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As my time as Commodore of the Cruising Yacht Club of Australia (CYCA) comes to a close, it's fitting to take a moment to remember where we've come from, what we've recently achieved and look ahead at the path we are on. It's certainly been a very full two years and, looking back, I marvel at what has been packed into that time and I'm very proud of what the Board has achieved. However, much of that time has actually been spent looking forward, towards the horizon, planning a course that will ensure a solid future for the club and keep us moving ahead.

It's always important we maintain the history of the CYCA. Our heritage is at the heart of the club and is something to be immensely proud of. At the same time, we must always consider how the club continues to develop, how we can continue to provide benefit for our members and also how we can continue to contribute to sailing.

Certainly, the future seems bright, with plans for a redevelopment of the clubhouse and facilities that will provide improved services and enjoyment for members and create a clubhouse of world standards.

We're also focused on developing activities and events at the club that are additional to sailing, aiming to provide more opportunities for member interaction and other ways to enjoy our clubhouse facilities. It may sound simple, but more events such as trivia nights and member functions make our club a busier, more vital and more enjoyable place to spend time while also help to attract a wider range of the community.

Similarly, developments around the Rolex Sydney Hobart Yacht Race to create more atmosphere and interaction make the CYCA and the dock in Hobart into destinations themselves, attracting people who want to be part of this iconic event. The Sydney Hobart Race Villages will give our members, the sailing community and the general public an exciting, vibrant and entertaining experience of the great race. Importantly, the villages are also a key part of presenting our club as a major player on sailing's world stage while all eyes are upon us.



Like any club, the CYCA must always continue to attract new members in order to grow and, indeed, survive. So we've been developing plans to grow our membership base, keeping our sailing heritage at heart but also looking at how we can attract the younger generations to take up membership. Part of that vision is bringing our Youth Sailing Academy

TO THE SPORT OF SAILING
"After all, if you grow the sport of sailing, you grow the club and ensure its long life."

into the mix. The club can rightly be proud of the success of the YSA, which has produced sailors of an elite skill level who are now part of some of the most recognised and most challenging sailing events in the world – the America's Cup, the Volvo Ocean Race and more. The CYCA plays a key role in developing sailors across the wide gamut of the sport and that's something we must remain committed to – introducing people to the sport we love, supporting the development of children and young people in sailing and actively welcoming people of all ages to participate in sailing.

After all, sailing is the heart of the club. Sailing is what brought us here. So we need to always consider what we are doing for sailing, given what sailing has given us. While the Rolex Sydney Hobart has put the CYCA firmly on the map, it's the regular weekend and twilight type of sailing that needs our attention and our 'constant gardening' so to speak. How can we continue to attract participation in our full sailing program? How can we encourage more people to get involved in sailing? In a world that is busier, moves faster and in which people have more pressures on their time than ever before, how can we find ways to engage people with sailing more? These are important things to consider. After all, if you grow the sport of sailing, you grow the club and ensure its long life.

There is still much to be done, but I believe the CYCA is on a path to an exciting future with the right resources in place to achieve our goals. There has been change and there will, without doubt, be more change to come – it's how we adjust to change and work with it that defines us.

While I'll be passing on the baton of Commodore, I'll remain passionately involved in sailing and the CYCA, which has always been a very special place for me.

My greatest thanks to the Board for their support and efforts, and my sincere thanks to all the CYCA staff and volunteers for their assistance on our journey over the past two years.

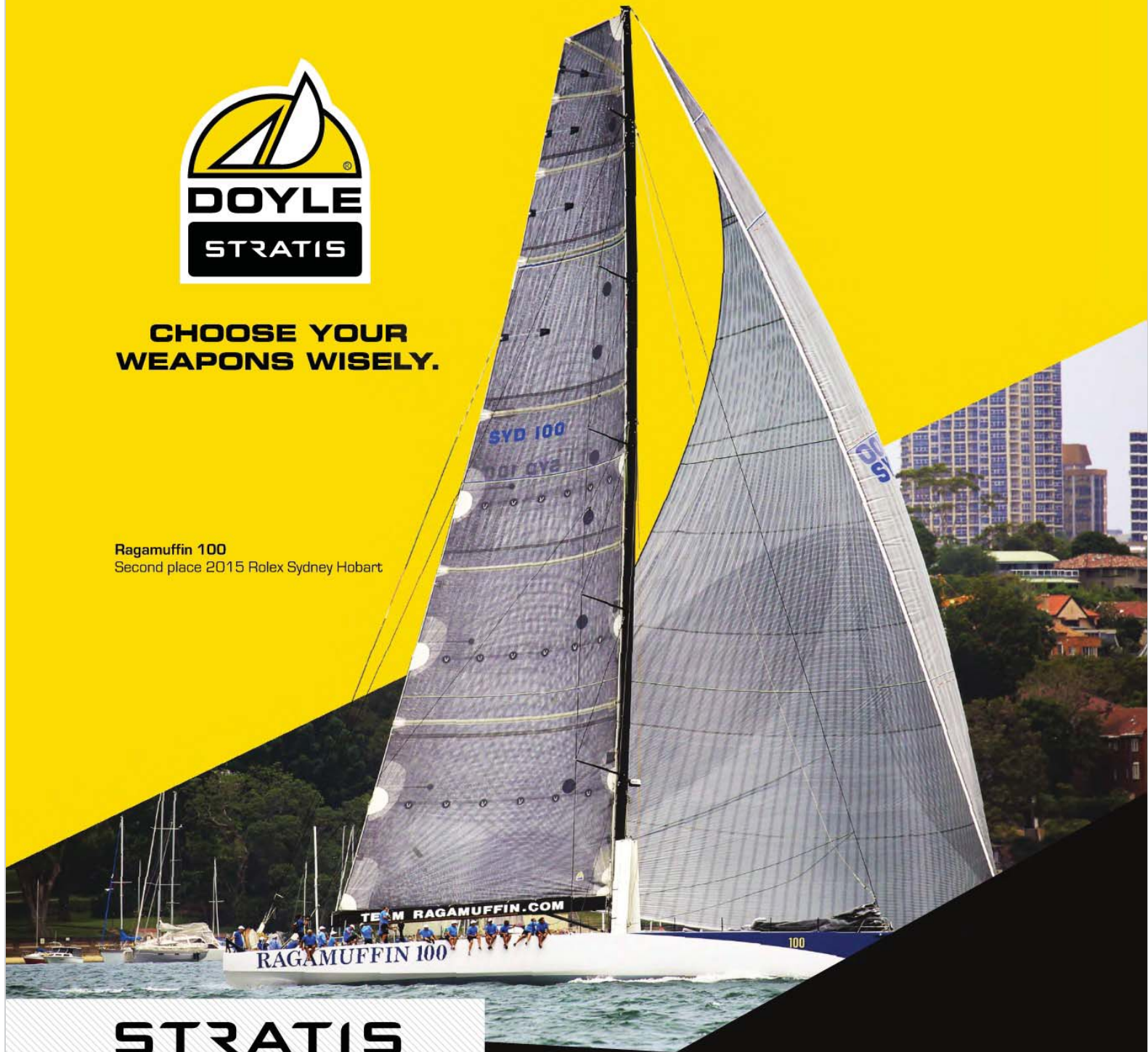
I look forward to seeing many of you at the club and around the marina, where I hope I may be spending significantly more time on the boat, enjoying some overdue saltwater therapy.

JOHN CAMERON
Commodore CYCA



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Sydney has bathed in sunshine and unseasonal warmth throughout an autumn that's witnessed nothing less than a record five-month run of 20 plus-degree days for our harbour city.

Global warming may be a political hot potato and point of contention at dinner table debates, but Sydney sailors are lapping it up, man-made or natural it's winning weather for getting out on the water.

The extended warm spell has seen a particularly bright start to the club's Land Rover Winter Series, raced from April 24 with the traditional Great Veterans Race and Ladies Day setting the scene. The series proper commenced May 1st and is again proving a popular Sunday sailing and social activity for members and crews.

Sailed through to mid-July, the Winter Series keeps racers in trim until the start of the annual Land Rover Sydney Gold Coast ocean race, for which the start gun will fire at 1pm on Saturday July 30. Entries so far are looking strong for the 384-nm race that can attract up to 80 yachts, with many continuing the voyage north in the Brisbane to Keppel tropical yacht race, and hence on to the Airlie Beach, Hamilton Island or Magnetic Island race weeks during August/September.

Our roundups this issue include Sail Port Stephens Week raced mid-April (which once again incorporated the NSW IRC Championships). We also review the Beneteau's Pittwater owners rally and the MC 38 Autumn Regatta for the local fleet of the one-design McConaghy inshore rockets. Further afield we round up the Top of the Gulf regatta sailed from Pattaya in Thailand, and for the dreamers, Les Voiles de St Barth in the Caribbean.

Previews of up-and-coming races start with the Land Rover Sydney Gold Coast Race, the Brisbane to Keppel race, and the latest on Hamilton and Magnetic Island race weeks. Abroad we preview the Giraglia Rolex Cup in the Med and the famous Newport to Bermuda race down the US east coast – both bucket list events for any bluewater racing enthusiast.

Our Skipper of the issue is a well-known CYCA member and long time supporter of the YSA via his Toga brand. Ervin Vidor is an icon of the Australian property and hospitality industry, and here he chats with



Offshore on his love of sailing and his newly delivered CNB 76 Charlotte.

We continue our "On the Water" series with Renée Brack looking into the business of yacht chartering, from bareboat sailing to superyachts.

In Tack & Gybe we banter with renowned Kiwi sailor Mike Sanderson on his experiences in big-ticket events such as the VOR and Team NZ America's Cup campaigns and his professional role today with Doyle Sails NZ.

Plus, Jeni Bone chats "one on one" with newly appointed CEO of the Volvo Ocean Race, Mark Turner, on what's next for the most demanding race in the world.

Our regular Yacht Comparison feature this issue profiles our Top 10 annual selection of the latest models of luxury cruising yachts. And on the racier, less comfortable side, our Technical feature examines the all-new MC31 race boat.

May the sun continue to shine on your sails.

ANTHONY TWIBILL
Publisher / Editor

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CYCA Blue Water Pointscore Series 2016 – 2017

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| 1. Land Rover Sydney Gold Coast Yacht Race | Saturday 30 July 2016 |
| 2. Flinders Islet Race | Saturday 17 September 2016 |
| 3. Newcastle Bass Island Race | Friday 14 October 2016 |
| 4. Cabbage Tree Island Race | Friday 18 November 2016 |
| 5. Bird Island Race | Saturday 3 December 2016 |
| 6. Rolex Sydney Hobart Yacht Race | Monday 26 December 2016 |

Dates and destinations subject to change.



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ROTARY CHARITY REGATTA

Cheque mate

A cheque for \$15,000 presented by the Rotary Club of Sydney Cove to CYCA SOLAS Trusts marks a total of \$100,000 raised by the Rotary Charity Regatta.

The regatta held annually on Sydney Harbour raises funds for a range of Rotary charities including the Sydney Children's Hospital Randwick and, since 2009, the CYCA SOLAS Trusts.

Yacht owners provide their boat and crew for the regatta and corporations donate money to be part of the day's racing. With a wide range of yacht sizes and styles involved, corporate teams can range from six to 15 people.

The 21st Rotary Charity Regatta held in November 2015 attracted a fleet of 52, the majority of which we are proud to say came from the CYCA.

The CYCA established the Safety of Life At Sea Trusts following the tragic events of the 1998 Sydney Hobart Yacht Race.

The CYCA SOLAS Trusts aim to:

- Assist the immediate family of those lost at sea during Yachting Australia sanctioned races
- Provide assistance to search and rescue organisations
- Foster research and training to improve procedures and equipment for use at sea.

CYCA SOLAS Trusts Chairman Matt Allen said the Rotary Charity Regatta plays a key part in fundraising for CYCA SOLAS. "Rotary is well known for the extraordinary work they do to support many important charities and organisations, so it's an honour for CYCA SOLAS to align with the Rotary Club of Sydney Cove," said Allen.

"The Rotary Charity Regatta brings together the sailing fraternity of Sydney with the business community in an enjoyable manner while also helping CYCA SOLAS continue its important work keeping sailors safe and assisting those affected by tragedy at sea.

"Everyone in the sailing community benefits from the work of CYCA SOLAS, so it's in everyone's interest to support the trusts, but this regatta is very much a success due to the work of the Rotary Club of Sydney Cove and the yacht owners and crew who take part.

"The Rotary Charity Regatta also introduces more people to sailing and that's always a good thing!"

www.rotarycharityregatta.com.au

The CYCA is delighted to announce the support of Grant Thornton, one of the world's leading organisations of independent assurance, tax and advisory firms, as sponsor for the 2016-2017 Short Ocean and Ocean Pointscore races. "We are proud to continue our association with the Cruising Yacht Club of Australia" said Nicole Bradley, managing partner, Sydney. "Grant Thornton's values include collaboration, leadership, excellence and agility, which are well aligned to the culture of sailing and the people who strive to excel and have fun through sailing."

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NEWS IN BRIEF

Sailing city

Melbourne has secured the 2016 Sailing World Cup Final.

Melbourne is already gearing up for the next biennial award with the addition of securing the 2016 Sailing World Cup Final from the 4-11 December this year.

Melbourne stands uncontested with world-class sporting facilities such as the iconic MCG, Etihad Stadium and AAMI Park and this year will also be able to claim Port Phillip Bay as their largest sporting precinct to date. With a grandstand like no other, the Sailing World Cup Final in St Kilda Sailing Precinct, made out of the Royal Melbourne Yacht Squadron (RMYS), St Kilda Baths, St Kilda Beach and Catani Gardens, will put the sport front and centre of the public.

sailingworldcupmelbourne.com

In memory

The memory of Don Mickleborough, a colourful yachting personality and member of the Cruising Yacht Club of Australia since 1958, will live on, with a new 5.7-metre 570 HL model brig named in his honour.

Mickleborough, a competitor in 34 Sydney Hobarts, many on famous maxis and 14 with his *Southerly*, died on October 23, 2014 at the ripe age of 90, following a long battle with cancer. He would be chuffed to know his name is attached to a vessel helping youngsters learn the art of sailing.

The brig will be utilised as a support boat for the CYCA's Youth Sailing Academy, predominantly for coaching and umpiring.

Mickleborough was earlier honoured at the CYCA in 2013, when the club and sailing friends unveiled the plaque recognising 'Mickleborough's Corner' (as it came to be known), where he held court each week and where his long-term sailing mates continue to gather.



LAND ROVER WINTER SERIES

Off to a roaring start

The Great Veterans and Ladies Day races heralded a successful start to the Land Rover Winter Series, writes DI PEARSON.



Point Piper was picture-perfect on Sunday morning, April 24, as the 61 boats contesting the Cruising Yacht Club of Australia's Great Veterans and Ladies Day races congregated there, ready to open racing in the Land Rover Winter Series, held on Sydney Harbour.

Eleven yachts, entrants of Sydney Hobarts from 1945 to the mid-eighties, lined up for the Great Veterans race, among them names like *Southerly*, *Suraya*, *Mr Christian*, *Anitra V*, *Mercedes IV* and last year's winner, *Lolita*.

Navigator and 30 Sydney-Hobarts race veteran, Carl Crafoord, steered his Farr 1104 *Amon Ra* to victory over Simon Kurts', *Love & War*, one of only two yachts to ever win the Sydney Hobart overall three-times. Just 42 seconds separated the two.

Nigel Stokes' *Fidelis* filled out the top three with his Knud Reimers 61, which took line honours and broke the

race record in the 1966 Sydney Hobart.

This was the first time Carl Crafoord has fielded an entry in the Great Veterans Race.

"I was pulling my power boat off the slip and I saw *Amon Ra*. I wanted a boat the family could sail, so I bought it and here we are," the yachtsman said of the yacht originally owned by John Partridge who cleverly named it *In a Pear Tree*.

"I made the sails for him in 1978 and we hoisted the very same genoa I made for the boat – rust stains and all," said Crafoord agreeing his was a veteran boat with a veteran crew, with the exception of his nine-year-old son, Ben.

"We're all veterans – I sailed it with a few of my old mates like Hugh Brodie and Steve 'Keano' Keane.

"The weather couldn't have been more perfect. A nice 7 to 13-knot

COLOUR RUN

This page, from top: *Sailors With DisAbilities* in fine form; *Sydney Harbour* was a blaze of colour; *Anitra V* was one of the 11 yachts competing in the Great Veterans race.



Third was *UBS Wild Thing*, steered by Amanda Scrivenor, the daughter of the CYCA's Youth Academy administrator Pam, and respected navigator Rob Scrivenor.

Melissa Geeves outclassed her opposition in Division 2, sailing her father-in-law's Beneteau 34.7, *Speedwell*, to over a one-minute win from Peter Fallon's *Twilight Zone*, with Michelle O'Brien at the helm. Dee Pollett steered *Alpha Carinae* to third overall.

"It got pretty close towards the end – we could see all our rivals in the last 10 minutes," Geeves recalled.

"I had my husband Campbell helping and our 'rock-star' for the day, Lindsay Stead," she said of the authoritative yachtie of Boatec boatbuilding fame. "They talked me through it," she said.

In the 22-boat non-spinnaker divisions, Lauren Walsh was the victor of Division 1 at the helm of the NS369, Trim. Walsh beat the Farr 30, *Foreign Affair*, helmed by Lisa Wilkinson and *Reve*, a Beneteau 45 F5, skippered by Victoria Stuhlmann.

