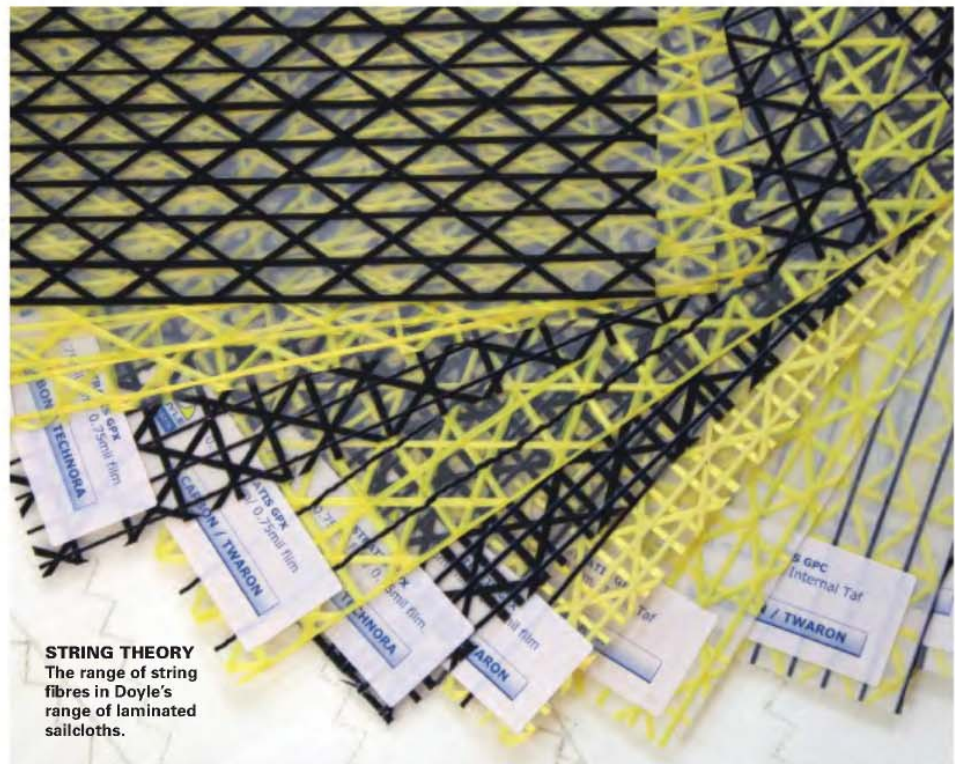
With close to 70 per cent of the



SPINNING A YARN
Contender's new Fibercon sails have a tough and long-lasting woven fabric.

global sail market still for "white sails", Marler says demand is still strong for a sailcloth pitched at those who want the best performance and durability for their cruising yacht. But new technologies are constantly improving what many see as 'standard' sails. Dimension-Polyant's HydraNet Radial sails are its flagship product for cruising and high performance offshore sailors, offering advantages over traditional woven polyester fabrics. HydraNet sails use a tightly woven polyester structure, but also add a ripstop Dyeema fibre layer, a much higher tear strength, better shape holding and abrasion resistance. All the benefits of woven polyester remain, such as mildew resistance and durability, but in a stronger and longer lasting package.

Over the years, a number of sailcloth makers have tried to develop a laminate sail with an internal taffeta layer, but most have been plagued with lamination problems – the sails simply wouldn't hold together. With its GPL GraphX iT (internal taffeta), Dimension-Polyant is claiming a breakthrough: a laminated sailcloth with taffeta encapsulated between the external films and separate from the load carrying fibres. Compared to external taffeta or a film-film laminate, internal taffeta provides reduced shrinkage in the films, better shape retention, improved



STRING THEORY
The range of string fibres in Doyle's range of laminated sailcloths.

bias and fill numbers, and an all-round more robust and hard wearing sail resistant to creasing. Of course it comes with a weight penalty, but the benefit of having the taffeta inside the films is that the material is pulling its weight by adding to the structural integrity and performance of the sail, rather than hitching a free ride on the outside of the film. And for those who want the lightest sail at any cost, Dimension-Polyant's GPL range also includes film-on-film, single and double taffeta versions utilising polyester, pen, aramid, dyneema and carbon fibres, which are all available in laminate styles including the premium D4 membrane. Also new from the German brand is a nylon spinnaker cloth called Race Precision Nylon (RPN), which is aimed squarely at the performance end of the racing market. Making a quality spinnaker cloth is no mean feat. It needs to be uber light and yet able to stand up to all the punishment spinnakers suffer: being wrenched up the mast, twisted, dropped under the boat, tangled and stuffed into bags. RPN cloth is designed to be an extremely stable, smooth sailcloth resistant to tears.

Dimension-Polyant is also working on some top secret projects for the next generation of sailcloth, which it should be ready to unveil within the next few years.

www.dimension-polyant.com

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DOYLE SAILS

If you ever get an opportunity to visit Doyle Sails' loft in Auckland, do whatever you can to get there. It's an impressive facility, massive in scale beyond most sail lofts, and the best part is you can watch the sails being made right there in front of your eyes. Doyle NZ manufactures its own premium Stratis laminate membrane materials on site, with precision-tuned machines plotting long strands of fibre before all the laminate is compression and heat sealed.

Stratis is Doyle's own fibre-aligned laminate sailcloth technology, designed in-house by the Doyle team for shape retention and durability. According to Doyle Sydney's Guy Waddilove, the key point of difference between Stratis and other laminate sails on the market is the fact they are made on a flat bed, rather than over a three-dimensional mould.

"We can get loads of weight onto the flat bed, which means a lot of pressure and even heat from the thermal heating. This compresses the laminate and makes sure all the air is squeezed out," says Waddilove.

Doyle argues this results in a strong and long lasting sail that won't easily delaminate

Stratis sails come in racing and cruising variations. For cruisers seeking the top end performance of a laminate sail, Doyle's Stratis GPc (c is for cruising) applies the brand's best technology to cruising yachts. The sail features twaron and vectran yarns internally for strength, with taffeta layers on each side to resist stretching.

For a more affordable cruising package, Doyle also offers a mylar/spectra laminate range and traditional Dacron panel sails.

Doyle sees its key offering to potential buyers as a total in-house experience. The company employs its own in-house designers, such as America's Cup and Whitbread sailor Richard Bouzaid, while also manufacturing its own sail cloth and even developing its own glues.

"We have a full-time chemist in New Zealand who is continually working on new glues and fibres to find the best methods of adhesion and to save weight," said Waddilove.

As for the next generation of Doyle sailcloth, the company says it has something ready to launch soon.

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HOOD SAILS

Hood selects its sailcloths from major wholesalers including Contender and Dimension-Polyant, and combines this with its experience in cutting and finishing sails. Hood is now stocking Dimension Polyant's new D4 sailcloth, built using the Multi Panel membranes formed with DP's high tech automated machines. With high modulus fibres oriented along the load path and laminated between film, the D4 sails can also come with optional taffeta coating for durability or internal taffeta for strength and longevity.

It's not just new sails that Hood deals in; the company has been working with some of the top names in ocean racing to optimize the string layouts, such as in a recent project for the well known TP52 *Quest*. The project required some pretty sophisticated computer analysis of the current sail plan, with the view to making the sails lighter and hold fast shape. Hood was able to optimize the fibre layouts in the sail for a lighter main, without compromising the durability of the sail.

www.hoodaustralia.com.au

NORTH SAILS

When your brand hangs off the mast of America's Cup yachts, grand prix racers and Volvo round-the-world boats, it's easy to understand why some sailors perceive North Sails as a bit 'elitist'. It's fair to say the blue N/S logo has become closely associated with racing more so than with cruising, but North makes

sails for yachts in all sizes and price ranges, including cruising yachts. In fact one of its latest developments is a new range of Dacron sails called NorDac Radian, which should appeal to cruisers looking for better performance, as well as club racers looking for longevity and competing in divisions where laminated sails are not allowed. North claims its new radial cut NorDac Radian sails will combine the best elements of radial sail technology with the durability, easy handling and mildew resistance of woven polyester. It certainly sounds intriguing. According to North, the secret is a patented weaving process, which allows the sails to be cut in a radial style without compromising the warp and fill performance. Traditionally, polyester/Dacron sails have had to be constructed with the cross cut method because the 'fill-oriented' fabrics weren't suitable for radial cutting. After three years of testing, North has delivered a 'warp-oriented' sailcloth which can be used for radial polyester sails, allowing their designers to use radial construction to align the panels with the load paths to offer excellent shape retention together with weight savings in the cruising arena.

North's reputation for catering to the big end of town is not without foundation, and at the other end of the product range the company has just announced what it hopes will be a game changer for hardcore racers. North's new 3Di sailcloth is being pitched as the successor to high performance laminate sails. North

has been covertly testing 3Di sails for years, including kitting up Australian grand prix racer *Loki* with her mainsail over the past year or so and a 29,000-mile journey on the mast of *Virbac-Paprec* when it won the recent Barcelona World Race. Satisfied with the results, North is now gearing up to launch the product in a much more visible way. Long articles have been written on the finer points of 3Di sails, but the basic concept is to create a yarn-based sail (with what North calls 'spread filament tapes') that removes the mylar films (the clear material in a laminated sail which can delaminate over time) from the equation. According to North, mylar film adds weight while only serving to bond the sail around the internal yarns and stop wind blowing through it. If an effective airfoil could be achieved with only the parts of the sail which carry loads (ie the yarns), then the result would be a lighter sail for the same amount of strength or a more stable membrane for the same weight. That's what 3Di sails

Going the distance

How to make your sails last longer, with Quantum's David Flynn.

- + Protect your sails from unnecessary exposure to sunlight and heat
- + Avoid prolonged luffing and flogging
- + Motor with your sails down unless they can be filled
- + Never back a genoa against the spreaders when tacking
- + Use the correct halyard tension. Halyard tension changes as a function of apparent wind velocity. Add tension (just enough to remove horizontal wrinkles) as the apparent wind increases. Ease when the apparent wind velocity drops
- + Protect from chafe. Make sure spreader and chafe patches are on and in the right place
- + Take sails off the boat when not in use or out of the water for any extended time period
- + Periodically rinse with fresh water. Annual professional servicing and washing is recommended
- + Store sails dry
- + Be sure roller furling sails are well secured when leaving the boat

UNDER THE BLOWTORCH
North's new 3Di composite foil sails undergoing thermo bonding. Keep an eye out for these grey-coloured sails hanging from the mast of more and more racers in coming seasons.

61300

It's better in **3D**



Only North Sails uses a patented process to thermo-form sails on a full-sized 3-dimensional mould. The simple truth is... a North 3D sail is more efficient than any 2D sail. If it's not a North sail, it's not 3D and it's not thermo-moulded. Contact your North Sails representative today to learn how North **3DL**® laminate or **3Di**™ composite foil sails will add a new dimension to your performance.

To learn more about the 3D advantage, view the new 3DL and North Design Suite videos at www.northsails.com

ABOVE: TP52 *Decision* at 2011 Key West Race Week flying 3DL 860 jib and 3Di 1080 composite foil mainsail. Sharon Green photo

Better by Design

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Melbourne 03 9534 0363
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office@au.northsails.com
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New Zealand

Auckland +64-9-359-5999
sales@nz.northsails.com
www.nz.northsails.com



claim to achieve. It's a whole new process for making sails developed exclusively by North, with the spread filament tapes formed into ultra thin layers, coated with an adhesive and added to a backer. The sail is then thermoformed over 3D moulds to bond the layers in the flying shape of the sail, and all without adding an external film layer. For those who have used them, 3Di sails have been described as being almost 'wing-like' in their rigidity, while being lighter and more robust than their laminated counterparts.

