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The Winter season is upon us once again and the Land Rover Winter Series has got off to a flying start. The Great Veterans and Ladies Day opened proceedings on Sydney Harbour with slightly gusty and cold conditions, a firm statement of what to expect now that Winter is fast approaching.

The Great Veterans fleet was down on previous years, but with many yachts still on their way back from the Wooden Boat Festival in Hobart, this was to be expected.

Nick Cassim skippered the Robert Clark-designed, *Lolita* to victory almost a minute clear of Carl Striber on board S&S 37, *Suraya*, a unique Tasmanian-built Huon Pine masterpiece.

A fleet of 50 yachts contested the Ladies Day Race for the Jill McLay Trophy with Paula Dock skippering the Salona 44, *Last Tango* to victory in Spinnaker Division 1 with Susan Hardy taking out Spinnaker Division 2 with the Cape 31, *Clewless?*. In Non Spinnaker Division 1, Vivienne Macmahon aboard *Marloo* claimed victory with Pauline Christie taking out Division 2 with *Viva. Holy Cow!* Ladies Day skipper, Kim Clinton was the lucky winner of the Range Rover Evoque for the first week of the series.

The Land Rover Winter Series pointscore commenced on Sunday April 26, with the fleet of 90 treated to typical Winter chill, rain and gusts averaging 15 knots making for an exciting start to the series.

I would like to thank Sean Langman for his generous support of the Series in providing an additional weekly prize of a Noakes Group Lift and Stand package, which one divisional winner has the opportunity to win each week.

On Thursday April 23, we celebrated the end of the Summer sailing season in style with an eager crowd of 250. Guests were treated to an evening of reminiscing over the Series, and prizegiving formalities. I congratulate all our Summer Series prize winners and placegetters in what was a spectacular season of racing.

Sam Haynes capped off a stellar season when he was crowned Blue Water Champion, following another notable season taking out the Land Rover Sydney Gold Coast Yacht Race with his yacht *Celestial*.

Celestial also took home most of the silverware on the evening with wins also in the Cape Byron and Tasman Performance Series. This



is an exciting time for Haynes, who recently purchased a TP52 that he and his crew will now bring into shape throughout the Land Rover Winter Series.

Julian Farren-Price's *About Time* secured his fifth consecutive Ocean Pointscore Series and his ninth series win. He also won the ORCi division of the Ocean Pointscore series for the third consecutive year.

The Grant Thornton Short Ocean Pointscore was taken out by Adrian Van Bellen's *Jackpot* and John Amos's *Soundtrack* in Divisions 1 and 2 respectively. In the IRC divisions, *Just A Dash* was the winner in Division 1 and Peter Franki's *Saltshaker* in Division 2.

In the Grant Thornton Short Haul Pointscore Series, Michael Selby's *Cyrene 3* secured a narrow victory in the final race to claim the title. Ian Guanaria's *One More No More* claimed

the title in both the PHS Division 1 and the IRC division. Ian Arthy's *Jubilee* took out PHS Division 2.

In the Mount Gay Rum Series, *Cyrene 3* also claimed the PHS Division 1 title and Steve Ball and Robyn Drew's *Yputupakite* claimed the PHS Division 2 title. Adrian and Jackie Abbott's *Kirribilli* won the IRC Division.

We are indeed fortunate to have such a dedicated team of staff and volunteers who deliver our comprehensive summer program and on behalf of all competitors I thank them for their services to the club.

Congratulations to the winners and placegetters who competed in the New South Wales IRC Championships held at Port Stephens namely:

- *Wild Rose* (Roger Hickman) finishing second in the IRC Division Two
- *Patrice* (Tony Kirby) placed third in the IRC Division One with *Balance* (Paul Clitheroe) placing fourth, *PMA Yeah Baby* (Marc Ryckmans) fifth and *Celestial* (Sam Haynes) sixth
- *Black Sheep* (Derek and Martin Shepp) placed fourth in the Commodores' Cup Cruising EHC Division One

Congratulations are also in order to Leslie Green and his crew, who on board *Ginger* retained their MC38 Australian Championship at the Royal Prince Alfred Yacht Club, Pittwater in April.

The upcoming Land Rover Sydney Gold Coast Yacht Race marks the migration of yachties to the warmer waters of Queensland, this year celebrating 30 years.

The Land Rover Sydney Gold Coast Yacht Race will commence on Saturday 25 July at 1pm and heralds the commencement of the 2015/2016 Blue Water Pointscore Series.

I wish all competitors that are heading north to compete in the various regattas in the Whitsundays region the very best of luck.

In club news, I was delighted to host the new members' cocktail party in early May, some photos of which are highlighted further in this edition.

The results of the member acquisition program we conducted in the last quarter of 2014 saw us gain four hundred new full members to the club, making overall membership numbers just on three thousand.

Membership is the life blood of clubs and the board were thrilled with the results, wishing those new members a long and happy association with the CYCA.

JOHN CAMERON
Commodore CYCA

WITH THANKS
I wish all competitors good luck in our most popular point score series, the Land Rover Winter Series, and encourage all of you to support the efforts of the Breakfast Club throughout the series. Money raised is used to purchase equipment for the club that benefits all members. I would like to once again thank Land Rover Australia for their sponsorship of the Winter Series and the Land Rover Sydney Gold Coast Yacht Race.



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The club's Land Rover Winter Series sailed from April 26 is once more proving a most popular Sunday outing for Sydneysiders.

Despite cool, wet and windy conditions for many of the races so far, spirits are high with the traditional warm-up breakfast on the deck of the CYCA before racing and returning for some afternoon cheers and beers.

Sailed through to mid-July, the Winter Series keeps racers well occupied until the start of the historic 30th Land Rover Sydney Gold Coast ocean race, starting from Sydney Harbour at 1pm on Saturday July 25th, marking three decades for the 384-nm ocean classic that attracts up to 80 yachts a year.

Many competitors will continue north in the Brisbane to Keppel Tropical Yacht Race organised by the Royal Queensland Yacht Squadron starting on July 30, and hence on to the Airlie Beach, Hamilton Island or Magnetic Island race weeks sailed through August in the tropical Queensland waters of the Great Barrier Reef.

Our regatta roundups this issue include the Sail Port Stephens Week (incorporating the NSW IRC Championships) raced mid April under blue skies, extraordinary warm, dry weather and gentle breezes. We also review the Top of the Gulf Regatta sailed at Pattaya in Thailand, with many Aussies participating in this growing event; the latest event in the Extreme Sailing Series; and one of the most leisurely and luxurious regatta weeks of all – the Oyster Regatta sailed in the legendary British Virgin Islands of the Caribbean.

Previews of up- and-coming racing this issue includes the Sydney Gold Coast Race; Sail Noumea and the Brisbane to Keppel races from RQYS; the Transpac race from L.A. to Honolulu, for which *Wild Oats XI* has her sights set on line honours glory; and the biennial Rolex Fastnet Race with some 340 boats entered!

Our Skipper of the issue, 'money man' Paul Clitheroe chats with Di Pearson on balancing business and the sport of sailing. In our Aperture feature Jeni Bone gets the low-down



on what it's really like to be an On Board Reporter in the gruelling 2015-2016 Volvo Ocean Race.

As the pros are winding up the VOR, the amateurs are taking on the challenge of a lifetime due to start in the 2015-2016 Clipper Round the World race, departing August 30 from the UK.

For all readers new to sailing, we continue our "On the Water" series with Renee Brack looking into how to go about starting out in our fabulous sport.

Offshore's regular Yacht Comparison feature for June profiles our Top 10 annual selection of the latest luxury cruising yachts to inspire your dreams. Plus, we reviews in detail the versatile Beneteau Oceanis 35, and the bluewater Moody DS54.

ANTHONY TWIBILL
Publisher / Editor

offshore YACHTING

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CYCA Blue Water Pointscore Series 2015 – 2016

1. Land Rover Sydney Gold Coast Yacht Race Saturday 25 July 2015
2. Flinders Islet Race Saturday 19 September 2015
3. Newcastle Bass Island Race Friday 16 October 2015
4. Cabbage Tree Island Race Friday 20 November 2015
5. Bird Island Race Saturday 5 December 2015
6. Rolex Sydney Hobart Yacht Race Friday 26 December 2015

Dates and destinations subject to change.



CRUISING YACHT CLUB OF AUSTRALIA

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ANDREA FRANCOLINI



RYCT GOVERNOR'S CUP

Victorious again

The Royal Yacht Club of Tasmania Governor's Cup has been awarded to Roger Hickman, writes PETER CAMPBELL.

CYCA Member, Roger Hickman, owner/skipper of *Wild Rose*, the overall winner of the 70th Rolex Sydney Hobart Yacht Race, received the Governor's Cup, the most prestigious perpetual trophy awarded each year by the Royal Yacht Club of Tasmania.

A long time member of the RYCT, and now based in Sydney, Hickman flew down to Hobart to accept the trophy from commodore Richard Batt at the club's annual prizegiving dinner.

The Governor's Cup winner, for outstanding yachting achievement over the past season, is chosen by past commodore's of the RYCT with vice commodore Matthew Johnston commenting: "Roger has won most of the offshore sailing regattas in Australia and is a member of the Yachting Tasmania Hall of Fame. In 2014 Roger and his crew once again climbed the highest pinnacle, winning the Rolex Sydney Hobart Yacht Race 2014 in *Wild Rose*."

The Governor's Cup caps a stellar 12 months in yacht racing for Hickman. In early December 2014 he was named the Ocean Racer of the Year by the Cruising Yacht Club of Australia after winning his seventh CYCA Blue Water Championship, with *Wild Rose* taking first place in her

IRC and ORC divisions of the 2013 Rolex Sydney Hobart and a member of the winning team in the revived Southern Cross Cup.

Within three weeks of receiving that award many more accolades were to be showered on *Wild Rose*, skipper Hickman and her dedicated crew after a splendid victory in the 70th Rolex Sydney Hobart Yacht Race.

It was Hickman's third overall win in the ocean classic: as co-owner/skipper of *Selbourne Wild Oats* in 1993 and 22 years later with the same yacht, now known as *Wild Rose*, and as sailing master on the 2000 race winner *Ausmaid* in 2000.

'Hicko' is Tasmanian-born and is still a member of the Royal Yacht Club of Tasmania, proudly calling Hobart 'home.' He learned to sail on southern Tasmania's cold, often unpredictable and rugged waters, and his early training on the River Derwent and southern offshore waters has long been reflected in his noted seamanship skills.

Since Hickman retired from the merchant marine as a ship's master, he has been based in Sydney and is a long-standing member of the Cruising Yacht Club of Australia. ⚓

TASSIE TROPHY
Tasmanian-born Roger Hickman has received the Governor's Cup, awarded for outstanding yachting achievement over the past season. Hickman was nominated alongside Michael Cooper, the crew of *Voodoo Chile* and the crew of *Whitler*.

NEWS IN BRIEF

Show time

Relive all the colour, drama and excitement of the 2014 Rolex Sydney Hobart Yacht Race in the latest 24-minute episode of ROLEX SPIRIT OF YACHTING.

Celebrating its 70th edition in 2014, the Rolex Sydney Hobart Race brought together offshore sailors from around the world for a regatta ripe with adventure, teamwork and intense action. The 628-nautical-mile race demands unwavering determination and extraordinary seamanship skills from all those who were brave enough to take on the challenge. Exciting onboard coverage, interviews and historic video tracks the 70th edition with its largest super maxi fleet ever, as well as the much anticipated duel that took place between *Wild Oats XI* and *Comanche*, as well as the overall victory of Rolex Sydney Hobart veteran: Roger Hickman, owner of *Wild Rose*, who left with the coveted Tattersalls cup.
youtu.be/PO2mhMNNW9_8

Pacific playground

The CYCA is calling for expressions of interest regarding the possible reintroduction of the Sydney Noumea Yacht Race in 2018.

The CYCA Sailing Committee is seeking feedback about a possible reintroduction of a race to Noumea that might be conducted in June 2018 concurrently with the Brisbane to Noumea and Auckland Noumea Yacht Races. Last conducted in the 1990's the event would be a Category One Yacht Race for monohulls of approximately 1,064 nautical miles in length. The existing race record set in 1991 by *Brindabella* (G.Snow) is 5d 21h 35m 00s. Those intended on entering are asked to complete the Expression of Interest by July 31 2015 online. cyciforms.seamlessdocs.com/f/6Acj9V



BROADCASTING NEWS

Full stream ahead

The CYCA and Seven Network Australia have renewed their exclusive broadcast rights that will see increased coverage of the Rolex Sydney Hobart Yacht Race.

The CYCA and Seven Network Australia have renewed their exclusive broadcast rights that will see increased coverage of the Rolex Sydney Hobart Yacht Race.

The Seven Network and the CYCA has announced the signing of a long-term agreement that will see an expanding coverage of the Rolex Sydney Hobart Yacht Race across Seven's broadcast television and online, mobile, social and digital platforms.

Under the new agreement, the Seven Network has also secured global online rights and mobile rights to live stream the race start.

Cruising Yacht Club of Australia commodore, John Cameron said at the time of signing the extension of the exclusive rights agreement, "The Cruising Yacht Club of Australia is delighted to extend the exclusive broadcast and internet rights to the Rolex Sydney Hobart Yacht Race start to the Seven Network for a further five years from the 2016 race. Seven has been our broadcast partner since 2005 and since that time has demonstrated outstanding production values and techniques that have allowed the Australian public and worldwide internet audience the ability to watch the start of the Rolex Sydney Hobart Yacht Race, a race that is regarded as the greatest and most challenging ocean race in the world."

Commenting, Seven Network's head of sport, Saul Shtein said: "Seven has a long association with yachting – with our coverage of the America's Cup and

for many years, the Sydney Hobart Yacht Race, along with our commitment to our world championship winning 18-foot skiff campaign and partnership with the Oatley family and the remarkable *Wild Oats XI*.

"The bluewater classic is one of the great sports events in Australia and we are looking forward to delivering world-class coverage to all Australians across our broadcast television and digital platforms along with expanding our coverage of the race in Sunrise and Seven News," Shtein added.

Over the past 70 years, the Rolex Sydney Hobart has become an icon of Australia's summer sport, ranking in public interest with such national events as the Melbourne Cup horse race, the Australian Open tennis and the cricket tests between Australia and England. No regular annual yachting event in the world attracts such huge media coverage than does the start on Sydney Harbour.

Over the years, the CYCA has had a marked influence on international ocean yacht racing. The club has influenced the world in race communications and sea safety, maintaining the highest standards for yacht race entry.

As a leader in sports television, the Seven Network continues to dramatically expand its coverage of major sports across its three digital broadcast television channels and accelerate coverage across online, IPTV, HbbTV, mobile and other emerging forms of content delivery. ⚓

CYCA SOLAS TRUSTS

Save the date!

Friday October 23, 2015

The annual CYCA Safety of Life at Sea Trusts Dinner will be held at the Cruising Yacht Club of Australia with special guest Liesl Tesch. The evening will include a silent auction to support the CYCA SOLAS Trusts.
www.cyca.com.au

Funding announcement

The CYCA SOLAS Trusts has extended its list of organisations receiving funding to encompass every state of Australia.

The CYCA, Sydney Hobart Yacht Race Safety of Life at Sea Trusts (CYCA SOLAS Trusts) was established following the tragic loss of six lives in the 1998 Sydney Hobart Yacht Race by the Club and a number of CYCA then directors.

Since establishment, the CYCA SOLAS Trusts has donated funding across the nation to assist the immediate needs of family of those lost at sea during Yachting Australia sanctioned races, provide assistance to search and rescue organisations and foster research and training to improve procedures and equipment for use at sea.

CYCA SOLAS Trusts has recently funded four organisations in their endeavours in line with the Trusts Objectives.

- **Marine Rescue New South Wales** – Iluka/Yamba \$11,585.50 – Hand held thermal vision binocular and hard carry case
 - **Australian Volunteer Coast Guard**, Westernport, Victoria \$4,949.00 – Upgrade of base station radios
 - **Australian Volunteer Coast Guard Darwin** \$10,838.36 – Satellite phone system and thermal imaging camera
 - **Volunteer Marine Rescue Whitsunday Incorporated** \$10,400.00 – Maritime thermal night vision camera (manoeuvrable)
- The Australian Volunteer Coast Guard Darwin is the first organisation in the Northern Territory to receive funding from the CYCA SOLAS Trusts.

CYCA SOLAS Trusts chairman, Matt Allen said it is great for the organisation to be in a position to grant funding allocations across Australia.

"Our core objectives through CYCA SOLAS fit a number of organisations and specific projects across the board that will assist in the longevity of what they deliver," Allen said.

"Having recently allocated funding to the Australian Coast Guard in Darwin, CYCA SOLAS has now donated to every state and territory in Australia, which is a great achievement in our short existence."

If you wish to make a donation to the CYCA SOLAS Trusts please email:
sandra.bloomfield@cyca.com.au

For more information on CYCA SOLAS Trusts please see the website.
www.cyca.com.au/about-the-cyca/cyca-sydney-hobart-yacht-race-safety-of-life-at-sea-trusts/

MESSAGE FROM THE COMMODORE

CEO succession

July 1 will see a change of guard at the Cruising Yacht Club of Australia as long serving chief executive officer Mark Woolf steers a new course.

The CYCA is a dynamic, successful yacht club with a growing membership, exciting youth sailing academy and iconic race program. Over the last 70 years it has built on the vision of its founding members and most recently has evolved into a commercially successful organisation under the leadership of its Board and CEO Mark Woolf. This success has underpinned our ability to develop world class facilities and a wonderful sailing program – the CYCA is now regarded as the leading ocean racing club in the southern hemisphere, at the very forefront of the development of the sport. We should all be proud of the Club that we have built together. As the Club plans the next exciting phase of its growth it has agreed with its CEO that it is time to change. Accordingly Mark Woolf ends his role as CEO on 1 July 2015. Mark joined the Club as CEO in 2004 at a time when it was facing a number of challenges. Over the last 11 years he has transformed the business of the Club, notably attracting major sponsors and overseeing the first three phases of its infrastructure improvements. The Club is in a strong financial position and is fundamentally debt free – testimony to his strong stewardship. The rigour and management discipline that Mark has brought has been exemplary and the Club is confident the high performing team Mark has developed is in a strong position to continue his great work. We are looking for a new CEO and have no other plans to change the management team or personnel. The CYCA has been truly fortunate to have had Mark lead it to such a strong position, which is the envy of yacht clubs everywhere – we part on good terms and with heartfelt thanks. Please join us in wishing Mark well for the future. The Board will focus on defining the future needs of the Club before recruiting the best possible candidate to take it forward. Looking ahead your Board members, while remaining non-executive, will all take on more active roles at the Club to support our leadership team.

MC38 AUSTRALIAN CHAMPION

Ginger retains MC38 title

For the second year running, CYCA Member, Leslie Green's MC38 GINGER sliced and diced the one design pack contesting the class' Australian Championship on Pittwater from April 10-12, writes LISA RATCLIFF.

A boat of the day performance of three wins and a second added to their progressive tally after the previous day's points bonanza gave *Ginger* the national title by a margin of eight over Marcus Blackmore's *Hooligan*, representing the host Royal Prince Alfred Yacht Club. John Bacon's *Dark Star* (RPAYC), a former national champion, finished third overall. Accepting the championship trophy, Green repeated the words of the late great Richie Benaud in character: "It was marvellous." "I had a great time and I'll be back again next year, God willing," Green said. "Today was a special win because we were defending. Over the series we stuck to the fundamentals; it was 'steady as she goes,'" said a grinning Green. Speaking often of the harmony on board, he reiterated: "We are a very happy team, we have fun and that is part of the reason we win." Practice is the other reason. The next event for the MC38 class was the Autumn Regatta on May 9 to 10, 2015 raced on Sydney Harbour, the second of a first-time five part season championship that wraps up in November.

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VICSAIL BENETEAU PITTWATER CUP

Conditions heaven sent for regatta

Sydney turned on magnificent weather for the Vicsail Beneteau Pittwater Cup, proving there is a God, and he sails. Reports JOHN CURNOW.

After all the bluster, fury and precipitation of recent times around Sydney and New South Wales, there certainly was one big thank you to be proffered on the final day of racing. Cloudless skies, something like 21°C and then 8 to 12 knots from the West to Nor'west with the occasional 15 made for perfect sailing.

The course for the day was to and around Lion Island and back to where it all began abeam of Scotland Island at the bottom of Pittwater. However, it was not a straight-line drag race per se. On the way up there was a laid mark at Mackerel Beach to leave to Starboard. From there it was which navigator got it right as boats went right, centre and left in an effort to make Lion Island and leave it to Port. Once there, you had to return to Mackerel Beach, to Port this time and thence on to a mark at Taylors Point, tuck in to Towlers Bay, before returning to a shortened finish line in the vicinity of the original start. That little tuck would be the undoing of at least four craft who went on to score DNF (Did Not Finish) for excluding that particular sector from their track.

David Boekman and his crew on *Bombolo* won the Spinnaker Division. Boekman said afterwards, "Beautiful conditions and they served us well, as this is our first win in the Vicsail Beneteau Pittwater Cup for the 10 years we have been competing in it. Thank you to the crew and really everybody associated with this great event."

Graham Raspas is the relatively new principal of Vicsail Beneteau. Raspas commented about the day, "As the importer for Beneteau boats in NSW it was really fantastic to see 20 boats come out for the Pittwater Cup. A wonderful turnout and fabulous weather combined for terrific sailing and good times to be had by all.

"It is part of the philosophy of Beneteau to get fellow owners together and have a sense of competitiveness, often racing like minded souls and similar model boats. This means that it comes down to the crew and skipper as to how well they end up performing and that is exciting."

"It is also very important to acknowledge our sponsors in JL Lennard, KPMG, Mercedes-Benz of Sydney, Sydney City Marine, Club Marine and all our other prize providers and associates. Our Vicsail team have worked hard to deliver this great regatta. Micah Lane, Michael Coxon, Shane Crookshanks and Greg Larkings have all done so much to ensure this has been a very successful day," said Raspas.

The Vicsail Beneteau Pittwater Cup all began in 2001, and that makes this its 14th consecutive running from its home at the Royal Prince Alfred Yacht Club. Historically there have been 20 to 30 boats each year and 150 guests per regatta, so there is a significant critical mass in all of that. It did originally have the name, the Metal Mesh Cup and the trophies reflect that in their design. Interestingly, they were meant to be one-off awards and not the perpetual trophies they have become now.

The final day's event had the most wind on offer of all the times it has been run. It was often a little flukey and always presenting a challenge, which is why locals always say 'never say never on Pittwater.' One man could well embody that very notion and is one of the main reasons the event exists at all today.

Ivor Burgess has done all 14 of this classic event on the three Beneteaus he has owned in that time. Asked what the secret of his win was, Burgess said, "Well we had a very good crew on board with Jamie and Marita Wilmot part of that. We managed to pick the shifts correctly and having raced here earlier in the week in similar conditions we just knew that the Eastern shore was going to be favoured. This is what allowed us to do well and get away from the fleet."

Still Dangerous (Burgess' Oceanis 45) always appears to be a happy craft and Burgess said of this, "There is no point in going sailing if you're not going to have a great time. There is no reason for putting the money into it. For me, win, lose or whatever I go out to have a great day and that really is my mental attitude."

On that note, quite evidently there is a God, thank you very much. Now as it turns out, he's French, loves sailing and also Beneteau boats. ⚓
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YOUTH SAILING ACADEMY

McConaghy makes waves for youth

Young sailors from the Cruising Yacht Club of Australia are making a name for themselves with McConaghy Boats, says DI PEARSON.

Young sailors from the Cruising Yacht Club of Australia's Youth Sailing Academy are making their way to the world stage of sailing, cutting their teeth in the Club's Elliott 7 metre class. From there, some are making their mark in the MC38, the most modern in one-design racing and featuring the latest in technology.

The two boats are poles apart in size and design, but they do boast a common denominator – both are built by Australian McConaghy Boats.