Division 2 was won by the perfectly named *Shorething*, with Jessica Barr at the helm. Jacqui Sapir was second, steering *Defiant*, with Bill Mirow's *Privateer* in third place.

Racing in the Land Rover Winter Series continues each Sunday. Weekly prizes will be awarded to first, second and third placegetters in each division and include exclusive CYCA Land Rover Winter Series merchandise.

One lucky division winner each week will be drawn to receive a week-long Land Rover Range Rover Evoque experience, while a second winner will receive a lift stand launch and two free laydays, donated by the Noakes Group. ⚓

www.cyca.com.au

south-easterly – and it was a beautiful day – sunny with no sign of rain. It suited *Amon Ra* perfectly and it was good beating Shipway," Crafoord said of Peter Shipway at the helm of *Love & War*.

Ladies Day was a big hit too, with 28 yachts on the start line for the two spinnaker divisions and 22 in the non-spinnaker division.

Paula Doek steered the Salona 44, *Last Tango*, to win Division 1 from 15 entries. Doek beat her nearest rival, the well-named *Arch Rival*, with Lauren Connors at the helm, by over two minutes. Doek was also drawn to receive a lift stand launch and two free laydays for *Last Tango*, a prize that the Noakes Group will donate weekly.

FLEET STREET

Opposite page, from top: *Sumatra* made the best of the breeze; *Amon Ra*, helmed by Carl Crafoord, was the winner of the Great Veterans race by a tight 42 seconds over *Love & War*.



SAILORS WITH DISABILITIES

New partnership

The CYCA and Sailors with DisAbilities have announced a new partnership.

The Cruising Yacht Club of Australia (CYCA) has announced that Sailors with disAbilities (SWD) has been officially endorsed as a preferred charity of the Club.

While the CYCA and SWD have had an informal relationship of support for many years, the official partnership provides SWD with guaranteed resources and assistance which will give stronger foundations to its programs and planning.

The partnership sees SWD acknowledged as a preferred charity of the CYCA, in addition to the CYCA SOLAS Trusts, with the club assisting SWD with its major fundraising campaign, in addition to race management and promotional support for the Sailors with disAbilities Charity Regatta.

CYCA Commodore John Cameron said while the partnership with SWD was part of the Club's commitment to support sailing charities, the existing relationship with SWD had already demonstrated the value of supporting a program which changed lives.

"I still remember being part of David's annual races he'd run when we'd take children out on Sydney Harbour to experience in one day what we've all had for a lifetime. Seeing the kids' faces light up and the glint in their eyes as we sailed around the harbour, giving them the experience we all knew and loved so well was very fulfilling.

"It's embedded in our constitution that we propagate sailing and what

better way to do this than by the CYCA working with SWD."

SWD founder David Pescud said formalising a partnership with the CYCA would help SWD to continue the work it does with young people and people with a disability, introducing them to the joy of sailing and at the same time helping them discover their own abilities and potential.

"The partnership with CYCA and SWD has existed informally for 20 years but it's great to now have a formalised understanding – it's good for people with a disability in our society, it's good for SWD to have a home and having the not inconsiderable resources of the CYCA put at our disposal will guarantee the sustainability of our programs," said Pescud.

"The CYCA Board has been terrific and its John Cameron's stewardship of reform that's brought this about – we really appreciate the time he and Vice Commodore John Markos put into it.

"It demonstrates that when people of goodwill get together, we can do amazing things."

Established in 1994, Sailors With disAbilities encourages people with a disability or those in difficult circumstances to see what's possible and what they are capable of through the experience of sailing.

Since 1994, SWD has shared the joy of sailing with more than 47,000 disabled and disadvantaged people and has competed in 20 Sydney Hobart Yacht Races. ⚓

www.sailorswithdisabilities.com



SHAKE ON IT
SWD Founder David Pescud and CYCA Commodore John Cameron formalising the partnership between the two organisations.

NEWS IN BRIEF

Show stopper

The Sydney International Boat Show is set to shine for the 49th time.

With a formidable history that goes back to 1968, the Sydney Show has been the focal point for both the recreational marine industry and boaties.

The event is the perfect forum for the industry to release new products and services, and with that the boating public have made the annual pilgrimage knowing that it truly is the place to see the latest on offer.

The Sydney International Boat Show will operate from the 28 July to 1 August split over two locations, with the large on-water vessels hosted at the beautiful Darling Harbour only minutes walk from the CBD, and the undercover displays housed at the unique Sydney Exhibition Centre at Glebe Island.

Connecting the two is a complementary ferry service that also gives show visitors a bonus voyage across the magnificent Sydney Harbour.

The event is well known for delivering a comprehensive variety of products, across all boating sectors. Joining local visitors, the show also has a large number of guests from across the country as well as overseas, making it the ideal location for the marine industry to use it as a base to launch new products and services.

Combine this with the organisers wishes to ensure the show takes its visitors on a journey of education and entertainment, visitors to the show are assured a great day out for themselves, friends and family.

Sailors are well catered for with show organisers recognising the volume of visitors with a keen interest for the lifestyle. 2015 Show Visitor research shows that 24.1 percent of the audience don't own a boat, 56.2 percent own a power boat and 23.5 percent own a sail boat. Breaking that sail statistic down further, of those sail boat owners, 33.3 percent owned a sail boat greater than 12 metres long, 47.1 percent owned one eight to 12 metres long, 15.2 percent were four to eight metres long and 4.4 percent owned one less than four metres long.

www.sydneyboatshow.com.au



LAND ROVER WINTER SERIES

Plain sailing

Smiles grew as the skies cleared and the breeze kicked in just in time for the first race of the Land Rover Winter Series, writes Di Pearson.

It looked likely that rain and gloom would be part and parcel on Sunday May 1 for the opening pointscore race in the Cruising Yacht Club of Australia's Land Rover Winter Series, but it was to the contrary when light rain ceased and cloudy skies parted, giving way to a glorious sunny day and ideal racing conditions.

A fleet of 114 boats were on the Sydney Harbour start line, with David Pescud's *Sailors With DisAbilities* starting the season well, taking the gun in Division A1.

"I woke up this morning and it was grey and raining, but by the time we got back to Sydney and down to the club, the sun was out and it was a beautiful day – and we won the first race of the season – does it get any better," Pescud questioned.

"We did the CYCA twilights before this series. They are both fantastic opportunities for near-novices and for our volunteers. They can learn in a really good environment and it's really special to give back to our volunteers in this way.

"We had a lovely breeze; the Harbour in all its glory. Where else would you be, said Pescud adding, "I hope the win

doesn't affect our handicap."

Dentist and world traveller, Basil Diethelm won Division C with *Sumatra*, his well-appointed Swan 48 Cruiser, which requires fairly lusty winds to perform well – and she got just that.

"What an excellent day," Diethelm commented. "The boat's heavy, so the 15-plus knots from the north and north/west suited her down to the ground. It was like sailing in the Caribbean."

A 55-year member of the CYCA, Diethelm said this was his first foray into the Land Rover Winter Series since returning to Australia from cruising the world two years ago.

"All the people aboard have raced with me at Antigua Week and we loved the day. I've sailed around the world and raced in various places, but the CYCA has the best program in the world," ended Diethelm, who has crossed the Atlantic 13 times.

Peter Messenger steered John Messenger's *Utopia* to a scratch win in the Sydney 38 Division, finishing third overall in the handicap stakes, but just seconds separated the top three, including winner *TSA Management* (Tony Levett) and second placed *The Goat* (Mitchell Gordon). In fact, there

was two seconds only between the top two.

Peter Messenger commented: "It's great having the Sydney 38 division back. It means it all comes down to crew work and that makes it exciting racing. *Next* (Richard Holstein) was looking good, but broke its steering on the first spinnaker run and retired.

"From there, it was neck-and-neck with *TSA Management* and *The Goat* and then we slowly inched our way away from them in wind that was in and out all day.

Karen Hawkett and Brett Pearce sailed their Hanse 350, *La Niche*, to victory over Paul O'Connell's *Katinka* and Bill Mirrow's *Privateer* in Division K. Hawkett and Pearce scored the daily double when they were drawn to receive a lift stand launch and two free lay days, kindly donated by the Noakes Group.

"This is the first race on our new boat," Hawkett said. Phil Thompson (a former CYCA Sailing Manager) joined us for the race. He hasn't been too well, but he was firing on all fours. He reckons he's lost his touch, but he hasn't – he was in great form.

"Phil loved every minute of the race and we loved having him along," said Hawkett of Thompson, who along with her husband and co-owner Brett Pearce sailed with Division A1 winner, David Pescud, to a record-breaking Around Australia Race in 2003.

The two weeks since have seen noteworthy winners:

In week two, Division B was won by *Outlaw*, Alan and Tom Quick's Beneteau First 40, while yachting veteran Mike Hesse won Division J1 with his Ringle 39, *Hanni*. Division C winner, *Rum Jungle* (a Swarbrick 40), owned by the 'Lost Boys' syndicate, was the lucky winner of the lift stand launch and two free lay days, donated by the Noakes Group.

In week three, among the day's divisional winners was CYCA Commodore John Cameron, who won Division B and board member, Noel Cornish who won Division A2 for the second time this series with *St Jude*. Also in the money was a past CYCA Commodore Hans Sommer, who took out Division D.

Two weeks of light airs translated into some repeat winners from week one, among them Steve McConaghy, who skipped *Aftershock* to first place in Division A1, Mike Hesse who sailed *Hanni* to first place in Division J1 and Paul Glynn, winner of Division J2 with his 31-year-old Davidson 34, *Monkey Business*. ⚓
www.cyca.com.au

RACE ON!
In week two,
Division B was won
by *Outlaw*, Alan
and Tom Quick's
Beneteau First 40.



MATCH RACING

Sydney HQ

The Cruising Yacht Club of Australia will host the Australian Youth Match Racing Championship for three years.

The Cruising Yacht Club of Australia has been appointed by Australian Match Racing Limited as the host club of the Australian Youth Match Racing Championship for 2016, 2017 and 2018.

The club's race management expertise and the Youth Sailing Academy's fleet of Elliott 7s provide the ideal skills and facilities to home the event for the next three years.

CYCA Commodore John Cameron said the appointment reflected the club's commitment to youth keelboat sailing.

"The CYCA has aimed to support young people in keelboat sailing since the club began and, while the origins of that may have been in engendering enthusiastic young sailors to join yachting crews, it has certainly been a

very strong focus for the club since the inception of the Youth Sailing Academy in 1993," said the Commodore.

"Being appointed as organiser of the Australian Youth Match Racing Championship for three years is a great honour for our club and the Youth Sailing Academy, reinforcing the success we've achieved in developing a highly respected framework for young sailors to develop their skills to the very finest level.

"Our aim is to deliver events that are not only organised and managed at a high level of excellence, but to also create an environment in which competitors and their families enjoy the camaraderie and community that sailing provides."

YOUTHFUL EXUBERANCE
The Club Marine NSW Youth Match Racing Championships last year in Sydney aboard the Elliot 7s.

The 2016 Australian Youth Match Racing Championship will be held over four days in October, with dates yet to be announced. The event is open to sailors aged under 23 years and racing is expected to follow the traditional format of two round robins followed by semis and finals and a sail-off for minor placings if time permits.

Australian Match Racing Limited's chairman Andy Fethers said the appointment of CYCA as host of the event was an important part of developing the sport.

"AMRL are extremely pleased that the CYCA are continuing to foster pathways in sailing through youth match racing," said Fethers, who is a four-time America's cup veteran and former match racing world champion.

"The CYCA's ability to deliver high quality regattas is reflected in this three-year appointment," he added.

The Notice of Race will be available in June on the club's website. ↓
www.cyca.com.au



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It's time to celebrate

Winners and competitors of the summer sailing season, their friends and families, and CYCA members gathered on Friday May 2 at the club to celebrate the end of another successful summer on the water for the Blue Water, Ocean Pointscore, Grant Thornton Short Ocean Pointscore and Grant Thornton Short Haul Pointscore and Mount Gay Monday Twilight Series. The evening was a huge success with a dinner that followed the official welcome and later the presentation to the season's winners.



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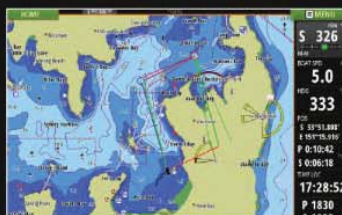
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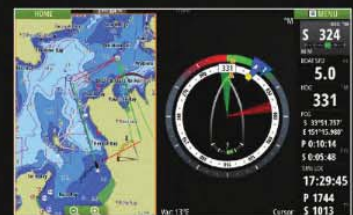
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A Passion for Sailing



Winner's rounds

Tight competition at Sail Port Stephens kept the looming thunderclouds at bay, resulting in a terrific week of sailing, writes LISA RATCLIFF.

The ninth Sail Port Stephens finished Sunday April 17 in some of the best winds of the week-long regatta and close to 100 crews luckily escaped the powerful thunderstorms that stalled a few miles to the south of the competition arenas.

A leisurely Commodore's Cup series on the Monday to Wednesday in 12 to 15-knot sou'easters and brilliant sunshine for the first two days turned into light nor'easters for the first two days of the Pantaenius Port Stephens Trophy, Friday and

Saturday, incorporating the NSW IRC Championship.

From the forecast, Sunday started out as a race against the clock to get the schedule completed before the change unleashed, but amazingly the approaching dark clouds and rumbling thunder stopped short, allowing crews to close out their final inshore passage race and offshore windward/leewards in mainly dry conditions.

In cooler southerlies, 12 to 13 knots, the Performance Cruising division 1 and Performance Racing

fleets tussled for last points on an inshore passage race course, both divisions finishing snugly at the top.

PERFORMANCE CRUISING

The performance cruising division 1 trophy went to *L'Attitude*, Jon Short, Miles Bastick and Rob Hunt's Beneteau 40.7 (Cruising Yacht Club of Australia), from Kiwi designer Greg Elliott's Elliott 1350, *Fortuna*, on a countback.

"This is the first regatta I've flown a spinnaker in four years; when we entered Performance Racing we thought it would be non-spinnaker division... ooops," Short said with a grin prior to the final trophy presentation for all Pantaenius Port Stephens Trophy prize-winners.

"The incentive created by the beautiful Port Stephens scenery was a contributing factor plus today we had two locals on board and they were helpful keeping the boat in favourable current," Short added.

In Greg Elliott's words, he and wife Jo drag their home around the track. The couple left New Zealand a couple of years ago to cruise and enter regattas with the fibreglass production boat Greg designed. "It was an idea I had, to go back to the places I've raced in the past but never been able to cruise around and get to know," he said.

"I think Port Stephens is fantastic; it's a magic spot. We are heading north again, back to the Whitsundays and definitely we'd like to do the Hamilton Island series again. This regatta to me feels like it's based on that series with nice touches like the free sausages put on the other night [by Pantaenius]."

Third in division 1 by two points off the tied first and second placed boats was Michael Kirby's local *Nsx38 She's the One* (PSYC).

Dennis Cooper's always well-sailed Sydney 36cr *Amante* (CYCA) created a comfortable six-point break in division 2 results, too good for Dave Griffin's Titan 36 *Al Fresco* (RMYC) and David Ashton's Radford 10.6, *TenSixty* (MYC).

SAILING SILVERWARE
Various trophies awarded at Sail Port Stephens this year included the Commodore's Cup, Pantaenius Port Stephens Trophy, the NSW IRC Championship, Spirit of Port Stephens Trophy, and the various divisional trophies.

PERFORMANCE RACING

An average age of 60-something only helped Barry Jackson and his Beneteau First 40 crew on *Alibi* (Royal Prince Alfred Yacht Club) achieve the division win, their best result in six Sail Port Stephens.

"The weather suited us, light to medium winds and we enjoyed the courses," Jackson said. "We had very good competition in our division and

win, lose or draw, the sportsmanship in our fleet was great.”

Alibi's last time at Sail Port Stephens was two years ago and they lost the series by one point. This time they beat Peter Mayo's Sydney 38 *Austral* from Lake Macquarie by a single point. Third was another Lake sailor and SPS keen supporter, Len Payne and his Lidgard 10.6 *Kerinda*.

The first-ever Super 11 NSW title played out among the eligible Super 11s racing within the Performance Racing fleet. Adrian Walters' pocket-rocket Shaw 11-metre *Little Nico* (Middle Harbour Yacht Club) wrestled with Thomas Woods' Farr 36 *Toy Story*, yet another Lake boat, over five races and proved the stronger.

HICKO SHIELD – SPIRIT OF PORT STEPHENS TROPHY

The HICKO SHIELD – Spirit of Port Stephens trophy, awarded annually by organiser Corlette Point Sailing Club to the crew who embody the regatta spirit of fun and fair competition went to Derek Sheppard (*Black Sheep*). Sheppard is a Sail Port Stephens 'lifer' having competed at all nine, plus three of the late Roger Hickman's (Hicko) crew helped put *Black Sheep* through its paces during the Commodore's Cup and second part Port Stephens Trophy.

The Beneteau 45 also flew *Wild Rose*'s flag during the series, a poignant reminder of Hicko's champion Farr 43 and the outstanding yachtsman, a friend to so many in the sailing community who died from a brain tumour in March.

Final worlds from the race officer Denis Thompson: "These regattas tend to go well if the weather behaves and we had good wind and great weather all week, even on the final day when we could see things turning pear-shaped just to the south. For a small club and community, Corlette Point Sailing Club put on a great event, they really work hard. We hope to see as many competitors and class fleets as possible for next year's anniversary event."