North will continue to support its 3DL radial laminate product range, but already the brand is comparing the jump to the next generation as similar to the move from cross cut to radial sails in the early 1990s. www.nz.northsails.com
www.au.northsails.com

UK HALSEY

For decades one sailmaker has claimed exclusive bragging rights as virtually the sole supplier to yachting's most high profile race, the America's Cup. But for the 34th Cup there's another name in the running, with UK Halsey signed up to deliver its top-end MatriX Titanium sails for the China team. Closer to home, MatriX Titanium sails have already been tested in local races including last year's Rolex Sydney Hobart with the Marten 49 *Optimus Prime*.

MatriX Titanium laminate sailcloth is the result of a five-year development program undertaken in the south of France, and represent a

refinement of the original load path sails introduced by UK sailmakers more than 25 years ago – often referred to as 'tape drive' sails. The whole concept with MatriX Titanium sails is to make a truly one-piece sail, where all yarns run continuously from corner to corner and no seams threaten to rip apart. UK Halsey also backs its thermo lamination process and offers a two-year warranty against delamination for all its MatriX Titanium products.

For a more affordable and durable option, UK Halsey still offers a range of tape drive sails. While laminated sails like the MatriX Titanium have yarns molded inside the sail for strength, tape drive sails have load path members forming a grid on the outside of the sailcloth. They provide a good halfway house between Dacron and laminate sails, with qualities including durability and a wide range of wind speeds. www.ukhalsey.com

ULLMAN SAILS

Ullman Sails likes to tell the story of the CYCA-based Beneteau First 40 *Paca* when spruiking the benefits of its FibrePath IT cross-cut sailcloth. *Paca* won her division in the Rolex Sydney Hobart 2010 using what many would consider 'old sails' – a medium headsail and a #4 which had already seen service in two seasons of the club's Blue Water Pointscore, plenty of twilight races and the 2009 Hobart. When they were brought back in for a check and a re-cut if necessary, Ullman's Bruce Hollis and *Paca*'s

owner were both delighted to find the sails were in perfectly good condition, a point demonstrated by *Paca*'s performance in the Hobart last year.

Whether you buy into the story of dismiss it as marketing hype, it underlines a key point for racing sailors – sails which resist stretching not only win races but reduce the cost of campaigning. Ullman's FibrePath IT (internal taffeta) is pegged as its high-performance, stretch-resistant sailcloth, and it all has to do with the internal taffeta layer. FibrePath IT sails are essentially a standard membrane with a layer of woven taffeta (40 to 70 grams) sandwiched between the mylar films. As sails get used, the clear mylar films are especially susceptible to stretching at the 'windows' – the clear section of mylar between the yarns. However, with taffeta stretch is reduced for a relatively minor weight penalty. While the taffeta adds around 20 per cent more weight than Ullman's GP film-to-film sails, they have also been tested and shown to last up to twice as long. So for club racers working on a budget, FibrePath IT sails meet in the middle of the performance and price equation. Ullman is testing lighter and more flexible taffeta options for light to medium headsails. www.ullmansails.com.au

Give us a clew

Busting some sailcloth jargon.

Warp The length-wise strands which give tension to a sailcloth fabric

Yam The strands woven over and under the warp

Dacron Although technically a trademark of DuPont, the name has become widely associated with all types of woven polyester sails

Cross cut Sails made of panels cut together, usually joined by a straight seam running from leach to luff

Radial Sails made of panels cut in shapes running along load lines

Laminate Bonded sails made of film layers (usually mylar) and an internal fibre scrim for strength (carbon, spectra, kevlar etc)

Aspect ratio Sails are either tall and skinny (high aspect) or short and wide (low aspect). A high aspect sail is often defined as anything over 3:1 luff versus foot.

Mylar The clear film which bonds laminated sails

LEADING EDGE
Looking over the bow of *Paca*, a Beneteau First 40 kitted out with Ullman's high tech FibrePath sails.

Battens are the primary structure of a mainsail. They provide support of the sail's shape, improve overall durability by limiting the effects of flogging on fabric, and remove any limitation on size (roach area). Full-length battens, at least in the top sections of the sail, are now common. Traditionally, mainsails designed for serious offshore work limit the size of the roach (area outside the straight line between clew and head), in order to maximise durability. Hardcore, bluewater cruisers sometimes even go so far as to recommend eliminating battens entirely. They argue that battens and batten pockets are maintenance headaches, and sources of potential failure. Unfortunately, removing the battens has a huge impact on the shape life and size of the sail. Performance is affected dramatically. It is worth understanding the role of battens.

WHAT BATTENS DO

Battens are like the framework of a tent across which the material is pulled taut and smooth. They support the area outside the straight line between clew and head. Without battens this area would flap uncontrollably. Full-length battens, if they are stiff enough at the back end, and tapered toward the front, also help maintain shape. Acting as 'I' beams, they resist the forces on the sail which try to compress the leech in towards the luff when the sail is sheeted in. This preserves the open leech airfoil shape, and keeps the sail from becoming fuller and more semicircular, rounded leech), as the breeze and the loads increase. A flatter airfoil shape with a straight, open leech keeps the boat upright, and reduces weather helm. The more roach you need to support, the greater the compression, and the more important battens become. A batten running the entire width of the sail is most critical in the top sections of a mainsail, because here the roach represents the greatest percentage of the chord (straight line distance between leech and luff). In the lower sections of the sail, the roach is a smaller percentage of the cord, and the battens don't have as much work to do.

Full-length battens carry the compression loads all the way to the mast. If the battens are shorter, the loads are transferred to the material of the sail wherever they end. Over time, the fabric breaks down, and hinging develops.



STAYING IN SHAPE

THE TECHNICAL GURUS AT QUANTUM SAIL DESIGN GROUP PROVIDED THIS GUIDE TO CHOOSING THE RIGHT BATTEN LENGTHS FOR YOUR NEW SAILS, WHICH WILL HAVE A DRAMATIC IMPACT ON SAIL SHAPE AND PERFORMANCE.

Batten Types

The benefits of battens as structural elements cannot be fully realised unless proper battens are used. Battens need to be stiff enough for a given size sail to resist compression loads. They also need to be tapered. Tapered battens mimic the sail shape when compressed, and do a better job of maintaining airfoil shape. They also minimize hinging if the batten is not full length.

Cruising sails often come with "pull-truded" battens. Solid pull-truded glass battens are cheap, tough and virtually indestructible, but usually lack the necessary stiffness and are not tapered. Battens manufactured by companies like RBS and Bluestreak battens use a unique process to produce a stiff, tapered solid glass batten that works well in serious cruising sails. The battens are solid (not cored), and are machined to achieve the desired stiffness and taper.

There are various flat, foam cored laminated tapered battens (Bainbridge Aquabatten, RAT, etc.), which work well on smaller boats (under 40'). They are not as rugged as solid glass, but are usually lighter.

On larger boats with full-length battens, it often becomes necessary to use hollow or solid round battens. The high compression loads make stiffness the most important issue, and it becomes difficult without making the batten very large to achieve the necessary rigidity with a flat batten. A round shape provides stiffness without increasing size. Round battens are very hard to break. No matter what battens are used, carrying a spare on board (equal in length to the longest batten) is recommended for longer passages.

The bottom line is that the more full-length battens, or framework, is used, the more durable the sail will be, and the better it will hold its shape in a breeze. The more structure, the less it will flog, and the quieter when luffing, (as when taking a reef). Reduced flogging will preserve the resin that holds woven materials together and makes them stretch resistant. At a minimum, full-length battens should be used in the top sections of the mainsail.

FULL LENGTH BATTENS

The downside to full-length battens is the compression they transfer to the luff hardware. The battens force the luff of the sail into the back of the mast. The sail slides that attach the sail to the mast are loaded up, creating friction, and causing them to twist and toggle in the groove. In worst case scenarios, slides can become locked up, and prevent the sail from being raised and lowered. It may be possible to raise or lower only if the boat is perfectly head to wind. Offshore, this creates a problem when trying to reef or drop the mainsail completely when reaching and running. At a minimum, batten compression causes chafe and wear at the inboard end where the batten presses against the mast.

Finally, when eased to sail off the wind, the battens will want to poke past the mast, creating a "V" shaped wrinkle. Each of these problems is magnified as the sail gets bigger. The type of slide used has an impact on how well the sail goes up and down. Flat slides, (the most common type on newer boats), are best. They cannot get twisted out of line. Round slugs are the worst because the twisting forces will often cause them to lock up in the groove, particularly if they are smaller in diameter. External "claw type" bronze or nickel-plated steel slides (found on older masts) are a problem too, due to the inherent friction of the claw arrangement, and the joints between the sections of track.

If some or all full-length battens are used, the question of how the sail will be attached to the mast must be addressed. This includes the headboard, which is often the chief source of difficulty.

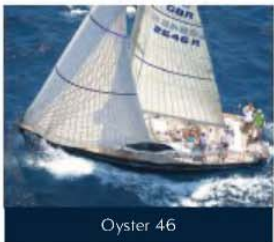
Over the past 20 years a number of alternatives have been developed. While no one is perfect for every application, with a little planning you can choose the method that does the job and fits the budget. ↓

QUANTUM
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YOU CAN'T ALWAYS MEASURE SUCCESS,
BUT IF YOU INSIST, OYSTER YACHTS
RANGE BETWEEN 46 AND 125 FEET.



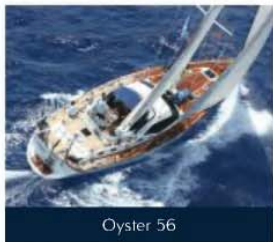
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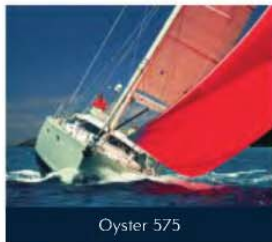
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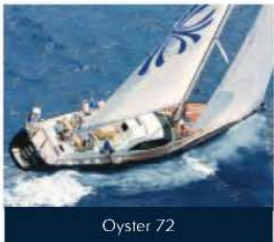
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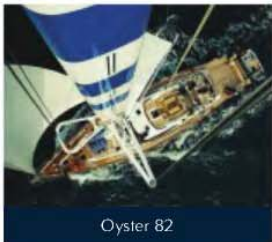
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Oyster 655



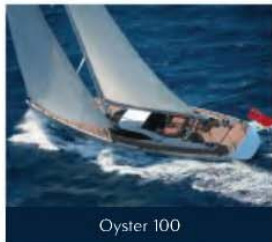
Oyster 72



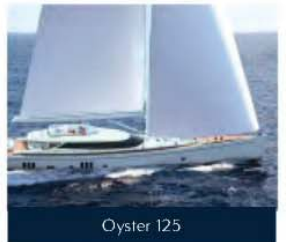
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You could say that success follows us. Not surprising when you consider Oyster have pioneered the building of world class cruising yachts for nearly 40 years. The result is a range of beautifully handcrafted yachts, recognised throughout the sailing world for unrivalled performance, safety and quality. Of course, choosing an Oyster is where the adventure really begins, and the perfect opportunity to get the measure of our renowned service and after sales care.

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www.oystermarine.com

OYSTER

Cruising in comfort means different things to different people, and many sailors are looking for a fast passage-making boat that can whisk them away to their favourite weekend anchorage. For these sailors, for whom the journey is as important as the destination, performance cruisers such as the stylish X-65 and Swan 66 may be of interest, albeit at the premium end of the market.

For others, perhaps who've seen the light and departed the gas guzzling world of motorboats, transition boats such as the statuesque Moody 62, the quality Australian-made Buizen 52 and new Beneteau Sense 50 will be real eye openers. These modern deck saloons boast apartment-like onboard living along with slippery hulls that allow a good turn of speed.

Versatility is something many look for in yacht, so you may want a boat that can perform when needed, take the family safely offshore and even be chartered out if required. The latest raft of mainstream production boats meet all these criteria and are well represented here by the just launched Hanse 495, the Jeanneau 57 and the Beneteau Oceanis 58. The latter two French boats are flagships of their respective companies' ranges and are really mini superyachts, yet without the premium price tags associated with customised builds.