In 2013 the CYCA YSA took delivery of 10 Elliott 7's. Used for School Holiday courses, Winter Squads, Talented Sailor, Development Match Racing and Advanced Squad, the boats already have approximately 450 hours under the hull.

The annual Club Marine NSW Youth Match Racing Championship, Marinassess Women's and Musto International Youth Match Racing Regattas and the Australian Youth, Women's and Open Match Racing Championship are also sailed in the Elliott 7.

Major talents have sprung from the CYCA's Youth Academy, through Youth

and Open matching racing, MC38 one-design, the Olympic Games, the America's Cup, the Rolex Sydney Hobart and other international inshore and offshore events – areas young sailors previously thought out of their grasp.

Evan Walker is one of the Academy's sailors invading the MC38 class, who at 28-years-old is calling tactics on Robin Crawford's *Assassin*. He is sometimes joined by fellow CYCA Youth sailor, Sean O'Rourke who competed at the Nationals but will miss the next few MC38 regattas as he will be delivering *Ragamuffin* (100) to the USA.

Walker always had his sights on elite sailing. Growing up at Lake Macquarie, he was told: 'Go to university, you'll never make a career out of sailing.' So, like many of his sailing contemporaries, he has a university degree (his in aeronautical engineering and commerce).

"Racing the MC38s fits in well with our studies," he says before harking back to the Youth Academy. "When I got there, the calibre of the students was already high. I would absolutely not be where I am without the Academy.

"*Assassin's* been a good challenge. We're improving because we have enthusiasm and commitment. It's a level playing field, as the boats are quite new, so everyone is learning the technical aspects of trying to make them go faster," he says.

Having competed in a variety of classes internationally, Walker has yielded trophies for match racing and multihull events at state and national level in Australia, including winning the Hardy Cup in 2008 and 2010, which these days is sailed in the Elliott 7.

Like many who attended the Academy's Advanced Squad, he has become one of the respected sailor part-time coaches there. He has also coached the Finnish Women's match racing team to bronze at the 2012 London Olympics, while the crew skippered by the Academy's Olivia Price won silver.

"All of us knew from early on that we would be passing our knowledge back into the Academy; that's how we all become good sailors," says Walker who points out all those who have capitalised on what they learned there.

Sam Newton and Kyle Langford (whom Walker has sailed with since childhood) made it into the glamorous world of the America's Cup with Team Oracle, while siblings Will and

FREE STYLE
Above: Youth sail the Elliott 7's at the Marinassess Regatta.

Sasha Ryan are pinning their hopes on selection to the Olympic Games in separate classes.

Will joined 2012 gold medallist 470 skipper, Mat Belcher, three years ago. The pair's record of world, European and Australian titles is daunting. They are reigning world champions and World Ranked No. 1.

Seve Jarvin became the most capped 18 foot skiff sailor in February after winning an eighth Giltinan title – some gained with fellow Academy sailors, Sam Newton and Rob Bell.

Jarvin also co-skippers with Ian Williams in the Extreme 40 series and sailed his first Hobart aboard *Perpetual Loyal* last year with the likes of Tom Slingsby and McConaghy co-managing director, Jono Morris.

Others from the Academy who raced at the MC38 Nationals include Kurt Fatouros (*Ghost Rider*); Wulf Wilkens and Jack Dawson (*Hooligan*); Mark Langford (*Maserati*); Seve Jarvin, Murray Jones and Jack Hubbard (*Kokomo*).

Pam Scrivenor, administrator of the Cruising Yacht Club of Australia's Youth Academy said, "Our sailors love the Elliott 7. We've put around 30 a year for the past 20 years through the

Advanced Squad and a minimum of 50 through the other programs."

"The Elliott 7's are a great introduction to sailing keelboats. They bring a great connection between the youths and CYCA members, which is very important."

"They teach young sailors about rules, sail trim, match racing and fleet racing. They have both asymmetrical and symmetrical spinnakers and their setup is similar to bigger boats, meaning the sailors can go onto any boat and know what they are doing."

Some of those from the CYCA Advanced Squad taking advantage are Henry Kernot, Matt Stenta and Will Parker, who has raced five Hobarts on *Love and War*, *Wot Yot*, *Shogun* and *Perpetual Loyal*.

Kernot joins the World Match Racing Tour (WMRT) in May as trimmer/pitman for West Australian Keith Swinton, whose first stop is the famous Congressional Cup in California.

On the Elliott 7, the 22-year-old who will try his hand at ocean racing later this year says: "It provides a good platform to learn the basics of match and fleet racing. Its size allows you to learn boat-on-boat racing. Especially in

"They're a physical boat and I enjoyed that aspect. And the racing is very good – we all pushed each other hard in the Nationals."

Henry Kernot

match racing, as the boat is so small, it gets quite intense."

In April, Kernot, along with fellow Advanced Squad members Will Parker and Matt Stenta, helped CYCA member Leslie Green (*Ginger*) to successfully defend his MC38 Nationals title.

"I've been sailing with Leslie for a while – I was with him for his Nationals win last year too. He is a great fellow to sail with. It's a fun team; Leslie has a policy of no screaming and yelling," Kernot said.

"I really enjoy the MC38. You can sail them with seven or eight crew. With seven, everyone is busy. That's exciting, especially for someone my size (six feet, five inches and 98 kilos).

"They're a physical boat and I enjoy that aspect. And the racing is very good – we all pushed each other hard at the Nationals."

Leslie Green says: "Our young people, especially Henry, bring refreshing uncomplicated energy and we love them. We've had pleasant and very keen people. I could safely say they have contributed in no small way to our success. Our Academy sailors have excellent skills." ⚓

SAILS UP
Below: MC38's *Maserati*, *Vino*, *Assassin* and *Hooligan* experience tight, close quarters racing.





EIGHT BELLS

Sailing twin's legacy

The CYCA advises the death of Patricia Warn, a 59-year member, who passed away on Monday, 27 April aged 85, writes DI PEARSON.

With her fraternal twin, Joyce, Pat was a guiding light in the Yngling class, which made its entrance to the Olympic Games in 2004. The sisters have also been an inspiration to women in sailing.

Pat and Joyce, who turned 85 in March, lived together in Manly, and did everything together – including joining the CYCA in 1956. They were impossible to pick apart unless you knew them well. Most people thought they were identical twins, but Pat and Joyce would correct them: “We are fraternal twins!”

The difference being that identical twins come from one egg split into two, while fraternal twins come from separate eggs, and would not usually look alike.

Pat was the skipper, Joyce the crew. Pat was the quieter one, Joyce the spokesperson. They both encouraged many young women sailors into the Yngling keelboat they had won so many regattas with, including Tneal Kawala who sailed bow for the sisters for some time.

The ladies may have been light in weight, but they were tough opponents on the race course with a lot of confidence and nerves of steel.

Pat and Joyce travelled the world with their Yngling, surprising a lot of younger sailors in the class; not only

because of their age (they were still competing at the top level well into their seventies), but because of their canny ability to pick the shifts in the class they knew back to front. And they were tough to beat in light air.

In 2002 the twins were elected Life Members of the International Yngling Association and of the Royal Sydney Yacht Squadron for their services to the class and to sailing in general. When they weren't competing, the ladies were in on-water race management crews at major regattas. And they were very approachable, always happy to pass on their knowledge.

Pat and Joyce won at least four Australian Championship titles, sailing their boats named *Missy* and the well-named *Canny* respectively. On the same honour board are skippers' names Nicky Bethwaite, Karyn Gojnich, Krystal Weir, Melanie Dennison and Neville Wittey, all of them Olympic sailors. In 2006 Pat and Joyce bought a new boat and named it *Holly*.

I was privileged to know these unassuming sisters, and two experiences I witnessed stand out in my mind. One was in the 1990's when a Saturday afternoon race day turned to squall conditions on Sydney Harbour. Some smaller keelboats took water and were sinking, while other boats of all descriptions were

in trouble, some running aground at Shark Island.

I was racing a Dart and watched Pat and Joyce at their best, rescuing some, giving assistance to others and passing instructions to rescue boats on how best to help those in distress. They were at their best.

My favourite occurred at Sail Melbourne, the Grade 1 Olympic and Invited classes regatta, in 2003. On a light shifty breeze Port Phillip, Pat and Joyce (with Tneal on mainsheet) gave the fleet, including Olympic campaigners, Nicky Bethwaite/Kate McHugh/Kristen Kosmala and Melanie Dennison/Fiona Herbert/Caroline Aders (the latter World Ranked No. 2 at the time) a lesson in light weather sailing.

Speaking after the race, skipper Pat said, “We are ecstatic, we sailed our own race. The weather was really good to us.”

Joyce added: “In the second race we were lying third, but a good wind shift came through and we were on the right side of the course, so that helped us.”

Nicky Bethwaite said of the twins: “When Karyn Gojnich (then Davis) and I trained for and competed in the first Olympics to have a separate women's sailing class in the 470 in 1988, the Warns were extremely supportive.

“As the enormity of the challenge became apparent – the cost of equipment, overseas training and coaching – we found we had strong support from Pat and Joyce. They turned up at all our fundraising events and were nothing short of brilliant in encouraging us to succeed.

“They were also damn good competition and I'll never forget one of the qualifying regattas, the Nationals being sailed in Melbourne, when they won a race by five minutes!

“My sincerest sympathy goes to Joyce at this time,” Nicky ended.

In 2004 it was reported from the Yngling Worlds at Santander in Spain: “Although only one race has been sailed, it is extraordinary to note that Sydney's Warn sisters, in 27th place and steered by Pat, with Melbourne's Margaret Morgan in the middle, are leading the Australian Olympians for Athens, Nicky Bethwaite/Kristen Kosmala/Karyn Gojnich.

“Even more extraordinary, is that the stalwarts of the Yngling class in Australia, Pat and Joyce are aged in their early seventies.”

Pat lived life to the full and gave so much to the sport of sailing. She will remain in a lot of memories.

The CYCA's deepest sympathies go to Joyce. ⚓

SAILING SISTERS
Patricia Warn and twin Joyce both joined the CYCA in 1956 and were still competing at the top level of the Yngling class well into their seventies.



New members cocktail party

New Members of the Cruising Yacht Club of Australia were treated to a cocktail function on Wednesday May 6. The newest members of the club congregated in the *Freya* Room at the CYCA with past commodores, current board members and CYCA staff who welcomed them to the club and discussed how they can be involved. Commodore John Cameron hosted the evening attended by a record number of new members as a result of the limited edition 70 cent signup fee to mark the 70th Anniversary of the Rolex Sydney Hobart Yacht Race in 2014.



"It was fantastic to see so many new members attend this event, it was shoulder to shoulder in the function room and a great opportunity to inform our newest members about getting involved in the club," commodore Cameron said. "You don't have to own a yacht to be involved and that was the biggest message of the evening." **1.** Official welcome at the CYCA New Members Cocktail Party. **2.** CYCA past Commodores, Howard Piggott, Hans Sommers, John Brooks, Kerry Roxburgh and Bill Psaltis. **3.** Jordana Kirby and Silvia Cooper. **4.** Anthony Sweetapple, Phillip Drake-Brockman and Mark Ayto. **5.** John Christie, Stephen Ingate and Greg Mason. **6.** Brian Wild, Lesley Wild and Philippa Haeg. **7.** Kevin Whelan, Jayne Whelan, Sari Page, Victoria Stullmann and David Elliott. **8.** Rita Thomas, Patrick Ward, Catherine Lelliott and Andrew Lelliott. **9.** Sergey Shutov and Yulia Shutov. **10.** Linda Roylance, Glenn Scott and Catherine Creanaune.



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SAIL
PORT STEPHENS

Chasing the sun

Sail Port Stephens attracted a full sailing spectrum from April 13 to 19, racing on Nelson Bay and around the outer islands of Port Stephens.

At either end of the Sail Port Stephens' on-water racing spectrum is the opening Commodore's Cup cruising option and the closing IRC NSW Championship. In between sit the Performance Cruising and Racing divisions and for the 2015 series close to 50 owners chose either passage racing or a mix of passage and short course racing scored under a performance based handicap.

The Performance Cruising fleet enjoyed a variety of passage courses over three days, from April 17 to 19, within the picturesque Nelson Bay and offshore around the islands. For Performance Racing, two middle distance races either side of three windward/leewards changed the pace.

In Performance Racing, Adrian Walters' sexy new oversized sportsboat called *Little Nico* (MHYC) won its first Sail Port Stephens in the five race series from Len Payne's competitive Lidgard 10.6 *Kerinda* from Lake Macquarie, four points the margin.

"I thought the series was lovely and enjoyed the different courses inside Nelson Bay and out, plus the weather was very kind to us all," Walters recapped. "If we had more wind we would get up and plane, though in the light air we proved ourselves. The regatta was well run and the competitors chatty and friendly, which makes for a nice time. It's a good concept, and close to Sydney."

It's lucky for Walters he "knows a few guys". His wisdom-up crew included Bruce Clarke calling tactics, Justin Ferris from Doyle Sails NZ, Will Parker, Will McKenzie and Brett van Munster, builder of the Shaw 11m *Little Nico*.

PERFORMANCE CRUISING

Peter Byford is a Sail Port Stephens regular with six under his belt, both with his previous boat *Joie de Vie* and his new Jeanneau 469 *L'Esprit* that made its Port Stephens debut last week and once again proved a worthwhile buy. Byford followed up his division win at Audi Hamilton Island Race Week with a best score in Performance Cruising division 1, finally beating Graham Morton's Frers 61, *Margaret Rintoul V*.

"I've been doing Sail Port Stephens since the early days and I've got seconds and thirds but always been knocked off the top spot by *Margaret Rintoul*. We are pretty pleased to get ahead of them this time," said the proud skipper. "I've always liked Sail Port Stephens, it's very laid back but with good competition. It's a great venue and great conditions for sailing."



020 | RACE & REGATTA ROUND-UP

Jonathan Threlfall and his Jeanneau Sunfast 36 *Campeador* from the Royal Sydney Yacht Squadron came out on top of a very closely contested Performance Cruising division 2, only two points separating first to fourth after three passage races.

"Ours was a close division; all the boats seemed to go well... some were exceptionally fast. We were all pretty well matched," Threlfall said. "We found the sailing very good, the races very well managed, and I enjoyed the scenery."

Second in division 2 was David Edmiston's Jeanneau So37p called *Passion*, third was Dave Griffin's *Al Fresco*, winner of division 2 of the three day Commodore's Cup series earlier in the week.

A forecasted cold front held off on Sunday April 19 long enough for race crews to enjoy a sixth and final day of what was an extraordinary run of warm and dry weather and gentle breezes.

Pantaenius' major sponsorship of the annual regatta that began in 2008 continued for the eighth edition and again Sail Port Stephens was proudly supported by the NSW Government through its tourism and major events agency, Destination NSW. www.sailportstephens.com.au



WINGING IT
Above: Catching some rays at Sail Port Stephens; The weather stayed fine for the six days of sailing.



Top of the pile

The closely fought Top of the Gulf Regatta held in Pattaya, Thailand wrapped up with Australian team, KINGDOM PROPERTY the winner.

The 2015 Top of the Gulf Regatta held from April 30 to May 4 came to a close after four days of exciting racing. The dinghy classes and Thailand Optimist National Championships finished their three-day series on day three with day four the last day of racing for the keelboat and multihull classes, and there was still plenty to play for.

This year's Top of the Gulf Regatta Presented by Ocean Marina will go down as one of the toughest yet. Not only were there top international crews and close racing on the water, the conditions proved to be some of the most varied, tricky and challenging in the Regatta's history.

Out on the course, race officer Denis Thompson AP'd waiting for the wind to fill in and by late morning there was a moderate breeze, enough to get the fleet into sequence. Two races was the plan, and it was delivered for the IRC, one-design Platu and multihull classes, with one longer race preferred for the Cruising class.

Celebrating its 20th milestone this year, the Coronation Cup – launched in 1996 to coincide with the anniversary of His Majesty the King of Thailand's Coronation date, May 5, 1950 – has grown to become one of the largest one-design racing competitions in the region.

After a slow start to the 2015 series,

Kingdom Property (AUS) rallied to put in a string of five wins and take a commanding position at the top heading into the final day. With two races planned, a first in race one secured the title for Scott Duncanson and his crew one race early – the first time ever that the title has been defended and the fourth time in total that Scott Duncanson has won the Coronation Cup.

With Kingdom Property not competing in the final race of the series, the minor places were still to be decided and Chris Way with his crew on *Easy Tiger IV* (AUS) returned to their winning ways to take the final race of the series (adding to their win in the first race of the series) and secure second place overall, three points ahead of Ben Williams' *The Fox* (HKG).

After leading the Platu class at the end of the first day, the Thai team on *Le vent 2* struggled in the lighter winds and fell off the pace to finish fifth overall, while the all-Thai female crew – soon heading to the SEA Games in Singapore – on the Platu YRAT, were sailing light with just four crew, and despite the weight disadvantage in the stiffer breeze they managed a commendable ninth out of 13 overall.

In IRC Racing 1 there has been some close competition, disappointing performances by sailors' own account,

and one DQ. It was enough to keep everyone on their toes and nothing was certain with the final two races' performances set to decide the final standings. Fully aware of this, it was *EFG Mandrake* (HKG) fastest out of the blocks to score line honours and the handicap win in Race one, ahead of *Foxy Lady VI* (SIN).

Wan Ma Rang (THA), however, got caught out on the first downwind leg of the windward/leeward course and slipped down the scoreboard to finish last in the race.

It wasn't enough to knock them off the podium, however, as they secured third place by a single point margin, while at the top a win in the final race saw *Foxy Lady VI*, lead by Steve McConaghy, defend their class title and *EFG Mandrake* finish in second.

A little over 20 seconds separated first and second places in the final day's first race for IRC Racing 2 with *Amanda* (SWE), who struggled in day three's shifty winds, edging out *Iolanthe* (AUS) and *El Coyote* (AUS) on a late surge with a solid third place.

A disappointing sixth place in the final race for *Amanda* – their worse on the scoreboard – meant they fell off the top spot and finished second overall. A first for *Iolanthe* saw them take advantage of *Amanda*'s slip-up to win the title by two points with *El Coyote* finishing third overall.

Being scored with the NHC performance handicap system, Cruising has been a closely fought battle between the Japanese crew on *Tai Two* (JPN) and the USA team on *Nautical Wheeler*, and it was *Tai Two* who won the title by 0.4 points from *Nautical Wheeler* with George Foose and his *Dream Team* (USA), scoring a first in the last race, sneaking into third overall.

In 2014, the Ocean Multihull class went down to the wire and a three-boat shoot-out for the final race. However, *Sonic* (THA), after hearing over the radio the final race was not to happen, turned it off and headed back to the marina, missing the next radio call that rescinded the first. *Sonic* however won the first race of the day by just three seconds to level the series with *Cedar Swan* (THA) with the final race set to decide the title.

The longer second race for the Ocean Multihulls, however, favoured the handicap of the smaller *Cedar Swan* who was the run away winner by almost eight minutes on corrected time, and with that won the class title by a single point over *Sonic* and *License to Chill* (AUS) in third. ↓
www.topofthegulfregatta.com

ASIAN ODYSSEY
Scott Duncanson (right) and his Kingdom Property crew after winning back-to-back Coronation Cup titles in Thailand.



SAP takes Extreme Act 3

The Extreme Sailing Series Act 3 in Qingdao came to a nail-biting conclusion, with SAP emerging triumphant.

The Land Rover Extreme Sailing Series™ Act 3, Qingdao came to a nail-biting conclusion, as SAP Extreme Sailing Team took their first ever Act win – and just for good measure, they scooped the Land Rover Above and Beyond Award for their outstanding performance as a team in China.

After two days racing in dense fog, Danish co-skippers Jes Gram-Hansen and Rasmus Køstner were dominating the Act, and had a 23-point lead going into the final day. However, Qingdao was not going to let the Danes run away with the lead that easily.

For the grand finale, blue skies and a complete 180-degree wind shift greeted the teams, blowing from the north and shooting bullets of breeze (anything from 3 to 20 knots) through the city skyline and hitting the racecourse at unpredictable angles.

The change in conditions looked to have set the leaders off their pace, but the Danish were able to capitalise

on their outstanding performance over the three days of racing – that included 14 podiums and five race wins – to keep the chasing pack at bay.

"It was fantastic for us to win our first Act, something that we have wanted to do for a long time and have been very close to doing a few times but today it finally came together," explained a visibly thrilled Jes Gram Hansen before stepping on stage. "We are proud to represent our country and also proud to win here because we have received a lot of support, not least from SAP, but also from friends and family back home, which is just fantastic."

In the chasing pack the battle was on for the remaining podium positions, between The Wave, Muscat and Gazprom Team Russia – and the deciding moment came in the final race. Needing to keep a four-boat gap on leaders SAP Extreme Sailing Team, the young Russians had the Act win in their reach but a penalty at the windward mark cost them not only the Act but second place too – Phil

Robertson, Igor Lisovenko and the team settling for a hugely admirable third place – their first podium position since joining the circuit.

"We feel a bit unlucky, but clearly stoked with third overall," explained Robertson. "It's a big step for the team, especially coming out of Oman when it wasn't our best event. We took a lot away from that Act, put it into play and got way better every day here. So the boys are very happy."

A win in the final double point race put Leigh McMillan's The Wave, Muscat in second overall, with Red Bull Sailing Team significantly finishing in fourth, seeing a shake up on the Series rankings – SAP Extreme Sailing Team now striding ahead with 28 points, The Wave, Muscat in second on 27 and Red Bull Sailing Team in third, with 25.

The 2015 Extreme Sailing Series now heads for the UK for Act 4, Cardiff presented by Land Rover, 18 to 21 June, as the Series approaches the mid-way point on the eight-Act global tour.

Land Rover Extreme Sailing Series™ Act 3, Qingdao standings after Day 4, 22 races are available online. www.extremesailingseries.com

LIVING ON THE EDGE
SAP Extreme Sailing Team and Gazprom Team Russia on day four of Act Three in Qingdao.



Image: Oyster 825



118



885



825



745



675



625



575



545



475

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LAND ROVER
WINTER SERIES

Cool competition

Crews are brushing up on their skills during the Land Rover Winter Series or just getting involved in fun Sunday sailing.

The start of the Land Rover Winter Series has seen boats battling it out on the Harbour in cold, wet and windy conditions with Race Four held in mid-May the exception, with light winds that brought about a welcome change for crews.

The Land Rover Pointscore leader board after Race Four, in Division A1 sees *Victoire* (Darryl Hodgkinson) three points clear of Jim Cooney's *Brindabella* with *Balance* (Paul Clitheroe) rounding off the top three.

In Division A2 *Occasional Coarse Language 2* (Warwick Sherman) is two points ahead of *Never A Dull Moment* (Colin Wilson) and *Kerisma* (Matt Wilkinson, Andrew Wyllie and Dion Morrison) is sitting in third position.

Division B Larki Missiris' *Buildrite/G&R Isuzu* is sitting in the top spot after winning the first two races of the season with *Jackpot* (Adrian Van Bellen) in second and *L'altra Donna* (Andy Kearnan) in third with *Utopia* (John Messenger)

Quetzalcoatl (Anthony Bruce, James Lee Warner and Antony Sweetapple) has also won two races so far this season to sit in the box seat of Division C, with *Online* (Stephen Trevillion) performing consistently in second and *Cyrene 3* (Michael Selby) in third position.

Meanwhile in Division D *Mortgage Choice Rumba* (Robert Carr) and *One More-No More* (Ian Guanaria) are tied for first position with *Soundtrack* (John Amos) knocking at the door.

The first Land Rover Winter Series Ladies Day Race was held in April and saw Paula Dock skipper *Last Tango* to victory in Spinnaker Division 1 with Susan Hardy (*Clewless?*) taking out Division 2.

In the Non-Spinnaker Division, Vivienne MacMahon (*Marloo*) cruised to victory in Division 1 with Pauline Christie skipping *Viva* to victory in Division 2.