A final thanks to this year's supporters: Destination NSW, Pantaenius Insurance, Gill Australia, d'Albora Marina Nelson Bay, Port Stephens Council, Newcastle Airport, Hunter Parking, 222 Offshore and Port Stephens Strata.

Next year marks the 10th anniversary regatta of the event, April 17 to 23, 2017 and organisers are already making plans to commemorate the milestone. ⚓ www.sailportstephens.com.au



In the zone

As if the competition from a week at Sail Port Stephens wasn't enough, the IRC fleet went head to head on day six with new NSW titles going to ICHI BAN, NINE DRAGONS and SCHOUTEN PASSAGE.

When the weather cooled after a glorious and mostly dry week at Sail Port Stephens, the action hit boiling point offshore in the IRC fleet contesting the final day of their state title across three divisions on Saturday 16th of April.

Matt Allen's TP52 *Ichi Ban* lived up to its Japanese translation, finishing number one in every race and cleaning up division 1 by a galaxy-size gap of 13 points. "We thought we sailed really well, and it was lucky for us the other three to four boats often were sailing against each other so we were able to put time on them; we could sail our own race and dictate. Allen is a huge Port Stephens fan and in particular the IRC arena. "Providence Bay is one of the best race courses in Australia; in a southerly or northerly there are plenty of opportunities. It's not a one way track."

At times the IRC fleet enjoyed 16 to 17 knots of southerly wind offshore while in the background the thunder rumbled and the dark clouds held, threatened to unload. Amazingly, the 100 or so crews contesting final inshore and offshore races were



SPINNAKER RUN
Above: Patterned and coloured spinnakers alike march to the finish line in the recent IRC championships. Right: Ideal conditions prevailed for the championships.

spared the conditions that unleashed on Newcastle, the check-in hall at Newcastle Airport closed after a partial roof collapse due to the deluge.

Ichi Ban and the current two-time IRC Australian champion, Karl Kwok's *Beau Geste*, a modified version of a TP52, are set to stage an almighty stoush at this year's Australian Yachting Championship as part of Audi Hamilton Island Race Week in August. "It will be game on," Allen predicts.

Sebastian Bohm and Bruce Foye's Rogers design, *The Goat*, finished second and Sam Haynes' JV TP52 *Celestial* third on a countback.

Bob Cox's IRC state champion in 2015, *Nine Dragons*, made a late charge and squeezed into the top spot thanks to a win in the last race combined with an unwelcome fifth result for Phil Tomkins' Sydney 38 *Next* (CYCA) that shifted them backwards and into second on a countback.

"It was bloody stressful," said Cox on the points situation going into the final race. "We knew what we had to do in the last race; there was a bit more breeze and the asymmetric boats came to the fore while unfortunately for *Next* they dropped back in the fleet.



PASSAGE RACERS
Nine Dragons (above) came into the top spot after a last-minute battle with *Next*. *Schouten Passage* (right) took out a division win and IRC title.



IRC series and finished one point off. Third on the leaderboard was Peter Sorensen and his Sydney 36er *The Philosopher's Club* (MHYC).

MC38S AND SPORTS BOATS

Leslie Green's two-time current Australian MC38 champion *Ginger* shrugged off the setback of an earlier disqualification to begin the second half of the eight race schedule with a bullet. The points leak from the DSQ, and the schmick form of Howard Spencer's *Team Menace*, took the opportunity for *Ginger* to pull back

"After an unsuccessful first day we found ourselves quite deep in the fleet. We progressively improved, particularly with the passage race, and finished it off with a last minute effort to level with *Next* and win on a countback. We must congratulate them on a very consistent performance; they are the first really competitive Sydney 38 we've struck."

Third in IRC division 2 was Joe De Kock's Newcastle based Farr 40, *Goodform*.

Rob and Jan Howard's Newcastle based Beneteau 40.7 *Schouten Passage*, skippered by son Will, finally took out the overall division win and IRC title after six attempts.

"We hoped for more breeze today and it was delivered," Will Howard said. "Since the first day we've been within a couple of points of *Justadash*, then they had a tough day yesterday whereas we were solid, which got us back into the game. Both races today were really close and the Beneteaus dominated. After six attempts, to finally win overall is a thrill!"

Philip Dash's Beneteau First 40, *Justadash*, from Middle Harbour Yacht Club at The Spit in Sydney hounded the Novacastrians the entire

the Royal Akarana Yacht Club team away, and Green had to be happy with second by six points.

Menace's tactician Ray Davies said their speed was good and maneuvers consistent, plus they were able to dig themselves out of trouble a couple of times. "It was a good regatta and we are really happy with how the team sailed; we kept it clean." *Menace* was named the series winner and collected the boat of the day title back-to-back.

Third was John Bacon's Pittwater based MC38, *Dark Star*.

Port Stephens is the first event of the class' three-part 2016 Australian MC38 Season Championship.

Only three points separated the entire fleet at the start of racing in the sports boat results. In the most wind of the regatta at Salamander Bay, local sailor Matt Bonser and his Melges 24 crew on *Watch Me* collected a third divisional win at Sail Port Stephens. Second was another Melges 24, Geoff Campbell's *Knot Ready*, and third was the Viper 640 *Heat* driven by the youngest skipper in the fleet, 14-year-old Tyler Rateliff who picked up the boat of the day prize. ⚓





Maserati takes out Autumn event

The MC38 Autumn Regatta found MASERATI, skippered by Neville Crichton, the winner.

At the end of a tricky warm day sailed on Sydney Harbour mid-May, Neville Crichton's *Maserati* took the checkered flag at the boat's first regatta back with the MC38 one design class, narrowly beating the polished teamwork of Leslie Green's *Ginger* on a countback.

After six one-lap races over two days the top two boats ended up on the same score. So did the rest of the placings. John Bacon's *Dark Star* taking the last of the podium spots from Howard Spencer's *Menace* and Robin Crawford's *Assassin*, all three with 20 points apiece.

Crichton's welcome return and injection of passion into the class after a year out, when the campaign was shelved for business reasons, looks set to mix up the usual top tier.

"I've got a good team of young guys, all enthusiastic and the results came, though we were a bit lucky today," Crichton said post racing. "It was a close regatta; the wind was tricky again today. We knew we had some problems on the first day though we thought we sailed well. For some of the crew it was

their first time on one of these boats, and for all our first time as a new team. They did a very good job."

An hour and a half long postponement due to lack of wind came to an end when a light nor'westerly breeze steadily filled in under increasing cloud cover. By that stage crews were antsy and brought a general recall on themselves. Races four and five played out on the North Harbour Manly Course in six to eight-knot NW-N, the MC38s dealing with the usual harbour comings and goings of large ferries and Harbour Cats.

With three more one-lap sprints making up the series there was again little time to find redemption. *Menace* realised this all too well in races four and five, pinged twice by the chief umpire on the line, which meant a penalty turn and a backseat ride, a handicap too big for their incredible boat speed to overcome.

The MC38 Autumn Regatta is the second of a three-part Season Championship to be decided at the third and final event, the MC38 Winter Regatta in June. ⚓ www.mc38association.com

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bonded to the hull and most importantly of all to the deck; composite chainplates (instead of steel) vacuum bonded with 48 layers of uni- and bidirectional fibres; longitudinal, transverse and side girders are not an inner moulding construction, but are fully laminated and resin bonded to the hull; keel attachment provided with a 50 mm stainless steel AISI 316 mounting flange connected to the hull by means of no. 12 stainless steel bolts measuring a diameter of at least 30mm. Moreover, while the mass-production boatyards start with small boats and over time grow in size, Solaris is driven by its big yachts DNA which is reproduced in the smaller models its «historical wisdom». This is the uniqueness of Solaris. A uniqueness that other yards, even if they wished, can not and will not be able to replicate.





Perfect imperfect

Les Voiles de Saint Barth finished under precarious conditions that resulted in an unpredictable finish.

Going into the fifth and final day of Les Voiles de Saint Barth regatta sailed 11 to 16 April, and the fourth scheduled for racing, many were in tough positions on the scoreboard and needed to outwit their closest competitors to pick up a position or

RACERS OF THE CARIBBEAN
Above: Les Voiles de Saint Barth regatta was picturesque despite fickle winds. Opposite page: Maserati came out on top at the MC38 Autumn Regatta.

two to make the top-three. Others had turned in perfect score lines, but knew the last day's fickle winds would leave them vulnerable.

Six-knot winds on the final day made positioning a critical factor in forming early leads in the race, the best examples being the Maxi 72 *Momo* and TP 52 *Vesper*, which established huge margins in their classes (respectively Maxi 1 and CSA 0) by sticking close to the shoreline on the way to the first mark at Roches Roubes.

Unfortunately for *Momo*, which led its class the entire way around the island, a huge windless hole awaited them near the finish, and the Maxi 72 *Proteus*, with which they were tied for first place, was able to sail around them and put 20 boat lengths on them.

"It's a cliché, but it's never over until it's over," said Stu Bannatyne, a Volvo Ocean Race six-time veteran and three-time winning skipper, who sails aboard *Proteus*. "The way the first beat panned out, we got caught in traffic and then snagged a lobster pot at the top of the island, so we lost a lot of time there. I give full credit to the team; they never gave up."

For his team's impressive performance over the course of the regatta, *Proteus* owner George Sakellaris was presented with an RM 60-01 Regatta Voiles de Saint Barth watch from principal partner, Richard Mille. "This is a great win for us," said Sakellaris. "We had some great racing, and maybe we wish we had stronger wind, but at the end of the day it worked out, and we are delighted."

WINNERS IN OTHER CLASSES

In the Maxi 2 class, Farr CM60 *Prospector* was the winner and co-owner Paul McDowell said, "We went into the last race of the regatta tied for first with the Volvo 65 *Team Brunel*, so we knew we had a tough challenge to beat them. It was a pretty straightforward thing: either we beat them and we win the regatta or they beat us and they win."

In the CSA 1 class it was the Melges 32 *Lazy Dog*, skipper Sergio Sagramoso the winner and in CSA 2 the Soto 53 *Humildad Zero*, owned by Daniel Figueirido. ⚓
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HIGH ACHIEVERS
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Dancing With The Wind, *Bombola*
and *Alibi* all took
top spots at the
Beneteau Cup.

A well-organised event indeed!"

Now *Alibi*'s crew average 65 years of age, which they hate to admit. "Yes, there is one number that is bigger thankfully, and that is our 14.0 percent headsail that we get to use in these sort of non-IRC events."

Kim Bangle's Oceanis 38, *Dancing with the Wind*, which collected the non-Spinnaker prize ahead of the Oceanis 45 *L'oiseau*, and then the First 42S7, *Trecento*.

Commenting afterwards, Bangle said of the win, "Thank you. It is just amazing and a little strange, even unbelievable. I started sailing two to three years ago, loved it, and went on to do a leg of the Clipper Race after that. On returning I thought that might have been too big a step to begin with, so got my Skipper's ticket and sailed J24s for while." www.flagstaffmarine.com.au



Beneteau bonhomie

Cheer ruled the day for the 2016 Beneteau Cup sailed mid-May on Sydney's Pittwater, writes JOHN CURNOW.

Northern Sydney's Pittwater once again provided a great Beneteau Cup for the brand's passionate owners.

The 2016 Beneteau Cup was encapsulated, right there and then by the newest of the 20-boat fleet. She is an Oceanis 38 called, *Dancing with the Wind*, and in virtually all of the 16 years that this particular Beneteau Cup has been run, this is exactly what the fleet has had to do before returning ashore to the much anticipated festivities.

The conviviality of the clan and also the host club, Royal Prince Alfred, set the tone for a great day of racing.

The Western shore 'lit up' with some great puffs to push the prudent along and well past their counterparts out to the East. When the two fleets met again there were some from the later start who had blitzed.

Around the top the colourful kites came out and they quickly scooted off to the shortened course finish line abeam Mackerel Point, and thence onto the clubhouse. With the early dancers off the track, not only did the floor clear out somewhat, but it looked like the breeze took the opportunity to sit in the grandstands and watch the goings on.

There are always two winners – one from each of the divisions. Showing the cleanest set of heels on the day and eclipsing smaller and far lighter vessels in the process was the First 40, *Alibi*. They certainly didn't need

one for any of their efforts, which were entirely first class all the way, as they stayed ahead of the First 40.7 *Bombolo*, and then also the First 44.7 *Galileo* for the entire journey, to take out the Spinnaker Division.

Alibi's skipper, Barry Jackson, said after the win, "We had some great crew work and the boat is amazing. The First 40 has won a lot of events here in Australia and around the world. We had a terrific day out there and there was a fantastic spirit amongst our fellow competitors too."





TOP OF THE GULF
REGATTA

Epic finale

More than 700 competitors and a fleet of 271 boats were treated to brilliant conditions and epic racing during the 2016 Top of the Gulf Regatta in Pattaya, Thailand.

The final day of the 2016 Top of the Gulf Regatta Presented by Ocean Marina proved to be the best yet with a fresh 15-knot breeze bringing down the curtain on what was a busy program of sailing for 271 boats split over 10 classes in five days, and more than 700 competitors.

It was the final shoot-out for the keelboat and multihulls (classes 1 to 6) and with two quick windward/leewards the challengers had their last chance to try and upset the respective class leaders.

Coming into the last day, *Kingdom Property* (AUS), skippered by Scott Duncanson, had a seven-point lead and bar a disaster were unlikely to let go of their grip on the Platu Coronation Cup. On the final day, it was more a race for the remaining podium places and in Race 1 it was the ever-improving Russian team on *Wikki*, led by Valeriy Dichenko that pulled out all the stops to take their second win of the series. Dichenko is

a multi-regatta champion back home in Russia and you could see his never-say-die spirit throughout the regatta.

Rolf Heemskerk (MAS) finished second in Race 1 while Chris Way's *Easy Tiger IV* (AUS) slipped down to sixth place. Duncanson and his crew had a halyard problem, which slowed them down on the race track and resulted in them finishing a "lowly" third, however, that was enough for

TROPIC THUNDER
10 classes, five days, and 700 competitors – the Top of the Gulf Regatta was no small feat.



him to secure the Platu Coronation Cup title with one race to spare. This is Duncanson's sixth Platu Coronation Cup title and the first ever three-peat in the competition's 21-year history having won it previously in 2014 and 2015.

Dichenko and crew went on to claim their third bullet of the series in Race 2 ahead of Heemskerk and Way, and with Duncanson not competing the final race, Way's third place was enough for them to hold onto second place overall, one point ahead of the fast-finishing Dichenko.

In IRC 1 Kevin Whitcraft (THA) and his crew on *THA72* finished their series with two more wins. Except for a retirement in Race 2, Whitcraft has made a clean sweep on his new TP52 in his first competitive outing.

The Swan 42 *Loco* (USA) skippered by David Dimmock, has been here or there in IRC 2 all week with a run of third places, but has never managed to catch *Fujin* (AUS). On the final day, they did just that. Beating them in both races, *Loco* finished with a 2,1 scoreline and settled for third overall behind the Sorensen, *Ketelbey*, Tilden and Brown *Fujin*, which, despite having an off day today, will no doubt be back all the stronger in the future.

The class title went to Roland Dane's Corby 36 *Jessandra II* (THA), which scored six consecutive firsts and didn't compete in the final race of the series.

IRC 3 Class went to script with two more wins for Lennart Fahlgren's *Amanda* (THA) whose Thai/Swedish crew scored seven wins from seven races to be the runaway winner. Second overall was secured by Martin Brown's *Nautical Wheeler* (UK) with Tim McMahon's *SailQuest Hi Jinks* (USA) in third.

The Cruising class enjoyed five races over four days, a mix of windward/leewards and some longer passage races. Scored using a Performance Handicap system the glory went to Pote Suyasinto (THA) and his crew on *Le Vent* who comfortably took out the series title from *Sein Samathi 1* (THA) in second and *Selma* (FRA) in third.

A diverse line-up of multihulls in the Ocean Multihulls Class meant some lonely upfront racing for Radab Kanjanavanit and his team on *Cedar Swan* (THA). Heading into the final day, the pressure was on *Cedar Swan* and with them sharing the spoils with Kirati Assakul's *Sonic* (THA) with a win each race, it was *Sonic* that claimed the 2016 Ocean Multihulls class title. ↓

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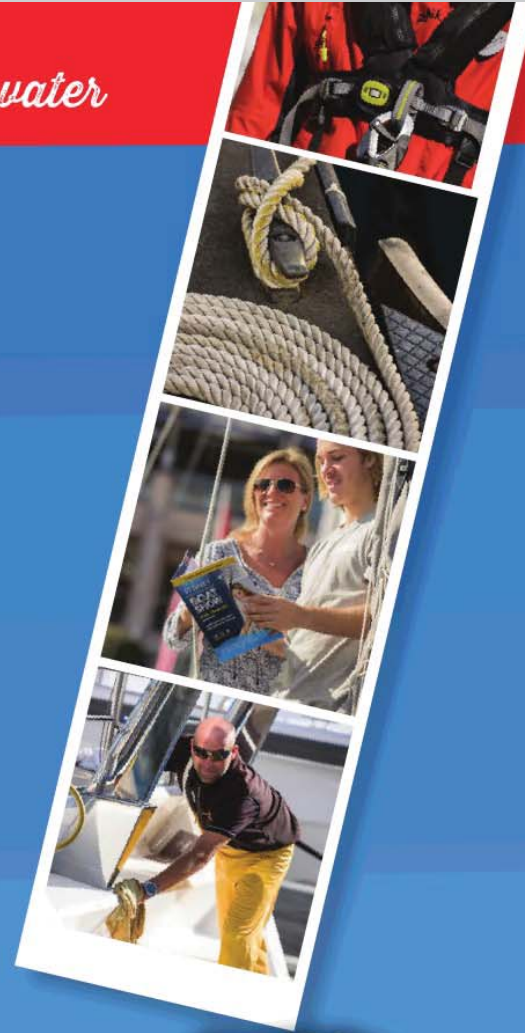
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Ervin Vidor founded Toga Group in 1963 as a builder and developer of residential apartments and subsequently expanded into construction and management of serviced apartments and hotels.