For busy people, making the most of the time on board, be it with family or friends, is important so enjoying good levels of comfort is key. Comfortable onboard living can range from big ticket items such as powered sail handling, automated docking systems, good weather protection on deck and interiors that bristle with all manner of domestic appliances including washing machines, dishwashers, ice makers, espresso coffee machines and so on.

However the nature of a really comfortable sailing life also requires extensive on board systems, such as water makers to keep endless hot showers and dishwashers going, mast furling mainsails, electric winches, generators and many other add-ons, which means the sailaway price can soar to six figures upwards for a complete escape capsule.

Living space obviously increases with the waterline length, but clever design such as deck saloon layouts and high topsides means a lot can

DREAM BOATS

WE SENT KEVIN GREEN OUT TO FIND THE BEST YACHTS THAT MONEY CAN BUY. HE COMPILED THIS REPORT ON THE TOP 10 LUXURY CRUISERS.



be fitted into the modern cruiser. For instance in the 60-foot range, forepeak crew quarters are the norm but this area is also an ideal spot for teenagers to hang-out. Some boats have an optional office space available so that a little business or school homework can be done during downtime at that quiet coastal anchorage.

That word 'versatility' again crops up when accommodation is being considered, with yachts such as the well equipped Jeanneau 57 boasting movable room partitions and a myriad of layout options running up to five cabins. Ensuring a good night's rest can be done by optioning for sprung mattresses or using high tech memory foams such as Visco and Latex, laid on slatted boards and all set on queen sized island beds.

Saloons again can offer flexibility, ranging from pull down couch tables on the Jeanneau to near custom finishes and colouring, as on boats like the niche market Moody 62DS.

Entertainment options are also moving apace, often driven by third party suppliers such as Fusion who are developing independent cabin audio among other clever stuff. Home theatre options also abound and combined with satellite TV mini dome antennas, can kick off party time at the press of a button.

For the busy skipper user-friendly electronic control systems, such as CANbus touch-screen vessel systems, mean quick information checks on everything from bilge water ingress to centralised control of air conditioning as well as managing the all important generator set. Also, the use of energy efficient LED lighting with dimmers creates both light and atmosphere.

On deck, form and function can lead to interesting aesthetics. The premium boats such as the Swan 66 and the X-65 integrate running rigging below decks, thus leaving plenty of sunbathing space at anchor while also cleverly including large dinghy garages with enough room for water toys and even dive compressors.

Boat handling under power has enjoyed major strides forward recently with Joystick controlled docking systems, such as Dock&Go from Beneteau, and similar swivelling engine controls from the other production yards including Hanse and Jeanneau. These joystick operated systems are intuitive to use, as I found out recently when I easily manoeuvred a 50 footer without dramas, and will no doubt soon become commonplace.



In-mast furling, bimini hardtop tent, electric pop-up flat screen TV, powered companionway hatch and LED lighting.

BENETEAU OCEANIS 58

Beneteau's flagship yacht brings many innovative features into the large cruiser market, including a stylish mainsheet arch, new VW engine and masses of space, in an attractive and easy to manage package. The Oceanis 58 boasts the sort of option list you would expect of a superyacht, but the big French company has been able to build it to a competitive price. Berret Racoupeau have designed a high volume hull that maximises deck space, using novel ideas such as a large sugar scoop transom rather than the dinghy garages used by competitors, and the interior design flair of Nauta Design makes clever use of below deck space – even a crew of 10 won't feel a crowd.

Entering the saloon through the plexiglass curved hatch cover reveals a vast interior with U-shaped portside galley and navigation area to starboard, adjoining a dinette area that can sit 10. Good features here include a bench seat that doubles as a coffee table and the portside lounge with an armrest-cum-table. Natural light floods in from two large sunroofs. Galley features include a flexihose tap and dishwasher slot as well as soft-touch closing cupboards. Refrigeration space is good with a full size 110-litre front opening unit, freezer and 100-litre ice box; all on 24-volt power. Cooker options could be better, with a only a three burner offered. Beneteau correctly describe the navigation table as a 'desk' due its large size and surrounding it is plenty of bulkhead space, housing a Raymarine C120 plotter and a brushed stainless control panel which could be a busy unit if options such as water maker, generator and air conditioner are fitted.

On deck, twin wheels dominate with all lines running to the cockpit and to the overhead mainsheet arch. Nice haves would include the powered headsail reefing and Harken electric winches all round.

www.vicsail.com and www.ensignbrokers.com.au

SPECIFICATIONS	Beneteau Oceanis 58
PRICE	\$811,000 (base boat)
LOA	18.24 m
BEAM	4.99 m
DRAFT	2.60 m
DISPLACEMENT	21,658 kg
ENGINE	Volkswagen 140 HP
SAIL AREA	89 m ² (main), / 97.50 m ² (genoa)



Separate showers, dinghy garage, easy operated sail plan, highly specified power systems and leather furnishings.

BUIZEN 52

Sydney-based Buizen are busy with the first of their new range that comprises the 52 and the 60 from this quality builder. First out of the Terrey Hills yard is the Buizen 52, which the company describes as a scaled down version of the Peter Lowe-designed 60, rather than an upgrade of their award winning 48 model.

Brothers' Eddy and Fritz Buizen have taken in the region of 10,000 man hours to produce these handbuilt bespoke boats, where everything is open to client choice including individual hull colours.

The 52 continues the Buizen 48's layout of a forward owner's stateroom with separate shower, toilet and vanity unit. At the stern the guest cabins also have ensembles. In the saloon the galley spreads across mid-ships to allow increased work surfaces and services. Quality finishes here include leather upholstered lounge settees and a 26" hydraulically raised plasma TV.

The cockpit is a well protected area while at sea, sheltered by Buizen's high deck saloon cabin top and tall combings. For entertaining on deck a large table folds out in front of the twin helms, which offer a clear walk through to the stern where a transom garage for dinghy storage is hydraulically operated and doubles as a swim platform.

While at anchor all the owner's power needs for the built-in state of the art entertainment system and white goods should be easily met thanks to a powerful 9.5kva Onan/Mase generator. Both 12V and 24V power run off the hefty 140amp alternator connected to a 160HP Yanmar turbo diesel.

Underway a 6kw Swing Thruster aids manoeuvring and a fully roller furled rig (Leisure Furl alloy boom with hydraulic furling system) should make sail handling a breeze, especially combined with the hydraulic Arco primary and secondary winches in the cockpit.

www.buizenyachts.com.au

SPECIFICATIONS	Buizen 52
PRICE	\$1,859,000
LOA	15.85 m
BEAM	4.76 m
DRAFT	2.2 m
DISPLACEMENT	18,465 kg
ENGINE	160 HP Yanmar turbo diesel
SAIL AREA	74.5m ² (main), 53.6m ² (jib)



Performance orientated with bowsprit, transom garage, multiple galley options and lead bulb keel option

DUFOUR 525

The flagship of the French Dufour fleet, the 525 GL is a well established performance cruiser that has won several accolades in recent years. Designed as a comfortable liveaboard, its retractable bowsprit and optional lead keel also give it decent performance potential.

An impressive total of eight different layouts are available, so buyers can choose to have three or four cabins, a forward crew cabin and three or four heads. Both linear and L-shaped galleys are also offered, as well as various other upgrades, making this almost a custom made cruiser. The Patrick Roseo-designed interior includes wooden dining chairs and unusual forward-facing windows.

The twin-spreader rig is deck-stepped with double backstays and inboard shrouds for clear decks. A removable inner forestay allows for a storm jib. The large 140 per cent Facnor roller genoa dominates the sailplan, with the relatively small mainsail controlled from the sheet track. Lazy jacks catch the mainsail and, conveniently, both sets of sheets run to Harken winches at the helms.

The fashionable styling of the hand laid hull means plenty of freeboard and an upright stem, allowing for maximum waterline. The standard keel has a cast-iron bulb, but for performance sailors a deep fin with lead bulb is available. The voluminous hull allows for a transom garage which takes a dinghy sideways, while the attached swim platform is motor operated.

www.dufour.com.au

SPECIFICATIONS	Dufour 525
PRICE	\$699,000
LOA	15.32 m
BEAM	4.90 m
DRAFT	2.35 m
DISPLACEMENT	16,200 kg
ENGINE	75 HP
SAIL AREA	128.3 m ²



Deep hull, elaborate stern transom/gangplank, large sailplan and vacuum infused build

ELAN 514

Leading the Slovenian builder's charge in the luxury cruising market, the Elan 514 comes with some interesting specifications and clever design ideas, plus a large sail plan to ensure this established Rob Humphreys design performs. Practical features also abound like pushpit corner seating and a wide table with the obligatory chart plotter.

Elan offers up to five layouts ranging from double fore and aft cabins to twin doubles in the stern with ensuite forward, and even an option for a small office; with further customisations possible. The classic looking 'semi deck saloon' area has a full-sized chart table and L-shaped galley with chairs in the dining section beside the collapsible meal table.

The three-spreader Selden fractional rig boasts one of the largest sailplans in this category and has an adjustable backstay with all controls going back to the twin helms, where two sets of Harkens control the sheets. The mainsheet track nestles on the teardrop shaped cabin top allowing for a gradual decline forward giving a clear bow area.

The deep hull allows a bilge and manufacture is by way of the pricey vacuum bagged infused process, intended to give a denser but lighter build. With more hull in the water, less keel is needed so the draft of the longish keel is reduced and there is, we believe, a lead keel option. Foldout transom steps, dinghy garage and a retractable gangplank complete a very well equipped cruiser.

www.navsail.com.au

SPECIFICATIONS	Elan 514
PRICE	\$700,000
LOA	16.10 m
BEAM	4.68 m
DRAFT	2.20 m
DISPLACEMENT	18,000 kg
ENGINE	75 HP
SAIL AREA	146.3 m ²



Spacious and highly optioned galley, separate shower units, self-tacking jib and Smart Mooring System.

HANSE 495

One of the newest yachts in this listing, the Hanse 495 launched at the Dusseldorf boat show and will premiere at the Sydney boat show in August. Hanse's signature Judel/Vrolijk styling continues on the 495, which also sees the debut of the Smart Mooring System. The yacht has a self-tacking headsail as standard and the double-ended cabin top mainsheet allows sail control from either side. A simple slab reefed mainsail folds down via lazy jacks.

Uncluttered decks make going forward to drop anchor easy and provide comfortable lounging space. Swim access is via a full-width transom door which also serves as a gangway in the marina. The 495 has a higher raised deck than previous boats, improving weather protection.

Keeping pace with its French competitors Hanse now has a designer interior, the layout overseen by Birgit Schnaase Interior Design SID. The starboard side galley is a fore and aft layout with an island bench, useful as a separate work surface and as a bracing point when at sea. Galley options include an espresso coffee maker, wine cooler, steam cooker, washing machine and dishwasher. A drawer fridge and two burner stove/oven are standard.

Accommodation options include an owner's cabin either forward or aft with ensembles in both and twin double cabins as well. The forward layout allows for separate shower compartment for added convenience.

The Hanse Smart Mooring System moves the yacht under motor power in all directions. It works with a retractable bow and stern thruster system from Max Power, operated by a joystick.

Importer Windcraft are running a special introductory offer of \$70,000 worth of extras (Cruising Pack, Navigation Pack and Comfort) included in the standard price for the first 10 boats sold.

www.windcraft.com.au

SPECIFICATIONS	Hanse 495
PRICE	\$489,000
LOA	15.40 m
BEAM	4.75 m
DRAFT	2.38/1.98 m
DISPLACEMENT	14,000kg
ENGINE	72 HP
SAIL AREA	67.5 m ² (main) / 61.5 m ² (jib)



Movable accommodation partitions, extensive white goods options, separate crew quarters and powerful generator.