The Land Rover Winter Series Great Veterans Race saw Nick Cassim aboard *Lolita* take the win in this annual event. ⚓

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CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race

In the final race day of the Oyster Regatta BVI 2015 there was much to race for in a 15-boat fleet that had for the past week ranged across the British Virgin Isles. In the four-race series, Class 2 already knew its winner, the Oyster 72 *Infiniti of Cowes*. In its first ever regatta, it had already notched an unassailable three firsts. But places two, three and four were still undecided. In Class 1, *Lady Mariposa* (Oyster 625), *Reina* (Oyster 825) and *Starry Night of the Caribbean* (Oyster 82) had each scored a 1st, 2nd and 3rd so it was a case of winner takes all on the final day of the regatta. As Oyster chief executive officer David Tydeman said at the final prize giving on the lawns of the Yacht Club Costa Smeralda, "It was all about today!"

Tydeman, serving as race officer throughout, had also looked to give everyone their own day with four distinct course types delivering different splits of on and off wind legs to serve reachers and beaters equally well over the period. The final day was an anti-clockwise double rounding of the Dogs (cluster of islets and islands) to the south side of renowned Necker Island where the startline ran.

First to West Dog was Stephen Lambert's 575 *Atalanta* closely followed by Richard Smith's 655 *Sotto Vento*, which held her kite the longest with a late drop while others gybed just before to harden up for the short beat up to Great Dog. Then it was a single tack, with the wind shift south, on the heavily biased starboard fetch to Seal Dog, the windward mark. Here the fleet sailed safely, with most clearing the reef well, gybing out onto port and hoisting the spinnaker.

With the second rounding the wind continued to shift

to the south east, so the offered option to pass either side of Seal Dog before the final beat to the finish off Mosquito Rock didn't materialise. Everyone left it to port and almost the whole fleet finished within 50 metres of the committee boat with the notable exception of *Zig Zag* and *Dama de Noche*. Sailing close to each other much further out *Dama de Noche* took control, pushing *Zig Zag* further out, then tacked and cracked sheets to the finishing line with just three seconds between them and five from *Atalanta*... three boats in 8 seconds. "Fantastic racing," said John McMonigall, owner of *Zig Zag*, "Some of the closest I've ever had, *Dama* and all at 10 knots. Fantastic."

Lady Mariposa had a great finish, too, tacking early to avoid dirty air from *Sotto Vento*. *Lady Mariposa* snuck her way across the line just 3 seconds from *Vamos*, which beat her by three minutes on corrected time. *Starry Night of the Caribbean* took a well deserved 2nd behind *Reina*, the final day victor. "The first three boats (*Reina* 1st, *Lady Mariposa* 2nd, *Starry Night* 3rd) had just 1.25 points between them. I'm delighted with the results," said Tydeman. And it was just a close step to 4th placed *Vamos*.

In Class 2, the clear winner, with an astonishing four firsts on corrected time, was *Infiniti of Cowes*. Second in Class 2 was *Sotto Vento*, 3rd *Jig Saw* and 4th *Aysha II*.

"So very close results," says Tydeman, "and the handicapping worked because of that mix of race types. Something for everyone, there isn't a bias.

"The staggered individual starting has worked well, keeping boats safely away from each other and allowing owners and tacticians time to plan separation on the course." ↓

Oysters take wing

The Oyster Regatta in the British Virgin Islands proved excellent handicapping with very close racing amongst the 15-boat fleet.



OYSTER
REGATTA

HEAVEN SENT SAILING
The Oyster Regatta BVI proved very exciting racing with the first three boats across the finish line in Class 1 having just 1.25 points between them.



New build; old skills




Bruce Ritchie is without doubt a gentleman. The real question is whether the R38 will be a gentleman's daysailer. Bruce's son, Michael Ritchie, takes up the story.

"Nine months ago, I was speaking with my 83 year old father about selling our much loved Match 42, *Union*. Was this highly successful yacht now too unwieldy for Dad and his crew? A performance daysailer was clearly the answer and the search began for a more suitable vessel. But it was not long before Dad began sending me a stream of sketches of his vision for this gentlemanly yacht - a two metre long bow sprit; a centreboard; a large sail plan and plenty of carbon offset by a teak cockpit sole.

"Will Hardcastle from Peter Lowe Design assisted with the translation of Dad's design to ISO standard drawings. We then approached our friend Sean Langman to build what was now the Ritchie 38 at Noakes North Sydney. Sean's passion for the project was immediate and infectious. The Noakes' team was assembled and Shed One was cleared. It's an incredibly exciting process and I have never seen Dad happier."

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ULTIMATE TEST
Despite the tough living conditions and tremendous physical challenge that is the Volvo Ocean Race, more than 2,500 applications flooded in for the seven positions available as on board photographers for the latest edition of the Race.

EMBEDDED IN THE EXTREME

THERE'S ONE CREW MEMBER ON EACH OF THE SEVEN BOATS IN THE VOLVO OCEAN RACE WHOSE JOB IS TO CAPTURE THE MILESTONES AND MINUTIAE OF LIFE DURING THE SPORT'S GREATEST RACE. WHILE THEY DON'T CONFORM TO THE ARDUOUS FOUR HOURS ON, FOUR-OFF ROUTINE, THEY STILL HAVE TO BEAR THE "FIREHOSE IN THE FACE" AND BUNKING DOWN IN WET, COLD AND SOMETIMES TEDIOUS CONDITIONS, RUNNING ON FREEZE-DRIED RATIONS. JENI BONE EXPERIENCES, ALBEIT VICARIOUSLY, THE HIGHS AND LOWS OF BEING AN ON BOARD REPORTER.

When the Volvo Ocean Race looked beyond the sailing realm for On Board Reporters (OBRs) for the 2014/15 edition, applications flooded in from all corners of the world – more than 2,500 for just seven positions.

Management was "blown away" by their standard and enthusiasm, given the job description spelt out the privation, physical demands and creative expectations, all while riding shotgun in what is surely sailing's most gruelling event.

"It was incredible how many active, awarded journalists and photojournalists responded to the recruitment drive," says chief executive officer, Knut Frostad. "It was a hard process to cull them and then match them to crews."

The OBRs need to paint a vivid, compelling picture while enduring the same conditions as their subjects and fellow crew members over the nine months, 11 ports and 38,739 nautical miles, before finishing up in June in the home of Volvo, Gottenburg, Sweden.

The seven teams are composed of more than 19 nationalities: China, UK, France, the USA, Spain, Australia, Belgium, Denmark, Ireland, Italy, Lithuania, the Netherlands, New Zealand, Sweden, Switzerland, UAE, Argentina, Brazil and Antigua. Among the crews are Olympians, World Champs and Volvo Ocean Race veterans alongside sailing rookies and an OBR on each boat – journalists and photographers who underwent intensive training to equip them with their sea legs in time for the start of the race.

Asking crew members to lean "a little to the left," "hold that pose" or describe how they feel while racing at 30 knots as 30-foot waves crash over their boat is a big brief. Then there are the tropical doldrums, constant damp, sleep deprivation, one pair of clothes, restricted communications with the outside world and close-quarters with the rest of the crew for up to 25 days straight.

"As well as a keen eye for dramatic images and reporting skills, you have to have stamina, fitness, sailing skills and the ability to get on with other people – that's the most important," asserts Frostad.

"Most importantly," adds senior producer, Rick Deppe, "from the outset we stressed how they would be torn in so many different directions. The media ashore will want them to spill the beans on what life is really

like onboard, while their own team's marketing people will want to hear that everything's great! Meanwhile, the crew just want you to stay out of the way. Your body will tell you to stay in your bunk while your head says 'pull your weight'."

Broadcasting stories ashore has been a vital component of the race for the past few editions, but followers and fans of the 2014/15 VOR have been treated to much more. "Aside from working even harder with the OBRs to help them deliver footage that will blow our socks off, we have a stack of new technology aboard these boats," says Deppe, referring to the VO65 – the high-performance, one design boat (sardine tin) that is their water-borne home with seven others (10 in the case of the all-female team) for nine months.

The boat was designed and built specifically to accommodate powerful, high-tech remote media systems. "In addition to new camera angles, we have a sophisticated iPad control tool that allows the OBRs to control all the media systems from anywhere on board while conducting live interviews. This edition of the VOR will look very different from anything that has gone before."



Crew too can control the action, hitting a switch that will start cameras mounted on deck – ideal for safety as well as posterity. All communications, whether official or personal, travel via the main media centre at the VOR HQ, Alicante Spain, ensuring fairness and equal footing for all teams and absolute immersion in the job at hand.

As a youngster, American Corinna Halloran set her sights on becoming the first woman on the moon – instead, she became the first woman OBR in the Volvo Ocean Race.

"It is very isolating at times, but this is what we signed up for. The Volvo Ocean Race is the ultimate test of our capabilities," says Halloran, OBR for the all-female team, SCA.

Halloran has a degree in photojournalism and writing, and a professional certificate in visual storytelling. She worked on superyachts at the outset of her career and prior to the VOR, considered herself a proficient sailor. "Sailing is in my blood. My grandfather and mother were big sailors in Annapolis, Maryland, and sailing is how my mother arrived in Newport. I love the ocean and sailing



but I didn't grow up racing dinghies in the Bay. I grew up with a camera in my hand."

Also from the US, Matt Knighton is the OBR with Abu Dhabi Ocean Racing. He is an accomplished commercial videographer with an impressive background in film and TV, as well as honing his skills in the role of director of the 2013 documentary *Black Hawk Down: Return to Mogadishu*. From Chicago, Knighton is a keen racing sailor who for a few years leading up to the VOR, found himself shooting in the professional sailing arena.

"Everything I've done for the past four years was building up towards prepping my resumé for this OBR gig. I'd raced about 10,000 nautical miles offshore prior to the VOR, including several races down to Mexico and back from Hawaii. I'm a bowman which means I like to get wet – something that comes in handy when I'm getting pounded by waves in the middle of a shot!"

Responsible for covering Team Brunel, Stefan Coppers worked for the Dutch TV station, AVROTROS, where he directed the children's sports program, *Zappsport*. While he has covered plenty of sport in his career, including two months in Brazil covering the World Cup, his grasp of sailing was limited to small dinghies in his youth.

"I loved the Whitbread Race when I was a kid, playing in my Optimist. I was Tokio! I loved that boat! I always dreamt of being part of the Whitbread. Now 'Capey' (Andrew Cape (AUS), the Navigator on *Tokio* in the 1993/4 Whitbread Race) is my colleague. My nickname for him is 'the legend'."

At the beginning of 2014, Coppers' boyhood dream was realised when Yvo Janssen asked if he wanted to be the OBR for Team Brunel. But he didn't count on seasickness.

As he explains: "On the jetty in Rotterdam, I met Yvo Janssen, the current head of media productions and operations of the Volvo Ocean Race. At the time, he was Team ABN AMRO's public relations manager. Over a drink, I told him that he could call me anytime he was looking for an onboard reporter. Working for the Volvo Ocean Race had always been a dream for me. Two years later, when Janssen was responsible for the public relations of Team Delta Lloyd, to my great delight, I was asked to make a few videos for the Dutch Volvo Ocean Race team. And then, a couple of years later, he approached me to



GIRL POWER
Clockwise from top left, opposite page: Corinna Halloran had previous sailing experience and is the OBR for all-female team, SCA; Right at the heart of it, Halloran captures some mid-race, on board action from team SCA; Hard at work aboard team SCA.

trial on Team Brunel. I flew in to Lanzarote for the trial and I fucked up completely. I got seasick, then almost set the kitchen on fire. But somehow, I must have done OK, because Bouwe (Bouwe Bekking, Team Brunel skipper) asked me back.

"I was still seasick and it was a gamble bringing me for the first leg, but it went great. I had a good click with the guys and I think that's the key."

Halloran was drawn to the allure

of the VOR and aspired to contribute her considerable media skills.

"In the 2008-2009 edition, they introduced the media crew member position (now OBR position). It was something that really interested me: telling the stories of these people who are racing around the world. It's like having the perspective, the emotion of what's happening out there. You can't get that with many other sports."

She fired off her application in

2012 to join the sailors, expressing her willingness to be considered as media. "Then in January 2013, VOR announced an international search for OBRs so I applied through that and made the cut. Then it was a lot of networking – a lot!"

For Knighton, his selection was the culmination of past efforts applying but missing out. "I had been following the race closely for the past two editions and in the 2011-12 race I applied for the media crew member role, but wasn't selected. I watched the photos coming off the boats each day and it continued to deepen my love for the job and how it blends art and the sport together."

He saw the VOR invitation for applications and sent his in immediately. "I then waited for what seemed like ages," he recalls. "That summer I found out I had made it to the next round, but then heard back several months later that there weren't any slots with an English-speaking crew. Fortunately for me there was a change in the Abu Dhabi line-up and I got a chance to interview via Skype with Ian Walker. By the next week I had quit my job and was doing a tryout with the team on a training run across the Atlantic from Portugal to Newport. When we arrived in the US 10 days later, I had the job."

Knighton's training began straight

away in Portsmouth, England, followed by an ocean safety training stint in Newcastle before the team moved to Alicante, Spain for the last month of preparation prior to the race start in October 2014.

"In addition to prepping the media systems on and off the boat I also participated in all the workouts and physical training regimes with the crew to make sure I was in the best shape before the race started."

Not wishing to sound overly confident, Knighton reports his thoughts of life at sea for nine months were only of the creative challenges ahead, rather than the physical or technical.

"I know that might sound bigheaded, but it's the truth. I'd already raced in very bad conditions so I wasn't afraid of the weather or life on board. I think I was well prepared for that. I was just excited to let loose and shoot video and stills each day."

What he was less prepared for was the homesickness. "The biggest challenge of the entire race has been leaving my family to do this. Fortunately my wife, April, has been able to visit me during the stopovers or sometimes I get to go home for a week. It's been an adventure for sure but I was unprepared for how much I miss being home with my wife and our dog. I'm having the time of my life, but it's a balance. Sometimes

you don't know what you've got until you're working 12-hour days for weeks on end out on the ocean!"

Coppers agrees: "I miss my family in Holland. We can send emails though I'm working 19 hours a day and can't wait to jump in my bunk as fast as possible. But they send me emails, which is fantastic! Being out here, on the ocean works as therapy: you realise what's important in life. Not money, not your Facebook account, it's your loved ones."

Standing head and shoulders clear of his team mates, Knighton has had to adjust to Spartan rations and cramped quarters. "Over the past seven legs there's been an increasing number of cushioning pads taped to various protruding structures," he says, adding "the headaches have subsided!"

Constantly delving deep to create compelling images and new angles on the long legs between stopovers was also surprisingly challenging. "The hardest part about this job isn't the physical part of living on board – the big waves, the cold, seasickness – it's about being creative with the same 65 feet of carbon fibre each day. It's truly the hardest thing I've ever had to do purely because of the way it taps your creativity in ways you'd never imagine."

"There are days you wake up and think 'I've got nothing to give. What am I going to shoot that's different from the previous 100 days I've



TEAM MATES
Stefan Coppers on the right with a crew member aboard Team Brunel. He says that getting along well with the crew was a key factor to his success in landing the job as its on board photographer.



shot out here?' Then you shoot and something new happens and you think 'Alright, another one down!' Then think the same thing all over again on day 101."

For her part, Halloran says maintaining the distance of an OBR and capturing the experience as if observing is the major challenge, particularly when you're being tossed around and facing the same conditions as the sailing crew.

"Imbedded reporting is a very interesting experience. You experience the same emotions of excitement and frustrations as your subjects but you still have to ask the tough questions. I'd like to think I'm getting better at that distance. I'd also like to think I've become a better writer, photographer, and videographer because I'm doing it

every single day."

In contrast with the sailors' four-hour shifts, Halloran has her own routine, equally taxing. "They live by four hours on, four hours off, whereas I'm more dictated by the sun, even then it's by the UTC clock. There's a lot of time sitting outside and collecting footage, and then there's cooking and cleaning and eventually sneaking into bed for three or four hours before you start again.

"There's a lot of repetition and it's finding the story within that repetition that makes the job unique."

Over the past seven months, Coppers has won the battle with his seasickness, not so much conquering it as surrendering to it and working through it.

"Ever been seasick? You only want to sleep, but that's not possible on a

boat with a 24-hour racing routine."

Then there's the food.

"It's freeze-dried food like astronauts eat," says Coppers. "Some are edible, some you wouldn't feed to your dead dog! Thankfully, we have some fruit bars and nuts, which makes life acceptable. Just before we arrive at a stopover city, we fantasize about what we're going to eat when we get there. A steak with fries, and I want a coke! No a beer! A Big Mac! We drive each other insane!"

Physical trials aside, Coppers feared nothing else about the role.

"Fear is a bad advisor," he says sagely. "I was looking forward to the challenges: big waves, storms, maybe problems out there. You know you're not at home with your card club!"

With a personality like "an over-enthusiastic bungee-ball type

FAR FLUNG
Team Brunel during Leg 4, by OBR Stefan Coppers. An image so extraordinary it sparked debate over its authenticity.

jumping around all day,” Coppers found one of the unique challenges was maintaining his emotional state. “It may sound strange, but on board it’s a challenge to keep your feelings horizontal! The main lesson the guys tried to teach me was not to be too up or too down, because they’re both extreme. When you’re too enthusiastic one day, you pay for that with a day feeling really down and thinking ‘what the hell am I doing here?’ But then, something cheers you up: a nice sunset, a group of dolphins, and up you go again. ‘Yeah! This is the best job in the world!’ And that feeling, the high, is amazing.”

Despite the privation, interminable hours wet and cold, flogging a 65-foot boat through all conditions, while sharing a tiny space with other sentient beings who no doubt have their share of highs and lows, the OBRs are unanimous that for them, this role is the pinnacle of their professions.

“The opportunity to shoot images and video in situations and environments that few people will ever get the chance to see is at the

heart of why I love this job,” states Knighton. “The sunrises and sunsets, the huge waves of the southern ocean, the glowing bioluminescent wake of the boat — these are all things that you won’t see unless you’re hundreds of miles out in the middle of the ocean and the OBRs get to capture their beauty through cameras and share them with the world.”

For Halloran, who admits her main fear was letting down her team or losing equipment, the role of OBR has taught her “to stay calm and focus on the story and the story will come.”

“It’s a really good feeling when you know you’re sending off the right stuff. Sailing every day is a highlight. The heat was tough but the Doldrums are still beautiful. The other day we had the most amazing rain squall at sunset and were travelling at 28 knots. It was an experience I hope I never forget. The stopovers are such a whirlwind but I’m really looking forward to Newport and sailing into my hometown.”

At the front line, capturing the action, the OBRs are in a unique

ART EXPOSURE

Below: The OBR aboard Abu Dhabi Ocean Racing, Matt Knighton was a keen racing sailor prior to his role for the VOR and says he loves that his role “blends art and the sport together.”



place to describe the VOR and do their part in conveying its ethos of “life at the extreme.”

“It’s a race like none other,” asserts Halloran. “Where most people would run away from heavy winds and waves, these girls and guys run to it. The race is not just a physical experience but also very much a mental experience. We’ve all seen each other’s best and worst and that’s a very vulnerable position to be in considering the uncomfortable conditions. Then, on top of this, there is someone documenting the experience and



the change of these sailors.

"It's emotional, it's powerful, and it's unlike any other sporting event. I'm looking forward to the day when the rest of the world understands this."

Knighton too is well aware of his privileged vantage point. "The Volvo Ocean Race is an epic adventure played out in extreme environments that few people will ever get the chance to see first-hand. No other professional sports event lasts for nine months. It's a global brand that touches many countries and spans several cultures."

With this most difficult of sailing events now on their CV, and most certainly in their blood, the OBRs are considering what's next as the event moves into its final legs — Newport to Lisbon, Portugal, then Lorient, France, before finishing in Gothenberg, Sweden.

Would they sign up to do it again?

"Sometimes I say 'hell yes! 100 percent'. And sometimes I'm in doubt even to step up to the next leg, so shitty can it be," says Coppers prosaically. "It's constantly rough, bumpy, like a never-ending rollercoaster. Let me

think about it, okay?"

Knighton too is circumspect. "Ask me again after I finish this first edition!"

Halloran is less guarded, eager to see how the role develops, fuelled by advances in technology and the public's appetite for more intimacy and access to the sailors.

"Sailing offshore is addictive and I love visual storytelling. The exciting bit is that the OBR role will only grow in the future editions so it's an exciting path to be on. This is only the beginning!" ↓

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BASIC INSTINCT
Sheltering in the heat of battle, a crew member aboard Abu Dhabi Ocean Racing captured by OBR Matt Knighton.

Yachtsman, skier and golfer, Paul Clitheroe has also climbed Mount Kilimanjaro twice, but is best known as a financial analyst and advisor. What it all comes down to, he says, is balance. As in bank balance, balanced portfolio and balance in life. And all his boats have carried that name.

Clitheroe's daily 'Talking Money' segment goes to air on up to 230 radio stations, he appears regularly on Channel 9, and is chairman of Money, Australia's longest-running, highest-selling and most-read personal finance magazine.

He is also the author of multiple money books, including Making Money. Now in its 14th edition, the book has sold over 600,000 copies

and requires a full time researcher for its annual update.

The Sydneysider is also chairman of the Australian Government Financial Literacy Board in a voluntary capacity. It involves teaching school age children the basics of money management. This is just a small window of all Clitheroe has taken on during his life.

In 2008 he was awarded an AM for Services to the Finance Sector through the promotion of financial literacy and to the community.

No wonder he was nicknamed 'Money Man'.

While on the subject of money, he says to take note of the laws of gravity: "Rule number one is to spend less than you earn. If you spend more than you earn, life becomes more stressful.



Number two is to take the surplus and invest in property and/or shares. Shares, no matter what people think, do perform better. If you don't do either, you're on a loser.

"It's the same with sailing. You don't go out and bang the corners every time. If you do, you'll win sometimes, but you'll lose too. I am a risk manager. I think it's best to play the shifts. Money and sailing are both about preparation and having goals and understanding where you are."

Working full-time until 2002, he and four partners sold the business they started 32 years ago in one room (each had thrown in \$20,000) for \$25 million. It was then that Clitheroe claimed to be semi-retired.

"I do around 50 hours a week. My wife is in hysterics of laughter about me saying I'm semi-retired," he concedes.

"Vicki (his wife of 33 years) and I were on an ice breaker in Antarctica recently. I got a few articles out of the way. But my work is not my boss; I am the boss of my work. I don't find it hard, because I do things I'm interested in. I choose to work; I find it relaxing.

"I do wind down. I'm a voracious reader; I get through one or two books a week. I'm a sports nut too. The Beagle (his dog) and I like to watch sports on tv. I like to walk, but I go find a hill to walk. I'm an 'A type' personality, but I don't stress over small details, I trust people – that's the way I manage people – including on the boat."

A bundle of boundless energy and enthusiasm, Clitheroe insists he goes about life in a relaxed and calm way. And he does it with a quirky sense of humour too, which comes through loud and clear.

"Yeah, I'm high energy. I've always been that way. If I'm working in business, I tend to own the business. I am also professor of economics and professor of financial literacy in the School of Business and Economics at Macquarie University and I have a chair there, on top of everything else," he says.

His latest venture was taking on the role of executive chairman of Australasian Wealth Investments (AWI) in early March this year.

Clitheroe brings something a bit different to the serious land of Grand Prix sailing.

His fifth boat by the name of *Balance* is the 2008 Rolex Sydney Hobart Yacht Race winner *Quest*, purchased from Bob Steel last year. He also acquired some of Steel's crew, knowing they would bring him up to



speed quickly. They are coming to terms with Clitheroe's style.

"There's a lot of 'so what' on the boat. Like when I buy smaller yachts and don't re-measure for a better rating." Brownie (Adam Brown, who has sailed at the top level on a variety of boats) tells me I should re-rate because it will give us better results. I say 'so what.'