He and his wife, Charlotte, for whom he named his beautiful 23-metre CNB 76 cruiser, now run the Medina, Adina, TraveLodge and Vibe hotel chains, as well as interests in aquaculture. Ervin received an Order of Australia for services to this sector, while Charlotte has been recognised for her role in boosting the tourism industry.

Charlotte was launched in France last year after which it cruised some 3,000 nautical miles from Bordeaux, in the Atlantic, the Mediterranean, the Ionian Sea to Greece then a further 3,000 nautical miles in Greece, Turkey and Italy, before being shipped to Sydney with the express intention of being at this year's Audi Hamilton Island Race Week – a stepping stone towards competing in this year's Rolex Sydney Hobart Yacht Race. He has already optimised the supremely comfortable yacht for racing with a wardrobe of new sails and the addition of a bowsprit.

ANDRE REIS

HARBOUR SUITE

THE LATEST CNB 76 FROM CONSTRUCTION NAVAL DE BORDEAUX FOR SYDNEY-SIDER, AND FOUNDER OF THE TOGA GROUP, ERVIN VIDOR, WILL CONTINUE A LIFELONG LOVE OF SAILING, AS JENI BONE DISCOVERED.

Here, Ervin shares some of the highlights from his lifetime involved in the sport of sailing and his yachts.

What appeals to you about sailing, and specifically competing?

I started sailing on Lake Balaton in Hungary at the age of 7. I bought my first sailing dinghy within 10 days of my arrival in Sydney, a plywood Moth and raced it even though I hardly spoke

DOUBLE DUTY
The CNB 76 uses weight saving carbon fibre throughout, a wider hull that provides expansive internal volumes and twin rudders, making her not only a race ready boat, but one for cruising with the whole family.

English. After that I had a VJ, VS and a 420, then an Endeavour 24 followed by an Endeavour 30. I raced both with the Middle Harbour Yacht Club.

The Endeavour 30 was rated as a half-tonner. It was a dog against boats like *Plum Crazy* and similar half-tonners. In 1975 I joined the Cruising Yacht Club of Australia and bought *Farr Out* and then had *Phoenix* built, a one-off yacht designed by Laurie Davidson.

To me sailing and racing was like a flywheel of a steam engine. It carried me through difficult times. Sailing is my passion and I financially supported the Youth Sailing Academy of the CYCA for many years.

Recently my company purchased 12 Opti sailing dinghies for St George 18-footer Sailing Club to enable them to train young kids in the sport of sailing and now sponsor an Elliott at the CYCA. I would like to see a lot more corporates helping clubs to attract more young people to the sport of sailing.

What have been some of your racing highlights over the years?

My first Sydney-Hobart was on *Farr Out* in 1975. It was tough. Two of the crew of nine were violently seasick

during the whole race and my brilliant navigator, a Professor of Survey at the University of Sydney, had never sailed before, yet I had the best Hobart results, 21st overall.

With my one-tonne class *Phoenix*, I won Sydney-Montague two weeks after she was launched.

Why did you choose a CNB yacht? What attracted you to the brand and shipyard?

The team at Construction Naval de Bordeaux (CNB) are impressive boatbuilders. They offered a boat that is current in design, sharp in style and modern in construction. I visited the yard in Bordeaux with Brendan Hunt, and was most impressed with the depth of knowledge and understanding, and ability to produce the boat that most suited my intended use.

Brendan Hunt already delivered me three Beneteaus in the past. I had complete trust in Brendan and after laboriously working through my needs with him and with David Sampson of Tower Marine, I ordered the CNB 76 on not much more than a handshake with Brendan.

As before, Brendan with David's help delivered everything and more than what was promised and both continue to give me valuable support.

Has *Charlotte* been customised in any way to your preferences?

My own experience includes years of ocean racing, but also a love of boating and sharing this with my family and friends. The CNB 76 as received satisfies all of this.

I modified some features to increase safety and ergonomics, and of course a bit of sailing speed by choosing a tall Hall Spar carbon mast and 3D North Sails.



Your yacht is named after your wife. Is she involved in yachting as well?

The yacht was named after my wife Charlotte. She loves sailing and completed a very good sailing course with Terry Wise at Pacific Sailing School.

What are the features of the CNB 76 that make her ideal for racing, and those attributes for comfortable cruising?

Charlotte has an incredibly long waterline almost the full length of the boat, combined with a powerful mast and boom and excellent sails. All relevant racing boats in recent years feature wider hulls, twin rudders,

infused construction and use of carbon fibre for weight saving. The CNB has all of these attributes, and these features also make for more internal volume and ease of sailing. The volume allows optimal space and a generous feel, which makes *Charlotte* perfect for all our family cruising and passage-making

What are you looking forward to at this year's Audi Hamilton Island Race Week?

I am very fortunate to have Rob Antill as my sailing master and together we assembled a superb crew and we are out to win.

I love the Whitsundays location! It is the best venue in the world.

What modifications will you make to *Charlotte* ahead of the Sydney Hobart?

A bowsprit is being fitted and North Sails are making a code zero sail for light conditions, almost always prevalent on part of the way to Hobart.

How many crew will you have aboard for the race?

We plan to have 11 crew for both Hamilton and Hobart.

As a skipper, how do you see your role in short course and long distance racing – are there differences?

Until the end of 1985 when I did



the previous Sydney Hobart I raced every weekend but then pressures of business and family caught up with me. I sold *Phoenix* and purchased and raced *Traffic Jam*, a J24, to keep the nucleus of my crew together, but I simply couldn't give racing enough time because of all my commitments, and stopped racing. Therefore I shall do whatever it takes to win!

What are the main challenges of the Sydney Hobart?

From past experience, picking weather patterns and making the right strategic decisions are a major component of doing well. I already have a brilliant navigator and weather man as well as a good all round sailor in John Wells, a friend and retired RAN commander.

Are your family involved in sailing with you?

My family all love the boat. They have all in turn joined us during our four months, 6,000 nautical miles sailing on *Charlotte* in Greece and Turkey

and we have constant negotiations of whose turn it is to be on the boat. At the moment my youngest grandson, Sam is the only one who is racing his Sabo with Vacluse Sailing Club and shows promise.

You have received the Order of Australia for your services to aquaculture – can you elaborate about these contributions and the benefits of aquaculture?

I established Seafarm in 1983. It was the first large scale commercial prawn farm in Australia. It was sold in 2013 and is successful and expanding under the new Australian Perth-based owners. Due to my involvement in aquaculture I served for four years on the Queensland Aquaculture Committee promoting aquaculture by spending one weekend every month in different Queensland centres followed by four years serving on a CSIRO Advisory Committee.

I was grateful for the opportunities to be able to establish a new industry in Australia and then have

SIGNED, SEALED, DELIVERED
 Opposite page, top, from left to right: Owner of the new CNB 76 *Charlotte*, Ervin Vidor, Thomas Gaily of CNB Bordeaux, Brendan Hunt of Vicsail. Opposite page below: The Toga Group sponsors an Elliott 7 of the Cruising Yacht Club of Australia's Youth Sailing Academy. Below: *Charlotte* was customised to include a towering Hall Spar carbon mast and 3D North Sails for maximum performance.

the honour to serve on relevant committees for eight years advancing aquaculture in Australia.

I still cannot understand why I received an acknowledgement when I should have been the giver in appreciation for the opportunities to do something for our country.

What is your role in the TOGA businesses these days?

I founded Toga Group in 1963 while still having my small accountancy practice in Sydney. Currently the Toga Group employs over 2,500 people operating in Australia, New Zealand and Europe. In name I am executive chairman and work long hours but like with sailing, I am surrounded by brilliant crew who run the business successfully.

What other regattas would you like to compete in with *Charlotte*?

I have no plans at the moment other than doing well in the Hamilton Island regatta and in the Sydney Hobart Race. ⚓





LAND ROVER SYDNEY
GOLD COAST RACE

North facing

It's set to be a family affair as UBS WILD THING returns to the Land Rover Sydney Gold Coast Yacht Race, writes DI PEARSON.

Following a five-year hiatus, Geoff Lavis will be returning to contest the popular Land Rover Sydney Gold Coast Yacht Race with UBS *Wild Thing*,

and he is most certainly cocked and ready to fire with a new rig, new sails, a new IRC rating and a seriously experienced crew, which includes his two sons.

The NSW south coast yachtsman last headed north in 2011, and racing under PHS, finished third overall in Division 1. This time, with a new rig installed and the boat reconfigured by boatbuilder Andrew 'Noddy' Hay, who will also sail in the afterguard on UBS *Wild Thing*, Lavis says he is looking forward to the 384-nautical mile trek.

"It's time to come back. I've had some magical experiences in this

WILD CARD
Above: The fleet from last year's race leave Sydney Harbour after the start off Nielsen Park in Vaucluse in Sydney's east. Right: Tony Kirby's Ker 46 *Patrice* is among those already entered for the 31st running of the race.

sailors and younger talent.

"Adam and Ben have busy lives and families, so this will be the first time in a long time they've sailed. Adam did three Hobarts with me on *Elusive* and both went through the CYCA Youth Academy when they were younger. Ben's 13-year-old daughter, Maddison, is learning the ropes there now, while Adam's daughter is also into sailing.

"So the family tradition continues," Lavis says.

"We've also got another Academy member, Tara Blanc-Ramos, sailing her first offshore race with us – on the bow," he said of the young sailor who is making a name for herself in youth match racing events.

"Then there's Jono English and Amanda Scrivenor, who also went through the Academy. She's a very good driver. We have an abundance of those aboard."

To round out, Lavis' mainstays include Andrew 'Spot' Smith, his wife Jane and Ron Cooper, along with Noddy Hay and John 'Hector' Crawford.

Wild Thing's skipper is feeling positive about the race ahead. "We have the right boat and the right crew. For the first time, the boat will rate well for IRC, because of the new rig. We've sailed PHS in the past, so I'm looking forward to seeing how the IRC rating stacks up at the end of the race," he said adding, "Noddy did all the work to the boat and I'm happy he's agreed to do the race with us.

"By the time we get to Southport, I will have had my sponsor, UBS for

13 years – and the boat (an Inglis/Murray 50 originally owned by Grant Wharington) will be 26 years old – I bought it via phone on the water to the briefing of this race in 1999," Lavis mused.

Among those already entered for the 31st running of the race are Andrew and Pauline Dally's DK46 *Khaleesi*, Derek and Martin Sheppard's Beneteau 45 *Black Sheep*, Ted Tooher's Beneteau 47.7 *Chancellor*, Sibby Ilzhofer's Farr/Cookson 47 *Dare Devil*, Tony Kirby's Ker 46 *Patrice* and *Pretty Fly III*, a Cookson 50 owned by Colin Woods.

Will they be threats to *UBS Wild Thing*? Lavis says with laughter: "Everything on the start line will be a threat."

The Land Rover Sydney Gold Coast Yacht Race starts at 1300 hours on 30 July off Nielsen Park, Vaucluse. It is the first race of the CYCA's Blue Water Pointscore and heralds the start of the northern circuit of races and regattas. Competitors will pass landmarks such as Newcastle, Port Stephens, Port Macquarie, Coffs Harbour and Cape Byron before finishing at Southport.

Spectators wishing to view the start can do so in style, as *Coast* will once again be at the start line of the Land Rover Sydney Gold Coast Yacht Race. There is no better race commentary than from aboard *Coast*.

Entries close at 1700 hours on 8 July, 2016. Online entry and Notice of Race are available at the official race website. ⚓

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



race. Some were hairy and some just exciting. And I've got the right boat and the right people," commented Lavis, a 30-year member of the CYCA where he was Commodore in 2005 and 2006.

And while wife and partner in the boat, Pip, will not be aboard for the race, Lavis' two sons Adam and Ben, will be aboard the 50-footer, which will have a fusion of mature experienced



BRISBANE TO KEPPEL
TROPICAL YACHT RACE

East coast odyssey

The Brisbane to Keppel Tropical Yacht Race will celebrate its tenth birthday with a new short-handed division from August 5.

The Royal Queensland Yacht Squadron's Club Marine Brisbane to Keppel Tropical Yacht Race is about to have its 10th Birthday. The joy here is that RQ (as she is known) is bringing her own presents to the party, in the form of a new short-handed division for even more sailors to join in and celebrate the occasion.

Trevor Hill's modified Farr 11.6, *Apriori*, is one vessel that will be undertaking the 343-nautical mile B2K with just two souls on board. Trevor is a long-time sailor, whereas Lucas Burns is only a couple of years into his sailing odyssey, but the two of them have great plans to circumnavigate the planet in a few years' time.

Hill has many single and short-handed voyages to his name including bringing the present boat back to Brisbane from Sydney and the previous one down from Cairns. Hill said of it all, "We are really looking forward to the Brisbane to Keppel and we are delighted that RQ has put this division on. I like short-handed because there are no excuses, particularly if you are on your own, and it really gets your skills up very

quickly, as in Lucas's case!"

Now the party does not end there, either, because some of the biggest stars in the monohull world are set to line up on August 5, 2016 for the race proper, complimenting the other racers, cruisers and multihulls. The cosmos over Brisbane has got a bit brighter with *Wild Oats XI*, *Black Jack* and *Alive* all racing.

Kate Hine will be sailing on Phillip Turner's recently refurbished mini-maxi, *Alive*. "The B2K is one of my favourites. The race is quite interesting technically and scenically, with the start up the channel in Moreton Bay, the passage past Fraser Island, Indian Head and Lady Elliot Island, while weighing tide, sea breeze and land breeze against point of sail and dodging whales," said Hine.

Sun, fun, warm hospitality and perhaps even the odd whale await as part of the B2K from August 5, 2016. www.brisbanetokeppel.com



2016 LINE-UP
Magic times for *Apriori* at sunset in the 2015 race. She will return for the 2016 edition. Below: Phillip Turner's Reichel/Pugh 66, *Alive* will also race this year.

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TROPICAL PARADISE
Above: *Beau Geste* will make her first appearance at Airlie Beach Race Week. Right: The fleet under spinnaker at Audi Hamilton Island Race Week 2015 head toward the Whitsunday Passage.

New wave of entries

Airlie Beach Race Week 2016 is still on course for a record-breaking year.

Unprecedented early entries, among them Karl Kwok's *Beau Geste* from Hong Kong, and a new major sponsor in Carlton and United Breweries (CUB), have put Airlie Beach Race on course for a record breaking year.

Now in its 27th year, the Whitsunday Sailing Club hosted event has attracted record levels of sponsorship. Brewing giant, Carlton and United Breweries (CUB), is the latest addition via the company's Great Northern brand.

Airlie Beach Race Week's Adrian Bram could not be happier, commenting: "CUB's commitment has elevated major sponsor support levels. Great Northern joins Pantaenius Marine Insurance, the Whitsunday Regional Council, Radio 4MK, Star FM, At Hotels Group, 7 Local News, the Whitsunday Times and APN Newspapers as major partners, making this the biggest year on record for major sponsor support."

Airlie Beach Race Week is also proudly supported by the Queensland Government through Tourism and Events Queensland's It's Live! in Queensland events calendar.

Beau Geste, the champion TP52 that

is owned by Karl Kwok, will no doubt be the star attraction in the IRC Racing Division.

Sixty owners have already confirmed for this year's Festival of Sailing, including Kwok, a devotee of major Australian sailing events. He will come to Airlie Beach with his one-year-old boat to 'fine tune', as he targets a hat trick in both the IRC Australian and NSW Championships.

The fastest TP52 to ever race in Australian waters, *Beau Geste* will represent the Royal New Zealand Yacht Squadron. Her crew includes a few Kiwis, such as Gavin Brady, who has been Kwok's right-hand man for years.

Boat captain, Cameron Ward, says: "Karl wants to come and support another great Australian event and thinks Airlie Beach Race Week is a great event to come and tune-up for the Australian IRC Championship ahead.

"The boat is already in Mackay and we've booked the accommodation and marina berth. We're ready to go."

Airlie Beach Race Week reigning champion, Matt Allen (*Ichi Ban*), is unable to defend his title. "It's with deep regret I will not be there, but this year it clashes with the Olympic Games. Allen, the president of

Yachting Australia, will spend the first half of the Games at Rio in Brazil with the Australian Sailing Team.

Thai-based Tasmanian Phil Turner (owner of the RP66 *Alive*), is among the contenders currently entered in the IRC Racing division. Skipped by Duncan Hine, the canting keeled and former *Black Jack* won the 2014 Brisbane to Gladstone race overall and also took line honours in the 1,850-nautical mile Melbourne to Vanuatu race, while setting a new race record.

In March this year, *Alive* claimed line honours in the Rolex China Sea Race and broke the 16-year-old record held by one of Kwok's former *Beau Geste*.

The entry list so far represents interests from Hong Kong, Queensland, Victoria, Western Australia, Tasmania, NSW and South Australia.