JEANNEAU 57

This flagship of the Jeanneau fleet has a powerful new VW engine as the base for a raft of lifestyle enhancements including high wattage generators, air conditioning and a full range of white goods, all in a sleek new Phillippe Briand designed hull.

The enclosed split level cockpit has easy entry via the stepped transom and swim platform, which opens into the dinghy garage. The cockpit is dominated by a wide teak table housing a fridge/icemaker, and is protected by high combings and cabin top and dodger with bimini. All lines are hidden under gutters, and automation systems include a quick anchor control, electric Harken 70.2 winches, twin bow rollers and a substantial vertical windlass.

Layout options run to five cabins with movable partitions. One layout has the owner's suite in the stern, a large double with movable partition up forward and a double V-berth as well – the latter comes standard as a separate sail locker. An inviting main saloon is clad in warm dwarkish teak laminates with Moabi hardwood finishes on all surrounds.

Stylish features include the flip out port side couch table with underside wine rack, and the U-shape lounge area can accommodate free standing chairs on the laminated floor. Galley facilities look good, with Jeanneau offering a 230v Electrolux dishwasher, microwave, double sinks and even a small 5kg washing machine and tankage limitations are thing of the past with the fitting of an optional water maker. A three burner stove/oven is surrounded by plenty of storage and work surfaces with soft close drawers and flip-up bins. Opposite, on starboard, the navigation area is forward facing and includes an extensive switchboard and analogue readouts giving the skipper information on key systems such as batteries, fuel and water.

www.jeanneauaustralia.com

www.jeanneanewzealand.co.nz

SPECIFICATIONS	Jeanneau 57
PRICE	\$796,000
LOA	17.78 m
BEAM	5.00 m
DRAFT	2.50 m
DISPLACEMENT	20,600 kg
ENGINE	Volkswagen Marine TDI 140-5 140 HP
SAIL AREA	75 m ² (main) / 88 m ² (genoa)



Sheltered cockpit and walk-in saloon, user friendly sail handling, dinghy garage and extensive sleeping options.

MOODY 62DS

The walkthrough cockpit-saloon is the outstanding feature on these DS models, with sliding doors and large windows allowing the adjacent galley to disgorge its goodies to the lounging cockpit crew. Clever features in the cockpit include a ladder accessed workshop-cum-locker, electric sliding roof and large cockpit table with room for an optional fridge. The sunken self-draining cockpit area separates the stern navigation station with their twin helms and flip-down swim platform, which reveals the dinghy garage with enough space to house other water toys such as compressors for sub-aqua gear. Built into the inside of the hull is a foldout gangway option that can be power operated.

The raised mahogany finished deckhouse offers sea views from the wrap around lounge seating, and the dining table includes a slide-out wine rack. Clever design features include a pop-up bulkhead for the charter plotter and in true DS style, steering can be managed from inside via the autopilot. Other smarts include a CANbus system that controls all systems via a touch screen.

Accommodation layouts are varied with a total of four double cabins in three different layouts. The forward owner's ensuite area can have three variations and includes a separate shower stall. Quality touches include Visco memory foam mattresses.

On the water, electric winches, in-mast furling mainsail and twin backstay all make for easy sailing. Add to this the optional fore and aft retractable VIP 150 thrusters, which should make the 62DS a manageable boat.

The deck is another comfy area with child-friendly high bulwarks and wide decks. Below the water, to stiffen the rig, a lead and cast iron keel combination again shows a seaworthy approach and the epoxy hull comes from the Hanse's proven technology base.

www.windcraft.com.au

SPECIFICATIONS	Moody 62
PRICE	\$1,950,000
LOA	19.30 m
BEAM	5.25 m
DRAFT	2.95 m
DISPLACEMENT	30,000 kg
ENGINE	Volvo 150 HP
SAIL AREA	109.3 m ² (main), 80.7 m ² (jib)



Sumptuous fitout throughout, dinghy garage for water toys, fast passage making ability, sprung mattresses and high tech control systems.

NAUTORS SWAN 66S

Designed by German Frers as a performance cruiser the Swan 66 is available in Flush Deck (FD) and Semi-raised saloon (S) versions. The more race orientated 66FD is laid out with twin cockpits, so that the crew can pull the strings from the dual helms while up forward the family can lounge.

The 66 boasts a very high build standard with carbon reinforced bulkheads throughout and a lead keel designed for fast passage-making. The large dinghy garage has space for plenty of water toys.

The Swan has 24DC power systems, air conditioning and even sprung mattresses as standard along with folding anchor systems, a retractable capstan and remote controlled electrical transom. Hand-laid teak decking with all lines underneath in integrated guttering is another trade mark Swan design. Aloft, a full carbon rig with Park Avenue boom ensures that aspiring club racers have all they need from the start.

Down below, carefully matched teak grain finishes, with unique samples for each boat built kept on file at the yard, gives an exceptional quality finish throughout the saloon. The entire area is soundproofed to a level of 20db(A). Accommodation layout on the S model has the owner's ensuite cabin aft with three smaller cabins forward including crew quarters or a den for the teenage members of the family.

Other standard gear for comfortable living includes a water maker and a powerful 11.9kva Fischer Panda generator to power all the white good appliances you can imagine with fittings in for them already in place. Swan uses the latest CANbus technology and ECU (electronic control units) with touch screen controls at the expansive navigation table to control and quickly error check systems.

www.australia-nautorswan.com

SPECIFICATIONS	Swan 66S
PRICE	Euro 3,600,000 (S model), Euro 3,450,000 (FD model) ex tax
LOA	20.12 m
BEAM	5.39 m
DRAFT	3.2 m
DISPLACEMENT	30,000 kg
ENGINE	Steyr 163 HP 120 kW
SAIL AREA	121.6 m ² (main), 95.4 m ² (jib)



Seascape windows in the saloon bulkhead for 'superyacht' style, high performance hull, contemporary interior and loads of space

OYSTER 625

Oyster Marine is renowned for producing some of the world's most luxurious cruising yachts and recently launched their latest mid-range cruiser. The much-anticipated first sail of the new Oyster 625 took place during April on a fresh spring day on the UK's River Orwell with key members of the 625 project team on board including designer Rob Humphreys.

Rob commented: "With a wind gusting up to 22 knots, and with the typical shiftiness of most offshore breezes, it was gratifying to feel that even when pressed with more sail than was needed for efficient sailing the lee rail was far from getting wet. The Oyster 625 has about one metre more rig height than her predecessor, the 62, and clearly her lower slung and slightly heavier ballast keel was having good effect, combining with the increased form stability of her powerful afterbody to make the boat feel a lot bigger than the 62."

A fresh look at interior styling and detailing has given the accommodation a clean, contemporary feel with new headlining, joinery, upholstery design, shower rooms and hardware. The main living areas in the yacht feature two spacious guest cabins, each with its own head and shower, a spacious aft owners suite and a fourth cabin that can be configured as a workshop, guest cabin or a children's cabin with access from the master. The main cabin is full beam and features a hidden access ladder to the overhead hatch, giving owners private access to the aft deck.

With an overall length of just under 19.4m (63.5ft) including pulpit, the Oyster 625 supports options of a cutter rig, double headsail and in-mast furling.

A real 'wow' factor of the 625 is provided by triple 'seascape' windows to the saloon bulkheads, which fill the saloon with light and give a stunning view over the water while seated below - a truly superyacht styling feature.

www.oystermarine.com

SPECIFICATIONS	Oyster 625
PRICE	POA
LOA	9.37 m (63' 7")
BEAM	5.44 m
DRAFT	2.80 m
DISPLACEMENT	33,500 kgs
ENGINE	Volvo D4-180 132kW (180 HP)
SAIL AREA	234.62 m ²



Full powered winch setup, separate cockpit lounging area, dinghy garage with dual use, highly customised finish available.

X-YACHTS X-65

Aesthetics are a major part of the sleek performance orientated X-65, from its elongated Niels Jeppesen designed hull with its smooth frameless windows to the low profile cabin and uncluttered decks. The flush decks offer plenty of sunbathing space and an elongated cockpit with all sailing controls is neatly separated aft. An automated spray hood system protects the forward cockpit, while the stern cockpit has a powered Harken winch and four other electric ones (all winches have manual mode as well). Behind the twin carbon steering wheels the open transom contains a roomy dinghy garage with the area offset to allow both dinghy and other water toys to live together.

The fractional three spreader rig has a carbon boom with in-mast furling and genoa, with a self-tacking jib also available. The hydraulic backstay, forestay and vang and internal mast jack allow quick tuning of the rod rigging.

Below decks the finish is teak satin with horizontal grained wood bulkheads. On starboard side is a wrap-around lounge and dinette with island bench, and opposite, a linear lounge adjoins the rear navigation area. The forward bulkhead can house a flat screen television and quality touches include ventilated lockers with fiddles. The LED lights have dimmers and the numerous skylights provide natural light at anchor. The galley has real Corian worksurfaces with large overhead lockers, chest fridge and a four burner Force 10 stove/oven. A full range of white goods are supported including a washing machine.

The owner's cabin can be put either at the stern or forward and has a separate shower and large island bed with settee and vanity table alongside. Latex or sprung mattresses are available. Each cabin has an ensuite with separate shower and owners are invited to customise many aspects of this quality cruiser racer, including layout.

www.x-yachts.net.au

SPECIFICATIONS	X-65
PRICE	POA
LOA	20.01 m
BEAM	5.36 m
DRAFT	3.40 m
DISPLACEMENT	27,700 kg
ENGINE	130 HP
SAIL AREA	117.6 m ² (main), 111.8 m ² (genoa), 97.3 m ² (jib)



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Nearly every yachting can tell you a horror story of an overseas sailing charter that has gone horribly pear shaped. A minefield of potential obstacles awaits the unwary sailor who books a bare boat holiday in a foreign port: foul weather, language barriers, corrupt officials, inadequate charts, visa issues, poorly maintained boats; any or all of these can turn a dream holiday into an unpleasant and very costly nightmare.

No one knows this better than Trevor and Maggie Joyce, whose experiences running a travel agency and booking charter holidays in Europe for Australian yachting gave them the idea for their own company,

the more competitive the charter industry became, the more operators conspired to disguise the true cost of their products.

"A lot of the extra charges were not apparent up front," says Trevor. "So the customer got a shock once costs like airport transfers, hotels, administration and insurance were added up."

Trevor and Maggie put their heads together to find a solution, and what they came up with became the business model for Mariner Boating Holidays.

"We decided to take the product from the operator, add value to it and present it differently to the customer," explained Trevor. "So instead of offering the client a boat

CHARTER WITH THE LOT

JADED BY OVERSEAS SAILING HOLIDAYS MARRED BY HIDDEN COSTS, SHABBY BOATS AND UNRELIABLE OPERATORS, AUSTRALIAN DUO TREVOR AND MAGGIE JOYCE SET UP THEIR OWN COMPANY TO PROVIDE A UNIQUE ALL-IN-ONE CHARTER SOLUTION FOR GLOBETROTTERING YACHTIES. SAM TINSON BOOKS A BARE BOAT CHARTER WITH A DIFFERENCE.

Mariner Boating Holidays. Now well-established and running all-inclusive charters and yacht rallies in exotic locations from Tahiti to the Aegean, the Joyces divide their time between office and ocean, organising charters with no nasty surprises and where nothing – from the shopping list to the shipping forecast – is left to chance.

"We owned a boat in Athens in the 1980s and we returned to Australia with the cruising bug, so we started out in business as a broker for people like us who wanted to sail overseas," says Trevor. "But we didn't have control over the product; we'd take the client's money and give it to some operator on the other side of the world who didn't really care about the service they provided, and the next thing you know you're getting a phone call at 3am from a customer who's stuck in port with a busted alternator."

There were other problems too. Third party operators began poaching client details from the Joyce's database, then offering the customers incentives if they booked direct. And

and then hitting them with all the extra charges, we offer them an entire holiday with everything included and costs per person. You know exactly what you're getting for your money."