"Or when someone isn't doing a job as quickly as Brownie would like, I say 'so what, it'll get done.' For me, sailing is fun. And sure, I love it when we win too.

"I think Brownie has got the picture now."

Although he had offshore experience racing his early *Balances* with success, Clitheroe's first Hobart race was a 50th birthday surprise from Vicki in 2005.

"Vicki bought me a berth on Shorty's (the late Andrew Short) Volvo 60. She didn't want me to do the race before that – while our children still needed a father... Now I'm really into it, she thinks it was a bad idea," the father of three says laughing.

Clitheroe's first Sydney Hobart as an owner/skipper was 2007 with a Beneteau 47 cruiser racer that was subsequently replaced with a Beneteau 45 and then the TP52, with which he made an immediate impact.

"Bob had that boat so well set-up it could steer itself to a win," he

quipped after an early top result.

"The TP has been a logical progression for me. And despite the speeds it does, I find myself surprisingly relaxed. I always felt I was a fairly calm personality and I tend not to get anxious, but then I'm very confident as a team that we can work our way through things," he says.

"Going down the coast when the sou-westerly hit at 30 knots in the last Hobart, I was having a ball. Guys I regarded as much tougher than me were saying, 'You've got to be kidding', when I showed them the YouTube video."

Conditions favoured the smaller yachts. *Balance* finished 36th overall. "So what", Clitheroe said. But it finished best placed TP52, was in the winning Southern Cross Cup team and finished second in the CYCA's 2014 Blue Water Pointscore ahead of placing fourth at the NSW IRC Championship in April.

"This may seem a strange thing to say," Clitheroe says, "but we were thrilled with fourth. We were leading the first race, then got on the wrong side of shift and were dead last. We killed ourselves laughing. We were sailing with friends and having fun."

"Outside the racing I'm doing with *Balance*, I'd like to charter a smaller boat and race at the Kings Cup in Thailand and Antigua and Skandia Cowes Weeks. It would be just for the participation, not as a serious thing," the Cruising Yacht Club of Australia board member says.

In between, there will be the odd game of golf. "I play terribly – my handicap is 23 – sailing has absolutely ruined my game. I'm much better at skiing," he says.

"I'm turning 60 in July. I would have loved to climb Everest, but for a man my age, there is a 20 percent death rate. I'm a numbers person and those odds are too high.

"Instead, while my boat is racing to the Gold Coast, I'll be in Ireland with 29 of my uni mates – all turning 60 – it's to celebrate. We're going to play golf," says the 'terrible' golfer.

Born in Nottingham, England, Clitheroe immigrated to Australia at eight. "I was a 10 quid Pom. The Australian Government was desperate for doctors, so in 1963, my father (a doctor), mother, sister and I moved to Griffith," he says.

"I sailed Sabots and Moths on Lake Wyangan. When you move to somewhere that gets to 45 degrees in summer, sailing seems like a good idea.

"If we hadn't moved to Griffith, I would never have been a sailor." ↓

"Money and sailing are both about preparation and having goals and understanding where you are."

Paul Clitheroe

MONEY MAN
Yachtsman, skier and golfer, Paul Clitheroe has also climbed Mount Kilimanjaro twice, but is best known as a financial analyst and advisor.



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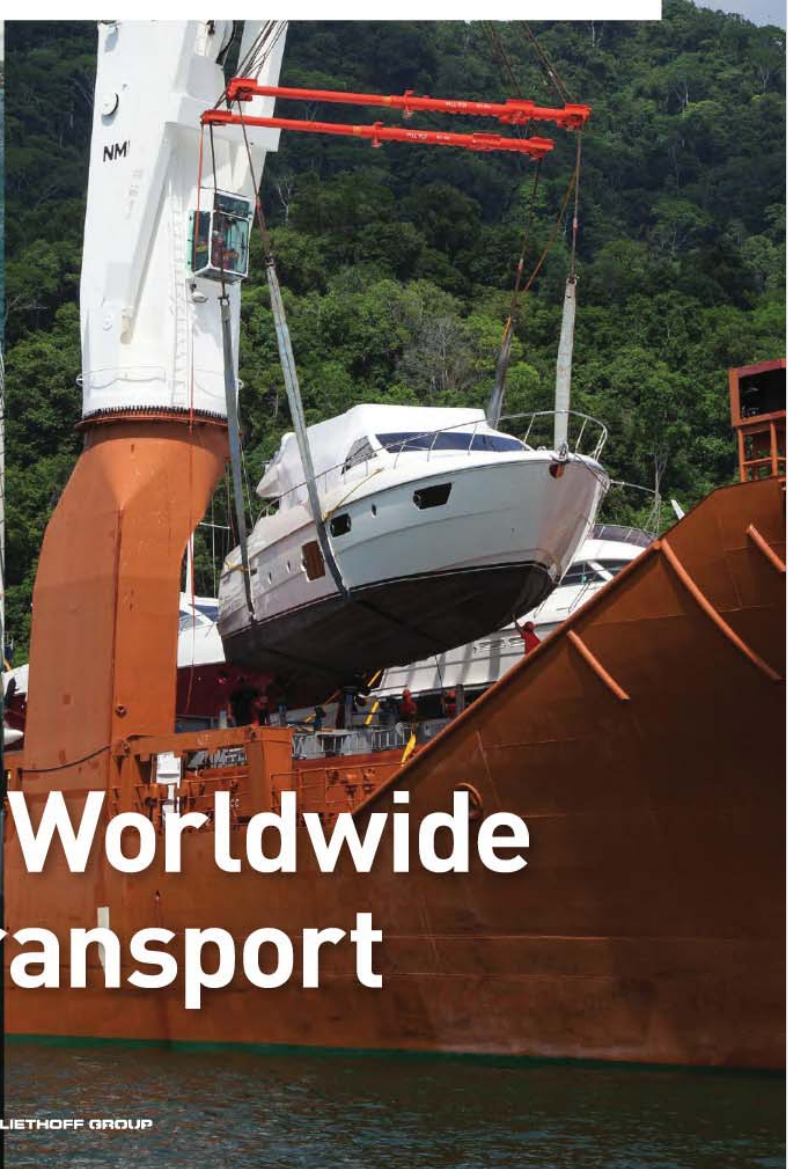
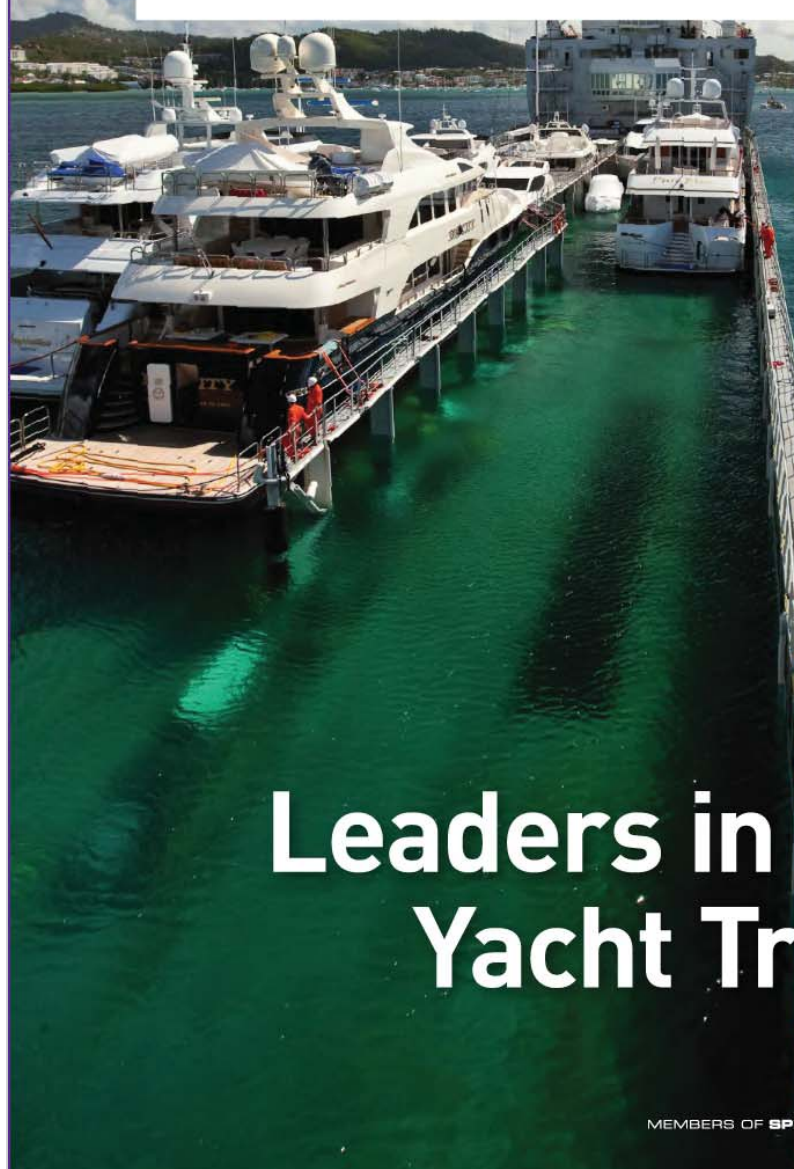
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Race ready

The Land Rover Sydney Gold Coast Yacht Race is delivering quality entries for its next exciting edition, starting July 25.

Among the most recent entries received for the 2015 Land Rover Sydney Gold Coast Yacht Race starting July 25 are a trio of yachts representing as many states, their owners looking forward to playing their part in the 30th edition of the Cruising Yacht Club of Australia's Blue Water Pointscore opener.

Darryl Hodgkinson from the host club returns with his 2013 Rolex Sydney Hobart winning Cookson 50, *Victoire*, intent on bettering his seventh overall of last year, while South Australia's Geoff Boettcher has replaced his 2010 Sydney Hobart winning *Secret Mens Business* with a TP52 of the same name and Olympian Matt Percy is bringing *Alacrity* down from Queensland.

Victoire and *Secret Mens Business* will be among the front runners for overall honours in the CYCA's 384-nautical mile race, joining the likes of last year's winner, Sam Haynes with his newly purchased TP52 *Celestial*, and Roger Hickman who won the 1991 and 1994 races with *Wild Rose*.

In January, Boettcher purchased the 2009 TP52 World's winner, *Matador*, which went on to become Karl Kwok's

Team Beau Geste in 2013 winning the TP52 Southern Cross Series. In 2014, Kwok adapted the boat for IRC racing and dominated with wins in the NSW and Australian IRC Championships, before taking the boat to Asia and also winning the Kings Cup.

'Boettch' has since sailed the yacht under his trademark *Secret Men's Business* name, finishing eighth overall in the Adelaide Port Lincoln Race and going on to win the Port Lincoln Race Week Regatta, putting him well on track for a solid result.

Percy, who owns the Beneteau First 44.7, *Alacrity*, is the fourth Queensland entry received to date. Competing for Australia at the 1986/1987 America's Cup, Percy went on to crew for Bobby Wilmot in the Soling class at the 1988 Seoul Olympic Games. This is the first time since 2007 *Alacrity* has competed in the race, which is based at Southport Yacht Club where Percy is a member.

CYCA commodore John Cameron said that interstate entries in the Land Rover Sydney Gold Coast well complement the local Sydney-based entries.

"This is what makes the Land Rover

Sydney Gold Coast Yacht Race the event that it is today; yachts from all over the country coming to compete against 'the locals' in what I consider is the pinnacle winter event," said Cameron.

Other recent entries received include *Quikpoint Azzurro*, the S&S34 salvaged and completely restored by Shane Kearns; *Merlin*, the Kaiko 52 owned by Olympic gold medalist Dave Forbes, along with *Mortgage Choice Rumba*, the Northshore 370 owned by Robert Carr, Kerry Burke and Stephanie Cook, who will be pinning their hopes on PHS success.

Approximately 60 yachts are expected to take part in the Land Rover Sydney Gold Coast Yacht Race, which starts at 1pm on July 25 from a start line off Nielson Park on Sydney Harbour and finishes at Main Beach, Southport. ⚓

Spectators wanting to view the start won't miss out with the spectator vessel *Coast* that will again be at the start line of the Land Rover Sydney Gold Coast Yacht Race.

For details and bookings visit the website: <http://goldcoast.cyca.com.au/spectators/> For online entry and Notice of Race visit the official race website: <http://goldcoast.cyca.com.au/>



Tropical run

As part of Sail Noumea, the 820-nautical mile race from Brisbane to Noumea promises to be hot with competition and a prequel to the Brisbane to Keppel Tropical Yacht Race.

Sail Noumea 2015, Royal Queensland Yacht Squadron's signature ocean race, held tri-annually starts on Saturday 20th June. The 820-nautical mile Sail Noumea race is co-hosted by Cerele Nautique Caledonien, which has a great reputation for their hospitality and friendship at the finish of the race in New Caledonia.

Leading the charge to Noumea will be Karl Kwok's Botin-designed *Beau Geste*; with the Reichel Pugh 66 *Alive* (Duncan Hine) and Volvo 60 *Spirit of Mateship* (Russell McCart) both looking for favourable downwind conditions to speed them over the Coral Sea course. Mark Hipgrave's *The Healer* is currently the smallest boat in the fleet at 36 feet. For those who are unable to compete, "sailonline" will be hosting a virtual Brisbane to Noumea regatta.

Whilst some of the competing boats will be staying on in Noumea to cruise the idyllic waters surrounding New Caledonia, others will be heading straight back to Brisbane to back up for the 350-nautical mile Brisbane to Keppel Tropical Yacht Race, which starts on Thursday 30 July.

HOT COMPETITION
Leading the charge to Noumea will be Karl Kwok's Botin-designed *Beau Geste*.

The Royal Queensland Yacht Squadron's second major yacht race in just over a month and now in its ninth year, the Brisbane to Keppel Tropical Yacht Race continues to grow and is an important feeder for boats heading north to Airlie Beach and Hamilton Island Race Weeks. As an added bonus this year the RQYS gear truck will be starting its trek from Southport transporting equipment from boats that will have competed in the CYCA's Sydney Gold Coast race and who are continuing to race north.

Whilst entries for the Brisbane to Keppel Tropical Yacht Race have only recently opened, many boats are already entered and special dispensation has been sought and granted for youngster Zack Austin to compete on Peter Kruger's Archambault 40 *Broadsword*. Zack will turn 15 on the day of the race and already has an impressive sailing resumé; the dispensation giving him the opportunity to race offshore alongside his father David.

Full details of both races including Notice of Race and other documentation is available through the RQYS website. www.rqys.com.au

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MON 10th	Race Day 3	Tropical Shirt Party Calypso Band 'Steel Fantastic'
TUE 11th	- LAY DAY -	Relax at The Whitsunday Sailing Club - all day Bistro
WED 12th	Race Day 4	Live Music - Whitsunday Sailing Club
THU 13th	Race Day 5	Live Music - Whitsunday Sailing Club
FRI 14th	Race Day 6	Finale Party Live Band - Whitsunday Sailing Club

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Yachts flock to Rolex Fastnet Race

The world's largest, most diverse fleet of offshore racing yachts will set sail from the Solent on 16th August in the Royal Ocean Racing Club's biennial Rolex Fastnet Race. 2015 marks the 90th anniversary of the Royal Ocean Racing Club and with it a record-sized fleet with as many as 350 boats expected to take part. Report by JAMES BOYD.

As ever the 603-mile course takes the fleet west along the south coast of England, across the Celtic Sea to the Fastnet Rock off the tip of southwest Ireland, south around Bishop Rock and the Scilly Isles and back east to the finish in Plymouth. Conditions on the race course can range from benign and summery to vicious and stormy and the event is well remembered for the horrific conditions in 1979 that claimed the lives of 15 competitors. Fortunately vast improvements in weather forecasting, safety and communications equipment, as well as yacht design over the intervening years mean that a repeat of this disaster today is unlikely.

The Rolex Fastnet Race is also one of the most popular events in sailing

anywhere in the world: the original limit of 300 boats racing for the overall handicap prize under IRC was increased to 340 in 2013 due to the increased demand. This is more than twice as many places as the next most popular of other 600-mile races held elsewhere the world and still, when registration opened in January, all 340 places were filled within just 24 minutes!

In addition to this group is the 'non-IRC' fleet, including many top grand prix race boat classes such as the IMOCA 60s, that compete in the Vendee Globe singlehanded non-stop round the world race, and the Class 40s.

One of the most attractive elements of the Rolex Fastnet Race is its diversity. At one end of the spectrum



are the high profile professional sailing teams who congregate on the Solent from the four corners of the globe, many fielding the world's biggest, fastest, state-of-the-art racing yachts. At the other end are the Corinthian entries, where individual crew will be embarking on what for them will be their own personal Everest – the culmination of a season's training that will have included at least 300 miles of offshore racing (the mandatory requirement to qualify for Rolex Fastnet Race entry).

One of the important battles is the race for monohull line honours, which this year looks set to be a much anticipated heavyweight bout between the two brand new American maxis: George David's 88-foot *Rambler 88*

CHASING THE BREEZE
An impressive sight as The Rolex Fastnet Race fleet heads out of the Solent in the last edition of the race.



and the 100-foot *Comanche* of Jim Clark. Both are brand new, launched late last year and some gauge of their form will take place when both compete in the Transatlantic Race between Newport, Rhode Island and the Lizard (and on to Cowes).

Another battle to watch out for will be the battle of the multihulls, which this year includes the world's fastest race boat – the 131-foot (40-metre) trimaran, *Spindrift Racing*, skippered by Yann Guichard and Dona Bertarelli. In 2009 this boat covered 908.2 miles a day at an average speed of 37.84 knots and has been first home in the previous two Rolex Fastnet Races.

However, nipping at her heels will be the three MOD70 trimarans including *Musandam-Oman Sail*,

skippered by Sidney Gavignet. This boat last year sailed an exceptional Sevenstar Round Britain and Ireland Race, setting not only a race record time, but also becoming the outright record holder for the Round Britain and Ireland course.

"I am looking forward to this race," says Gavignet of the Rolex Fastnet. "It is the big race of our season, so we take it seriously. It has such an impressive line-up. Races like the Fastnet are very important for sailing because it is a classic and you know that it will always be there every two years."

Once again *Musandam-Oman Sail* will be using the event in its continued programme of training up Omani sailors and three will be competing on board alongside Gavignet and round the world sailor Damian Foxall.

At the Corinthian end of the fleet, charter and sailing school entries are swelling in number. Typically these companies sell berths to individuals for the season enabling them to carry out their qualifications.

Hamble School of Yachting, for example, is fielding two Jeanneau Sun Fast 37s, each with six amateur crew aboard plus a professional skipper and mate. "It is a bucket list item – something they have always wanted to do," says director Chris Rushton of the attraction to his customers. "They are all first timers of mixed ability but a lot of them haven't done any racing before."

Their crew have already completed their ISAF Sea Survival and First Aid courses and this season will compete in the RORC's Myth of Malham, De Guingand Bowl and Cowes-Dinard-St Malo races as their qualification.

Eddie Warden Owen, chief executive of the Royal Ocean Racing Club explains the uniqueness of the Rolex Fastnet Race: "The Rolex Fastnet Race is a world classic and probably the largest, most famous of its type. This year the demand has been huge with places selling out in 24 minutes and a waiting list of over 80 boats. The challenge for many is completing what can be a very tough adventure, but also its attraction for the experienced offshore racer is that they can compete with the top professionally raced yachts and have a realistic chance of winning. In 2013 the race was won by a very experienced father and son team sailing two handed, which shows that anyone has a chance of winning the most prestigious ocean race in the world calendar." ⚓

<http://fastnet.rorc.org/>

ROLEX FASTNET RACE

Stats and facts

The first Fastnet Race took place in 1925 with just seven boats and is this year in its 46th edition with 350 entries and a long waiting list.

THE RACE

The 608-nautical mile Rolex Fastnet Race is organised by the Royal Ocean Racing Club (RORC) and just 7 boats sailed in the first race in 1925. The race has been sponsored since 2001 by Rolex SA of Geneva and is legendary within the world of ocean racing. The 46th edition of the biennial race will start off the Royal Yacht Squadron line, Cowes, Isle of Wight on Sunday 16th August, 2015. It is the largest offshore race in the world and attracts the most diverse fleet of yachts.

ORGANISERS

Established in 1925, The Royal Ocean Racing Club (RORC) became famous for the biennial Fastnet Race and the international team event, the Admiral's Cup. It organises an annual series of domestic offshore races from its base in Cowes as well as inshore regattas including the RORC Easter Challenge and IRC National Championship in the Solent.

The RORC works with other yacht clubs to promote their offshore races and provides marketing and organisational support. The RORC Caribbean 600, based in Antigua and the first offshore race in the Caribbean, has been an instant success and the RORC has extended its organisational expertise by creating a new Transatlantic Race from Lanzarote to Grenada, the first of which was in November 2014.

The club is based in St James' Place, London, but after the recent merger with The Royal Corinthian Yacht Club Cowes, now boasts a superb clubhouse facility at the entrance to Cowes Harbour and a membership of over 4,000.

The RORC has also been a leader in yacht handicap systems and in co-operation with the French offshore racing club, UNCL, created IRC – the principal yacht measurement system worldwide. The Spinlock IRC rating rule is administered jointly by the RORC Rating Office in Lymington, UK and UNCL Centre de Calcul in Paris, France. The RORC Rating Office is the technical hub of the Royal Ocean Racing Club and recognised globally as a centre of excellence for measurement.



Wild Oats XI takes on Transpac

Supermaxi WILD OATS XI is heading to Los Angeles in time for the Transpac 2015 race to Hawaii starting July 18.

Australia's most successful supermaxi ocean racing yacht, Bob Oatley's *Wild Oats XI*, likely along with Syd Fischer's *Ragamuffin 100* will compete in the Transpac 2015 race from Los Angeles to Honolulu. *Wild Oats XI* is bound for the west coast of the United States to compete in the longest of the world's classic offshore races, the 2,225 nautical mile race. *Wild Oats XI* will arrive in Los Angeles in a few weeks with a reputation that is likely to see her installed as favourite for line honours in the race. The "big boat" division in which she will compete starts on July 18.

The Transpac campaign is a joint venture between Bob Oatley AO, and prominent American yachtsman, Roy P. Disney, a member of the famous Disney family. He has been a competitive sailor for many years and competed in the Transpac. He and his sailing master, Robbie Haines, will contribute half the crew, while the remainder, led by *Wild Oats XI*'s regular skipper, Mark Richards, will



be Australian. Disney and Haines travelled to Sydney last summer and sailed aboard *Wild Oats XI* in a 180 nautical mile coastal race before completing negotiations for the Transpac 2015 campaign.

"We're really looking forward to this challenge and sharing the race participation with the Americans," Richards said. "It promises to be fun. We will be sailing upwind for the first three days; then it's all downwind from there.

WHEN YOU WISH UPON A STAR
The Transpac campaign is a joint venture between Bob Oatley, and prominent American yachtsman, Roy P. Disney; *Wild Oats XI* is loaded aboard a special multi-purpose vessel bound for Los Angeles, USA.

"Because the emphasis will be on downwind speed we have reduced the weight of the yacht by one tonne, 400 kilograms of which was gained through the fitting of a lighter keel ballast bulb. The horizontal hydrofoil wing has also been removed to save weight."

Yacht transport specialists, Aurora Yacht Logistics, arranged for *Wild Oats XI* to be shipped out of Port Kembla, 45nm south of Sydney, aboard a special multi-purpose vessel. Once the yacht arrives in Los Angeles she will be motored south to San Diego and taken from the water so she can be rigged and prepared for the Transpac race. She is scheduled to be back in Los Angeles by July 12 so crew training can commence.

Wild Oats XI will likely be joined by Australian supermaxi *Ragamuffin 100*, though at time of press it was uncertain whether Syd Fischer's veteran ocean racer would be competing. They are the only Australian entries so far along with one New Zealand entry, *Crusader35*. www.transpacyc.com

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Can you tell us what's new for the 2015-16 edition of the Clipper Round the World Yacht Race?