Entry for Airlie Beach Race Week 2016 closes at 2400 hours on Friday, 5 August, 2016. The race committee may accept late entries after this date subject to an additional late fee.

Entry and Notice of Race can be found online.

www.abrw.com.au/sailing/entries

AUDI HAMILTON
ISLAND RACE WEEK

Kick off!

Audi Hamilton Island Race Week is already reaping record entries.

There's not too long to go before entries close for Audi Hamilton Island Race Week, but already at time of print, entries have hit 130. The big boat division of the 2016 Australian Yachting Championship is shaping up as a mighty effort by the local crews to prevent Karl Kwok's Team *Beau Geste* pocketing a third consecutive title and back-to-back Hamilton Island series wins.

"Our team has always enjoyed Hamilton Island and we could not thank Bob enough for his contribution to the sport," Kwok said. "A big reason for going back to Hamilton is a thank you to Bob and a chance to us to show our respects," he added poignantly.

Recently *Ichi Ban* took out the NSW IRC Championship at Sail Port Stephens with a mighty clean-sweep of results and some fighting words, an important step in Allen's most serious challenge to halt the dominance of the form boat and international *Beau Geste* crew, sailing for New Zealand and Hong Kong. "It will be game on at Hamilton Island," Allen forecasts.

When the most fancied TP52s and other big boat crews in the South Pacific head to the 2016 Australian Yachting Championship, part of this year's Audi Hamilton Island Race Week August 20 to 27, they'll race a six-day passage and short course series in the Rating Class.

National champions in three more categories, Passage Rating, Racer/Cruiser and for the first time, Multihull Racing, will be also be awarded on the final day of the popular winter regatta in the Whitsunday Islands.

Many repeat Race Week customers are on the growing Multihull Racing starter's list and excitingly the regatta has drawn the interest of New Zealand's *Team Vodafones Sailing* managing director Simon Hull to showcase their latest GC32 super-light foiling catamaran capable of speeds near to 40 knots when flying on its foils.

Tony Longhurst's recent purchase of an Extreme 40 called *The Boat Works* is another expected newcomer and like the GC32, his Boat Works crew plan to burn around the azure waters and see if they can keep the mast pointing skywards.

National champions in three more categories, Passage Rating, Racer/Cruiser and Multihull Racing, will also be awarded on the final day of the popular winter regatta.

This year's on-shore schedule offers another array of fabulous events including renowned guest chef, Guillaume Brahimi, joining guests for a special dinner plus the return of some other Race Week favourites. Social event tickets are due to go online June 1.

www.audihamiltonislandraceweek.com.au



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Join the party

They're coming in all shapes and sizes from up and down Australia's east coast ready to celebrate on the land and on the water at Sealink Magnetic Island Race Week's tenth anniversary, writes TRACEY JOHNSTONE.

The party for Sealink Magnetic Island Race Week's tenth anniversary starts on September 1 and goes through to September 6. Monohulls and multihulls, trailables, hotshot

racers and relaxed cruisers are all part of the fleet taking to the water for the series of passage and windward\ leeward races.

In among the fleets are a raft of return entrants who have discovered

MAGNETIC ATTRACTION RPAYC skippers, crew and supporters at Sealink Magnetic Island Race Week 2015; Last year's IRC and Performance division winner, *The Philosopher's Club*, will be back to defend their title.

in years past the pleasure of racing the pristine waters that surround Magnetic Island.

Last year's IRC and Performance division winner, Peter Sorensen's *The Philosopher's Club*, is back to defend their title. Also returning for another tilt at the IRC title is David Currie's *Ponyo*.

Cruising Division 1 winner from last year, the Buizen 52 *Infinity*, is also back with a Tasmanian team led by Richard Fader.

In past years representatives of the Royal Prince Alfred Yacht Club have dominated the interstate sailors and race management lists. It seems this year will be no different.

At the regatta helm for the tenth year is PRO Denis Thompson, supported by Stephen and Rosemary Merrington.

Leading the RPAYC's sailors list is elder statesman Ivor Burgess. Skippering his Beneteau 45, *Still Dangerous*, Burgess and his mostly over 70s crew are planning to live up to the boat's name, kicking their heels up in the Cruising Non-Spinnaker division during daylight hours and he jokes, "terrorising the over 60s women" on return to shore.

Burgess has with him most of the crew that were with him when he competed in the regatta two years ago.

Onshore the sailors, their supporters and the large contingent of island tourists will be participating in a week-long party of live music, markets, fun challenges and much more. ⚓



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Challengers at the ready

A typically large and varied fleet will gather for the 50th Bermuda Race, ready to meet their rivals.

With 197 boats entered as of May 17, only several weeks before the start, the 50th Newport Bermuda Race may well be the third largest "Thrash to the Onion Patch" across the rough waters of the Gulf Stream since the race was founded in 1906. So much interest by many different boats and sailors does not surprise race chairman A.J. Evans who said, "The Newport Bermuda Race continues to attract monohull yachts from mostly amateur cruisers to professionally crewed racers with a variety of rigs, designs, hailing ports, and vintages." This year's entries range from 40-foot family cruising boats and double-handers, to a 100-foot all-out racer, to the even larger replicas of the yacht *America* and a traditional Bermudian commercial boat, *Spirit of Bermuda* entered in the Spirit of Tradition Division.

More than 140 of this year's entries are smaller cruising-racing boats

sailed by amateur sailors. *Actaea*, Michael Cone's Hinckley Bermuda 40, is back to defend her title as the 2014 winner of the St. David's Lighthouse Trophy. A very different entry is *Comanche*, Jim and Kristy Clark's 100-foot all-out, high-tech racer and potentially the fastest boat in the fleet. Her professional crew is aiming to break the 39 hours, 39 minutes elapsed time record set in 2012 by George David's *Rambler*, with an average of 16 knots for the 635-mile race course from the start at the mouth of Narragansett Bay to the finish off St. David's Head, Bermuda.

Special prizes will be award for crews with several family members or young sailors, and for top boats from regions of North America. Many entries are also eligible to compete in the Onion Patch Series, with races in Rhode Island before the Newport Bermuda Race and then afterward in Bermuda itself.

www.bermudarace.com



TALBOT WILSON / DANIEL FORSTER



GIRAGLIA
ROLEX CUP

Heart of the Med

The famous Giraglia rock will again be the centre point of the Giraglia Rolex Cup 243-nautical mile route from Saint Tropez, France to Genoa, Italy.

CENTRE STAGE
Opposite page, from top: The start of the Newport Bermuda Race; *Comanche* aims to break the race record this year set by *Rambler* in 2012. This page, above: The Gulf of Saint Tropez is the perfect backdrop for the historic Giraglia Rolex Cup. Right: Two of the maxi 72s *Caol Ila R* (USA) and *Momo* (IVB) rounding the Giraglia rock in close proximity.

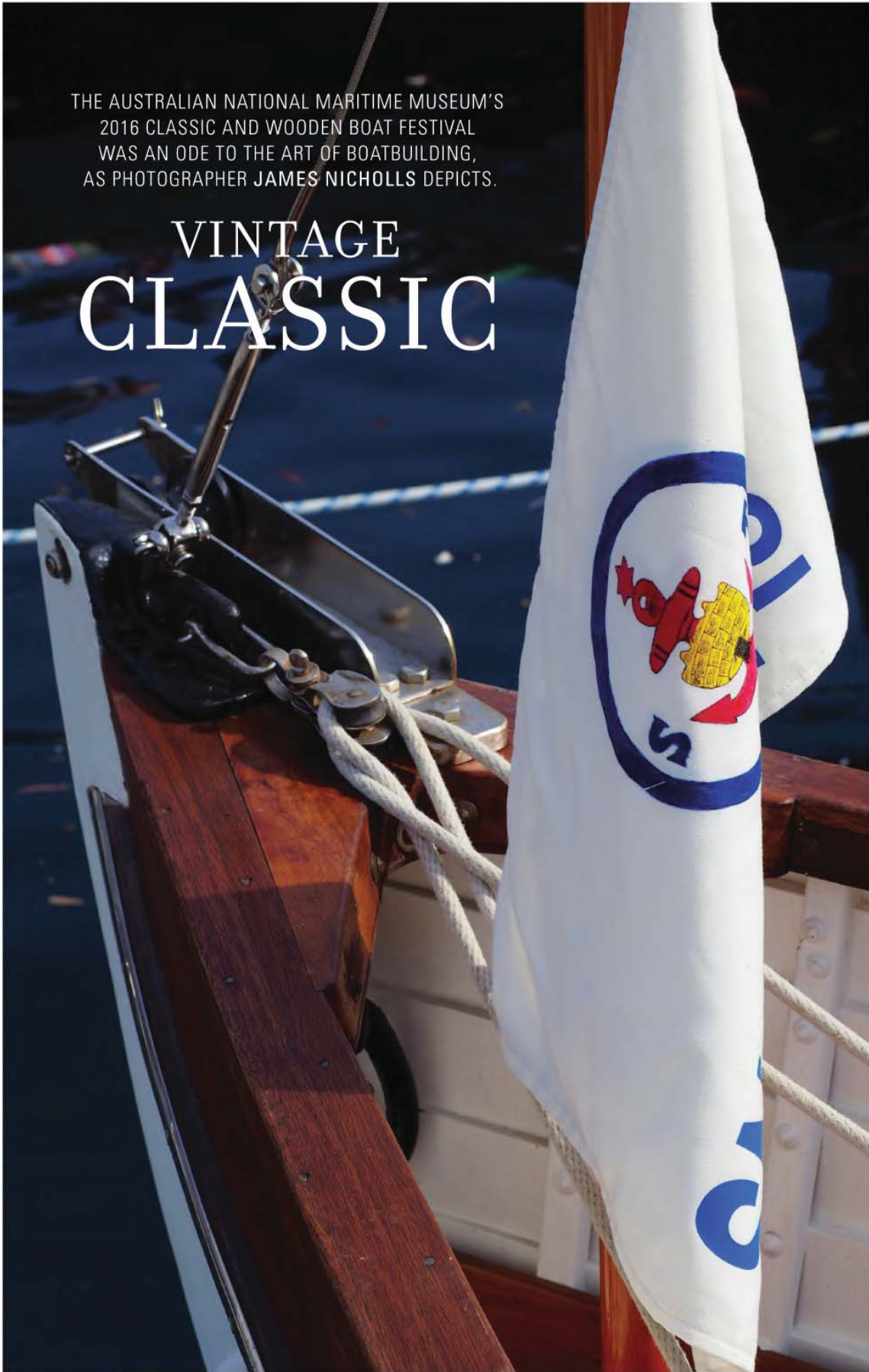


The stunning backdrop of the Giraglia Rolex Cup will again see a large fleet gather, determined to come out on top of the famous annual keelboat regatta. The fleet will race from the chic harbour of Saint Tropez, France for three days of inshore competition before embarking on a 234-nautical mile offshore race to Genoa, Italy via the famous Giraglia, a rocky outcrop off the northern tip of Corsica.

Last year, it was *Esimit Europa 2* that confirmed her dominance of line honours at the Cup finishing as the fastest boat for the fifth time in six years. The 100-foot maxi led the record 240-strong fleet from the outset. www.yachtclubitaliano.it/en

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WOOD WORK
James Nicholls

The main reason to be at one of the premier events in the nation's maritime calendar, which began in 1996, was to celebrate the beauty and diversity of Australia's heritage vessels and those who built them. The 120 beautiful boats, large and small, both afloat and on land, were on display, and for the first time extended beyond the waters of the Museum itself into nearby Cockle Bay in the heart of Sydney and its magnificent harbour.





**DAYS PAST**

James Nicholls

The huge range of diverse boats included yachts and skiffs, a handful of classic speedboats, steam launches, tugboats, whalers and navy workboats from all around Australia. There was truly something for everyone of the 10,000 visitors, from babes in arms to aged salty sea-dogs to enjoy.



ART & CRAFT
James Nicholls

There was plenty to do and a lot of watercraft to see. Visitors could hop aboard the 1902 steam launch, *Lady Hopetoun*, which provided short excursions on the water – a most fitting way to enjoy and explore the boating festival.





MAN OF ACTION

CHAMPION SAILOR MIKE SANDERSON OF DOYLE SAILS NEW ZEALAND TALKS PROFESSIONAL SAILING AND WHAT HE SEES IN THE EXCITING FUTURE OF SAILMAKING, WITH ANTHONY TWIBILL.

MASTER CRAFT
Mike Sanderson has taken more than his fair share of internationally renowned sailing podium spots.

As a lifelong sailor who's become an America's Cup champion for New Zealand, won the Volvo Ocean Race twice aboard *ABN Amro*, and collected more than your fair share of championship trophies over the years, what are your key drivers for success in sailing?

My whole career aspiration from the time I went to secondary school was to be a winning skipper of the Volvo Ocean Race. I left one of New Zealand's most exclusive secondary schools after being selected for the final six for head boy a year early as I was given a job at North Sails NZ as an apprentice and I knew that was my "road" to professional sailing. From there all my sailing was done with that one clear goal of winning the Volvo Ocean Race as a skipper.

What are your top three most precious memories, podium spots if you like, from sailing the world?

Well it's interesting. For sure winning the 1991 Elliott 5.9 National champs got me the attention I required to get an interview for *New Zealand Endeavour*, which was my first Whitbread / Volvo race with Grant Dalton in 1993, then winning that first round-the-world race would for sure rate up there. Also high on my list was when I came third in the Transat Ostar single-handed race in 2004 on *Pindar*. It was my first single-handed Open 60 race and it was a Vendee Globe year so a world class fleet of all the Vendee teams. Then of course winning the Volvo Ocean Race as the skipper of *ABN Amro* was truly my childhood dream.

How has the sport of competitive sailing evolved in New Zealand (and Australia) and how do you find that compares to global trends in sailing?

Australia and New Zealand are very different when it comes to professional sailing. New Zealand probably has the most professional sailors on the international circuits of any country but there is basically next to no professional sailing in New Zealand. Australia has many international professional sailors but there are only a small amount of "paid gigs" actually in Australia. Of course there are the Australian-based programs such as *Wild Oats*, *Loyal*, *Ragamuffin* but most of those programs are based around the Sydney Hobart race, which of course draws the world's best offshore teams to compete in, so the Aussie teams have to match those teams to keep doing well in their biggest sailing event.

glues and out-side surfaces. Right now we have products out in the field that we won't expect to launch for at least another eighteen months. It has to be that way or else you will be left behind. I love that side of it.

I've noticed Doyle Sails, as an increasingly major supplier of sailing superyacht sail wardrobes. Is this a growing market and what 'trickle down effect' to the production yacht market have you witnessed?

Right now as I look out the window of our offices here at the loft, I can see the two extremes, on one side of the loft is *Mirabella 5's* enormous mainsail, off one of the biggest sloops in the world and on the other side of the loft are a string of our latest Optimist sails. We build Optimist sails because those kids are the future, we build Grand Prix race sails to make sure we are at the cutting-edge of technology, but superyachts are what we work hardest to get. As we have discussed though, superyachts are getting a lot more performance orientated, so to sell more superyacht sails we needed a stronger Grand Prix race presence and that has been our area of focus over the last three years in particular. There is no doubt that what we learn from our Grand Prix race programs enables us to make better superyacht sails, and so yes for sure there is good trickle down. (All the way to Optimists!)

What future do you see for sailing as a recreational pastime? And conversely in the much more rarefied atmosphere of professional sailing, which has been on the rise for some years aligned to the commercialisation of the America's Cup, Volvo Ocean Race, various OD keelboat classes notably the TP52 circuit and mini-maxis in the Med, the Extreme Sailing Series, M32 World Series and World Match Racing Tour, to name but a few?

I think even if you look at the list of events you have mentioned you can divide that into three, maybe four, distinct areas of the sport, which are all doing very well. Firstly there is the America's Cup and Volvo Ocean Race; I would also add the Vendee Globe into that as well, for sure it is a huge event and a well funded, commercially backed event. These events are doing everything they can to bring the cost down while at the same time increasing their global reach with regard to viewers wanting to watch the races online etc. Their goal if you like is to bring sailing to a wider audience



SMOOTH SAILING
Mike on the loft floor.
Below: The majestic
Steinlager 2.

"Sailmakers now need to do way more than just build sails – we work with the boat designers and race teams on the total performance package."



and by doing that it makes it more attractive to potential sponsors.

Then you have the "stadium racing events" like the Extreme Series and world match racing event. These events' primary focus is corporate hospitality and entertainment, with the sport of yacht racing a secondary priority. It's the same for everyone though, so it makes for very exciting racing and viewing.

Then for me the third area of our sport, which is doing very well, is the owner driver based programs, where wealthy owners get to steer their boats with the world's best sailors around them. This probably all started with the Farr 40's, but has now pretty much taken over the TP 52's and for sure is the reason for the Mini Maxi/ Maxi 72's success.

I think sailing as a sport is in a pretty healthy space, it seems to have survived pretty tough times in the financial world and is now growing again pretty rapidly. The introduction of foiling has been a new and exciting invigoration for the sport and I really believe we are only touching the surface on that one.

What is the next big thing in sailmaking and how will that change the way we race?

Sails are developing so quickly at the moment that it's hard to know what the next big one will be. I look now at the sails we are building for massive superyachts and they are better than sails we were using in the America's Cup only a couple of cycles ago – so it's pretty scary. ⚓

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A veteran of the 1989 edition of the Whitbread Race, Mark Turner has competed in the Transat Jacques Vabre and the Mini Transat, and made his name in the sport by masterminding Briton Ellen MacArthur's successful Vendée Globe race in 2001 when she finished second. He then oversaw her breaking the solo circumnavigation of the world record in 2005, taking the sport to a wider audience than ever before.