The combination of transparency, convenience and overall value for money was just what the charter market was crying out for, and today overseas bare boat charters – usually in the form of all-inclusive sailing rallies with several boats per fleet – remain Mariner Boating's core business. The fleets are small compared to those run by other operators (with perhaps a dozen or so boats rather than 30, 50 or more) and charters are always one-way; with no need to return the yacht back to the home port clients get to see twice as much of their destination.

"Often on bare boat charters customers suddenly realise they have to be back at the port tomorrow and they're 60 miles away, and they have a mad rush," says Trevor. "We structure a point-to-point itinerary so everyone knows where they need

KINGS OF THE CASTLE
Mariner Boating's Bonifacio Rally takes in the scenic coastlines of Sardinia and Corsica, with the medieval fort of Bonifacio a highlight.



Get ready to rally

Mariner Boating's yachts vary according to destination and include models in the 38 to 53-foot range from Jeanneau, Hanse and Beneteau. Catana and Robertson Caine catamarans are available in the Thailand, Tahiti and Caribbean rallies.

A fortnight aboard a 45-footer with six people costs \$5450 per person, including three hotel nights, hotel and airport transfers, local taxes, post-race dinners, berthing and 24-hour technical support.

MAGGIE JOYCE



to be at the end of each day's sailing. It makes things simpler, and people say it takes away all the arguments on the boat about schedules."

The Joyces have cruised extensively in all the destinations they market and make it their business to attend each rally, taking care of passports, paperwork, shoreside accommodation (each rally starts and ends with a night in a five star hotel) and generally ensuring their clients' holidays are kept hassle-free. Accompanying them aboard the committee boat on every trip will be a technician, local to the area and on hand to fix any glitches or breakages that might arise on the yachts.

"Aussies are very fussy about their boats," points out Maggie. "They're used to a high standard and they hate boats that haven't been well maintained. If you give them a charter yacht that's not up to scratch, they'll just get on board and start fixing things."

With small fleets and strong relationships with their operators developed over many years, the Joyce's are able to select the best yachts for their charter fleets.

They also have a reliable network shoreside, providing back-up if something does go wrong.

"In the charter scene it can be very difficult to get technical service for a boat, because the owners have to approve the expenditure. But when we have the technician right there, it just gets fixed," says Trevor. "We've had torn sails, and a guy came with a van to meet us in a bay," recalls Maggie. "They changed the sail and our client was sailing again within three hours. So the joy for the customer is they don't have to worry about anything."

Major fixes such as torn sails are not a frequent occurrence on Mariner Boating charters, where the emphasis is on fun and relaxation rather than outright racing. Each rally is planned to take advantage of the best sailing conditions at each destination, and if an unforecast storm does blow up there's enough space in the itinerary for the fleet to wait it out.

"If the wind is over 25 knots we don't race," says Maggie. "In one rally last year we had 67 knots. That wasn't a very relaxing afternoon, but we just headed straight for port, hunkered down and waited for it to pass."

While the Joyces do their best to keep serious sailing contests to a minimum, yachties will be yachties and inevitably some competition arises once the fleet is underway.

"Two boats going in the same direction in the same place will always race," laughs Trevor. "We have pointscores and prizes and a handicapping system, but it's all in a relaxed manner; we don't have spinnakers, for example."

With a group dinner on shore after each day's sailing ("we all get together and tell lies," says Maggie) there is plenty of opportunity for people to get together and socialise. Frequently crews will know each other from yacht clubs back home (which make up a large portion of the Joyce's client database), and with many customers booking with Mariner Boating year after year – over 70 per cent are repeat referrals – there are often familiar faces.

"We have some clients who have joined us every year for 13 years," says Trevor. "We've stuck with the same operators too, and many of them we consider good friends. It's like introducing people to family, and of

RACE & RELAX
When every other day is a lay day, racing never gets too strenuous and there's plenty of time to take in the scenery. Clockwise from top: Racing past Fort Bonifacio; ancient Turkey; Trevor and Maggie in the Corinth Canal.

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course when that person is the owner of a local restaurant or something, the client benefits from that experience."

A bit of local knowledge goes a long way on the administrative side too, particularly when borders are crossed multiple times on a rally and having your documents in order can mean the difference between a day's sailing and a night in a foreign jail.

"The Greeks and Turks have serious issues with illegal immigration [in the Aegean] so they watch border crossings like a hawk," warns Trevor. "I certainly wouldn't recommend trying to take care of the paperwork yourself. It's a can of worms, you can end up in jail just for not having the right signature on your papers. So our clients just hand us their passports and we return them later all stamped and ready to go."

While the Aegean rally, with its combination of Mediterranean climate, Turkish bazaars and postcard-pretty Greek islands, is a popular choice with yachties from Down Under, the top destination on the Joyce's list is currently Croatia's Adriatic Coast. Word of that region's great sailing, stunning scenery,

medieval walled cities and delicious local cuisine – plus some idyllic post-race party venues – has spread quickly amongst Southern Hemisphere sailors, and after ironing out some early issues with boat standards the Joyce's now offer a fleet of immaculate Beneateau First 45s to clients seeking a bit of cruiser-racer action in the Med. Unsurprisingly, bookings for 2011 are already sold out.

"The kickback for us is that we get to sail in all these great places," says Trevor. "The Adriatic, Thailand, Caribbean, Tahiti, Aegean, the Amalfi Coast, the French Riviera and the Lyceum Coast of Turkey – pretty much anywhere where you're going to want to sail, we go there. It's a lifestyle job."

The Joyces clearly enjoy their work, and what's good for them is also good for the charter sector; hopefully the example they've set will encourage other overseas charter operators to raise the bar. Until then, yachties who want a worldwide sailing experience without the risk of ending up the subject of a holiday horror story know who to call. ↓

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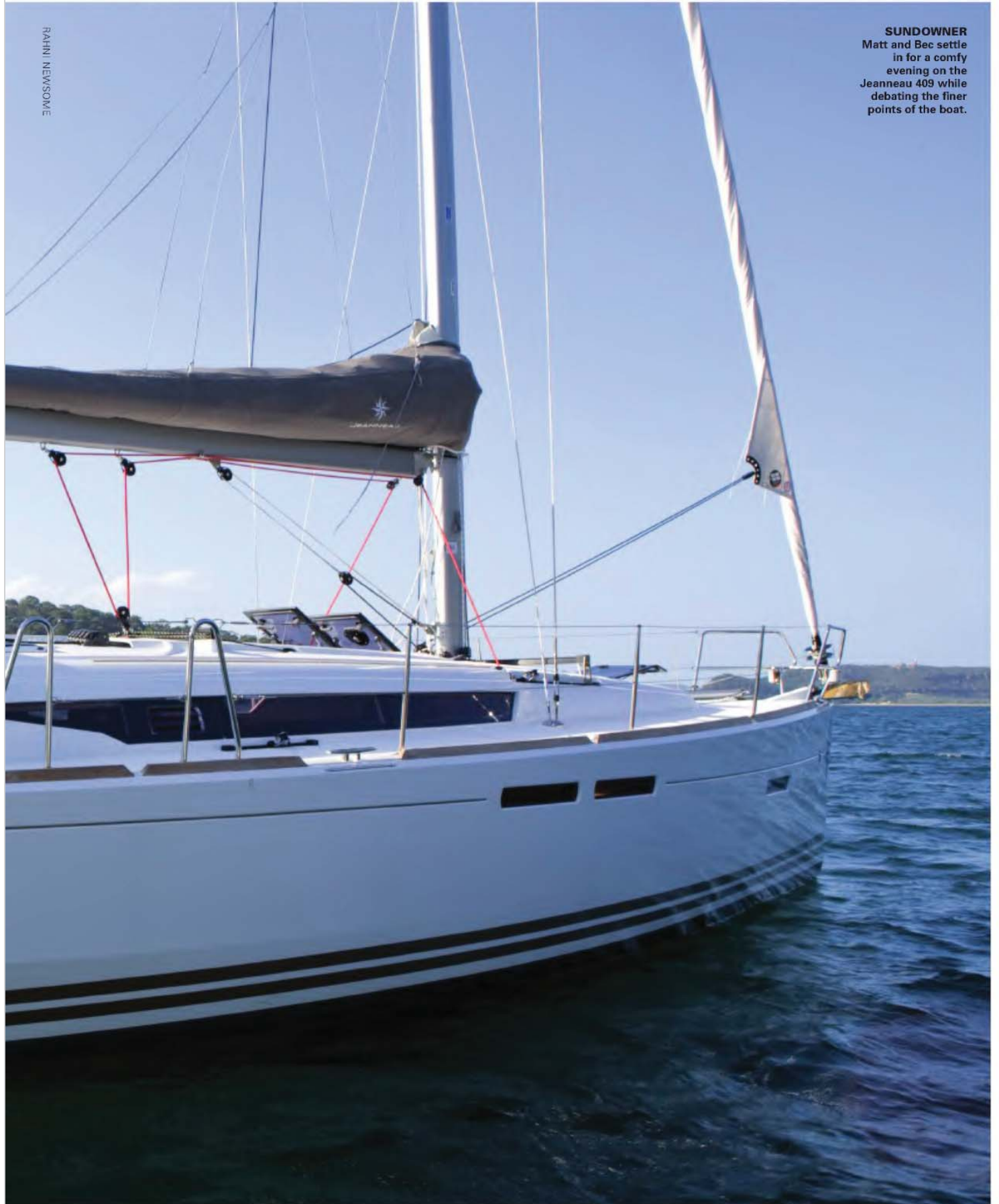
He said, she said

WITH SO MANY CRUISING YACHT PURCHASES MADE JOINTLY BETWEEN HUSBAND AND WIFE, **MATTHEW HENRY** AND HIS BETTER HALF **REBECCA** GOT ONBOARD THE NEW JEANNEAU SUN ODYSSEY 409 CRUISER FOR AN OVERNIGHTER TO SEE HOW IT MEASURES UP FOR A CRUISING COUPLE.



RAHNI NEWSOM/E

SUNDOWNER
Matt and Bec settle
in for a comfy
evening on the
Jeanneau 409 while
debating the finer
points of the boat.



It takes something special to stand out in the 40-foot cruiser market. With every boat builder worth their salt fielding an entrant in this popular segment, the competition is positively cut-throat. With the new 409, Jeanneau has produced a yacht which should cause many to stand up and take notice, and it has nothing to do with dazzling technical specifications and everything to do with family-friendly features. In many ways, it's the secret to success in this segment.

From the pen of well regarded yacht designer Phillippe Briand, the 409 is built on a modern hull with a hard chine, topped with a cabin boasting an attractive blend of curves and angles in the typical style you would expect of the French marque. But the major update over previous Jeanneaus in this segment are found above deck. It's in this domain that

the French brand has made its most significant leaps forward with this boat. Featuring flush hatches and a minimalist approach to deck fittings, it's an attractive space, but the really radical updates have come in the form of ease-of-use improvements. With the optional self-tacking jib, mainsheet winches within easy reach of the helm, main in lazyjacks and a cabintop electric winch, this boat has been built from the ground up to be family friendly.