The first thing that's new is that we have our first female Australian skipper, Wendy Tuck, and we also have two female skippers in this race. The other skipper is from Canada, her name is Diane Reid. For the route, we will have some different ports but then also some of the same ports that want us to come back in again.

Probably the biggest change for Clipper this year is the diversity of the skippers. We've got our first French skipper and our first Ukrainian/German skipper, and the diversity of the skippers reflects in the diversity of the crew – we have crew from 40 nationalities taking part in the race and some crew from countries that have never sailed in a Clipper before.

Also new is that we're offering a level four training course here in Sydney. It's on the 68s for our late-comer crew because at this point in the game it's quite hard for crew to fit all their training in with work and family commitments before their race starts.

How many Australians and New Zealanders are currently in training for this edition and what stage are they at?

We currently have 60 Australian crew in training and five or six New Zealanders – and people are still signing up. They're all at different stages, but the majority of our crew have finished their training. We have six more courses left and they're all full, which is fantastic. For the first time this year we're also offering a refresher course both here and in the UK – one in October and one in February. So for crew who have done all their training there's quite a gap. Say if you're doing leg seven or leg eight you might not be getting on the boat until May or June, so we're offering some training in February to capture those crew before they start the North Pacific leg.

The reason we set up in Australia was so that Australian and New Zealand crew could do most of their training here and to give people an opportunity to taste Clipper without having to fly to the UK. What has surprised us is the amount of international crew that have come here to do their training. We've had crew from Canada, the USA, Scotland, India, United Arab Emirates, Hong Kong and South Africa. We have brilliant sailing conditions in Australia and they've come to experience that even though it would

be closer for them to go to the UK.

In summer we had those terrific thunderstorms, and we always had courses out in those, which is good practice for when you're going through squall conditions. It's all part of the training. If you do it in training then when it happens in the race, and it will, you're not worried, you're not scared, you know how to recover from it and you snap to. Our Sydney training program also incorporates the Cruising Yacht Club of Australia's racing calendar. So wherever possible we try to put our training courses in a local race.

There are several levels of training. How long does it take to complete levels one, two and three?

Level one is seven days, level two is seven days and level three is five days. You can also do them back-to-back with a day off between each course. That gives you time to do your washing and have a rest and a stretch. What we do recommend though is that crew come and do level one as a single module and get the feel of the Clipper race, the boats, what fitness they need or what they need to work on. Forty percent of our crew have never sailed before when they start our program so for some people learning all the terms and processes is quite a lot to take in. If they have a break between level one and level two they can get an opportunity to review that information, consolidate it and then come back for level two.

How do crew decide whether to do the whole circumnavigation, or just a leg or multiples legs?

Every leg is different and offers different challenges so we do provide advice. And I do that often from the interview stage, I start talking about what their objectives are and then we see how they go in their training. Ultimately it's their decision as to which leg or legs they'll do. Twenty percent of the crew are 'round-the-worlders' and the rest are 'leggers' so they come on and off and do one or more legs of the race. Some do one leg because that's all they can fit in with family, work and financially. I've had quite a few people add legs over the time, so it really depends on peoples' sailing objectives and the time frames.

You've competed in the race yourself. For you, what was the most challenging part of the race?

I think the hardest part of the race but also the most rewarding was leg



ALL HANDS ON DECK
On board Derry-Londonderry-Doire at the spinnaker start.



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THE CLIPPER ROUND THE WORLD YACHT RACE IS A LIFE CHANGING EXPERIENCE. KIRSTY WHYTE, THE MANAGING DIRECTOR AT CLIPPER IN AUSTRALIA, HAS COMPETED IN THE RACE HERSELF AND TALKS TO ELEANOR FINDLAY ABOUT THE CHALLENGES AND TRIUMPHS OF SAILING AROUND THE WORLD, AND WHAT NEW CREW CAN EXPECT TO GAIN FROM ONE OF THE WORLD'S GREATEST ADVENTURES.

six, which was from China to San Francisco. A skipper on another boat broke his leg so we gave our skipper to the other team and then went in tandem across the North Pacific. While we were very competent, and top of the leader board, it was just knowing that if something went wrong, we were on our own for a period of time. And you know we did some crash drives, we almost broke the traveler, we did a few other things along the way, we had big seas, big winds, but we managed that boat, we

was a real challenge.

During that leg, another boat rolled in the North Pacific, and we went to their aid. So then we were travelling as a group of three with 2,000 nautical miles to go. The boat that had lost its mast had all the fuel, so we had to sail while they motored. And trying to sail when they're going six knots and trying to surf down big waves was quite a tricky experience, but the seamanship skills that we got out of it were tremendous, and we stuck together as a crew and got on with it.

"Mother nature doesn't care whether you're a professional or an amateur, she'll throw down the gauntlet either way."

Kirsty Whyte

You spend quite a lot of time with them especially if you're doing the full circumnavigation?

There's no privacy on the boat. It is a 24/7 working boat so you are pretty much sailing, eating, sleeping, and that's your routine. You do have a lot of fun in the middle of it and celebrations and all sorts of things, but it's hard and it's meant to be hard, otherwise everybody would do it.

You might not like the meal that's being served that night, but in a couple of weeks time you're going to be in some fabulous country somewhere and you can enjoy all the tourist attractions, the food and the wine, and really have a great time. So that's probably the other part that I love, visiting the world and going to places that I either hadn't been to or arriving somewhere a different way – sailing in under the Golden Gate Bridge, or coming into Manhattan at midnight and admiring the skyline – arriving like that was amazing.

Is there anything the crew can't be prepared for and will only experience once they start the race?

Probably just the people that they are sailing with because we have such a diverse crew of people coming to Sydney to train. The way the training program is designed is it's a build-on build-on experience that mimics the race. So all of the procedures are the same, the calls are the same, the sails are the same, the boat is slightly different but you do train on it and get time with your skipper, and most of your team mates you'll get to sail with. We do say that it's easier on race than it is in training so level one training is the hardest part of the course because we are actually trying to test you out physically, mentally and emotionally. If you can get through level one then you are off and running on your way. So the training very much builds them up to do the race so there's no surprises.

Physically, what was the impact of the race? Did you get stronger or fitter?

I went into the race really fit. I had a personal trainer. As you go around you actually get unfit because you don't have the aerobic fitness. It's more strength from hauling sails up the deck and from hoisting sails, and the grinding. These are sails that are designed to get you across the biggest oceans in the worst weather. They are very thick, very heavy. Aerobic fitness decreases but your general strength increases.

And when you get to port, you're not going off to the gym, you're going off to party.



took it on. The other crew had suffered the shock of having their skipper injured and removed by the Japanese coast guard so our skipper had to settle them down, get their confidence back and get them going again.

We wanted to continue racing, so the other challenge for us, or the hardest part, was Clipper saying that we couldn't race as we were now in delivery mode. We were winning that leg and we wanted to just crack on and race but because it was the best way for us to deal with the situation, we were told we were no longer allowed to race and they would redress us as appropriate later. So learning to sail slowly was a challenge. And all we wanted to do was get out of there and go like hell to San Francisco. So that

And what was the best part?

I think the best part was all of the people I met along the way – my crew mates and then the crews from all the other teams. I have friends in every country, who I can, if I'm going somewhere, catch up with for a drink. In your normal circle of friends, if you consider your work friends and your personal friends and your sporting friends, you're all fairly similar. Whereas the Clipper race actually takes you out of that comfort zone, and you end up being friends with people that you wouldn't normally have done that with. So at different ages, different backgrounds, different cultural backgrounds, you know, everything is different. And you form these really strong bonds with people.

NO EXPERIENCE REQUIRED
Managing director of Clipper Ventures Australia, Kirsty Whyte, with one of the Clipper training boats based in Sydney.

Whether doing the whole race or just one leg, what do you think is the most rewarding part of doing the Clipper race for crew?

I think it's the achievement of getting from A to B and being part of a team of people that you didn't know before you started and together you work that boat, whether you come first or last in the race it doesn't matter, it's what you did to get there. And you're going to face a lot of issues that could be weather related or boat related or someone gets injured – things will happen on the race and its how you deal with that. You need to draw on all of your soft skills that you have, your technical skills from work pretty much go out the window unless you're a medic or an engineer. I was in a banking/finance role and got on the boat and none of that made any sense except for the risk component of my role where I was obviously quite risk aware yet risk averse in going and doing what I was doing.

That must be quite confronting, because you have to learn a whole new skill set.

Yes and my terminology was all boat terminology and acronyms related to speed over ground (SOG) and BOG and everything was boat related. That was my language for a year.

It must be a challenging transition back home after the finish of the race. What do crew often do when they return from such a life changing experience?

That's a really interesting question. When I came back from my race, I'd gone home and my Dad had set everything back up at my house. And after everyone left, I stood there at 10 o'clock at night and it was just silent. It was really quite overwhelming because I was used to being on a working, noisy, smelly boat for 10 or 11 months and suddenly there was no one around me. So the really basic things you can find quite confronting like sleeping in a proper bed – at first I slept on the edge of the bed. Having that freedom to just drop things wherever you like rather than having to keep your pack together and dry – those little things.

But then on a job perspective, I was so busy on the race that I didn't really have time to think about what I was going to do next. I was the sail repairer, was helming a lot and I was assistant watch leader and just kept working the boat. I realised I didn't get a lot of rail time to just think of what I was going to do so I needed time after the race to actually think about that. I was having a great time, I kept travelling after the race, I started my Yachtmaster and I did a course related to my previous career. When I still hadn't come up with a decision six months after finishing the race, I decided I should go back to work, but it wasn't the right decision. I'd changed and I realised it wasn't for me anymore. I remember sitting in a board meeting and one of the directors went off about one word in somebody's report. I sat back and shook my head and thought, 'I don't know if I can do this,' because on a boat, things can go wrong very quickly and if you don't know your job and do your job at the time, you can break things or hurt people. There's a different consequence related to one word in a report versus not doing your part of the evolution at the right time.

That's why I started developing this role. I kept in contact with Clipper after my race, a lot of crew do, and I have a big Clipper family in Australia and NZ. I have the best job in the world and its got a huge amount of variety, and its not structured – every day is different. The part that I love about my job the most is meeting potential crew and seeing them as they grow throughout their journey, how they are hardy sailors now – that's the rewarding part. It's the crew that make the race. ↓

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Buizen
PILOT HOUSE YACHTS



Ranging in size from the nimble Italian Solaris that Windcraft has been successfully introducing to Australia, to the mighty Oyster 825, there should be an escape capsule for everybody.

What these yachts have in common is smart engineering; although the materials and build vary, which of course is reflected in their prices. It takes 45,000 hours to build the Oyster 825, which is a hand-built, custom-made yacht with a price tag that reflects this. In contrast Beneteau and Jeanneau use their powerful material buying power and economies-of-scale to create efficient production yachts at very affordable prices. In between is the CNB 76 that has evolved from Construction Navale Bordeaux's reputation for sturdy cruisers, such as the popular Bordeaux 60.

Amid this foreign armada sits our only Australian offering, the Buizen 52 which is up there with the best of these yachts in terms of quality and performance, so is worth a serious look for that bluewater voyage. But the competition is tough with the likes of the Discovery 58 and the Amel 64 to contend with. The French-

DREAM MACHINES

CASTING OFF FOR THAT BIG VOYAGE HAS NEVER BEEN EASIER WITH THIS ARMADA OF LUXURY BLUEWATER CRUISING YACHTS, WRITES KEVIN GREEN.

built Amels can be seen in many anchorages around the world for good reason, thanks to highly automated systems, watertight bulkheads and lavish furnishings. Elsewhere in this armada, and at the front in terms of performance is the Swan 80RS, a lean and sleek yacht that both looks and

OYSTER NATURAL
With British workmanship at its best, the Oyster 825 knows exactly how to please.

performs superbly, thanks to a carbon hull with similar rig. Finally for those looking for something a bit different but with the length overall to eat the miles, there's the new wooden Spirit 65 that combines old world feel with ultra-modern technology.

In terms of technology there's plenty to consider with these large yachts. Key features to look for include electrical winches and hydraulically powered furlers. System management can be a challenge so digital bus systems are a consideration as are fast charging and lightweight lithium batteries. Maintenance is easier if you have a walk-in engine room and during those ocean voyages, a workshop. Also while on the big blue briny, a dinghy garage to securely store the tender is preferable. Comfort at sea is greatly aided by an owner's aft cabin and deck saloons are a good antidote to seasickness. On deck a protected yet not stuffy cockpit for the family and a GRP arch puts the mainsheet out of harms way, while also creating a large bimini. Finally, for those awkward Pacific atoll anchorages lifting keels with twin rudders to minimise the draft are a final consideration for your dream machine.



AMEL 64

Stepping aboard the Amel 64 gave me the impression of something very grand, a definite pocket-superyacht feel of these somewhat eccentrically designed yachts that are very much about safety at sea and comfort at anchor. Largess was all around on the 64, beginning at the wide stern where a dinghy garage for a 3.4-metre tender with launch track is integrated into the drop down hatch/swim platform. A balanced ketch rig stood overhead and the large GRP doghouse created a sheltered centre cockpit. Here, joysticks control all the electrical powered furlers and winches – it took me only about five minutes to deploy the entire sail plan on the 55, so the Amel 64 would be similar.

Stepping down into the 64 reveals a saloon divided up into two lounges and no pilot berth which creates a lot of living space. Another stand-out for this boat is the quality finished interior with marbled walnut throughout. The L-shaped galley has a four burner stove, dishwasher and large fridge freezer that should ensure oceans are crossed in culinary style. In front, the navigator can lay out full sized charts, gaze at bulkheads full of electronics while peering out of the handily placed rectangular portlight. The other big-ticket item the 64 scores is a walk-in engine room. Here I found space to inspect the Steyr 6-cylinder, 150 horsepower, 3.2-litre engine and marvel at some very clever engineering done by Amel.

Accommodation lies fore and aft with owner's cabin forward including spacious ensuite bathroom with separate shower and two aft guest cabins. This model launched in 2010 and a new version has just splashed with light oak interior, white composite worktops and without the dinghy garage that creates even more cabin space in this impressive French cruiser.

www.amel.fr and www.vicsail.com

DESIGNER	Berret Racoupeau
LOA	19.60 metres
LWL	17.21 metres
BEAM	5.60 metres
DRAFT	2.40 metres
DISPLACEMENT	(loaded): 37,500kg
BALLAST	8,500kg
SAIL AREA	Main sail: 64m ² , Genoa: 87m ² , Mizzen sail: 36m ² , Staysail: 38m ²
ENGINE	Steyr 160 HP keel integrated
FUEL	1400 litres
WATER	900 litres
PRICE	Euros 2,150,000 plus VAT



BENETEAU OCEANIS 60

The fact that production yachts are becoming larger is well illustrated by the new Oceanis 60. Watching hull number one being built at Beneteau's ultra-modern factory in Vendee, I saw CNC machining and robots working busily. Sailing hull number one earlier this year confirmed to me that it is a performer in even mid-weight breezes, so good for those Asian forays.

Prolific designer Berret Racoupeau has used the same 58 hull but with some tweaks, including a dinghy garage, so keeps the flowing lines of the original design that now is approaching 100 hulls built. The addition of a GRP arch adds to the aesthetics while also controlling the mainsail well. But the deck layout is the outstanding feature with lounging areas at the transom, in the cockpit and even forward when at anchor.

For the vast interior, Italian experts Nauta have used Alpi Mahogany throughout the open plan saloon. Good features include a full size chart table behind the starboardside U-shaped lounge. Opposite are benches and behind those on port lies the galley, which is large enough for several cooks and includes a 130-litre fridge plus 100-litre cooler and chest freezer. The accommodation layout has the owner's suite forward (or two doubles) with another pair of double cabins aft. Handily, a double can split in two; plus there's a forepeak cabin for crew or visiting teenagers.

On deck, the alloy rig is strongly held by wire rigging with tie rods into the hull grid plus a double backstay (with hydraulic option). The optional mast furling is a wise choice on a yacht of this size or you could opt for the Park Avenue boom to gather the Hydranet Dacron mainsail (a synthetic weave that maintains better shape than standard Dacron). Sail options include a self-tacking jib or genoa for more sail area; and a Code Zero can fly off the bowsprit.

www.beneteau.com.au

DESIGNER	Berret Racoupeau Yacht Design
LOA	18.24 metres
LWL	16.43 metres
BEAM	4.99 metres
DRAFT	2.70 metres
DISPLACEMENT	22,051 kg
BALLAST	6,435 kg (deep)
SAIL AREA	Mainsail 87.70m ² (furling 73m ²), genoa (120%) 90m ² , asymmetric 248.0m ² , Staysail 48.0m ²
ENGINE	Volkswagen 140 HP shaft drive
FUEL	480 litres
WATER	708 litres
PRICE	\$956,000



BUIZEN 52

It's really pleasing to see an Australian yard prospering, despite the ferocious foreign competition so I doff my hat to owner Steve Howe's prowess as the Sydney-based Buizen launches their fourth 52-footer in June. These highly customised deck saloons of Peter Lowe design represent the traditional end of the luxury cruiser market and having watched the first being built, I can vouch for the quality. The new Buizen 52s represent a year's work for the yard, which can manage two builds annually. However there's nothing old fashioned about how it does this, as can be seen from the CNC machining, allowing the entire interior to be built while the vinyl ester hull is resin infused.

The 52 continues the Buizen 48's layout of a forward owner's stateroom with separate shower and head, while at the stern the guest cabins also have ensembles. In the saloon the galley spreads across midships to allow increased work surfaces and services. The cockpit is a well protected area behind the bulkheads of Buizen's high deck saloon cabin top and tall combings will make this a cosy area at sea. For entertaining, a large table folds out in front of the twin helms that offers a clear walk through to the stern where a transom garage for dinghy storage is hydraulically operated to create a swim platform. At anchor all your power needs for the built-in entertainment system and white goods should be easily met thanks to a powerful 9.5kva Onan/Mase generator.

Hull number three that I sailed surprised me with its nimble performance and lively feel from the helms despite the very cruise orientated rig – a boom furling mainsail. Hull construction and deck is vacuum infused vinyl ester with balsa sandwich core plus kevlar hull strengthening; with solid laminate below the water. The keel is a deep solid lead fin while the foil is a spade rudder – and the quality really does shine through.

www.buizenyachts.com.au

DESIGNER	Peter Lowe
LOA	15.85 metres
LWL	14.20 metres
BEAM	4.76 metres
DRAFT	2.2 metres
DISPLACEMENT	20,800kg
BALLAST	6000kg (lead)
SAIL AREA	mainsail: 74.5m ² , genoa: 53.6m ²
ENGINE	160Hp Yanmar turbo diesel
FUEL	1,180 litres
WATER	644 litres
PRICE	\$2,290,000 inc. GST



CNB 76

Construction Navale Bordeaux has been building a wide range of luxury yachts at the old dock yards in Bordeaux since 1987. Last year in Cannes the yard launched hull number two of the CNB 76, a yacht with some similarities to the new Jeanneau 64; unsurprisingly as both are designed by the prolific Philippe Briand.

The CNB 76 is built around the owner's family with separate crew-galley quarters and a main deck that is similarly segregated. The key attraction of the below decks is the spacious deck saloon that is elevated above the engine room – but with plenty of sound-proofing of the 180 horsepower Volvo D4 – while the owner's family rooms are forward with the master suite in the bow. Separately accessed from the aft deck is the futuristic styled galley, another double cabin and bathroom. Yet more crew bunks are in the forepeak with ablutions, which means the layout is very much superyacht yet in a manageable 76-foot hull.

Sail controls are all aft with a centralised mainsheet Harken winch and a pair of other winches on the coamings beside the outboard located helms, which have stylish gunwale seating that opens up lots of deck space for access to the transom. The conventional Bermudan rig has a staysail and asymmetric spinnaker and there's a carbon mast option to aid this slippery hull in regattas.

The wide stern houses a tender garage for a 3.85-metre dinghy, launched by an electric hoist while the large hydraulic swimming platform serves as a launching ramp. The GRP hull is fairly upright with hard chines and plumb bow. Yet another superyacht appendage is the lifting keel, which is intended to give the CNB plenty of upwind performance and stability while also allowing this bluewater cruiser to enter shallow lagoons and harbours. Twin rudders further reduce the draft while giving lateral control when heeled.

<http://en.cnb-yachts.com>

DESIGNER	Philippe Briand
LOA	23.14 metres
LWL	21.98 metres
BEAM	6.10 metres
DRAFT	3.00 metres
DISPLACEMENT	45,000 kg
BALLAST	15,000 kg
SAIL AREA	Mainsail 60 m ² , genoa 144 m ² , staysail 79 m ² , asymmetrical 440 m ²
ENGINE	Volvo D4 180HP shaft drive
FUEL	2,500 litres
WATER	1,500 litres
PRICE	2,070,000 Euro (ex factory, ex tax)



DISCOVERY 58

The new Discovery 58 recently debuted at the Dusseldorf Show and is a heavy displacement luxury yacht for the serious bluewater cruiser. The Discovery 58 uses the same hull as the proven 57 from this specialist British yard. The Ron Holland hull comes with a high (37 percent) ballast ratio and a modified deck layout and three or four cabins. The Southampton yard produces about 10 boats annually, highly customised with all work done in-house, including specialist joinery. The deck saloon 58 has a deep cockpit, twin helms, four electric Lewmars as standard (plus two more on the mast) and an option for a single helm. A hallmark of all Discovery Yachts is that they are intended to be handled by just two people so sail controls include hydraulic in-mast furling and a self-tacking jib. For those trade wind passages there's also a twin headsail rig. The keel stepped alloy rig is also built in-house specifically for the boat and the sail plan is extensive.

The solid wood interior is designed by Ken Freivokh Design with corridor galley and elevated saloon. Accommodation comprises of two guest cabins forward while the owner enjoys the privacy of the stern for the master cabin. Each yacht is delivered with an extremely high level of equipment fitted as standard including microwave, 5kva generator, domestic washer/dryer and central heating as well as memory foam mattresses. The shaft drive Yanmar 150 horsepower engine is housed in a walk-in engine room that is thickly soundproofed – so ideal for generator use. Other good features include bow thruster, 24 volt power, patented davits, sizable bulwarks and oversized cleats on the teak decks. The hull is fully vacuum infused with foam core (along with the deck) and kevlar reinforced, but the boat still displaces a hefty 27 tonnes semi-wet. Stability comes from the bulbed keel and most systems including batteries and tankage are centralised in the deep bilges.

www.discoveryyachts.com

DESIGNER	Ron Holland
LOA	17.9 metre
LWL	15.8 metres
BEAM	5.1 metres
DRAFT	deep: 2.35 metres / 1.95 metres shoal
DISPLACEMENT	(half tanks): 27,250kgs 60,075 pounds
BALLAST	10,000 kg
SAIL AREA	Main 80m ² , Jib 58m ² , Genoa (140%) 109m ²
ENGINE	Yanmar HP 150hp shaft drive
FUEL	1,300 litres
WATER	1,000 litres
PRICE	£1,095,000 (ex-factory)



JEANNEAU 64

Jeanneau has become the builder of one of the largest mass production yachts with the launch of the 64, which takes a lot of the refinements from one of my favourite cruisers, the Jeanneau 57 and puts them in an even larger hull. Another new experience for the French builder is engaging the superyacht stylist Andrew Winch to collaborate with regular designer Philippe Briand for what is a spectacular cruiser. I was lucky enough to visit the ultra-modern yard to view hull number one and watch the highly automated processes including a gigantic robotic system able to machine an entire deck.

The Jeanneau 64 continues the modern trend of plenty of volume to create space below, aided by tall topsides and flat decks dominated by the large cockpit. A new addition is a GRP arch – as used by sister company Beneteau – for the main track, which allows all sail controls to be aft for crew operation; while forward is free for relaxation.