Turner was founder and executive chairman of OC Sport, and launched the successful Extreme Sailing Series,

**INSPIRATION
IN HIS EYES**

"I hope as a good leader to be able to touch people emotionally and get that little bit more from people. Because it is about the energy and emotion that makes you want to come to work each day."

as well as being instrumental in mounting the Chinese entry, Dongfeng Race Team in the most recent edition of the Volvo Ocean Race.

Do you expect it to be an easy transition to this role, having competed in the Whitbread, and worked in the same circles as the Volvo Ocean Race?

I've been here for a couple of days and I feel at home already in this new family environment. I am genuinely relaxed, I know most of the subjects. There are plenty of areas I have to learn about, but I know what all the


elements are. The event is owned by Volvo and there are some elements I have to learn in that respect. But in the past seven years of OC Sport I have had external shareholders, board meetings and that side of it, so I understand those dynamics.

It's a very wide job, it's a very complex event in some ways and very simple in others. One difference is that OC Sport, albeit in a different scale to the VOR, had multiple sports in multiple offices in multiple types of events, so I was split across different things. I do relish this position in being able to focus on one event. .



FULL CIRCLE

MARK TURNER, ONE OF THE MOST RESPECTED FIGURES IN PROFESSIONAL SAILING, HAS REPLACED KNUT FROSTAD AS VOLVO OCEAN RACE CEO, COMMENCING 7 JUNE. HERE, TURNER SPEAKS WITH JENI BONE ON THE EVE OF HIS OFFICIAL START AT THE VOLVO OCEAN RACE HEADQUARTERS IN ALICANTE, SPAIN.



What was it about the Volvo Ocean Race that appealed to you?

The VOR for me, it's two different things. On a personal front, when I was 22 years old, I raced it.

My first big adventure in my life. So to come back, full circle, via Dongfeng Race Team in the last race, that's a journey in itself. But from a professional perspective, I have been working in the sport of sailing and other sports, for two or three decades and I have touched on most areas: teams, inshore, offshore, I've created events, created teams, won races, lost races, all connected by sponsorship.

The Volvo Ocean Race represents a sum up of all those things.

It remains to be seen what I can contribute to it, but to be able to bring together all my different experiences, and hopefully, some skills and ideas and put it into what is the most significant event in the sport, is both a great honour and a great opportunity.

The platform is of sufficient scale that I think we can do some very big things with it. In some ways, everything I've done up to now has led to this. I've loved fighting just to exist and survive, but never really had significant resources to do big things with it.

It's a great platform and great opportunity, but if I didn't have that personal connection to it in the first place, I probably wouldn't be the person for the job. The combination of the two, will hopefully produce some good results.

What makes the VOR unique within the sport of sailing?

For me there are two big events in the sport that have this strong ability to engage people in the emotional side of it, and they're both offshore races – the Vendee Globe and VOR, both extraordinary events. In both, you have this cross over between the human aspect, the adventure, human challenge and the extremely high sporting level. And more so in the VOR, the competitors are desperate to win. The combination of doing everything to win and sailing around the world, mapped over the top of each other, makes a cocktail of emotion, stories and ups and downs. In all sports, that's what makes it work.

In the Volvo Ocean Race, that's what's so fascinating, about racing around the world. On top of that, with the VOR, you have a relatively large team in a small space, and the team dynamics. To win, you have to make that team dynamic win.

You have big shoes to fill – what strengths do you bring to the role of CEO?

First of all, Knut has done a fantastic job and I wouldn't be here if I weren't stepping into what is already a great organisation with motivated people and a good starting point. It's probably a little too late in my career to be taking on something if it were a mess. There are undoubtedly some big challenges, that Knut would have had to face again. Knut and I have been on the same page on 99 out of 100 things over the past few years and we've got to know each other well.

That is a pretty good starting point. If I didn't do anything, I know the show is on the road and the event will happen, even if there were no new CEO. And that's a great thing. What I can hopefully do, is come in and have enough time and energy to be thinking of what we need to do differently to address the longer term questions of the 2017-18 race. And that's what I need to contribute.

The differences between Knut and I is that my focus tends to be more on the communication side and that is the access point for me to engage and inspire more people – which is ultimately the reason we're here. I have a wider experience in that aspect. There are some other areas where Knut is stronger than me. I hope to keep Knut as much involved as I can, he will undoubtedly be a sounding board for me going forward.

I am driven personally by inspiring people. That is what drives me. I will have a tear in my eye when I see somebody getting an Olympic medal, even if they're from a country I've never heard of. I'm inspired by that and I like to have an impact on people in that way. Whether that's convincing someone to ride their bike up a hill they'd never thought they could get up in their life, or inspiring school kids in the middle of China because they've got themselves some new heroes and mentors in their lives, because they've watched the Chinese sailors go around the world for the first time.

And the VOR as a platform has all these characters and ability to go out and inspire people to do something more in their lives. I hope I can transmit that same feeling into the team that works here, and equally, through them out to as many people as possible.

What are some of the highlights you would nominate in your experience as a competitor in 1989 and then as Dongfeng team manager?

I was 21 years old when I joined *British Defender* for the 1989 Whitbread Round the World Race, which has become the VOR.

I mean, what an experience at age 21! I didn't do the whole race. I only raced as far as Auckland then I had to return to the Navy, to a warship. I actually watched *British Defender* limp by with a broken mast off Portland Beal on the final leg, sitting on a warship in a simulated attack with a gasmask on, on the bridge.

It was a very strange end to the Whitbread for me.



But it was an extraordinary experience for me at 21, even just the travel – to go to Uruguay, Australia and New Zealand. It was amazing! 1989 was a turning point for the race, as it became a mainly professional event. Peter Blake will always be a hero in my life and the *Steinlager 2* campaign was exemplary in every respect. It really had an impact on me. I loved what they did. Of course, we were miles behind them and I would have loved to have sailed as well as them. I went back to the Navy and then left six months later to help a friend start up a company.

The race was a total game changer for me, because I had seen how much potential there was out there in the world. It gave me a wider view of the world than the Royal Navy was going to give me. It was the race that changed my life and my direction. I wouldn't be here today without it.

The modern day Volvo Ocean Race is a real force in terms of hospitality, networking, B2B. The last edition broke all records with 71,000 corporate guests through the gates. What makes the VOR so attractive for sponsors?

Firstly, it's 100 percent commercially funded. I had the opportunity to be involved in the America's Cup seven years ago, in the same role basically, which in the end I didn't do. The America's Cup is a great event, but there's a lot of private money involved. That's great and some people will enjoy that environment. The VOR succeeds or fails on the basis of it working economically in terms of return for every single stakeholder, whether that's Volvo, other event partners or team sponsors. That really appeals to me because there's some

logic there – we can do something about it. Why does it work? Why do we have these brands on board – and hopefully a lot more in the future? Because of the experience that sailing can provide. People can touch it and feel it, get on the boat and experience a slice of the thrill of it.

And now with technology, we're sharing more and more of what happens once the boats have left port and are racing across the ocean. And that's where sailing, in general, not just the VOR, where the B2B aspect, the client engagement aspect is second to none. I don't know if another mainstream sport can rival it to be honest. It doesn't mean there isn't great potential for consumer brands, because our event goes around the world and touches a lot of markets with a lot of emotions. But without a doubt, the evolution of the VOR is to focus progressively more on brands that have a B2B element, quite often consumer brands as well, because sailing is a unique proposition in that respect. You can't do that easily with football or many other mainstream sports.

To take the event to the mainstream, what makes the VOR a compelling international event with people beyond the sailing fraternity?

I think that offshore sailing, the VOR, has the ability to touch everybody. There's a technical aspect that will touch a certain slice, there are elements that will only touch a certain part of society, but the notion of sailing around the world, and the human aspect, has the capacity to touch everyone. But do we want to touch everybody? I'm not sure we do. We need to do a smaller number of things a lot better.

The sailing community is crucial to the future of the Volvo Ocean Race. As a sailing fan, how do you see it moving ahead/reinventing itself?

We haven't got to what the evolutions should be. Most of my work needs to look at beyond this next race. We need to look in the next six to 12 months, what can we change and develop. To reengage the sailing community at a higher level, I'm not sure we need loads of changes, we just need to remember to look after that community. In the understandable quest to go out to a much wider audience to make it add up financially and work for the brands involved, we have perhaps not made enough effort in communicating to the people already at level 10 of understanding.

The reason I think this is important is that during the last VOR, the CEO of *Dongfeng* started at level 1 – he didn't understand anything. But I can tell you by leg 3 or 4, he was as knowledgeable as a large part of the sailing community in the world, and he wanted to understand more.

So we need to communicate also those next levels to help people understand what's really going on, because the fascinating thing about sailing is the chess game; the tactics and interaction of wind, waves, sea, speed, team work, all those things.

We need to get closer, dig deeper and share more of that for the sailing community, and actually for our fans and stakeholders who progressively, during what is a long race, learn more and more and get more engaged. People want to understand why boats go left or right on the tracker, not just that they're in third place.

We have to address that. It's something we have to do better – get the sailing world to care about it again. Among that sailing community, there are some pretty extraordinary people – kings, princesses, CEOs of big companies, so from a business perspective it does matter.

You introduced and nurtured the Extreme Sailing Series, do you foresee the VOR going to multihull for shorter, faster legs as some pundits predict?

I don't have a clear vision right now – I certainly have ideas and questions. And we need to develop that vision fairly quickly. Multihulls, monohulls – I firmly believe it isn't actually, specifically about the boat. You need the right tool for the job. If our job is to entertain, and we define who we're trying to entertain, then we need

STEPS TO THE VOR
Above and opposite page: Turner was instrumental in mounting the Dongfeng Race Team from China for the most recent edition of the Volvo Ocean Race.





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Ranging in price from the \$7.4 million Advanced A80 down to the \$430,000 Dufour GL 460, our eclectic mix of large cruising yachts will safely cross most oceans. How you chose to do this is both a measure of the depth of your pockets and the number of sailors you take.

For the new models above 60-foot – the stylish Beneteau Oceanis Yacht 62, the CNB 76 and the Hanse 675 – paid crew is a very likely option and could dictate your choice of vessel. Experience working on large yachts has shown me first-hand what some owners like and high among them is privacy. So, segregating the owner's space – the saloon – from the working parts is an obvious layout option.

This approach is well done on the new CNB 76 I sailed in Sydney a couple of months ago, where the aft galley also has engine access plus a hatch for serving food to the cockpit; plus a crew cabin nearby. This segregated layout is also offered by the Hanse 675 of which the first has just splashed in Germany.

GRAND DESIGNS

YOUR DREAM SHIP MIGHT WELL BE AMONG THIS STYLISH YET SEAWORTHY FLEET OF 10 NEW CRUISING YACHTS, WHICH CAN ALL CROSS OCEANS WITHOUT RUFFLING YOUR G&T, WRITES KEVIN GREEN.

Similarly with the bluewater orientated Swan 60S, one of the most impressive 60-footers I've boarded, the forward galley is nicely segregated.

A more egalitarian approach is taken by Beneteau in its new Oceanis Yacht 62 model that launches this northern summer, whereby the longitudinal galley shares the saloon and yet the volume is such that you'd hardly call it a squeeze.

FAST AND FUN
Enjoy lazy days aboard the teak-decked Dufour Grand Large 460.

Looking at the balance of our listed armada, the mid-range luxury cruisers also offer plenty of comfort and innovation, like the Jeanneau 54 that comes with the big-yacht style galley, in a \$700,000 package.

Similarly, the semi-customisable Solaris 50 combines comfort with performance potential for just over six figures so is a worthy winner of the 2016 European Yacht of the Year.

This is also the territory of the Sydney-built McConaghy Frers 57, which is very much the V8 dragster in this selection, so you pay accordingly. This pre-preg carbon-hulled 57-footer, which the owner will cruise and race, is the antithesis of the final yacht in our Top 10, the Oyster 545, and one I'm particularly looking forward to boarding during the Sydney International Boat Show. Its ballast ratio of a whopping 38 percent means that your G&T will only be slightly stirred and never shaken, no matter what the weather, which is always an excellent feature in a serious bluewater cruising yacht.



ADVANCED 80

A slick, semi-carbon hull and designer fit-out will put the Advanced 80 at the front of the fleet.

The Milan-based yard has worked its way up to this highly specified 80-footer with first the nippy 44 then a spritely 66 and in 2015 the Advanced 80 that launched. The collaboration between American naval architects Reichel/Pugh and the Italian yacht designers Mario Pedol and Massimo Gino of Nauta Yachts, the latter for the interior has created what is undoubtedly an exquisite performance cruiser. The key ingredients are a stiff, semi-carbon hull with plenty of beam for downwind blasting, a tall, carbon rig and a deep keel (3.5 metres) and large spade rudder.

However, the A80 is more than just a Ferrari of the sea. When the bonnet is lifted there's plenty of interest and comfort below decks. The owner has the choice of a spacious, ensuite cabin either fore or aft and up to five cabins can be fitted. Whatever layout is chosen, the galley will always be at the other end of the boat where crew can do their job unhindered. White goods abound plus watermaker and a 17.5kw generator so the A80 is equally at home ocean crossing as crossing start lines. Adding yet more comfort is the dedicated saloon, which has lounge seating on both sides and a substantial navigation station.

On deck, pleasure as well as performance are clearly catered for, with the elongated cockpit having sunbeds while the aft section is where the grunt is – a set of primary winches around the twin binnacles with a centralised mainsheet winch, allowing effective use in both race and cruise modes. Up front at the mast is another set of halyard winches. The performance aspects of the A80 are evident in the carbon rig and large sail plan with bowsprit for flying the asymmetric spinnaker. Unsurprisingly the first hull, *Apsaras*, won her division in the 2015 ARC and more accolades should follow for these elegant Advanced 80s. www.advancedyachts.it

MODEL	Advanced 80
DESIGNER	Reichel-Pugh/Nauta
LOA	23.98 metres (77 feet)
BEAM	6.20 metres
DRAFT	3.50 metres
ENGINE	230 HP Yanmar shaft drive
FUEL	2,000 litres
WATER	200 litres
SAIL AREA	326m ² total
DISPLACEMENT	39,700 kilograms
BALLAST	11,780 kilograms (fixed keel)
PRICE	Euro 4,980,000 (ex sails)



BENETEAU OCEANIS YACHT 62

The first of Beneteau's new range, the Oceanis 62 is a serious luxury cruiser but with a production yacht price tag.

Beneteau builds about 850 yachts annually so it's logical that they can deliver a luxury, 'pocket superyacht' at production prices, while maintaining, even increasing, the level of personalisation. Reflecting the cross-over between modern power and sail, the Oceanis 62 has been worked on by Italian power boat designer Pierangelo Andreani. His skills from the Monte Carlo range are in evidence in this three or four-cabin yacht, with the stylish hardtop bimini dominating the topsides. Inside, the owner has the forepeak - Mediterranean style - so when moored stern-to, you rest in glorious seclusion; but are less comfortable at sea. The saloon's vast acreage is cleverly divided by the island lounge midships, dividing the longitudinal galley space on starboard. A navigation station nestles in the aft port quarter as well. The aft has two double ensuite cabins, or a double bunk instead of one bathroom and a yacht of this size could have crew, so there's a bow berth as well.

Instantly recognisable is the angular chined Racoupea hull with its twin rudders to manage the wide beam but the cast iron T-keel is perhaps not the best shape for a cruising yacht. On deck it becomes interesting on the Oceanis Yacht 62. Towering above the cockpit is a moveable hardtop bimini and the spacious flat deck is home to six sunbeds (in the stern, cockpit, coachroof and foredeck). The stern swim platform tilts into the water for easy launching of the dinghy from the garage, plus has a transom galley so anchorages will be happy places for the Oceanis Yacht 62. But the Oceanis name ensures it remains an ocean going yacht (A12 rating) and the versatile rig reflects this with optional staysail alongside a slab reefed mainsail and genoa.

www.vicsail.com

MODEL	Beneteau Oceanis 62
DESIGNER	Berret-Racoupeau/Andreani Design
LOA	19.07 metres
BEAM	5.33 metres
DRAFT	2.9 metres (deep)
ENGINE	160 hp shaft
FUEL	460 litres
WATER	860 litres
SAILS	Mainsail: 94,30m ² , genoa (105%): 87,60m ² , asymmetrical spinnaker (option): 250m ²
DISPLACEMENT (LIGHT)	24,170 kilograms
BALLAST	5,900 kilograms (deep keel)
PRICE	\$1.3 million
PRICE EX-FACTORY	Euro 605,000 (ex-tax)



CNB 76

A pocket superyacht with dedicated owner's layout, expansive deck and an optional lifting keel.

The first CNB 76 arrived in Sydney Harbour in April and showed itself to be a sophisticated yet enjoyable pocket superyacht. Hull number six, *Charlotte*, sported a full carbon rig, which should give her the edge when both racing and voyaging.

The CNB 76 is built around the owner's family with separate crew-galley quarters and a main deck that is similarly segregated – which affords a safe working area for both crewed or sailing families. 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. The portside guest cabin has a large double bed, which can be separated into singles while to starboard there's a guest cabin for children.