We could harp on about the specs sheet: that it's decked out with a suite of quality Harken winches, has jib cars supporting a 105% or up to 140% genoa for club racing and a sail drive engine instead of a typical shaft drive arrangement. But for many buyers in this segment, the technical aspects of rig and gear come a close second to the all important question: will my family want to come sailing on

this boat? There's not much point owning a family cruiser and having to sail it solo - or worse, having to sell it because there's no enthusiasm among the 'crew' for weekend outings. Forty-foot cruisers need to be easy to sail short-handed, comfortable to spend time aboard, easy to cook in and use for entertainment, and, in an increasingly time-poor society, fast to set up and sail. It's a fact that while many men make the decision to buy the boat, it's the wife and family who often determine whether it stays. With this in mind, to see whether Jeanneau has managed to tick all these boxes, Matt Henry, an experienced sailor, and his better half Bec (new to sailing) took the boat out on Sydney's Pittwater for a weekend. Sailing the boat for an afternoon in light airs of 8 to 9 knots and then enjoying an overnight stay, which involved cooking onboard, it was a



Matt's top three

1. Great looking yacht
2. Really easy to sail
3. Wife seems happy!

EASY DOES IT
With a self-tacking headsail, lazy jacks on the main and the winch within easy reach of the skipper, all that's left to do once you are sailing is enjoy it.

much more thorough boat test than your typical afternoon spin around the harbour. What follows is a typical dinner table conversation many couples would have after their own boat test – a ‘he said, she said’.

He: So Bec, for Jeanneau to win over the blokes we all know they’ve got to first win over the ladies. What did you think?

She: This was my first time sailing and I was pretty nervous to take the wheel, but I was surprised at how easy it actually was to sail. The self-tacking system meant that we could enjoy it together without me having to trim the sheets or be left to steer the boat on my own while you do it.

He: Yes, for around \$500 extra that self-tacking headsail is a no brainer for couples. Sailing the boat is a one-person job once the sails are set and there’s very little exertion involved.

She: For me it’s more fun being able to relax together rather than have to man the winch every time we want to turn. It was really relaxing, just what I hoped sailing would be like.

He: The cockpit felt well designed, very ergonomic. You can sense the quality of the hull design in light airs, and even with the smaller self-tacking jib it felt responsive. The twin leather helms are a nice touch and the instruments are easy to see and simple to use. I thought there was plenty of room to move around in the cockpit too and that centre table is just a gem – I



love the way it clicks so solidly into position.

She: The drinks holders and ice bucket are convenient too (in case you feel inclined to open some bubbly one evening, hint hint). Some nice cushions on the seats would have brightened things up.

He: What about the bathroom? I know they are always tight on sailing yachts of this size and this one was certainly no exception. I had to actually step into the shower before I could close the door behind me. Not great, especially in the morning when the shower is wet.

She: I think the door needed to open outwards. And I didn’t like the toilet roll being hidden away in a cupboard.

He: Well it was probably designed by a bloke!

She: Yeah well, I’m sure it’s fine for guys, but it was awkward as the door it was behind opens into your legs when you’re sitting down. But it could easily be repositioned.

He: Overall I thought the bathroom was actually really pleasant, with heaps of light from those big hull windows. As for the shower, it was pretty roomy once inside and the little bench for putting your soap and toiletries on was handy.

She: There was heaps of cupboard space in there for towels and toiletries, above and below the sink. Overall the interior felt really spacious. Actually with just two of us it seemed almost a little big! You could have had two more couples comfortably for an overnight or long weekend somewhere. For cruising maybe two would be enough.

He: The kitchen was really good, with lots of bench space and



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a big chest fridge. Cooking dinner on the gimballed stove was easy, and all the fold-down wooden cabinets looked good and had plenty of storage for plates and utensils. I also really liked how the dining table can be folded in half to create more space or dropped down for an extra double bed.

She: Speaking of which, I did have a cheeky little lie down in one of the cabins at the back of the boat and they were really good size beds, not just for kids. I'd be quite happy to offer them as cabins to other adult couples.

He: I loved the massive forward cabin too, although in this particular boat the big empty space to starboard seemed a bit of a waste. The owners wanted it as storage space, but Jeanneau usually offer an ensuite or writing desk in that spot. To my mind two heads on a 40-footer isn't necessary, but if you were cruising

Thanks to Musto for providing clothing for this photo shoot. To order any of the Musto gear you see here, visit musto.com.au.

with a family I think it makes sense to order the ensuite.

She: I have to disagree, I like the idea of the little desk option – somewhere to sit down at a desk and use a computer if I needed to. Either way, the main bedroom was definitely big enough. I slept really well. The bed was just the right firmness and the blinds blacked out the morning sun really well, so we could sleep in!

He: The lighting inside was good too, at all times of day. A lot of sunlight comes into the cabin during daylight hours and at night the LED lighting was fantastic. Plus there are plenty of light switches so you can turn off lights in sections of the yacht you are not using to conserve power. The whole power management system is surprisingly user friendly.

She: Inside there were enough lighting options to set a nice atmosphere at night. Outside was

another story though...

He: Yes, the first thing I would do is install some LEDs for the cockpit.

She: I would also get the little tent thing for around the sitting area to make it a more versatile space.

He: You mean a bimini?

She: That's the one! We didn't really use the space at night but it would have been so nice to be snuggled up out on the deck during the evening.

He: Jeanneau does offer a bimini that can be zipped off in pieces. Speaking of outdoor space, it's a shame we didn't get to go for a swim in the morning too. That fold down swim platform is a nice design.

She: I was pretty happy with a warm shower in the morning. I was actually impressed that the water in the shower was still warm in the tanks from the night before. What about the yacht's design, did you like it?

He: To my eye it's got just the right



Bec's top three

1. Cabins were really roomy
2. Kitchen was easy to use
3. Beds were long enough (I'm 6'3")

INNER BEAUTY Light fills the cabin through the large windows and creates a pleasing ambience in the main saloon. The panel work shows plenty of attention to detail and the galley in particular is a gem – simple and functional. Top right opposite page: the three layout options on offer include a two-cabin version and the choice of a desk or ensuite in the forward cabin.

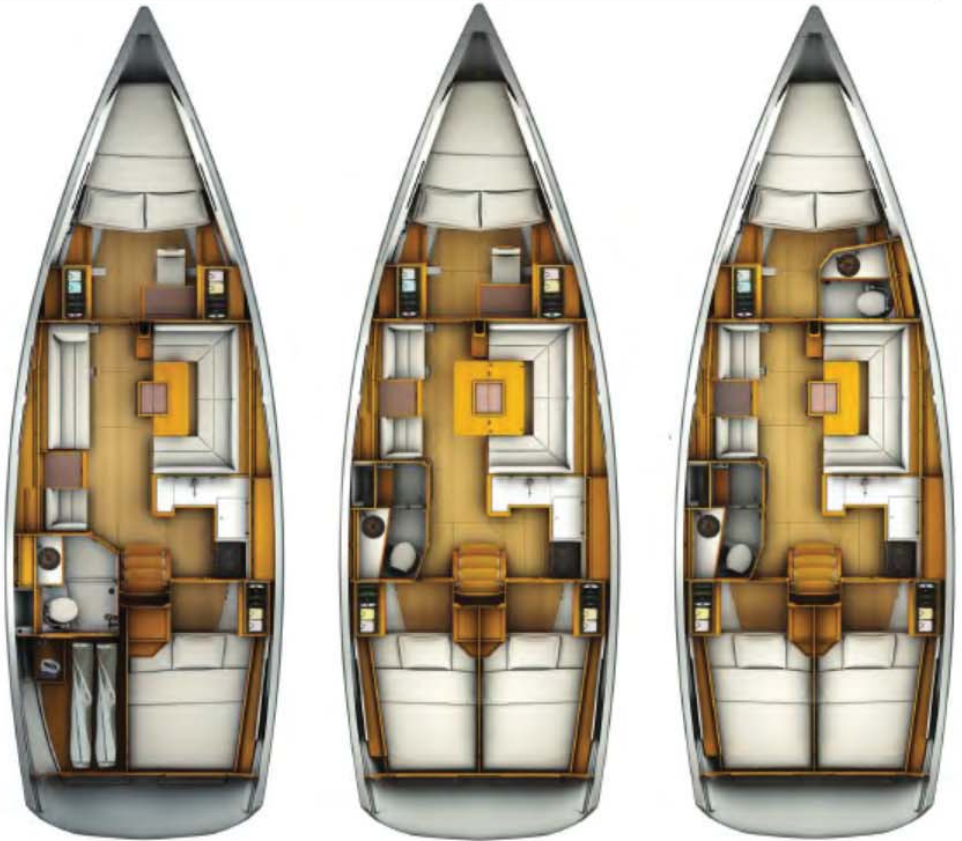
blend of angles and curves to be stylish but not overwrought. It's got that distinctive Jeanneau look, which I have always liked. It's a cool boat. So after touching back down on the dock, how did you feel?

She: I left feeling like I would be more than happy to do that more often. It would be easy to grab a bag of groceries and a change of clothes and go out pretty regularly, even just for the arvo.

He: A lot of boats are sold because the husband wants to steer his toy but the wife loses interest. I think judging by the fun we had on this boat it would be fair to say neither of these things seem to apply. This boat would definitely make our shortlist. ⚓

www.jeanneauaustralia.com

LOA	12.34 m / 40'
BEAM	4 m / 13'
DISPLACEMENT	7450 kg (light)
DRAFT	1.55 m
FUEL CAPACITY	200 litres
WATER CAPACITY	530 litres
CABINS	2-3
SAIL SURFACE	78.9 m ²
ENGINE	Yanmar 40hp Saildrive
PRICE	\$259,087 (base price)



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Having recently raced aboard the new M34, at Sail Port Stephens regatta off the NSW mid-north coast, I can say without doubt that the boutique French yacht builder Archambault has hit the bull's-eye with its new one design flyer. For its length, in outright boat speed the M34 is as lethal on the racecourse as its projectile appearance suggests. How fast? Try logged boat speeds of 10 knots upwind and over 15 knots on a downwind reach under its asymmetric spinnaker, and you start to get an idea of what a weapon this 34-foot yacht really is, wringing every knot of boat speed from barely 20 knots of breeze.

For some years now Archambault, one of the less well-known racing focused brands, has been discreetly making waves on the competitive yacht racing circuit in Australia with its IRC-optimised line of cruiser-racers regularly producing podium results. If the recent national race successes of its IRC siblings – the A40, A35 and A31 – continue down the less popular line of one design competition, this very fast (and trailerable) performance yacht looks set to build a fleet of new one design followers down under.

With local distributors Newcastle Yachting having recently delivered the first M34 in Australia to Novocastrian yachtsman (and pilot) Barry Kelly, with whom I sailed aboard the aptly named *Concealed Weapon*, the brand is now on a mission to promote its all-new M34 one design racing yacht to the IRC crowd.

However, promoting a whole new class of one design is no mean feat. The Aussie passion for individuality and choice means there is a multitude of club cruiser-racers on the water typically racing under PHS and IRC handicapping. It will take a very superior sailing weapon to establish a totally new one design fleet of dedicated racing yachts. Fortunately for Newcastle Yachting the M34 is precisely that. What's more, it comes at a surprisingly moderate price given the pure speed and leading race technologies it delivers – a direct benefit of its race-bred origins for the competitive 'Tour de France' Mediterranean



One Design weapon

DESIGNED TO REPLACE THE AGING FARR 30 IN THE EUROPEAN REGATTA CIRCUIT, ARCHAMBAULT'S NEW M34 IS DESTINED TO CAUSE A STIR IN AUSTRALIAN ONE DESIGN RACING CIRCLES. BY ANTHONY TWIBILL



racing circuit.

The Archambault M34 was conceived as the wonder one-designer for the Tour De France race, but first had to win an international design competition against 22 other submissions. Archambault appointed renowned yacht designers Joubert, Nivel, Mercier to come up with an all-new one design racing yacht to take over from the aging incumbent Farr (Mumm) 30s, which have been the staple yacht in the annual Tour de France a la Voiles for some 12 years. With a design that is both faster and more seaworthy than the Farr 30, with knife-like entry, powerful aft sections, relatively high topsides and minimal rocker for enhanced planing, they won the selection from the host of other proposals. A new M34 Class Association was born, relegating the long-serving Farr 30s to the history books. A growing



ANTHONY TWIBILL



fleet of dozens of hot M34s are now racing in the Med and this year have already raced in Spi Quest France during April and the recent Grand Prix Guyader in May, in the lead up to "The Tour" during June, the prime of the Med summer sailing season.