This Mediterranean style layout should suite our warm waters. What's been kept in the new boat is Jeanneau's signature tear drop saloon, which also cleverly integrates halyard gutters to create an uncluttered foredeck with flush hatches and retractable cleats on the integrated bulwarks. The transom has a sun deck with dinghy garage beneath or can be replaced with a flush, walk-through transom for a sportier look.

On a yacht of this size an owner may want to personalise things so Jeanneau is offering 'several thousand' possible combinations of fabrics, woods, leathers and interior and exterior layouts to give that unique stamp on your yacht. For the accommodation there is an area devoted to the owner, with a central master suite – just one option in an extensive list of fit-outs that include a family suite for four, plus bunks and crew quarters forward.

www.jeanneauaustralia.com

DESIGNER	Philippe Briand
LOA	20.10 metres
LWL	18 metres
BEAM	5.40 metres
DRAFT	2.95 metres / 2.2 metres shallow
DISPLACEMENT	31,000 kg
BALLAST	9,350 kg
SAIL AREA	mainsail 107m ² (90m ² furling), genoa 102m ² , spinnaker: 300m ²
ENGINE	Volvo D180 HP
FUEL	825 litres
WATER	1000 litres
PRICE	\$1,649,324



OYSTER 825

Since Oyster launched the 825 last year, this 82-footer has proved popular with hull number one *Reina* being joined by two others already. Oyster is known for its high quality custom build, with a loyal customer base. Rob Humphreys continues his collaboration with the yard, evolving the 82 into the 825, creating a four-cabin cruiser with twin rudders and a powerful carbon rig.

Oyster Yachts' head office is in Southampton in the UK, and it currently builds from two locations, one in the south and one further north in the UK. Offered with four ensuite cabins amply lit by the large portlights and topside hatches suited to tropical voyages, a large aft owner's suite makes good use of the full 6.31-metre beam.

With this size of yacht, owner's may choose to charter occasionally, so forepeak space can be customised to accommodate crew. Customisation is extensive, with the galley on hull number three moved aft, entailing much re-engineering. Quality touches include marble worktops with a honeycombed core and a new digital software package to control all shipboard systems. Power comes from the 305 horsepower Cummins diesel, along with two Onan generators (22.5kW and 9.5kW), which is ideal for running the Reckmann Hydraulic furlers, captive winches and retractable bow thruster.

The sail plan can be optimised for speed or short-handed sailing; from carbon and fully battened main to cutter and furling by joystick. At rest there's the hydraulic platform for bathing and tender garage plus plenty of flat topside sunbathing space. Oyster's twin-rudder hull configuration from naval architect Rob Humphreys – already proven on the 885 where it reduced weather helm and increased pointing, while giving better form stability to the beamier stern sections – also helps general manoeuvring on this large luxury yacht.

www.oystermarine.com

DESIGNER	Rob Humphreys
LOA	(including bowsprit): 25.15metres
BEAM	6.31 metres
DRAFT	3.43 metres
DISPLACEMENT	(standard keel, lightship): 56,000 kg
SAIL AREA	371m ²
ENGINE	Cummins QSB 5.9 litre 305hp (227kW) shaft drive
FUEL	3,000 litres
WATER	2,000 litres
PRICE	POA



SOLARIS 50

Solaris Yachts is establishing a foothold in the Australian market thanks to the recent efforts of Windcraft, and after a day sailing the Solaris 42, I can see why. Quality, attention to detail and most importantly, performance, stood out on this Venetian-built yacht. The 2014 designed Solaris 50 comes with plenty of pedigree. On deck the teak cladding and hidden halyard runs along with flush hatches that give that Swan-like flavour while the wide and open cockpit has twin binnacles. In front, the mainsheet track and two sets of winches take care of the foresails and asymmetric when hoisted, while the forward cockpit is dedicated for relaxing but would require protection by an enclosed sprayhood/bimini for those ocean voyages. The rig is alloy as standard with a carbon option and is supported by twin (adjustable) backstays and outboard shrouds. The new 50 has an integrated bowsprit for a Code-0 with a self-tacking jib as standard, which completes a simple sail plan.

Down below, the three-cabin layout has the ensuite owner's forward with two doubles aft but there's some interesting options including an offset master bed and two singles aft. A full-size starboard chart table sits opposite the L-shaped galley, double sinks and overhead lockers.

Structurally the Solaris 50 is a stiff boat thanks to the main bulkheads being bonded to the hull and deck and constructed from composite sandwich. The hull and deck are vacuum built (type PVC Airex Core) in E-fibreglass and the keel stepped mast connects to a steel base bedded on a GRP support, connected to the longitudinals, which are bolted to the hull. Stiffness is further enhanced by the deep lead bulb keel, which can support a sizable racing sail wardrobe. Steering gear is quality Jefa linkages attached to a balanced GRP, foam-cored spade rudder, so all in all the new Solaris 50 should be a performer and classy cruiser.

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

DESIGNER	Javier Soto Acebal
LOA	15.40 metres
LWL	14.25 metres
BEAM	4.55 metres
DRAFT	2.8 metres (2.6-2.35 Optional)
DISPLACEMENT	14,200 kg
BALLAST	4,900 kg
SAIL AREA	Mainsail 85m ² , Jib 75m ²
ENGINE	55-75 horsepower
FUEL	350 litres
WATER	500 litres
PRICE	AUS1,049,000



SPIRIT 65

British yard Spirit Yachts has just launched the new Spirit 65 in Singapore. These hand-built classics ooze style and one was even the choice of James Bond in *Casino Royale*. The company founded by designer Sean McMillan has 20 years experience building in strip plank and cold moulded wood where he explains his raison d'être: "It's not that complicated to make a quick boat but it can be quite complicated to make a quick, elegant boat; that's what we major in," says McMillan.

Their previous build, the recently launched 74-foot *Spirit of Galatea*, was a two-year project that illustrates the level of effort that goes into these yachts. The structure is created by lightweight stainless steel frames cut by laser, then integrated into the wooden hull – like some of the older America's Cup boats I've seen. The Spirit's classic grace comes from the raked overhangs and curved sheerline that belies a performance hull with rig to match. Keel stepped carbon masts from Southern Spars are used and supported by hydraulic backstays plus powered winches can be fitted. The 65's Bermudan rig is clad in performance carbon sails from One Sails with large running sails to power the 15-tonne hull. The foils are a deep carbon spade rudder and L-shaped bulbed keel with shaft driven 106 Steyr engine. Going astern could be a challenge but that's part of the experience of owning a classic yacht.

Interiors are designed to the individual owner and the climate the yacht will sail in, so vary but the standard of craftsmanship doesn't. Solid timber is used over a marine plywood base for the furniture, while the natural insulation that wood gives makes this style of boat cosy and quiet at sea. The accommodation has the owner's suite forward and twin cabins aft – one double and the other has single bunks – while the saloon has a U-shaped dinette and the engine is integrated here as well, keeping the weight well centred. www.spirit-yachts.com

DESIGNER	Spirit Yachts
LOA	19.6 metres
LWL	13.8 metres
BEAM	4.1 metres
DRAFT	3.0 metres
DISPLACEMENT	14,500 kg (light & 15,500kg working)
SAIL AREA	Total 177.0m ²
ENGINE	Steyr MO144M38 turbo diesel, indirect cooled 106 HP
PRICE	US\$2.6m



SWAN 80RS

The Swan 80 RS is designed for long distance voyaging to any corner of the globe. It's long 82-foot waterline and carbon hull will eat up the sea miles while inside the owner has the privacy of the sea-kindly aft section of the yacht, and the crew forward, where the galley is situated. Having watched Swans' being built at their yard in Finland, I can vouch for the quality build, which is painstakingly carried out through the long northern winter when their launch site on the Baltic Sea freezes over. Designed with living aboard in mind, the Swan 80RS has the engine room under the main saloon, which provides increased volume, valuable storage and tankage. Elegance is the theme running throughout the German Frers-designed Swan, so the deck and hull are the most obvious signs of this with hidden lines leading to an enclosed cockpit. Here two sets of oversize alloy winches control the sail plan, along with another set at the mast. Twin binnacles create a walkway to the transom where the dinghy garage opens to reveal a swim platform.

The deck saloon provides sea views all around and the airiness is aided by the light oak interior. The Swan 80RS has four comfortable cabins, with the aft section dedicated to the owner. Stepping down into the owner's cabin brings you to an island bed with lounge to port and vanity starboard, two large hull windows and a large ensuite to starboard. The mid-ship cabin also includes two hull windows and has an ensuite as well. Access to the shaft drive Steyr engine is made easier by the raised saloon, which helps at maintenance time. Underway, the Swan 80RS's carbon rig can support an extensive sail plan thanks to twin backstays, outboard shrouds and lead T-keel. The sail plan can include a working jib, genoa and Code-O, so whatever the conditions, this yacht will have the legs and of course the looks.

www.nautorswan.com and www.vicsail.com

DESIGNER	German Frers
LOA	25.08 metres
LWL	22.19 metres
BEAM	6.08 metres
DRAFT	4 metres
DISPLACEMENT	(light): 39,000 kg
BALLAST	14,200 kg
SAIL AREA	Main sail 193.3 m ² , Fore triangle 148.7 m ² , Jib 160.7 m ²
ENGINE	Steyr SE236E40 190 HP
FUEL	1,500 litres
WATER	1,100 litres
PRICE	POA

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Sailing is often regarded as an ultimate fantasy lifestyle enjoyed by an elite who have made it big in the world and now can simply make the most of freedom and fun on the water.

Escaping urban life on a sail boat is the final scene of the film *Romancing The Stone* starring Michael Douglas and Kathleen Turner and illustrates the perception that a yacht offers a kind of 'happily ever after' feeling that could never be found on land.

Lots of people would love to get into sailing for pleasure as well as the thrill of racing but some perceived obstacles can make it hard to know where to start.

David Loring of the Spiral Association of Australia and the Discover Sailing Centre says, "Sailing can be viewed as a 'rich person's sport' and this is invariably based on watching events such as the America's Cup which is as far removed from sailing for pleasure as Formula One car racing is from learning to drive."

The sailing community all around the world makes it easy for almost anyone of any age to get on a boat and learn the ropes, particularly in Australia.

"We often hear people say, 'I always wanted to learn to sail but haven't gotten around to it,' says Loring. "Regrettably, too many of us started later in life and realised very quickly what we had been missing. I started at age 43 and wished it had been at age 10."

LEARNING A GREAT SKILL SET WHILE ENJOYING A WONDERFUL HOLIDAY

A misconception about sailing is that clubs are exclusive enclaves where outsiders are not welcome. The truth is sailing clubs are often looking for crew and by crewing you learn how to sail.

Ellen Pragnell-Raasch only started in July 2013 and by the end of last summer was sailing up to six days a week. "I have been fortunate that McConaghy Boats and my boss Jono Morris have given me some fantastic opportunities. I've been very spoilt, pretty much learning to sail on a high performance boat – the MC38. It can be tough being a girl and one that is new to sailing. Some guys sometimes think they need to step in."

Another misconception is cost. Certainly a person of high net worth can buy into the luxury end of sailing

and yacht racing but there are also many entry points that include open days which are free to the public. Some clubs offer Twilight Sailing where people can hop on a boat and sail for a couple of hours for around \$20 per person. There is also a range of more formal courses that combine hands-on practical lessons while enjoying a relaxing sailing holiday.

Three of the most common questions a novice sailor asks are:
Are there sharks in the water?
Will the boat capsize?
Will I get wet?

Sailing may be the only sport where the answers 'yes', 'no' and 'possibly' are correct for all three questions.

When Francesca Migliori learned to sail with the school at the Woollahra Sailing Club, she was worried about showing what she calls her 'complete ineptitude'. "How the hell will I manage to steer, govern the sails and ensure I don't collide with other boats?"

She found learning to sail is like joining a family. "There's an instant camaraderie that is rather fun. Sailors have great senses of humour, they are gregarious, competitive yet friendly and they have a good philosophy on life probably due to spending so much time being humbled by the sea."

Once on board, people often discover a passion for sailing and the way they speak about how they got started has an enchanting quality. Gary Tempany got into it by doing the Sunsail Skipper course in Phuket.

"What appealed to me was the physical and mental challenge, to be capable of navigation, to understand and respect the elements and of course, the freedom. On the last night of the course, we sailed at twilight through the limestone rock formations in Phang Na Bay then anchored off Koh Hong. After dinner, Sam the instructor took us onshore and we walked through the caves in darkness then came out where the rock was open to the sky. Magic stuff. No one else was there. You can only do that from a sail boat. And everywhere you cruise looks better from a boat!"

Grace Lindsay, 20 of New Zealand did the RYA Competent Crew course





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THE CHANCE TO TRAVEL, MEET NEW PEOPLE, LEARN A NEW SKILL AND RELAX OUT ON THE WATER MEANS NEW SAILORS HAVE A LOT TO LOOK FORWARD TO, WRITES RENÉE BRACK, AND IT MIGHT BE MORE AVAILABLE TO YOU THAN YOU THOUGHT.

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HANDS ON
The sailing community are making it easier for newcomers to learn the ropes with many sailing clubs looking for crew – not only in Australia, but around the Caribbean, Mediterranean and South Pacific.

in the Whitsundays.

"I wanted to be out on the water learning skills that would allow me to travel. I was seasick for the first two days and when the boat keeled over, it gave me a quick introduction to the ways of the wind and water but I enjoyed myself so much. It was one of the best experiences of my life."

A passionate advocate of learning to sail through a pathway of courses and programs instead of jumping into the deep end of a competitive yacht race, is Terry Wise. He founded the Pacific Sailing School in 1977 and has seen more than 50,000 people graduate into sailors as well as more than 1,000 become new members of the Cruising Yacht Club Of Australia.

"It's an affordable sport that welcomes participation from people of all backgrounds, ages and abilities," says Terry. "It presents achievable challenges in terms of developing skills, experience and confidence. It's also very social. Over the years, we've had more than 80 marriages. That's amazing. Another great thing about sailing is no one is hung up on where you come from or what you do. We're all there for the passion of the sport."

People are surprised that once they get a form of sailing accreditation under their belt, how easily they can take this qualification and travel around the world sailing boats – for free.

"A lot of yachts don't go out because they don't have the crew." Terry makes it clear that people do need to get some knowledge first then that becomes a valuable companion to your passport. Fly to the Caribbean, the Mediterranean, the Pacific, anywhere there is water and boats and offer your qualified sailing services. It opens up a whole new world

BACK TO NATURE
There are various training programs available for children to learn to sail, giving them a chance to take a break from technology and get back to being physical. Below: Children sailing at Southport Yacht Club.

of holidays and socialising.

Novice sailors gain a lot by going through clubs and schools such as the Pacific Sailing School and the CYCA. There's a network of experts to help you get started and an umbrella of protection provided by insurance policies and safety checks.

"Then, once you join a club, you are insured for racing. And sailing clubs worldwide are great – the food is better and the booze is cheaper."

The rewards of sailing are both universal and personal. There's the joy of buoyancy, leaving daily issues onshore and freeing the mind by having a simple, clear focus for the adventure at hand. Sailors have described the feeling of happiness they experience on the water as different to any other kind of happiness on land.

Being offshore is a whole other world with its own code. Perspective and the pace of life change. It's more than a sport for the professionals and more than a past-time for the hobbyist. Sailing is a pure expression of 'getting away from it all.' A day on the water can produce as much relaxation as a week-long holiday on terra firma.

THE LIFELONG GIFT OF SAILING FOR KIDS

Yachting Australia's Tackers program is an affordable, games-based way to guide children aged 7 to 12 into sailing and is available to the public around Australia. All participating sailing clubs can be found by visiting discoversailing.org.au.

Laura Miller came home after her first day on a boat at the Southport Yacht Club's Tackers program, bragging about her three tacks and five gibes. "I lost my hat and banged my head twice on the boom but had a great time! When my junior basic course was over, I started racing on a Sunday and then my family bought me my very own Sabot."

As well as the wonderful friendships children develop through sailing, there are significant skill sets that resonate in other areas of their lives as they mature.

Learning how to read climatic conditions and the safety status of a seacraft, then devising a strategy to move it forward, all involve understanding processes and workflows that cross over into adult life.

Communication, confidence and co-ordination are enhanced

Where to start

An array of sailing clubs and various sailing schools around Australia that offer lessons in sailing mean people of all ages and levels of experience can get involved in the sport.

Yachting Australia
Governing body
www.yachting.org.au

Discover Sailing
A search engine that helps you find the closest sailing club or school.
<http://discoversailing.org.au/program-finder/>

Tackers
www.discoversailing.yachting.org.au/default.asp?MenuID=Tackers/c24407/60798

Australian Sailing Team
High performance athletes – Olympics & World Championships.
www.australiansailing.org

Cruising Yacht Club Of Australia Youth Sailing Academy
www.cyca.com.au/youth/courses/

CYCA Freedman Foundation
Introducing schools and students to sailing who would not otherwise have access.
www.cyca.com.au/news/racing/2008/12/freedman-foundation-program-introduces-sailing-to-schools/

Sandringham Yacht Club
www.syc.com.au/keelboat-racing/how-to-go-sailing/

Southport Yacht Club
www.southportyachtclub.com.au/sailing/sailing-academy/

Royal Queensland Yacht Squadron
www.rqys.com.au/index.php/departments/sailing-school/

Sunsail Sailing Academy
www.sunsail.com.au/sailing-schools

Spiral Association of Australia
www.facebook.com/pages/Spiral-Association-of-Australia/387352177949591

Pacific Sailing School
www.pacificsailingschool.com.au

Woollahra Sailing Club Sailing Academy
www.woollahrasailingclub.org.au/sailing-school/woollahra-sailing-school-junior-handbook/



by kids getting away from an electronic screen and back into a physical playground on the water.

Sunsail has a parent-free Youth Sailing Academy for 13 to 17-year-olds giving them a school holiday adventure developing life skills along with relaxing downtime onshore playing games and enjoying beach barbecues. It's these kinds of experiences that children later remember as some of the best times of their lives.

Discover Sailing Days are free at most local sailing clubs and some include lunch too so it's a great way to spend quality time with colleagues, friends and family.

Amy Kirk, 28, did the Competent Crew course at Hamilton Island and loved learning to work as part of a crew with people she didn't know. Now she can read a chart, tie knots quickly, use the radio and sail at night. "I unexpectedly loved the feeling of a boat being far up on its side and screaming over the water in 40 to 50 knot winds. If I hadn't been assured on the first day that we wouldn't tip over, I don't think I would have enjoyed it half as much."

NOW I KNOW I LOVE SAILING - WHERE DO I GO FROM HERE?

Once a love of sailing is in the blood and ineptitude has transformed into aptitude, the advice is to expand your experience with a range of skippers and crews.

Many legends of the sport started out dinghy sailing, which provides a bedrock of knowledge about how to prevent capsizing, how to read sudden changes in the wind and some valuable troubleshooting when you're in a small seacraft and Nature is throwing everything she's got at you.

Tom Slingsby began sailing on the NSW Central Coast and has gone on to win world championship gold seven times in Laser. He's also an Olympic Gold Medallist and won the America's Cup.

The Cruising Yacht Club Of Australia's Youth Sailing Academy has continued significant success introducing young people to sailing and supporting some of them in their hopes for Olympic gold while others progress into elite races such as the Rolex Sydney Hobart and the America's Cup.

It all begins by contacting a local yacht club then stepping onto a boat, which could result in a fun day out or a lifelong love affair.

"I didn't expect it to be so engrossing and fulfilling," says Francesca Migliori. "I expected to go out on the water and then go home, kind of like going to the gym. In reality, it's so much more than that. I find myself really looking forward to it."

At the end of her learn-to-sail adventure, Grace Lindsay said, "I felt confident and capable like I could be an extra in a *Pirates of The Caribbean* movie. That's a tad optimistic, I guess."

Chris Hand, 29, has fond memories of being a child sailing with his grandfather and wanted to explore the sport again so he completed the Competent Crew course.

"My biggest concern was not knowing what to do, breaking something and injuring myself - or others. It took a long time for me to just give things a go. I've met great people by going on weekend adventures and am now good friends with my crew mates who range in age from 17 to 55. Being in heavy seas five to six hours on a boat improved my health and fitness and so did all that fresh sea air!

"The most beautiful part of doing the sailing course was night-time in the Whitsundays. There was just a sliver of moonlight and the Milky Way lit up the whole sky. I'd never seen so many stars in my life.

"And it was funny to find out my girlfriend is better than me at tying knots." ⚓



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PONTOS zhid MUSTO



Beneteau's Oceanis range continues being remodelled and the new Oceanis 35 encapsulates many of the latest design ideas, including hard chines, full bows, twin rudders and that signature mainsheet arch from older sibling the Oceanis 38.

The 35 really is a smaller version of the 38 in nearly every way so most comments apply to both yachts. Also smaller is the price – \$225k versus \$248k for its larger sibling; and much more when you add options.

As with the larger sibling, again three interior layouts are offered. The stripped-out, open plan Daysailor; the Weekender with up to three cabins and the fully fitted-out traditional Cruiser. Apart from cost savings, weight is also a varying factor in this new Oceanis 35, so worth remembering when performance is wanted. In terms of performance the Oceanis 35 obviously has the emphasis strongly on cruising rather than racing but does come with a versatile sail plan – including a Code-0 for fast running and genoa for upwind – so it should make a reasonable twilight racer.

Beneteau's modular build concept allows upgrades to your Oceanis 35 for items such as adding a stove/oven to the Daysailor version or a cabin conversion to the Weekender, so these versatile boats can change to suit your requirements. Pascal Conq continues his design relationship with Beneteau in this beamy hull, which maximises the waterline with a T-keel to support the sail plan. "The concept of both boats was done at the same time so the dimensions of the 38 and the 35 were carefully worked out," explained Conq when I spoke to him about his latest creation. Pascal assured me that the topsides were lower on the smaller boat but it's rather stubbier appearance didn't give that impression as I looked over it with Graham Raspass of Vicsail, the New South Wales Beneteau dealer.

TAILOR YOUR BOAT

Our review boat was the Weekender version with forward bulkhead removed but fully fitted-out otherwise. For about Euro 500 and 30 minutes effort, privacy can be restored to the bow should you need it and this includes a doorway. Marketing product development manager Thomas Gaillard confirmed that sales have been similar to the 38 with the vast majority of buyers opting for the cruiser. "But some are choosing the other models





LE WEEKENDER

AN INNOVATIVE CRUISER WITH A VERSATILE
INTERIOR AND ENOUGH SAIL OPTIONS FOR
TWILIGHT RACING MAKE THE OCEANIS 35
A GREAT ENTRY-LEVEL CRUISER,
WRITES KEVIN GREEN.

TAILOR MADE
Tall topsides, large
portlights and that
conspicuous arch
are key features of
the Oceanis 35.



and options later, which we are supplying," he added. According to the specifications the only item that doesn't show as an option on the Daysailer is the hot water system. Other items on the spec sheet that could vary the weight include opting to fit the stylish Longchamp removable bags instead of fixed furnishings and these canvas cases are also chic travel luggage when not attached to the boat. As Pascal Conq explained to me about the design phase, a lot had to be considered.

"The designs were quite challenging because of the different versions and the weight differences changes the waterline, so there were a lot of calculations," explained Conq. These calculations were done on the same fluid dynamics software used by the Oracle America's Cup team and the number crunching created a 3D software model that went straight into the mould configuration. The Finot-Conq design house's reputation is legendary, including a win in the prototype of the 2013 Mini Transat, so efficient yachts are their *raison d'être*. Regular collaborators Nautor Design did the decks and saloon, which added style to the Sense range, and the Oceanis 35 is no exception with its modern but very liveable interior.

LARGE COCKPIT

The cockpit felt as large as the 38 when I stepped aboard to look around and the dominant feature is the GRP arch which ensures the main track is out of harms way for those family day sails.