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. The conventional Bermudan alloy rig has a staysail and asymmetric spinnaker. 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 optional 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.

www.en.cnb-yachts.com

www.vicsail.com

MODEL	CNB 76
DESIGNER	Philippe Briand
LOA	23.14 metres (76 feet)
LWL	21.98 metres
BEAM	6.10 metres
DRAFT	3.00 metres / 9 feet 8 inches
ENGINE	Volvo D4 180 hp shaft drive
FUEL	2,500 litres
WATER	1,500 litres
SAIL AREA	Mainsail 60 m ² , genoa 144 m ² , staysail 79 m ² , asymmetrical 440 m ²
DISPLACEMENT	45,000 kilograms
BALLAST	15,000 kilograms
PRICE	\$2,800,000 (ex factory, ex tax)



DUFOUR GL460

A stylish, comfortable cruiser with a versatile sail plan, suitable for the budding club racer.

The Dufour GL460 will debut at the Sydney Boat Show where Australian dealer Matt Hayes of Performance Cruising Yachts will also display the other new model, the GL 412. These new Grand Large models reflect a very productive period for the La Rochelle yard that now claims the mantle of selling the largest number of sailing yachts in French waters. The Grand Large cruising range has long ago eclipsed their Performance range and this new 46-footer comes with all the essentials for an easy life at sea: a simple rig with self-tacking headsail, spacious flat decks and large cockpit plus acres of space below decks in three or four cabin layouts. Versatility is a feature of the open-plan saloon with moveable chart table and dinette bench behind the forward located galley.

On deck, the large, wide, teak clad cockpit is usefully divided into relaxing areas forward and sail controls aft, which should win many fans. With much of your boating time spent on deck, long-term Italian designer Umberto Felci has included plenty of comforts including a sunbed, teak clad swim platform and transom barbecue plate. All lines run in gutters, allowing clean decks, while controlling the Bermudan rig. The deck stepped alloy mast supports a slab reefed main (with roller options) and furling genoa.

The hand-laminated GRP hull has a long, hard chine aft and deep forward sections with a contemporary snub bow and blunt transom, to maximise the 41-foot waterline well. There's a single deep spade rudder on a stainless shaft and saildrive gearbox. Keeping things upright is an L-shaped cast iron keel, which won't snag when bluewater cruising – something the GL460 looks eminently suited for.

www.performancecruising.com.au

MODEL	Dufour GL460
DESIGNER	Felci Design
LOA	14.15 m (46 feet)
BEAM	4.50 metres
DRAFT	2.20 m (1.95 shallow)
ENGINE	55 HP sail drive (75HP option)
FUEL	250 litres
WATER	530 litres
SAILS	mainsail 52.80 m ² , genoa 47 m ² , asymmetric tbc
DISPLACEMENT (LIGHT)	10,760 kilograms
BALLAST	2,850 kilograms
PRICE	\$430,000



HANSE 675

A functional new flagship with custom options and a Judel/Vrolijk hull that should ensure it's a competent passage-maker.

Hanse has just launched Germany's largest production yacht making the 675 a major milestone for this prolific company and eclipses in size the offers from rival French builders. The 675 is an evolution of the popular selling 630 which sold more than 60. So the Hanse 675 is joining the trend of the other three major builders who are realising their economies-of-scale to produce larger yachts at sharp prices.

This Judel & Vrolijk design continues the essence of the smaller model with characteristic low profile deckhouse, plumb ends and elongated portlights to enlighten the cavernous interior, which is 30 percent larger than the 630. Four layouts and a myriad choice of finishes lend the new boat a real mini superyacht feel. The standard boat has five cabins and in all options the owner has the forward area but here again the layout can change with the usual island bed or a side bed plus lounge. Another big boat feature is the optional dedicated saloon with galley separate so that the paid crew can operate here (while also sleeping in dedicated aft quarters).

On deck the lounging space around the main hatch uses GRP bulkheads to separate the sail controls and twin steering binnacles. Ample hull volume allows for a dinghy garage with swim platform. Sail controls again are signature Hanse with self-tacking jib for easy headsail work while the winches on the helm position run everything including halyards. The first hull should be a performer as well, thanks to carbon spars and generous sail plan.

www.windcraftgroup.com

MODEL	Hanse 675
LOA	20.95 metres (68.7 feet)
LWL	18.70 metres
BEAM	5.90 metres
DRAFT	3.00 metres
DISPLACEMENT	32,000 kilograms
BALLAST	9,300 kilograms
ENGINE	D3-150 146 hp
SAIL AREA	Mainsail 138.20m², genoa 115m², jib self-tacking 99m², gennaker 286m²
WATER	1,000 litres
FUEL	1,200 litres
DESIGN	Judel & Vrolijk
PRICE	AUS2.15 million (until July 1)



JEANNEAU 54

Versatile layouts and user-friendly sailplan in a pedigreed hull all goes to make the new Jeanneau 54 a competent cruiser.

Following on from its prestigious flagship 64 comes the smaller Jeanneau 54, which is expected to arrive for the Sydney International Boat Show says NSW dealer Performance Boating. The 54 will have an interesting layout for this category of yacht because it has a big boat style aft galley and only two large cabins. Another big boat trait is engaging the superyacht stylist Andrew Winch to collaborate with regular designer Philippe Briand and the result looks stylish and innovative yet seaworthy, which is typical of a Jeanneau.

For the accommodation, the two-cabin layout creates a lavish owner's suite forward with a spacious bathroom – an air of opulence that continues into the saloon. Alternatively, there's a four-cabin version for those with chartering in mind.

The Jeanneau 54 continues the modern trend of plenty of volume to create space below, aided by tall topsides and flat decks. Jeanneau's signature tear drop saloon also cleverly integrates halyard gutters to create an uncluttered foredeck with flush hatches and retractable cleats. Ample tankage for both water and fuel is another notable feature.

The elongated cockpit dominates the deck, allowing both lounging and sunbathing space around a wide table, which usefully houses the liferaft. Sail controls are conventionally laid out with cabin top blocks running the mainsheet back to the twin binnacles, which allows all sheets to be aft for crew operation; while forward is free for relaxation. Larger sibling the 57 proved itself well in a strong breeze when I was at the helm, so I'd expect more of the same on the new 54

www.jeanneauaustralia.com

MODEL	Jeanneau 54
DESIGNERS	Philippe Briand Yacht Design/ Andrew Winch Designs/ Jeanneau Design
LOA	16.16 metres (53 feet)
BEAM	4.92 metres
DRAFT	2.24 metres (shoal: 1.77 metres)
ENGINE	75 hp Yanmar saildrive (110 hp shaft option)
FUEL	240 litres (480-litre option)
WATER	724 litres (964-litre option)
SAIL AREA	Mainsail 60m², genoa 63m², self-tacker 49m²
DISPLACEMENT	17,164 kilograms
BALLAST	4,645 kilograms
PRICE	AUS700,595



McCONAGHY FRERS 57

A carbon rocketship with all the cruising comforts for those most remote archipelagos.

The only Australian-built yacht in our selection and hot off the German Frers drawing board is this McConaghy-built performance cruiser. The initial figures, which boss Jono Morris shared with me, show a potential rocketship in the making at Mona Vale in Sydney. "It's specifically designed to be easily sailed single or double handed for both day sailing and extended cruising," says Morris. Running some numbers on the hull puts it firmly in the racer category yet it's fitted-out for cruising down below.

A great deal of emphasis has gone into researching and specifying the lightest equipment and interior materials available so composite bulkheads are integrated into the structure to add rigidity and minimise weight.

Construction of hull, deck and structure is in prepreg carbon fibre and nomex cores while foils are twin rudders and an innovative lifting keel. The deck layout is dictated by the needs of short-handed sailing but the carbon rig holds a powerful sail plan with big topped mainsail and masthead running sails that fly from the fixed bowsprit. The minimalist cockpit belies some clever innovation, so there's seats that rotate to the heel angle and fold away, cockpit tables that rise from the floor and can combine with the seats to make two large day beds, and the sprayhood retracts.

The standard layout has a single ensuite forward, while two more cabins can be added when required. The open-plan saloon has a longitudinal and fully-fitted galley with dinette table opposite on port, beside the navigation station. The aft section contains two large lazarettes, including a generator, and behind them a dinghy garage. www.mcconaghyboats.com

MODEL	McConaghy Frers 57
DESIGNER	German Frers
LOA	17.4 metres
BEAM	5.05 metres
DRAFT	2 to 3.6 metres
ENGINE	Electric Oceanvolt SD15kw
FUEL	440 litres
WATER	550 litres
SAIL AREA	Upwind 173m ² , Down wind 300m ²
DISPLACEMENT	12,000 kilograms
BALLAST	3,200 kilograms
PRICE	POA



OYSTER 545

A pedigreed bluewater luxury cruiser, with a sheltered centre cockpit and manageable rig.

The Oyster 545 is one of the smaller cruisers from this British marque but is proving a popular bluewater yacht, with at least 30 hulls listed. One has recently been delivered locally by Australian Oyster dealer Michael Bell and it will be on display at the Sydney International Boat Show.

Key features of the 545 are its centre cockpit, low aspect elongated lead keel and a classic shaped hull with aesthetically pleasing overhangs. Other important facets for bluewater cruising sailors include ample tankage and a deck-saloon style cabin with forward facing windows. Interestingly, the Oyster 545 began life in New Zealand as the 54 model, with eight GRP hulls built there before the moulds were moved to the company's base in England.

Known for its semi-custom builds, Oyster represents the very best of British workmanship. The late Rob Humphreys' company continues his collaboration with the yard, evolving the 54 into the 545. The 52-foot 11-inch length is maintained, with a deep, single spade rudder and classic, rounded hull with plenty of beam brought aft. Handily, shoal draft and lifting keel is also offered; the latter ideal for large tidal ranges. Handling this size of yacht can be done by a couple.

The revamped interior of the Oyster 545 has a lighter Maple finish and puts the elevated saloon separate from the aft longitudinal galley. Sharing the saloon is the starboard navigation station and being surrounded by windows, the navigator has good views. Another development at the yard is an increased level of customisation offered, so there could be a lot to negotiate for your new 545 including a choice of cabin layouts. www.oystermarine.com

www.allboatbrokerage.com

MODEL	Oyster 545
LOA	16.43 metres (54 feet)
BEAM	4.75 metres
DRAFT	Standard 2.40 metres/ shoal 1.83m / lifting 3.53m or 1.55m
DISPLACEMENT	(standard keel) 21,315 kilograms
BALLAST	8,160 kilograms
SAIL AREA	154.09m ² with 150% foretriangle
ENGINE	Yanmar 4JH4-HTBE 81kw (110 hp)
FUEL	850 litres
WATER	750 litres
DESIGN	Rob Humphreys
PRICE	£925,000 (ex-factory)



SOLARIS 50

A fast Italian cruiser with all the performance essentials yet with a most comfortable interior.

Solaris Yachts has just launched a new layout version of the Solaris 50, an Italian brand that local dealer Windcraft has been importing into Australia for several years. The new layout has an offset owner's bed in the bow and two guest cabins, which should enhance the attraction of this stylish performance cruiser. Having sailed the Solaris 42, I can vouch for the quality and attention to detail this Javier Soto Acebal design.

The Venice yard has three decades of experience in custom yachts ranging from 36 to 76 feet but lately it's changed tack to produce fast, mid-sized production cruiser-racers that look stylish as well as lavish inside. A standout feature on the 50 is a dinghy garage, which is unusual for this size of yacht.

On deck, the teak cladding and hidden halyard runs along with flush hatches to 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 new 50 has an integrated bowsprit for a Code-0 with a self-tacking jib as standard which completes a simple sailplan.

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. Steering gear is quality Jefa linkages attached to a balanced GRP, foam cored spade rudder, so all in all the Solaris should be a performer and head-turning cruiser.

www.solarisyachts.com

www.windcraft.com.au

DESIGNER	Javier Soto Acebal
INTERIOR DESIGNER	Lucio Micheletti
LOA	15.40 metres (51 feet)
BEAM	4.55 metres
DRAFT	2.8 metres (2.6 – 2.35 Optional)
ENGINE	55 – 75 hp
WATER	500 litres
FUEL	350 litres
SAIL AREA	Mainsail 85m ² , Jib 75 square metres
DISPLACEMENT	14,200 kilograms
BALLAST	4,900 kilograms
PRICE	AUS\$1,095,000



NAUTOR'S SWAN 60S

A powerful carbon performance cruiser from the pen of legendary designer German Frers.

The frozen wastes of northern Finland left me with many memories but high among them is the elegant Swan 60 range. Originally conceived as high performance boats, the new 60S (semi flush deck) is more suited to cruising the Baltic Sea, rather than racing through it. The 60S has a new deck, cockpit and interior, but the other performance essentials remain – a powerful carbon rig and deep lead keel – which means a high stability ratio (36 percent), that differentiates this yacht from most others in our listing. A more moderate sail plan and shallower T-keel are offered with this model; but that shape of keel is not the most practical for cruising.

Cruising comforts on the 60S are found in the enlarged deckhouse and larger portlights, which gives a more airy feel to the semi-raised saloon, which is dedicated to lounging. Up forward is the work area, with the navigation station sharing space with the galley. The forepeak is the owner's area with island bed and large ablutions area; or there can be an offset bed with chaise lounge. Two more ensuite double cabins are aft, plus the bluewater cruising option of a fourth guest cabin with double bunk beds and a crew cabin with room for a generator and other equipment.

On deck, the 60S benefits from a deeper cockpit for better offshore protection but the performance nature if this yacht is evident thanks to a centralised mainsheet winch and halyard winches on the saloon top. At the twin binnacles are the secondary winches, so in cruise mode a sailing couple can manage to control both the genoa and the mainsail. Clean aesthetics are the signature of Nautor Swan so nothing impairs the topside lines. Each yacht, built in the Finnish town of Jakobstad, is individually customised, so the client can choose from various options like open or closed transoms and various keel lengths.

www.nautorswan.com

MODEL	Swan 60S
DESIGN	German Frers
LOA	18.86 metres (62 feet)
BEAM	5.09 metres
DRAFT	3.0 metres
WATER	500 litres
FUEL	1,000 litres
ENGINE	106 hp Yanmar
DISPLACEMENT	22,500 kilograms
BALLAST	8,200 kilograms
SAILS	Main sail 115.0m ² , Jib 91.4m ² , Asymmetric spinnaker 290.0m ²
PRICE	POA

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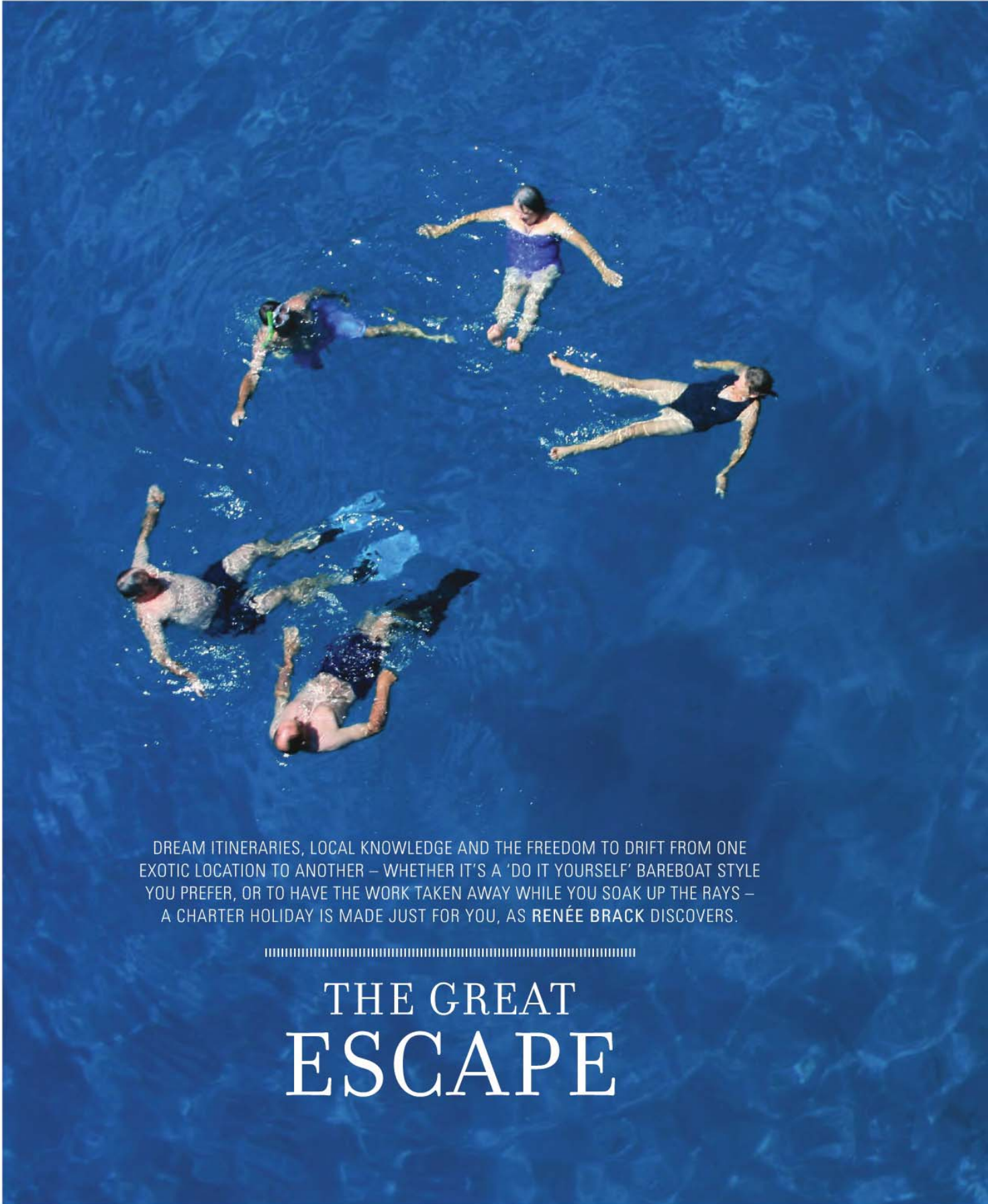
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DREAM ITINERARIES, LOCAL KNOWLEDGE AND THE FREEDOM TO DRIFT FROM ONE EXOTIC LOCATION TO ANOTHER – WHETHER IT'S A 'DO IT YOURSELF' BAREBOAT STYLE YOU PREFER, OR TO HAVE THE WORK TAKEN AWAY WHILE YOU SOAK UP THE RAYS – A CHARTER HOLIDAY IS MADE JUST FOR YOU, AS RENÉE BRACK DISCOVERS.