Although Archambault are only a small family company that typically builds just a couple of hundred boats a year, today their yachts are exported to racing enthusiasts around the world. While nowhere near as well equipped or luxuriously appointed below decks as competitors from larger French yards, Archambault have enjoyed success in the racing niche with their lighter, more



ONE LOVE

Archambault's M34 is amassing a sizeable one design fleet in France and it's hardly surprising given her uncompromising performance, racing kit and trailerability. Any takers?

performance-focused designs. The M34 sharpens that edge still further.

The recent Sail Port Stephen's regatta week, held from the mid-New South Wales coastal town of Nelson Bay, was my first taste of the M34 – an exotic new French dish for yachting enthusiasts whose appetite for speed on the water is matched only by a thirst for value.

Being offshore capable and also fully trailerable (with a lifting fin and bulb keel) perched on a dedicated trailer (included in the package) the M34 is well suited to the Australian and New Zealand regatta / race week scene. M34 owners can compete in blue water events up and down the coast and then tow the boat home, or drive between regatta venues (albeit with a big 4WD such as an F100 or F250 capable of towing some 3,500kg plus). As a club racer on weekends, or for mid-week twilights, it should have few peers in the outright speed over the water stakes.

By virtue of the M34's semi-lift keel, which reduces its racing draft from 2.5 to 1.8 metres, it can slip into shallow marina berths. As the yacht has a hull weight of only 2,600 kg (including a 1,050kg lead ballast bulb) it is within the lifting capacity of most yacht club cranes, and features a single lift point to enable easy hardstand storage between race days. I imagine it could be stored on its own trailer while out of the water on the hard, adding to the convenience and negating the need for a costly custom cradle.

Dollar for dollar the M34 offers outstanding value, delivering



leading edge race technology in a compact racing package. This includes construction in SP System's multiaxial glass-carbon, Corecell M-Foam, and epoxy resin affording maximum hull strength and lightness. A Southern Spars mast, as well as the rudder/tiller, keel and bowsprit are all crafted from carbon fibre. Rod rigging is standard, as is Harken deck hardware, and a Volvo 20hp diesel saildrive with racing prop is included. Standard yachts are all fitted with Nexus NXR racing electronics favoured under the M34 class rules. *Concealed Weapon* was fitted with a full class wardrobe of Ian Short carbon sails, packing 71 square metres of sail upwind plus a massive 130 square-metre spinnaker for planing downwind blasts.

Regional importer Archambault Australia / Newcastle Yachting has the M34 priced from \$269,000 on trailer, which is small beer for a high quality, technically advanced European sports yacht like this. They're in hot demand internationally, so if you want to get back to the club bar before the rest of the fleet sights the finish line, you'd better be quick about it too. ⚓ www.archambault.com.au



LOA	10.34 m (34 ft)
BEAM	2.98 m
DISPLACEMENT	2,600 kg
DRAFT	2.5 m/ 1.8 m
KEEL	1,050 kg
MAIN SAIL	42 m ²
GENOA	29 m ²
SPINNAKER	130 m ²
PRICE	\$269,000 inc gst



1.



3.



5.



2.



4.



6.

1. GILL MARINE TOOL

This handy device is the ideal folding tool for onboard maintenance and emergency use. Combining an effective knife with marlin spike, screwdriver and a sturdy shackle key, it also looks great with the routed Gill logo – providing both style and a practical extra grip on the handle. The Marine Tool is lightweight and versatile, and comes in a protective pouch that can be carried on a belt. RRP: \$39

www.gillaustralia.com

2. ZHIK DECKBEATER SHORTS

Living up to its 'hike harder for longer' catchphrase, Zhik's Deckbeaters can be worn underneath your shorts or over your wet gear. These spandex shorts feature 7mm neoprene padding specifically contoured for comfort and perforated to drain and breathe. Durability won't be a problem with an outer layer of extremely tough and wear-resistant Zhiktex on the rear. RRP: \$129

www.zhik.com

3. GILL REGATTA MASTER WATCH II

More than just another waterproof accessory, this newest design from Gill's Master Watch collection has the features to suit a serious racer and the efficiency wanted by a sailor. With a large, clear digital display, functions include a stopwatch, countdown timer, compass, calendar, backlight, dual time and alarm. RRP: \$299

www.gillaustralia.com

4. MUSTO SARDINIA JACKET

Managing to be both lightweight and waterproof, the Sardinia is perfect for staying comfortable even in rain or spray. The jacket is mesh-lined to increase speed of drying and for when the weather turns foul, a peaked hood can be unfurled from the collar. The garment also includes external zipped pockets on chest and front for storage, and an inner zipped pocket for additional security of important items. RRP: \$275

www.musto.com.au

5. MUSTO FAST DRY SHORTS

As their name suggests these cargo-style shorts are made from quick-drying fabric, but they also have fashionable and practical advantages such as extra pockets, zippers and Velcro flaps to keep your phone, keys and other bits and pieces secure inside the handy utility pockets. RRP: \$110

www.musto.com.au

6. MOTH WORLDS DVD

This year Lake Macquarie played host to over 100 foiling Moths and their crazy pilots. The big wind venue didn't fail to live up to its reputation, providing plenty of top flight racing and some spectacular crashes. Whether you're looking to relive the experience or find out what you missed, pick up this DVD and you won't miss any of the action.

RRP: \$44

www.sailingbits.com



7.



8.

7. HARKEN ALL-COMPOSITE T2

Tested by Olympic and world class sailors, the T2 blocks have received rave reviews for their flexibility, strength and smooth operation. The T2 loop slides through the block head and over the anchor post for a secure connection. Harken guarantees that there are no knots, splices or tools required. The T2 on its own can tie, slice or lash to almost anything and comes in 29mm, 40mm and 57mm sizes. RRP: TBC
www.harken.com

8. SIMRAD NSS SPORT

Whether fishing, sailing or cruising, the NSS Sport caters for onboard activities that involve quickly placing waypoints, marking fish, and acquiring radar targets. Powered by a rugged marine processor for high-level performance, the NSS Sport is available in three display sizes – NSS7 (16.3cm), NSS8 (21.3cm) and NSS12 (30.5cm). Pre-loaded with Navionics Coastal Cartography, the NSS Sport is compatible with a huge range of options including Broadband Radar, StructureScan and SonicHub. RRP: From \$1,999
www.simrad-yachting.com

Pro-Series Windlass

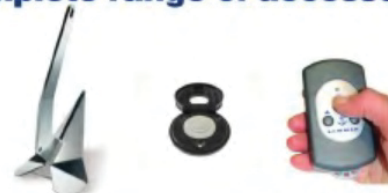


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RACES AND REGATTAS

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INTERNATIONAL	DATE	COUNTRY
JUNE		
2011 Annapolis to Newport Race	3 Jun	MD, USA
Detroit Sperry Top-Sider NOOD Regatta	3-5 Jun	MI, USA
Melges 24 Austrian Open 2011	3-5 Jun	Litzberg, Austria
Etchells World Championships	6-11 Jun	San Diego, USA
International Fireball World Champs	11-24 Jun	Sligo, Ireland
Melges 24 Bavarian Open 2011	11-13 Jun	Germany
Pfingst Cup 2011	11-13 Jun	Flensburg, Germany
Sandhamn Open	11-12 Jun	Stockholm, Sweden
Cleveland Race Week	18-26 Jun	OH, USA
JULY		
2011 Around Australia Ocean Race & Rally	1 July	Freemantle, AUS
Nautic Life Beneteau Regatta	1-3 Jul	Mangalia, Romania
Rolex Ilhabela Sailing Week	3-9 Jul	Sao Paulo, Brazil
The Leukemia Cup Regatta	14-17 Jul	OH, USA
Sail Indonesia	23 Jul	Indonesia
Wednesday Waterford Trophy Series	23 Jul	NZ
Winter Pointscore Series: R6 (Final Race)	24 Jul	NZ
Cowes Week	31 Jul - 10 Aug	Cowes, GBR
AUGUST		
Rolex Fastnet Race	14 Aug	Plymouth, UK
Rolex Int'l Womens' Keelboat Champs	29 Aug - 1 Sept	Rochester, NY, USA
SEPTEMBER		
Maxi Yacht Rolex Cup -		
Mini Maxi Rolex World Championship	5-10 Sep	Porto Cervo, Italy
Rolex Big Boat Series	8-11 Sep	CA, USA
Beneteau First 36.7 North American Champs	8-11 Sep	Toronto, Ontario, Canada
NRV Championsweek 2011	8-11 Sep	Germany International Albacore
Extreme Sailing Series	16-18 Sep	Trapini, Italy
Championship	16-23 Sep	Toronto, Ontario, Canada
2011 Melges 24 World Championship	20-24 Sep	Palma Mallorca, Spain
Oktoberfest Trophy 2011 Melges 24	24-25 Sep	Starnberg, Germany
Swiss Open Melges 24 2011	30 Sep - 2 Oct	Luino, Italy
OCTOBER		
China Coast Regatta	Oct	Hong Kong
TP 52 Audi World Championship	3-9 Oct	Porto Cervo, OT, Italy
J 22 World Championship	9-15 Oct	New Orleans, LA, USA
Optimist North Island Champs	22-24 Oct	New Zealand
Malaysian Match Racing Championship	Oct	Malaysia
Asian Match Racing Championship	Oct	Malaysia
5th China Cup International Regatta	Oct	Hong Kong
Rolex Middle Sea Race	22-28 Oct	Valletta, Gzira, Malta
2nd Catamarans Cup International	22-29 Oct	Saronic Gulf, Greece

AUSTRALIA	DATE	CLUB
JUNE		
Sail Mooloolaba	4, 5 Jun	SM
Audi Winter Series - Race 5	5 Jun	CYCA
Musto Etchells Australasian Winter Championship	9-12 Jun	MYC
Audi Winter Series - Race 6	12 Jun	CYCA
Lion Island Series	14 Jun	RPAYC
Audi Winter Series - Race 7	19 Jun	CYCA
Lion Island Series	21 Jun	RPAYC
Audi Winter Series - Race 8	26 Jun	CYCA
Lion Island Series	28 Jun	RPAYC
Audi Sydney Gold Coast Yacht Race	30 Jul	CYCA
JULY		
Around Australia Ocean Race & Rally	1 July	ORCV
Melbourne Winter Series	2 Jul - 10 Sep	ORCV
QLD Youth Week	2-5 Jul	RQYS
Audi Winter Series - Race 9	3 Jul	CYCA
Audi Winter Series - Race 10	10 Jul	CYCA
Audi Winter Series Closing Ladies Day	17 Jul	CYCA
Audi Winter Prizegiving	22 Jul	CYCA
Audi Sydney Gold Coast Yacht Race	30 Jul	CYCA
AUGUST		
Club Marine NSW Youth Match		
Racing Championships	6-7 Aug	CYCA
Airlie Beach Race Week	12-18 Aug	
Meridien Marinas Airlie Beach Race Week	12-18 Aug	WSC
Audi Hamilton Island Race Week	19-27 Aug	HIYC
SEPTEMBER		
Magnetic Island Race Week	1-6 Sep	CYCA
Melbourne to Geelong	10 Sep	ORCV
Long Island Race	10 Sep	SASC
Farr 40 Regatta	10 Sep	RSYS
Open Day, Parade and Blessing of the Fleet	11 Sep	CYCA
CYCA Boat Owners Forum	13 Sep	CYCA
Monica Geddes - Grant Thornton		
Short Haul Race	18 Sep	CYCA
Blue Water Pointscore Series Briefing	21 Sep	CYCA
Bluewater Pointscore Bird Island Race	23 Sep	CYCA
Ocean Pointscore Port Hacking Race	24 Sep	CYCA
OCTOBER		
Grant Thornton Short Ocean Race	1 Oct	MHYC
Blue Water Pointscore Flinders Islet Race	7 Oct	CYCA
Ocean Pointscore Botany Bay Race	8 Oct	CYCA
Giant Steps for Autism	14 Oct	MHYC
Grant Thornton Short Ocean Race	15 Oct	CYCA
Gascoigne Cup	22 Oct	RSYS
ASX-Reuters Regatta	28 Oct	MHYC
Gosford Lord Howe Island Race	29 Oct	RSYS
Farr 40 Regatta	29 Oct	RSYS
Balmain Regatta	30 Oct	BSC
NOVEMBER		
Grant Thornton Short Ocean Race	5 Nov	MHYC
Rotary Charity Regatta 2010	11 Nov	CYCA
Musto Int. Youth Match Racing Regatta	21-25 Nov	CYCA

To have your event added to the calendar please email aknoblauch@oceanmedia.com.au



PLAYING WITH THE BIG BOYS

IF YOU HAD A BILLION DOLLARS, WERE ULTRA COMPETITIVE AND LOVED SAILING, WHAT WOULD YOU DO? WHY NOT BUY A BLOODY BIG YACHT AND HIRE AN AMERICA'S CUP TEAM TO CREW IT? RICHARD BOUZAID CONSIDERS THE RISING STAKES IN SUPERYACHT RACING.