Deep and wide cockpit seats with the optional teak cladding felt comfortable and the layout is functional with the primary Harken 46 winches near the helm while the mainsheet and halyards are controlled by two H35s (one is standard) on the coachroof. The GRP arch allows a large sprayhood to be fitted and there's a recess in the coachroof to secure it, so combined with the deep cockpit the Oceanis 35 is sturdy enough for those offshore forays (and is Category A rated for six persons). Significant windage is the downside for all this volume and protection but as the Eagles sing, every form of refuge has its price. However it creates a sheltered space at anchor where you can drop down the swim platform (which has the liferaft locker behind); and there's even an optional swimming pool, which is ideal for children or stinger season.

The only item that caused me a frown was the main hatch with its saloon-style perspex doors that are either fully open or shut, rather than the more seaman-like sliding hatch that is adjustable or washboards. The twin wheels and binnacles are located well outboard while the lift-up bench seats are an option worth having for relaxed steering. For the newbie sailor, a tunnel thruster is available in addition to the standard 20 horsepower saildrive, giving plenty of confidence when manoeuvring in tight marina berths. At the binnacles my only real complaint was the location of the B&G wind instruments

(and possible plotter location) at knee height requiring your hand to go between the stainless spokes of the Lewmar wheels; while the throttle was similarly a little awkwardly located at waist level.

CLEAN DECKS

Moving around on the decks proved fairly easy when I took the Oceanis 35 out to sea – thanks to outboard shrouds, flush Lewmar hatches and coachroof handrails – and there is plenty of space forward for relaxing or anchoring. A good anchor configuration includes double bow rollers, a vertical 1000W Quick windlass/capstan – an option worth having – and a deep chain locker to avoid jamming and for mooring there's sizable cleating all round including mid-ships. The teak toerail does its job and the non-slip GRP decks passed my walk-through test at sea. Our review boat had a simple sail plan with Facnor headsail furler for the genoa and Elvestrom Dacron sails bent on. The Sparcraft deck stepped alloy rig can have a fixed or pulley-adjustable backstay. For short-handed sailing a self-tacker can be fitted and even in-mast furling; or to speed things up for those twilights, a Code-0 and asymmetrical. Conventional slab reefing on the mainsail is fine on this size of boat, as the mainsail can be handled fairly easily with the lazyjacks and sailbag.

SELECT YOUR SALOON

The open plan layout of our review yacht, combined with the relatively large rectangular portlights – and there's curtains fitted – creates a very airy interior that is dominated by the centralised mast compression post above the keel, which means that the rig is nearly in line with the yacht's centre of effort. The three-cabin layout (with open plan bed forward) felt spacious throughout as there's lots of internal volume (1.90-metres of headroom which is only five centimetres less than the 38) with copious beam aft. The longitudinal galley to starboard comes with a two burner Emo stove/oven, deep sink and 130-litre fridge while opposite the U-shaped dinette affords sea level views for the six seated, plus a moveable stool. Sharing the aft bench, the skipper lacks a backrest when sitting at the navigation table but apart from that it's an effective workspace with overhead lockers and bulkheads for additional screens. The Longchamp roll-out cases hook-up inside the cabins which is ideal for

ROOM TO MOVE
The review boat was the Weekender with two enclosed cabins and the open plan double in the forepeak that can be enclosed. The aft cabins are spacious and airy on the Oceanis 35, and Longchamp portable luggage can be optioned.



the busy modern owner. Upgrades to your Oceanis 35 are available, as Beneteau's modular build concept will allow the addition of say, a full stove/oven to the Daysailor version or a cabin conversion to the Weekender so these versatile boats can change as your family needs evolve.

Elsewhere in the saloon engine access is good, as I easily lifted the companionway steps to reveal all the key maintenance parts of the Yanmar three-cylinder 29 horsepower saildrive – with access to both sides as well. All four lead acid batteries are nearby – in the port cabin – and low in the hull.

The ablutions are cleverly done with separate shower room and toilet with manual head and moulded tray for easy cleaning and the obligatory opening hatch is there as well. The standard of finish throughout is good, as you'd expect from the world's largest yacht maker – with smoothly rounded Alpi Blond Oak joinery and CNC machining means there'll be no variation in the components.

HARD CHINNED HULL

Known for his many performance boats, including the race winning Pogo, designer Pascal Conq has produced a modern family cruiser with stability coming from a wide beam and modest sail plan, yet in a reasonably light hull for fast coastal cruising. The hull maximises the waterline with a cast iron T-keel to improve stability. The challenge with creating all this beam is increased

wetted area that can translate into drag but hard chines tuck the aft quarters in while giving directional stability. "We advise 15 to 20 percent degrees of heel, which brings the chines onto the waterline," advised Conq. The build is conventional solid GRP underwater and balsa core above while the deck is infused with foam core for insulation. I actually watched hull number one being built last year when visiting the yard in West France and was duly impressed. The ultra-efficient production process requires the yachts to move along the 300-metre production line every eight hours and the manpower is varied to ensure this outcome – a new 35 is produced every 10 days – which includes tank testing as part of the CE Certification and the company's own even higher quality control requirements. This kind of economies-of-scale translates to the buyer in sharp pricing but of course means little if she doesn't perform on the water. So casting off from the Royal Prince Alfred with Graham Raspas and the indomitable Shane Crookshanks aboard was going to allow me to answer that question.

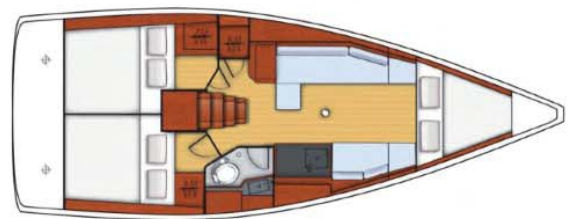
CHASING THE BREEZE ON PITTWATER

Motoring on a glassy Pittwater, the Oceanis 35 managed a respectable 8.3 knots without complaint as the Yanmar 29 horsepower saildrive reached 3,500RPM while I sat on the port gunwale. This yacht was destined for Graham Raspas's SailTime fleet

so the upgraded 29 horsepower rather than the standard 20 horsepower motor was chosen. The throttle was nearby at the binnacle but its handle was very near the wheel spokes, so a slight impediment, especially when I put it in reverse to check the handling (to check the affect of the twin rudders) when going astern; which showed the Oceanis 35 to be obedient and predictable. But with breeze filling in it was time to align the Flexofold propeller for sailing mode as we hoisted the mainsail easily from its lazy jacks, thanks to all halyards running into the cockpit. Shane dealt with the mainsheet on the coachroof while at the helm I pulled the genoa sheet to unfurl it and send us on our way. This functional and relatively simple arrangement should suit all kinds of sailors including novices so is ideal for this entry-level cruiser. The light breeze was a tough test of the beamy Oceanis 35 but the hull showed itself to be slippery and nimble, showing 4.5 knots speed in only 6.5 knots of wind at 40 degrees, albeit on a nice flat sea. As the pressure increased to 7.4 knots we managed 6.2 knots of boatspeed, which is good for this category of cruiser. When tacking in these light conditions the twin rudders didn't seem to be an impediment, driving us through the tack decisively as we accelerated cleanly. At the helm there was enough feel to make steering worthwhile and the hard vang controlled the boom when I gybed, leaving me to conclude that there was really very little to dislike and much to really enjoy on this Oceanis 35. ⚓

www.beneteau.com.au

FULLY FITTED
The Cruiser has a traditional interior, so is fully fitted-out with hot water and galley. The modular design has not detracted from the galley functionality. The large table is sturdy, yet leaves plenty of space for crew when underway.



MODEL	Beneteau Oceanis 35
DESIGNER	Finot – Conq / Nauta
LOA	9.99 metres / 32'9"foot Daysailor
	10.45 metres / 34'3"foot Weekender & Cruiser
BEAM	3.72 metres
DRAFT	1.85 metres
DISPLACEMENT	5,207 kg Daysailor/ 5,533 kg Cruiser
BALLAST	(deep): 1,559 kg
SAIL AREA	Mainsail 27.50 m ² , Genoa (103%) 26.72 m ² , Asymmetric spinnaker 83.45 m ² , Code 0 50.9 m ² , Jib 25.5 m ²
ENGINE	20 HP saildrive / 29HP option
FUEL	130 litres
WATER	130 litres
PRICE	\$225,000 base boat

The Moody DS54 (deck saloon) is a sailing yacht that from all appearances is designed moreso for comfort and living space aboard – acres of it – than for racing around the cans on a Saturday afternoon. This latest Moody design from the Hanse Group offers genuine 'crossover' appeal for cruising sailors, with its ease of deck level indoor/outdoor living featuring voluminous cockpit and saloon space, panoramic deck level views, generous accommodation below decks and a truly luxurious fit-out.

The luxury of space aboard the DS54 will be appreciated by many a 'dyed-in-the-wool' sailor keen to experience such cruising comforts aboard a yacht. However, it also has a more clandestine role: the promotion of sailing to the hordes of non-yachties plying our waterways, tempting prospective owners who typically buy a motor cruiser to consider the pleasures of sailing, without sacrificing their creature comforts aboard ship!

My review aboard *Wooy Wooy* – the very first of the new DS54 model ordered by Moody distributor Windcraft Group – was sailed in some 30 knots of nor-easterly pressure through Middle Harbour to Sydney Heads. It was good conditions to put the 25 tonnes of Moody through its paces, a breeze that ideally suited the character of this bluewater yacht and which it handled with aplomb throughout the afternoon review sail.

A pleasant surprise, almost to spite its considerable bulk, is the confidence-inspiring sailing character displayed by the big Moody when underway. The yacht sails beautifully, upwind and down, offering a solid, stable ride, an impression no doubt aided by its considerable displacement. The perhaps surprisingly fine sailing abilities of the DS54 are due in no small part to excellent form stability of its Judel-Vrolijk designed hull, which presents a high freeboard and substantial bulwarks above deck. Below the waterline a 2.65m deep L-shaped cruising fin, aided by a powerful, deep spade rudder, ably controls the large, easily reefed sail plan of this new Moody flagship. It comes equipped with a choice of either 'factory-fitted' Elvstrom 5-layer performance tri-optimal sails offering performance and high durability suitable for cruising far afield over many years; or alternatively for owners intending to club race and compete in regatta





ABOVE
BOARD

THE NEW MOODY DS54 IS A GAME-CHANGER FOR BOAT OWNERS SEEKING THE JOY OF LIFE UNDER SAIL – AND THE ENVIRONMENTAL AND ECONOMIC BENEFITS SAILING CONVEYS – BUT WHO ALSO WANT THE ON BOARD SPACE AND DECK LEVEL LIFESTYLE TYPICALLY AVAILABLE ONLY ABOARD MOTOR CRUISERS. ANTHONY TWIBILL SAILS MOODY'S LATEST YACHT THAT STRIVES TO OFFER CRUISING OWNERS THE BEST OF BOTH WORLDS.

RIDING SOLO
Moody have finessed the design of the DS54 to ensure setting sail on the boat can be handled by just one person.



race weeks, Elvstrom high-end HPM membrane sails are an option.

As most cruising yachts of this substantial size are still typically sailed by only a couple, Moody have designed the boat's systems to optimise ease of sail handling and control – with the unfurling, furling, reefing and trimming of all sails easily managed from the helm station via toggle switches controlling electrically-powered winches that do all the hard grind. So, setting sail on the Moody DS54 is literally a breeze that can be handled by one person.

On deck the boat comes typically equipped with what can only be described as 'the lot'. This includes a mast-furling mainsail with integrated vertical battens (as standard) although a Southern Spars carbon boom furler is a option if you'd prefer a fully battened slab mainsail; a self-tacking jib (made globally popular by Hanse group) together with electrically-operated Furlex double furlers at the bow for both the self tacking jib and the Genoa furled on a separate forestay; pushbutton helm-operated electric winches; a high-tech, remote autopilot allowing steering and all navigation functions either from inside at the navigation station or outside at the helm stations; Volvo Penta 'drive-by-wire' technology ensuring reliable and precise engine control; plus Sidepower joystick-controlled, 'drop-down' bow and stern thrusters to assist in docking and low-speed

manoeuvring of this large yacht – invaluable if short-handed with just a couple aboard.

It's clear that Moody (with regarded yacht designer Bill Dixon) drafted the DS54 as a much larger and improved evolution of its well-received Moody 45 Deck Saloon model. The new boat offers living on the one spacious level indoors and out as with the 45, but with much greater space and fitted out in even more luxurious comfort, coming as it does with a plethora of options to suit almost any owner's whims.

To my eyes, a noticeable improvement for the larger 54 model is the more attractive, streamlined profile of the yacht, with the longer waterline of the 56-foot hull adding balance to the prominent deck saloon coach house.

As a bluewater capable cruiser, safety and seaworthiness were also crucial in its design and construction, providing confidence that the Moody can handle serious sea states when cruising to far-flung destinations. When aboard the DS54 you appreciate the surety of moving around behind deep, high bulwarks topped with a solid railing that surrounds the entire deck, as well as a roof rail running the length of the saloon hardtop, providing secure passage along the side decks even if the weather gets rough. This would be particularly important if you have young children, grandchildren or even pets aboard when cruising.

The yacht benefits from solid

construction with strong bulkheads sturdily connected with hand-laid laminates to the hull and deck, and many other inbuilt safety features such as a solid watertight bulkhead in the bow. As a demonstration of this build quality and offshore capability, two Moody DS54 yachts successfully competed in the recent 70th Rolex Sydney Hobart Yacht Race.

The design of the DS54 allows for a high degree of independence when passage-making, as long bluewater cruising legs are the yacht's strong suit. Highlights include substantial refrigeration/freezer space for stores of food and beverages, long-range water and diesel capacities (810 litres of water and up to 940 litres of diesel fuel/ 520 litres standard).

The Moody deck saloon 'one level living' concept takes a different approach to sailing yacht design, one that does away with disappearing into a 'dark hole' down a flight of stairs from the cockpit to a typical yacht's 'below decks' living and accommodation spaces. Aboard the Moody, it's all about single-level living – from the aft cockpit you reach the luxurious interior saloon by simply sliding open the Trend safety glass door (and adjacent window) of 12mm thick glazing, that's sufficiently strong to have been approved for the new Moody DS54 to compete in Category 1 ocean races such as the Rolex Sydney Hobart.

Depending on the weather, you can choose to sit inside and enjoy the panoramic views and weather protection afforded from the luxurious comfort of the saloon or to enjoy the salt air from the vast teak-laid aft cockpit. It comes equipped with an integrated dining table and plenty of seating, situated on the one level under an innovative hardtop with a retracting bimini arrangement overhead, providing all-weather protection or sunshine whatever the conditions.

Inside, the design includes a large, capable galley located in the aft starboard corner (in the standard 'galley-up' version of the boat). Benches are topped with quality Corian work surfaces, below which top-name appliances are discreetly hidden behind cherrywood cabinetry (on the review boat). There's an array of appliances together with tons of storage space and even an automated pop-up wine bar to impress the guests!

Those who prefer their cooking area separated from the deck-level saloon can opt for a layout with the 'galley down.' This version offers even more working space and stowage

ON THE LEVEL
Above: The galley and dining table has a navigation area with pop-up TV; Opposite page: The cockpit leads to the transom deck extending the concept of 'one level living.'

room in the galley area, and more seating upstairs in the deck saloon, though you do 'lose' a guest cabin as a compromise, with only three cabins aboard compared to the four cabins in the 'galley up' version of the boat.

Then, there's the extensive A/V entertainment system with lifting flat screen TV that emerges silently from a hidden cavity adjacent the interior navigation station and helm, directly opposite the saloon lounge affording a perfect view of the big screen. From the interior navigation station helm seat the boat can be driven by its autopilot and Volvo Penta throttle controls alone – without the need to head outside to the twin helm wheels and binnacles – whether you are under sail (as the jib is self-tacking) or motoring, offering the skipper total protection from the elements when cruising at sea.

To keep you entertained, there's also a hi-fidelity Fusion entertainment system fitted throughout the yacht. For extended passages into warmer climes air-conditioning is available for the DS54, as well as a washing machine, dryer and a sophisticated C-Zone electronics management system to make everything aboard function with the greatest of convenience.

All of these 'home-away-from-home' comforts do come with some high electrical power demands, provided on the DS54 by a reliable Fischer Panda generator, which sits alongside the yacht's 150 horsepower Volvo Penta diesel auxiliary in what can only be described as a genuine 'engine room' situated directly below the saloon floor.

Room of course is what the DS54 is all about – whether inside and out. If you must head below the main deck (at least for a good night's sleep anyway), the accommodation spaces are bright and airy, with good light and fresh air from hatches and various port lights. The cabins are entered via a spacious atrium at the foot of the short flight of stairs leading from the main deck.

There are no less than five 'cabin concept packages' to choose from, Moody explains, so you're spoiled for choice. The most typical four-cabin layout (with the galley-up package) provides for a large owner's cabin of luxurious ambience located in the bow featuring a separate private head and ensuite shower. A second guest double cabin with ensuite is amidships to port, and a third cabin is a double bunk bed arrangement to starboard (excluded in the galley-



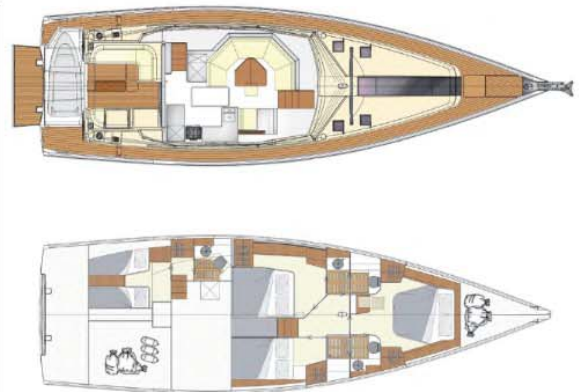
down package). There is also a fourth cabin in the aft port corner of the boat, down a separate flight of steps from the saloon (that also leads to the day head) ideal for kids or as accommodation for a pro skipper/crew if needed to assist the owners.

Behind this (below the aft cockpit deck) is a generous lazarette equipped with a transom door that easily swallows a dinghy and plenty of toys for lazy days on the water.

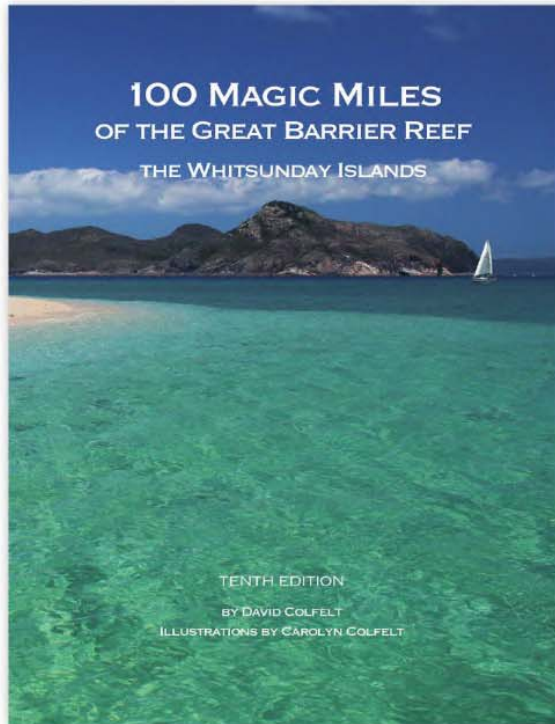
The Hanse Group is renowned for the large array of colour and fit-out choices for their various yachting brands, and for the new flagship Moody DS54 the possible combinations are vast. This includes owner choice of hull and waterline colours, Flexiteek caulking colours, windscreen covers, sprayhood, bimini, maindrop and canopy colours, cockpit and sunbed upholstery, galley worktops (in corian), floor carpets, curtains, and the saloon sofa and navigators seat upholstery – in fabric or Yorkshire leather – and a broad palette of colour choice. It's enough choice to leave you apoplectic!

However, if custom crafting the dream cruising yacht is your idea of boating nirvana, then freedom of choice in doing so will be high on your list. If cruising is your mantra, take time out to look aboard the Moody DS54 – it is one impressive production yacht that refines the concept of sailing and comfort like none before it. ⚓

www.windcraft.com.au



MODEL	Moody 54 DS
DESIGNER	Dixon Yacht Design
HULL DESIGN	Judel-Vrolijk
LENGTH OVERALL	17.10 m / 56'1"
WATERLINE LENGTH	15.55 m / 51'0"
BEAM	5.20 m / 17'
DRAFT	2.65 m / 8'5" (standard) or 2.25 m / 7'4" (option)
DISPLACEMENT	25 tonnes approx
BALLAST	7 tonnes approx
ENGINE	Volvo D3-150 110 kW / 150hp (standard)
FRESHWATER CAPACITY	810 litres
MAST LENGTH ABOVE WL	25.30 m / 83'
MAIN	81.50 m ² / 878 square feet
JIB	65.00 m ² / 700 square feet
GENOA	79.00 m ² / 851 square feet
GENNAKER	200.00 m ² / 2,154 square feet
SAIL AREA	160.50 m ² / 1,739 square feet
FUEL CAPACITY	940 litres (optional) / 520 litres standard
RIG	Aluminium (standard) in mast-furling
RIG DIMENSIONS	21.40m 70'22" / J 6.40m 20'96" / P 20.70m 67'90" / E 7.10m 23'29"
CE CERTIFICATION	A (ocean)
PRICE	\$1.295m (A fully-optional boat would range from \$1.5 to \$1.6m)



100 Magic Miles: 10th edition

Author: David Colfelt
 Publisher: Windward Publications
 256 pages
 Price: \$89.95

First published in 1985, *100 Magic Miles* is now updated with the very latest on the stunning coastline that spans the Whitsundays and Great Barrier Reef in what is the tenth edition of this region manual. Containing all you need to know about these pristine sailing grounds rich with wildlife, many sailors have already referred to it as the 'Whitsundays Bible.'

A best selling book, it is a guide to help you make the most of your time in Australia's tropical north east coast, whether visiting for the first time or returning, by offering great detail for sailors and holiday makers on every nook and cranny.

Included in its 256 pages are 100 pages of full-colour, up-to-date maps of all anchorages in the area including detailed sailing directions for yachts that sit alongside stunning full-colour photographs.

No stone is left unturned as the book includes information and drawings of underwater life of the Great Barrier Reef, a fishing guide and an all-important overview of zones and regulations effecting boaters in the marine park. Climate and what to wear in varying conditions is not forgotten, so you can be as prepared as possible for your trip.

For those holiday makers looking for places to stay besides the boat, *100 Magic Miles* offers a guide to the local island resorts as well as camping tips and grounds.

The Whitsundays and Great Barrier Reef is the ideal location for a huge variety of activities for visitors such as fishing, snorkeling, walking and kayaking, and author David Colfelt shares the very best spots.

In the tenth edition of *100 Magic Miles* readers can gain know-how of what to expect from one of Australia's most beautiful sailing regions and how to make the very most of it. www.100magicmiles.com



Distant Seas

Author: Bud Sparhawk
 Publisher: Fantastic Books
 216 pages
 Price: \$28.99

Science fiction author Bud Sparhawk merges sailing with space in his latest novel, *Distant Seas*. These wind-powered vessels sail through space both for trade, and for fun. In his latest novel, Louella Parsons is a professional, world-class sailor who competes in the Earth's premier race around the world. She later finds herself testing her skills deep in the extreme conditions of Jupiter's atmosphere aboard her sailing vessel – and there is nothing she won't do to get her ship to cross the finish line.

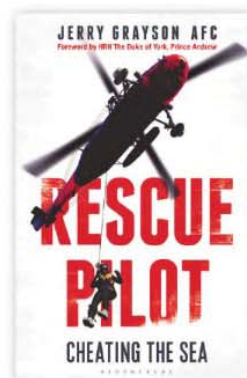
www.booktopia.com.au



Voyage Around Tasmania

Author: Peter Hendrie
 Publisher: Peter Hendrie Photography
 120 pages
 Price: \$49.95

Tasmania's rich natural diversity and coastline is captured by photographer Peter Hendrie in this stunning hard-cover coffee table book. In a selection of 146 photographs, Hendrie explores the array of scenery, bushland and weather on this small island. His work brings to life Tasmania's tranquil waterways, bursting nature, and traveling birds, rocky, arid coast lines and stormy seas. Perhaps most stunning is his unique series of bushland reflections on mirror-still waters along the beautiful Davey River. www.peterhendrie.com



Rescue Pilot: Cheating the Sea

Author: Jerry Grayson
 Publisher: Bloomsbury
 230 pages
 Price: \$29.99

"By the time I was 12 I knew I wanted to fly," says Jerry Grayson, who became the youngest helicopter pilot to ever serve in the Royal Navy and by 25, the most decorated peacetime search and rescue pilot in history. In his book, Grayson describes his most thrilling rescues including the infamous Fastnet Yacht Race of 1979 in which 25 yachts were lost and how with his crew, he pushed a Wessex helicopter to its absolute limits flying into the catastrophic storm and hurricane-force winds to winch shipwrecked sailors from the sea.

www.bloomsbury.com/au

In addition to boats, cars are one of my bad habits, so I find myself writing about them because this allows me, as with boats, to play with toys that I can't otherwise afford.

Several years ago, I did a profile of Vince Neal, the former lead singer for the notorious rock band, Motley Crue. I knew (and cared) little about Neal or his music, but he was a car enthusiast with the wherewithal to indulge his habit, and his six-car garage (with double-stacking lifts) was literally filled to the rafters with Ferraris, Porsches and other exotics.

We ended up in that garage and, after looking at the various cars, I spotted a huge blood-red tool chest with the Ferrari prancing horse logo. As we got closer, Neal pointed it out with pride: it was a tool chest from the Ferrari F1 Grand Prix team. I also have a weakness for tools, and this chest was absolutely gorgeous. Vince slid open one of the felt-lined drawers and pulled out a gleaming tool, showing off the engraved Ferrari emblem. Hefting it aloft in his hand, he looked at me and asked, "What do you think this is for?" I was stunned. He had absolutely no idea how to use any of the tools aside from the screwdriver, yet the tool chest must have cost a fortune.

This incident came back to me a few weeks ago when I was aboard a sixtyish-foot motoryacht. The owner was showing me around his new boat with great pride, and we ended up in the pilothouse, looking at the flat screen displays for the various systems and the navigation electronics.

"I can even use these screens to watch several TV channels at the same time," he boasted. I wondered why you'd want to watch TV at the helm when you could sprawl in the comfy saloon with a big screen TV, and then I realised he meant while he was underway. Here's a frightening



INFO OVERLOAD

THE EVOLUTION OF THE LATEST ONBOARD ELECTRONICS IS IMPRESSIVE, WRITES CHRIS CASWELL, BUT DO THEY SIMPLY LOOK GOOD, OR DO WE REALLY KNOW HOW TO MAKE THE MOST OF THEM?

thought: how many motor yachts are careening about the waterways while the skipper enjoys Outback Coroner instead of watching out for other boats?

And then he added regretfully, "... but I don't know how."

Turns out he'd been encouraged to spend tens of thousands of dollars on an electronics and systems management package that could monitor everything from the engine oil to the refrigerator temperature, and the navigation package would put the *Queen Mary II* to shame.

The problem was that he didn't know how to use anything but the basics. He could turn on the radar, plot a course on the GPS, and satisfy himself that his engines weren't on fire. Aside from that, all those black boxes remained as much a mystery to him as the Ferrari tools were to Vince Neal.

Sure, he had a manual that explained everything, but it was the size of a city phone book, had



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.

apparently been badly translated from Chinese, and assumed that the reader had an advanced degree from the Melbourne School of Engineering. It was user-UNfriendly, and so he was getting by with just the basics.

I started to snigger at his ineptitude and then realised that I have a mobile phone that is almost as sophisticated. It can take pictures, produce short documentaries, turn on my air-conditioning at home, and order my usual Friday night pizza automatically. It can play 723 different songs, and I think it speaks four languages. It has a 127-page manual. I have absolutely no idea how to do anything except place a call and get my messages. The wealth of goodies has exceeded both my knowledge and my interest.

I have seen some amazing electronics packages on sailing boats recently. These absorb data from the wind indicator, the anemometer, a hull speed sensor, and the GPS. They spit out a whole lot more information than I really need or know how to use.

Without fear of being labeled as a Cro-Magnon, I think that our toys have far exceeded our needs. We have information overload. For centuries, man crossed oceans without even knowing about electricity, let alone electronics. For decades, we raced sailboats with nothing more than pieces of yarn taped to the sails. We thought we were pretty hot stuff when we had a vastly inaccurate dial called a Knotmeter.

We used our eyes and our experience to 'guesstimate' the wind and current, and we somehow managed to reach the weather mark or our marina without relying on a black box to correct our course by 1.74 degrees left.

I don't need a \$3,000 flat panel display to tell me my refrigerator isn't cold because when I drink warm beer I know that for free. I'd like to see a one-page manual that tells me to press the power button for on, press it again for off. That's it.

The point of being out on the water is not to be able to watch two game shows at the same time while dodging other boats. It's not about knowing that we're sailing at 0.78 percent less efficiency than the last time we were sailing at this wind angle. It's about white sails and spray and sun and friends, and that pleasant kind of relaxation that comes from being away from gadgets and electronics and flat screen displays. Don't forget that.

By the way, the tool in Vince Neal's hand? It was a common socket wrench. ⚡



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1. SAFE PASSAGE

The new B&G Vulcan chartplotter works standalone or as an integrated system so users can unlock a host of additional sailing features including True Wind and Tide, making it a central navigation display. The multi-touch screen and menus mean sailors can pinch-to-zoom and swipe their way through options, for fast and easy navigation. RRP \$1,299 www.bandg.com

2. REMOTE READY

Simrad's new Wireless Pilot Controller includes a waterproof Bluetooth base station with micro-C connections that can pair with up to four remotes. With a range of up to 30 metres, a mode button allows boaters to toggle through the available pilot modes, while two dodge keys enable the user to program turns by one or 10-degree increments. RRP \$450 www.simrad-yachting.com

3. CLOSE CALL

Easily monitor your all important communications with the GX700 new VHF Marine Radio from GME, a compact communication and safety device that is waterproof to IPX7. Suited to sailing inland waters, or heading offshore, it has a waterproof speaker microphone and clear audio, dual Watch, Triple Watch, two programmable priority channels and programmable channel scanning. RRP \$249 www.gme.net.au

4. LIFE LINE

Crewsaver's Lloyd's Class ISO Approved liferafts that come in three models: coastal, under 24-hour ocean and over 24-hour ocean. They are available in sizes to accommodate 4 to 12 people and include a simple-to-close canopy manufactured to the highest SOLAS standards, exterior pressure relief valves and high-volume water pockets for maximum stability during inflation. RRP From \$1,950 www.crewsaver.com

5. WIND OF CHANGE

This new four-speed automatic trimmer by Pontos has two additional gears that reduce winching effort and automatically adjust from the line load – the result reduces winching effort by 50 percent. The Trimmer is 100 percent mechanical, more affordable than an electric winch and gives safety and comfort in all conditions. RRP From \$2,295 www.advancedrigging.co.uk

6. FIRST LIGHT

A powerful beam in LED Lenser's new D14 dive torch means it can be used both underwater and around the boat with a beam distance out of water of 180 metres, or underwater down to 60 metres. Only requiring four AA batteries, it delivers a burning life of 20 hours through its prism reflector lens and weighs in at 235 grams. RRP \$96.50 www.zenimports.com.au

From my study at home in Hobart I have a magnificent view down the River Derwent. From there I can see all manner of craft passing by the John Garrow Light at the Lower Sandy Bay – fishing trawlers, cruise liners, the new CSIRO vessel *Investigator*, the occasional Navy warship (HMAS *Canberra* was here for ANZAC Day) and, of course, all manner of sailing dinghies and yachts.

On a recent Sunday afternoon I spied a fine looking red-hulled yacht sailing serenely up the river. Her IOR-design lines and colour seemed familiar and after a closer look through binoculars I thought 'that looks like the *Huon Chief*.'

And so it turned out to be. Only a couple of days later I had a phone call from my old friend Gillian Miles, who has been custodian of *Huon Chief* for 17 years, the last five cruising the East Coast of Australia based from Jervis Bay while Gillian was living in Canberra.

Gillian has moved back to Tasmania, living at Deviot on the River Tamar but she felt that Hobart was the best base for *Huon Chief*, described in her heyday of offshore racing as an 'icon of post-war Tasmanian yachting history in terms of sailability and construction.'

"We've really enjoyed recent months cruising the Derwent, the D'Entrecasteaux Channel and the Huon

River, including visiting Port Cygnet where *Huon Chief* was built more than 40 years ago for the late Hedley Calvert by the famous Wilson Brothers."

Calvert, a noted Tasmanian yachtsman, orchardist and raconteur, commissioned Hobart-based naval architect Noel Jennings to design *Huon Chief* to the IOR rating rule, then used for ocean racing handicapping, including the Sydney Hobart Race and the One Ton Cup, regarded as the premier equal rating international event.

Stoutly built, the backbone of the hull was celery pine, with the keel of one piece 30 feet long and ribs of laminated swamp gum. The hull consisted of three laminations of

CHIEF OF THE DERWENT

PETER CAMPBELL LOOKS ON AS AN ICON OF TASMANIAN YACHTING, THE RED-HULLED *HUON CHIEF*, RETURNS TRANSFORMED TO THE RIVER DERWENT.

Huon pine one quarter of an inch thick. Taking into account its structure and design, the result was one of the strongest timber yachts ever built.

The hull was painted a fiery red, and with a recent repaint using Rochelle red, *Huon Chief* is still a stand out boat on the Derwent.

A week after launching on 2nd November 1974, *Huon Chief* raced for the first time, winning the race on the Derwent in a wild westerly. Two months later Hedley and his crew won the One Ton Division of the Sydney Hobart race, the first of many long ocean races and many successes for the boat. The following year *Huon Chief* won the Australian One Ton Cup beating a classy fleet that included *Mark Twain*, the previous world Ton Cup winner *Stormy Petrel* and *Ruthless*, the latest lightweight design by Doug Peterson.

In 1976, *Huon Chief* was shipped to America to contest the world One Ton Cup at Newport, Rhode Island. She finished 20th in the North American and 14th in the Worlds, with the stoutly built Tasmanian boat racing against stripped-out, lightweight One Tonners skippered by yachtsmen of international fame.

Huon Chief went on to contest 10 Sydney Hobart races between 1974 and 1997, her best being a 12th overall in a fleet of 100 in 1978. Hedley Calvert also contested races from Gosford to Lord Howe Island and Sydney to Noumea, but in the late '70s he and his wife, Judy, cruised the 36-foot One Tonner in the Pacific before eventually swapping *Huon Chief* for a bigger boat.

However, it was not until about a decade ago that *Huon Chief* underwent a major refit that changed her from an ocean racing yacht to a performance cruiser, set up for long distance, short-handed cruising.

She still carries the original mast but has twin furling headsails, a fully battened mainsail, a bimini top over the cockpit, more creature comforts below decks where she is fitted out in Tasmanian blackwood, a teak cockpit table that is a work of art, and a new MD 20-40 diesel motor.

Forty years on, this fine Tasmanian-designed, built and raced yacht is in immaculate condition, certainly easier to sail and more comfortable to cruise aboard, and with her Rochelle red topsides, a head turning boat in any waters.

As her custodian Gillian Miles says, "She's a boat that probably will be sailing in another 40 years, providing the greatest enjoyment to all who have been fortunate enough to own *Huon Chief*." ⚓



40 YEARS ON
An ocean racing yacht in her early days having contested 10 Sydney Hobarts among other offshore races, Tasmanian-built *Huon Chief* underwent a major refit 10 years ago that transformed her into a performance cruiser, set up for long distance cruising.

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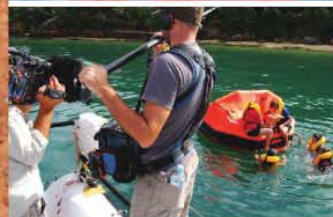
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RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
JUNE			JUNE		
Etchells Australasian Winter Championships	4-7 Jun	MYC	Loro Piana Superyacht Regatta	2-6 Jun	Sardinia
Lion Island Race	4 Jun	NCYC	In-Port Race Lisbon, Volvo Ocean Race	6 Jun	Portugal
CYCA Ladies Night	5 Jun	CYCA	Settimana della Bocche - 52 Super Series	8-13 Jun	Porto Cervo, Italy
Australian Women's Keelboat Regatta	6-8 Jun	RMYS	ISAF Sailing World Cup, Weymouth & Portland	8-14 Jun	UK
Development Match Racing Squad Interclub Challenge	7-11 Jun	CYCA	In-Port Race Lorient, Volvo Ocean Race	14 Jun	France
Land Rover Winter Series Ladies Day Race 2	7 Jun	CYCA	Audi RC44 Porto Cervo Cup	16-21 Jun	Porto Cervo, Italy
CYCA Trivia Night	10 Jun	CYCA	Giraglia Rolex Cup	12-20 Jun	Sanremo to Genoa
Sail Mooloolaba	12 Jun - 5 Jul	MYC	Rolex New York Yacht Club Regatta	12-14 Jun	NYYC, USA
20 Year Plus Member's Dinner	12 Jun	CYCA	Block Island Race	21-26 Jun	Block Island, USA
Advanced Match Racing Regatta - Grade 4	13 Jun	CYCA	Coppa Europa Smeralda 888	26-28 Jun	Porto Cervo, Italy
Land Rover Winter Series Pointscore Race 7	14 Jun	CYCA	J.P. Morgan Round the Island Race	27 Jun	Isle of White, UK
Land Rover Twin Terrapod Experience	14 Jun	CYCA	In-Port Race Gothenburg, Volvo Ocean Race	27 Jun	Sweden
Advanced Match Racing Regatta - Grade 4	20 Jun	CYCA			
Land Rover Winter Series Pointscore Race 8	21 Jun	CYCA			
Land Rover Winter Series Pointscore Race 9	28 Jun	CYCA			
JULY			JULY		
Queensland Youth Week	3-7 Jul	RQYS	J/80 Worlds	4-10 Jul	Germany
Land Rover Winter Series Pointscore Race 10	5 Jul	CYCA	ISAF Women's Match Racing World	8-12 Jul	Middelfart, Denmark
Sail Brisbane	9-12 Jul	RQYS	Multihull Solutions Regatta	9-12 Jul	Phuket, Thailand
Closing Ladies Day - Ladies Race 3	12 Jul	CYCA	Phuket Race Week	15-19 Jul	Thailand
Land Rover Winter Series Prizegiving	17 Jul	CYCA			
Sail Indonesia	25 Jul	DSC			
Land Rover Sydney Gold Coast Race	25-28 Jul	CYCA			
Club Marine Brisbane to Keppel Tropical Yacht Race	30 Jul	RQYS			
Sydney International Boat Show	30 Jul - 3 Aug	SIBS			
AUGUST			AUGUST		
Club Marine NSW Youth Match Racing Champs	1-2 Aug	CYCA	Hanse Sail Rostok	6-9 Aug	Germany
Airlie Beach Race Week	7-14 Aug	WSC	Cowes Week Regatta	8-15 Aug	Cowes, UK
CYCA Grade 5 Advanced Squad Match Racing Regatta	8 Aug	CYCA	Buzzard's Bat Regatta	7-9 Aug	South Dartmouth, USA
Audi Hamilton Island Race Week	15-22 Aug	HIYC	Western Circuit Sailing Regatta	15-22 Aug	Singapore
CYCA Spring Series	16 Aug	CYCA	Rolex Fastnet Race	16-21 Aug	Cowes, UK
CYCA Spring Series	23 Aug	CYCA	Newport Bucket Regatta	28-30 Aug	Newport, USA
Sealink Magnetic Island Race Week	27 Aug - 1 Sep	TYC	Clipper Round the World Yacht Race	30 Aug start	UK
SEPTEMBER			SEPTEMBER		
Brisbane Boat Show	3-6 Sep	BBS	Perini Navi Cup	2-5 Sep	Porto Cervo, Italy
Darwin Ambon Race and Rally	5 Sep	DBCYA	Maxi Yacht Rolex Cup	6-12 Sep	Porto Cervo, Italy
			Rolex Maxi 72 World Championship	6-12 Sep	Porto Cervo, Italy
			Rolex New York Yacht Club Invitational Cup	12-19 Sep	Newport, USA
			ISAF Sailing World Cup, Qingdao	14 Sep	China
			ISAF Youth Match Racing World Champs	15-19 Sep	Swinoujscie, Poland
			Rolex Big Boat Series	17-20 Sep	San Francisco, USA
			Auckland On-Water Boat Show	24-27 Sep	New Zealand
			Le Voiles de St. Tropez	26 Sep - 4 Oct	France
			Tahiti Yacht Rally with Mariner Boating	26 Sep - 10 Oct	French Polynesia
OCTOBER			OCTOBER		
Balmain Regatta	Oct	BSC	Rolex Middle Sea Race	17-24 Oct	Valletta, Malta
Giant Steps for Autism Sailing Regatta	30 Oct	MHYC	9th China Cup International Regatta	30 Oct - 2 Nov	Shenzhen, China
Darwin Ambon Race and Rally	5 Sep	DBCYA			
NOVEMBER			NOVEMBER		
Financial & Media Markets Charity Regatta - ASX	20 Nov	MHYC	ISAF Rolex World Sailor of the Year Awards	10 Nov	Sanya, China
			RC44 Virgin Gorda Cup	24-29 Nov	Virgin Gorda, BVI

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

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2010 Alan Young 18m Ketch



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NZ\$950,000

1989 Beneteau 32s5



Possibly the finest example of the sort after Beneteau First 32s5 range. This vessel is in great condition, well maintained by her owners of 13 years. The layout is fantastic in tradition with the Beneteau mark.

\$79,000

2003 Beneteau 473



This full equipped three cabin boat is set up for long range cruising with the family. Its a step aboard boat and go...

\$245,000

2001 Custom 55 Cruising Yacht



New Zealand built custom 55 feet alloy yacht, this boat is a great blue water sailer, has large main cabin, with ensuite, forward cabin sleeps 3 with one double and single berths.

\$645,000

1975 Ericson 32



Great performing and quality built Ericson 32 recently updated with a host of items. Good size cockpit with new sprayhood and bimini. Very spacious interior with a good layout. Large U shaped lounge, good size galley with plenty of storage.

\$39,950

1974 Gulfstar 44



Production ketch designed and built by Vincent Lazzara in St Petersburg Florida USA, who went on to designing and building top end of the market luxury motor launches and yachts. *Aardvark* has an overall length of 50 foot with a beam of 13 foot, 8 inches which makes her a very comfortable large volume vessel.

\$130,000

1985 Gulfstar 60



Kept in outstanding condition and is now for sale, and available to an Australian family in Europe, ready to use. This boat carries Australian International registration. This Gulfstar 60 is located in Greece where she has spent much of her recent life. When not being used by the current owner, *Marloo* is dry stored.

\$250,000

2004 Hunter 41



Built for the 2004 Sydney Boat Show by Hunter Marine Corp for the Australian market. This vessel reflects Hunters high quality and standards. She has been lovingly maintained with loads of extras and is ready to go. All manuals and receipts.

\$195,000

1989 Malcolm Tennant Turissimo



Malcolm Tennant Custom Turissimo 32' sailing cat, built in 1989, in excellent condition. Twin Yamaha 4 stroke 9.9HP outboards – Kawasaki 1400kw genset – New Zodiac tender with 3HP Yamaha outboard – LED interior lighting.

\$170,000

1992 Simpson Cloud 9



Recently undergone an extensive re-fit with 2 brand new Volvo diesel engines, new 8 HP Mercury outboard for the tender, all new covers and clears, new sound system, new sails and rigging.

\$99,000

1994 Cavalier 81 cutter



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Beneteau First 34.7 For Sale

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Reputed as one of the finest cruising boats ever produced from Chantiers Beneteau, the Beneteau Oceanis 54 is a true study in class and capability. Huge living areas and saloon are key with the owner's cabin being what you would expect from a super-yacht class vessel. Don't miss this chance to step into what is one of the premier yachts in its class available today!





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- Length 12.8m
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- Draft 2.4m

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2011 Beneteau Oceanis 46
\$297,000



2009 Vancouver 34
\$229,000



2006 Duck Flat 35
\$189,000



2007 Hanse 370e
\$190,000



1994 Cavalier 350SL
\$95,000



1992 Tayana 55
\$369,000



1974 Miller Whitworth 36
\$79,000



2003 XYacht 562
\$595,000



2005 Beneteau Cyclades 43
\$159,000



1994 Hick 30
\$34,900



2006 Beneteau 50
\$395,000



2015 Alibi 54
Call for Pricing



1985 Gulfstar 60
\$250,000 Greece



2008 Hunter 49
\$289,000



2008 Lagoon 500
\$725,000



2015 Airplay 30 SH
\$249,000



1992 Fontaine Pajot 45
\$170,000



2014 Spirited 380
\$550,000



2003 Lightwave 35
\$319,000

- 1983 Traditional 30 – \$45,000
- 1992 Cavalier 395 – \$125,000
- 2007 Beneteau 40.7 – \$195,000
- 1989 Impala 51 – Euro 275,000
- 1985 Mottle 33 – \$44,500
- 2002 Nissan 54 – \$550,000
- 2007 Beneteau 43 – Euro 154,000
- 1994 Cavalier 350SL – \$69,000
- 2008 Hunter 49 – \$289,000
- 1989 Northshore 38 – \$79,000
- 1998 Ganley – \$299,000

- 1973 Cole 43 – \$110,000
- 1994 Challenger 36 – \$69,000
- 1979 Duncanson 35 – \$59,000
- 2008 Outremer 42 – \$350,000
- 1981 Carter 30 – \$41,700
- 2005 Lidgard 30 – \$69,000
- 2010 Jeanneau 49i – \$339,000
- 1994 Cavalier 350SL – \$79,000
- 1983 Northshore 27 – \$24,990
- 1985 Feeling 1100 – \$84,000
- 1982 Columbia 27 – \$23,900

- 2004 Catana 47 – \$585,000
- 1990 Privilege 14.7 – \$299,000
- 1995 Corsair 24 – \$45,000
- 1989 Jarkan 925 – \$60,000
- 2010 Lagoon 400 – Eur 274,000
- 1996 Nautitech 435 – Eur 170,000
- 2000 Beneteau 361 – \$125,000
- 1985 Feeling 1100 – \$84,000
- 1983 Farr 1104 – \$39,900
- 1991 Catana 42 – Euro 172,000
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\$545,000



WAUQUIEZ PS41 - 2006
\$259,000



WELLBOURN 50 - 2000
\$435,000



BAVARIA MATCH 42 - 2004
\$179,000



WAUQUIEZ 40 - 2005
\$240,000



S&S 37 - 1968
\$135,000



SYDNEY 320D - 2002
\$104,000



MOODY 425 - 1991
\$130,000 [EX PANAMA, EX TAX]



BENETEAU FIRST 40.7 - 2000
\$169,000



BENETEAU FIRST 36.7 - 2002
\$138,000



BENETEAU FIRST 47.7 - 2004
\$237,000



BENETEAU OCEANIS 411 - 2002
\$158,000



HANSE 371 - 2003
\$145,000



JUTSON 60 - 2004
\$1,090,000



VOLVO 70 - 2005
\$695,000



DEHLER 32 - 2012
\$185,000



ELAN IMPRESSION 434 - 2006
\$249,000



HANSE 400 - 2009
\$234,000



NORTHSHORE 38 - 1983
\$68,500



HANSE 385 - 2012
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SANTA CRUZ 52 - 1998
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SYDNEY 36 TURBO - 2005
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