I have talked recently about the way that the professional sailing scene has been changing of late and how some of the traditional classes are experiencing a decrease in popularity as fleet sizes shrink. One sector of yachting that totally bucks this trend however, is the superyacht racing scene. Originally instigated as a way for a handful of superyacht owners to vent their competitive energies at the end of the charter or cruising season, superyacht racing has developed massively, from what started as a couple of events and half-a-dozen boats into 40-plus-boat fleets at a steadily increasing number of events each year. Superyacht regattas are held at some of the most exclusive venues in the world, which also happen to be fantastic for sailing: St Barth's Bucket in the French West Indies; Loro Piana Superyacht

Regatta in Porto Cervo, Sardinia; The Superyacht Cup in Palma de Mallorca; Voile de St Tropez in St Tropez, France as well as the Dubois Cup and the Perini Navi Cup both also held in Sardinia.

As the number of regattas and the size of the fleets have quickly grown, so has the standard of racing. Superyachts require more crew for racing than for regular cruising so invariably extra crew are brought in. Over the last five years there has been an increasing trend for bringing in professional sailors to sail the boat during the regattas. At this year's St Barth's Bucket for example the J Class *Ranger* race crew was made up of mainly current and former America's Cup sailors; J Class *Hanuman* had the Puma Volvo Ocean Team onboard; while *Drumbeg* had Cameron Appleton and some of his RC44 team racing with them.

Richard Bouzaid is a professional sailor and the head sailmaker at Doyle Sails NZ.

Bringing in professional sailors of this calibre has certainly upped the ante at superyacht regattas with the boats being sailed in a way that no one would have imagined 10 years ago. I was sailing on Lang Walker's *Kokomo III* at St Barths, and we also had Lang's Farr 40 race team on for the regatta. The boat is 58 metres and we were sailing it like a 50-footer. A few years ago you would sail downwind on one gybe to minimise transitions but at St Barths we were gybing on wind shifts as you would a race boat, which is pretty phenomenal for a boat with a 2,200 square-metre gennaker. The level of skill aboard the boats at superyacht regattas has developed considerably – owners are certainly not shy about spending money on a campaign.

The latest generation of large sailing boats are also reflecting the trend towards this sort of 'casual' racing. Hull forms, rigs and deck layouts are being designed with a higher level of performance in mind than previously, and as a sailmaker I have definitely seen an increase in orders for higher performance sails. We have channelled a lot of creative and innovative energy towards high performance sails for the superyacht sector; the largest boats at St Barths: *Mirabella V*, *Maltese Falcon* and *Kokomo III* all had complete inventories of Doyle Sails. It was gratifying for me to see at least 10 boats sailing at the event which I had personally designed all of the sails for.

The attraction of this kind of racing for superyacht owners is not hard to work out: being part of a fleet of a few dozen yachts all over 30 metres, sailing tightly packed around off-lying rocks, with a team of professionals on board – it's an amazing experience and that's without the social scene after racing.

The race committee gets a lot of criticism at many of these events because of the handicapping of the fleet. Handicapping is always a contentious issue in any racing but, because of the huge diversity of the superyacht fleets, handicapping these regattas appears to many as somewhere between a dark art and a lottery. In a refreshing paradox, although the events are taken very seriously, with professionals being flown in and new sail inventories wheeled out, because of the vagaries and inconsistencies of the handicapping system, no one seems to get too upset when the final results do not truly reflect what happened out on the track. ⚓

1. TAKE A BROADER VIEW

Why do the same sailors keep winning regattas? Are their boats the best prepared? Are they the fittest? Do they have the best boathandling or are they good at starting? In all these cases, the answer is no. While all of the above points are very important, the answer is: they go the right way in the right mode. How do you 'go the right way' and what is 'the right mode'? These are the two most important aspects of winning. It's not just outright boat speed – most sailors at all levels are too preoccupied about their speed. Once you know you can match the pace of the top boats, put that out of your mind and get your head out of the boat.

boat handling seldom wins races. In saying that, bad boat handling can certainly lose you races.

3. RUN YOUR OWN RACE

That sailor who normally wins (the champ) has the opposition psyched out before the race begins and that makes life a lot easier for them. The champ doesn't think about beating him/herself, they just think about how to get their boat around the course the fastest. The rest of the fleet worry about beating the champ, while he thinks only about the course. We worry about what side of the course the champ is going to go and you can fall into the trap of following this pattern throughout the race.

4. HEADS UP

In most venues you need to be able to change gears, knowing the right gear is key: soak in the puff downwind or pinch and coast through the lull to pick up the next gust. It's no good focusing on the tell tails on the sail if the wind on the water is telling you to do something else. So keep your head out of the boat and anticipate the next change in conditions you'll find there can be huge gains by sailing outside of best VMG [velocity made good].

5. RISK AND REWARD


Tactics is always a game of risk; you will not always get it right but you must learn to cut your losses or sometimes just cover and hold your position in the fleet until there is a time to pounce. You need to be constantly thinking about how much risk is required. Remember that consistency wins in the end, but you should always know what options are available to you.

TACTICS WITH RAY DAVIES

FROM VOLVO RACES TO AMERICA'S CUP VICTORIES, RAY DAVIES HAS BEEN THE BRAINS BEHIND MANY A WINNING SKIPPER. HERE HE SHARES HIS TOP FIVE TIPS ON IMPROVING YOUR TACTICS.

2. PREPARE TO WIN

When you train you need to develop the speed related aspects of your sailing so that it happens automatically, easily changing from high, slow modes to low, fast modes. When you race, you don't want to think about your boat or its systems, you need to focus on the wind the water and the fleet. This means ensuring all your controls work 100 per cent and you are comfortable changing from low and fast to high and slow modes upwind, and deep or fast modes downwind. Boat handling is important – you don't want to be losing distance each time you do a maneuver – but remember excellent



Ω
OMEGA

⌘
TOYOTA

Emirates TEAM
NEW ZEALAND

I was on a bareboat charter not too long ago, doing my favourite thing: nothing. I admit it, I was loafing in the cockpit. Some of the others had gone ashore to do strenuous things, like climb rocks to take pictures of the boat in our cove or climb onto the bar stools of a sandy-floored beachfront dive and sample the local potions. I, on the other hand, had opted to loll in the shade of the bimini, back against the cabin house, toes wiggling happily in the warm tropic breeze, icy brew at my fingertips. I was thinking, as I often do, that it doesn't get much better than this.

From there, it was a short mental jump (small brains make for short distances) to other places in the world where I would like to sail before I fall off the perch. That, of course, is one of the beauties of chartering. With a sufficiently loaded chequebook I can be sailing the dark lochs of Scotland one week and dropping the hook off a palm-fringed atoll in Polynesia the next.

What brings this to mind is that we were thinking about renting a video and, other than some dreadful horror flicks, the best option seemed to be *The Bucket List*, with Morgan Freeman and Jack Nicholson as a pair of aging cancer victims who embark on a globe-circling journey to do all the things they've secretly wanted to do before they each kick the bucket. In the end we didn't get it because it sounded too syrupy for our mood but the concept of a "bucket list" stayed with me.

And it appears I'm not the only one. Everytime I stop in my local bookstore to browse the magazines, I notice that they are displaying yet another "what to do before you fall off the perch" book. There's "100 Places To Go Before You Croak", "100 Things To Learn Before It's Too Late", "100 Hotels To Stay In Before Your Final Rest", and a host of others. Where to drive, wines to taste ... it's become the publishing fad of the decade.

The problem with all of these books is that, for the most part, they're too esoteric. No, thanks, I don't need to climb Mt. Everest in this lifetime, or even the Matterhorn. I'll pass on becoming fluent in Urdu or chowing down on game animals in an African restaurant. Staying

A SAILOR'S BUCKET LIST

CHRIS CASWELL LOOKS AT HIS SAILOR'S
BUCKET LIST AND FINDS A FEW THINGS HE'D
LIKE TO TICK OFF AGAIN. AND AGAIN.

in a Scandinavian hotel made of iceblocks sounds like a jail sentence, not a reward. And swimming the Hellespont is something best left to Richard Halliburton.

I seem to be at a point in my life where I am balanced between reminiscing about the past 40 years, and thinking about how best to invest my next 20 years. Like files on a computer, both are inextricably linked: things I liked in the past are probably going to be on my bucket list as well.

If that means I'm predictable, well, so be it. I like a particular flavor of Haagen Daz ice cream, so I'm not likely to be trying the newest "Gorilla Chocolate Chunk Banana Lime" offering. I like prime rib and a nice merlot and Caesar salads and crème brûlées. I like London but not Paris, warm weather over cold.

So when it comes to creating my own bucket list, I'm afraid that I will



go against the trend and draw heavily on things I want to enjoy again.

But in my mind, a bucket list shouldn't just be a cold collection like bugs on pins or stamps in an album. It should be feelings and joys and pleasures. Sure, the Great Wall of China is, well, great. For about 10 minutes. And the Taj Mahal is beautiful, for about the same time.

No, the things I want to enjoy before the sand runs out of my hourglass are both simpler and more complex. I want to feel the coolness of a teak deck under my bare feet early in the morning, and the smell of coffee wafting from the galley. I want the tingle of salt spray on sunburnt cheeks, and the sound of rain on the cabin top when I'm snuggled inside with a good book.

I'd like to do more ocean races. No, I don't mean a Round The World slog, I mean something like a local overnighter. I want the camaraderie of a crew focused on a common goal, the laughter and the frights and the aching muscles. Heck, I'll even take the midnight-to-four watch.

My bucket list needs a few more sunsets and sunrises offshore, and I need a gale or two to make me appreciate the really balmy days.

I'm a bit creaky, but I'd like to win a few more races in small boats. It's not just winning a silver ash tray, it's throwing yourself into the hiking straps after a perfect tack or the ecstasy of getting away with a port tack start or just being with other sailors to embellish the race over a beer.

And I need a few more days of simpler pleasures: sailing with friends, the curve of white sails against blue sky, the soft pull of the tiller. A book about those things wouldn't sell at the bookstore, but that's the real list of 100 Things To Do For Sailors.

The missus has been campaigning for a diamond bracelet with the letters "BTDT" for "Been There, Done That". Perhaps I need to get a ring made at that same time with the letters "BT DIA".

"Been There, Doing It Again". ⚓

With more than 40 years as an award-winning boating journalist and as a former editor of both Yachting magazine and Sea, Chris Caswell is a well-known racing sailor in the USA with silverware in everything from Lasers to ocean racers. The author of six books on boating, Caswell is a dedicated sailor who says he's owned more boats than he wants either his banker or his wife to know about.

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