THE GREAT ESCAPE

VIEW FROM THE TOP

Spend time with your loved ones during a classic Greek Islands family style charter holiday on a Gulet with Mariner Boating.

When it comes to choosing the sea charter that will give you that perfectly imagined experience afloat, a lot depends on your definition of freedom and luxury.

You can do it all or do nothing at all.

Maybe you want to get far from the madding crowd and chart your own adventure with the independence that a 30-foot to 50-plus foot bareboat has to offer. You're in control of the vessel, determining your holiday itinerary as you sail, changing locations on a whim with as much privacy or party action as you want. For people who love bareboating, those are the hands-on qualities that make it sheer luxury.

For others, luxury involves being more hands-off – kicking back with friends, family and colleagues doing as little work as possible on board a beautifully appointed bespoke vessel is the pinnacle of the ideal holiday. To make the most of doing nothing, it's worth having a skilled skipper with a crew doing the heavy-lifting of sailing, preparing sumptuous dining delights, looking after all the jobs you don't want to do and playing social director by using local guides with all the insider knowledge of the best spots to visit along coastlines of the most spectacular locations on the planet.

Temperate and tropical paradises spanning The Mediterranean, Caribbean and South Pacific are popular especially for first-timers then they get hooked.

The great international charter companies go to the great destinations but also have their own appealing points of difference.

37South in New Zealand has the opulent superyachts for charter such as the *Relentless*, a 110-foot built by Kingship Marine; and the *Miss Kulani*, a 75-foot built by Marlow. New Zealand is an exciting destination itself with two islands, the North and the South, known for extremes of climate and coastline oases within Fiordland, which 37 South notes is like a mini-Norway complete with glaciers.

There's been a growing interest among boat owners and charter sailors who have done the warmer climates and are looking for more ice than they may normally find in a cocktail glass. Polar charters are fast becoming de rigueur.

"The choice of charter superyacht these days is large and depends on what you want to do. There are modern, fast Italian styles that get you from Monaco to St Tropez in two hours for lunch as well as expedition vessels that can navigate you around



the icebergs in the Antarctic,” says Allan Jouning, co-director of 37South and former captain of the 175-foot ex-ocean tug boat *ITASCA* – the first private yacht to transit the NW passage from west to east in a single season in 1994.

“Organising some of these charters in remote areas is very demanding and the charter broker has to be very involved with the logistics and planning, often the research may start a year before the cruise.”

It’s hard to imagine bareboating as a viable option for such hostile and remote environments so it’s a good idea to consider the high-end luxury superyachts 37South have on their website: *Big Fish*, *Hanse Explorer* and *SuRi*. Some of the features of *SuRi*’s 63 metres of ultra indulgence afloat include a helicopter, hovercraft, dune buggy, full dive gear, a complete gym facility as well as a massage and beauty therapy room. If that level of luxury appeals, you can make it more cost-effective by travelling with a great group of friends and colleagues.

The polar charters have all the usual water activities such as scuba diving, kite-boarding and jet-skis but the air and water temperatures may dictate which of these water activities you can comfortably enjoy. In 1983, Antarctica’s Vostok Station recorded an above land temperature of -89.2 degrees Celsius – the lowest in history. Dry Ice is warmer than that at -78.5. The average winter temperature is -70 followed by the polar summer averaging a balmy -35.

CUSTOM MADE
Right: The majestic *Dunia Baru* from 37South. Below: The world is your oyster on a Bali 4.0 bareboat charter. Opposite page: At the helm of the *Sunsail 400*.



Closer to the equator and with equally stunning views, Australia has the Whitsundays showcasing the premier natural wonder and heritage-listed, Great Barrier Reef. You might be able to see it from space but it’s hard to see from land so taking to the welcoming seas around north-east Australia via a superb charter experience is something in easier reach for all of us and for some, a lot more fun than polar bears and penguins.

“When we talk about Bareboat charter it has to have a tropical feel, days lazing in the sun, snorkeling, swimming, magical starry skies, incredible sunrises and sunsets and that feeling of being an adventurer, a pioneer traveller sailing off into uncharted waters and experiencing the absolute freedom of life on board,” says Christophe Vanek of Queensland Yacht Charters, a member of Dream Yacht Charter

together and time spent talking instead of messaging.

Enjoying a Whitsundays yacht charter with the family can also be a memorable alternative to a traditional Christmas at home. A great replacement for the stuffed turkey might be some cracked crabs surrounding a lobster centerpiece prepared to your taste.

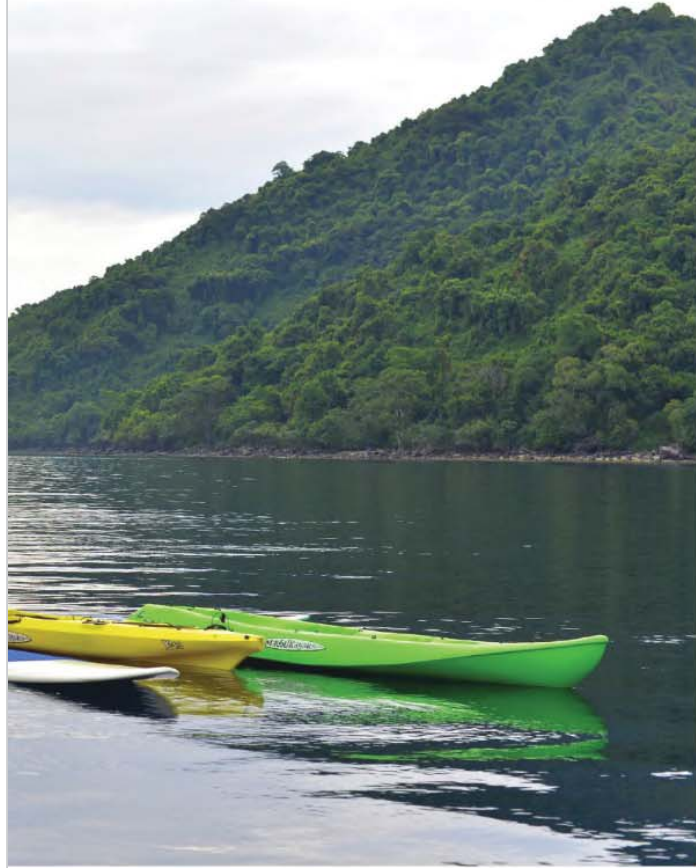
There are many other life events that are well-suited to this kind of sailing. Eloping on a secret bareboat charter followed by a truly private honeymoon may get rid of a lot of the normal anxiety and hassle of organising a land-based wedding, infusing it with the romantic notion of running away together. You can have sightseeing goals such as visiting Whitehaven, reportedly the world's most photographed beach, include some whale-watching as well as pay

some visits to five-star restaurants along the various coastlines.

Christophe's charter fleet of award-winning lavish luxury vessels include the Bali 4.3 as well as the exquisite Lagoon 421 and 450. All are available for bareboating and include the option of a skipper and hostess if you want less work and more relaxation. He will have the Bali 4.0 ready for clients to charter in September 2016, straight after its showcase at the Sydney Boat Show from July 28. Designed by Olivier Poncin and Yann Chabaud with architect Xavier Fay with interior design by Hervé Couedel and built by Catana, this luxury performance vessel will be worth inspecting with a view to charter and perhaps to own.

Bareboating doesn't mean bare essentials. It's about having control and enough sailing expertise to enjoy

“Navigating the islands and learning where to moor was half the adventure”



with 41 locations worldwide. As the director of Dream Yacht Sales, the importer of Bali catamarans and the sole agent for the brand in Australia and New Zealand, he has a wealth of global experience and intimate local charter knowledge.

“It's a unique experience of a lifetime for most people, a dream fulfilled, no traffic, no airports, no crowds – just haul up the anchor and cruise off to the next destination. It reinvigorates those childhood memories of unforgettable holidays by the sea and provides an opportunity to explore island life and play again. Fun is the main aim of a bareboat or luxury charter.” He also adds the money-can't-buy experience of bringing the family back together again. Once out of WiFi range, the kids aren't connected to their devices, and re-connection as a family happens on board with games played

MARK EVELLEIGH





the good times at sea as well as safely navigate poor conditions. It's worth having sailing experience and getting certified through a reputable and acclaimed educational institution such as Terry Wise's Pacific Sailing School at Rushcutters Bay, Sydney. But if you are keen to skipper your own charter and don't have a boating license, you can do it in the Whitsundays. A range of charter operators in Queensland have united under the banner 'gobareboating.com' and worked hard to secure more flights into airports along the coastline to make it easier for people to charter a boat from a number of locations there. Even though people don't need a boating license to skipper their own vessel, charter operators provide detailed briefings on how to operate the boats then stay in contact with clients twice per day. This dedication to safety and

simplicity is a significant step up from other operators in The Med, for example, where after a one-hour briefing, you may not hear from the charter company for the rest of the week. Christophe Vanek is proud of what the Whitsundays group of operators offer.

"We are the best and most professional bareboat charter industry in the world," he says.

Much of the most enticing information comes from people who embark on a lot of charters and have wonderful memories to share for the rest of their lives.

"It's the small experiences where things don't go quite right that make the best stories – it's not about where you go, it's about who you go with and charting your own course."

Kass Scarlett of Tui Marine is a sailor who enjoys bareboating and recommends the Sunsail 404

four-cabin catamaran yacht built by Robinson and Caine.

"The Dalmatian Islands of Croatia are absolutely stunning and made for an exciting bareboat sailing adventure. We island-hopped from Agana, just opposite Split," says Scarlett. "Our adventure included the islands of Olta, Bra, Hvar and Vis. Exploring the Blue Cave off the east coast of the tiny island of Bisevo was definitely a highlight. We took the dinghy out just before noon and the sunlight coming through the narrow entrance reflected off the white floor, making the water glow blue – it was a magical experience."

"Other notable experiences were exploring Krka National Park, including relaxing by the incredible Krka Falls and wandering the romantic Old Town of Sibenik. Sailing in this region was relatively easy and allowed for the whole family to



CREATIVE CONTROL

Above: The Sunsail 400 is set up for those who choose a bareboat charter. Opposite page, from top: *Dunia Baru* anchored in a slice of Indonesian paradise; Opt for a catamaran such as *Poseidon* if you like to explore shallower anchorages with the whole family.

participate in the experience, the weather was beautiful and the seas were calm with temperatures ranging from 25 to 28 degrees celsius with a minimal tidal range," she says.

"Navigating the islands and learning where to moor was half the adventure. We loved the freedom and we didn't have to communicate our plans to anyone. Our family has never really been the 'hand-held' type, so it's nice to explore and figure it out yourself."

As well as life on the cool sapphire waters, there are superb expeditions on land such as a visit to an agritourist farm in Vis, wandering through medieval areas of Dubrovnik and impromptu conversations with local people recounting stories of the war.

When it comes to the luxury end of the market, Scarlett recommends the Moorings Crewed 5800 Master six-cabin catamaran – it's the largest



"A growing range of experiences open up to you as soon as you start investigating that next charter adventure"

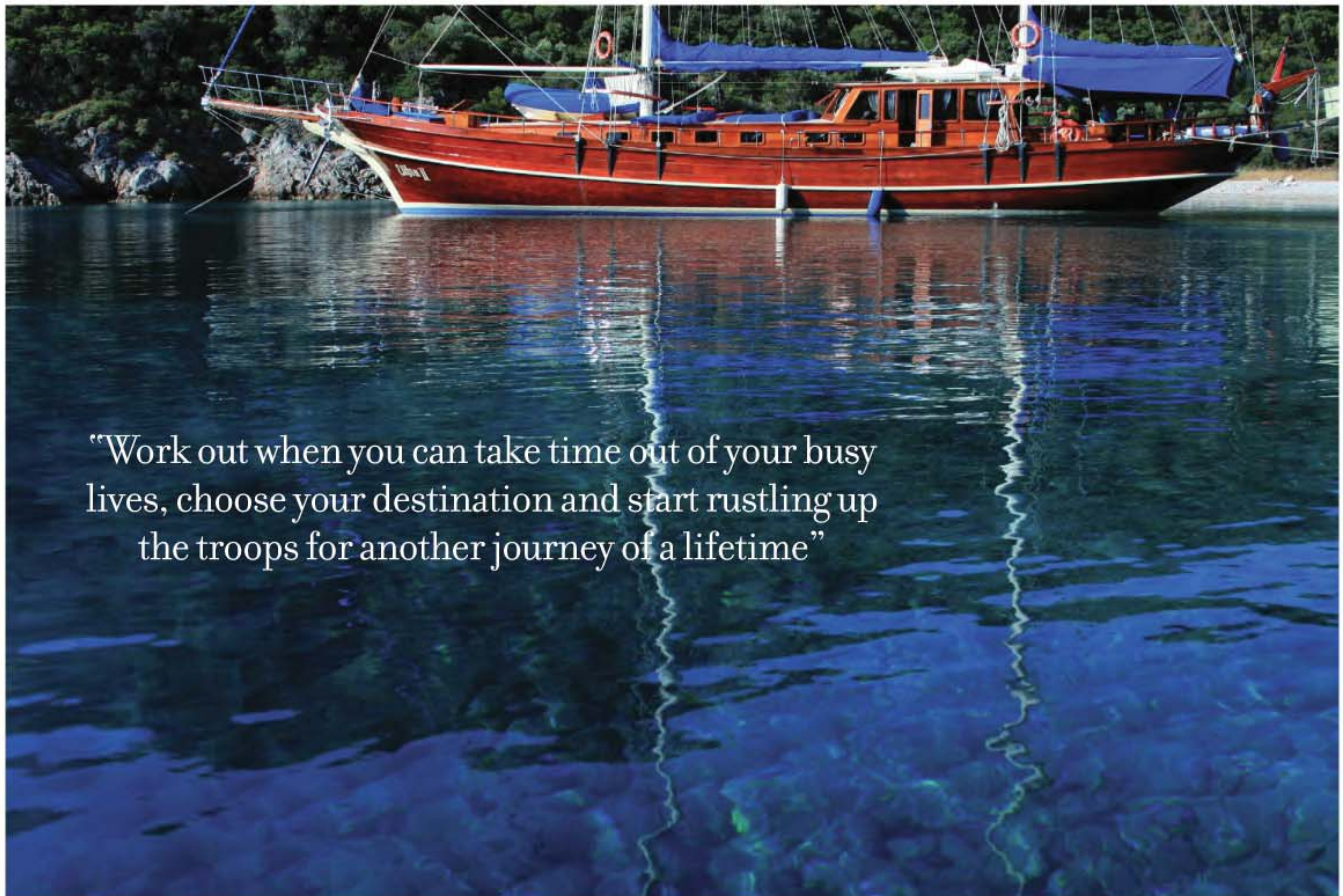


and newest in their fleet and offers your own captain, a gourmet chef and a knowledgeable hostess.

"Thailand was a spectacular destination to explore on a crewed charter. Our skipper Kai was so accommodating and as a local, knew all of the best spots and when to avoid large numbers of tourists," says Scarlett. "Although there were some nights we chose to indulge in local cuisine off the boat, our chef Nu always managed to cook up a delicious feast catering to our tastes. To disconnect from our normal stress-filled worlds, dive off the yacht into cool water and swim with exotic Thai fish whenever we pleased really tantalises the senses," she says.

"We travelled in November and the weather was warm and dry making for the perfect sailing experience. A lot of the islands including Phi Phi Don, Koh Yao Noi, Krabi Lagoon and Chicken Head Island are only accessible by boat, which means on a yacht charter you instantly have access to the Thai playgrounds most others wouldn't.

"One of our favourite experiences was taking kayaks into Krabi Lagoon where we could access much smaller inlets and coves with spectacular limestone rock face covered in tropical flowers and a hanging jungle inhabited by white-faced gibbons, giant lizards and majestic birdlife. The quiet island of Koh Yao Noi was also excellent with minimal tourists and impressive blue sunsets, but still offering ample activities, like elephant riding and water sports."



“Work out when you can take time out of your busy lives, choose your destination and start rustling up the troops for another journey of a lifetime”

Charter party

There's an array of charter companies with bases in Australia and New Zealand that offer both local and international itineraries.

37South
New Zealand
www.37southyachts.com

Queensland Yacht Charters
member of Dream Yacht Charter
www.gobareboating.com

Tui Marine
Sunsail and Moorings
www.tuimarine.com

Mariner Boating
www.marinerboating.com

Pacific Sailing School
www.pacificsailingschool.com.au

Another of the more appealing charter options are the gulet rallies Mariner Boating offers in The Mediterranean. These hand-crafted timber works-of-art are of such beauty, they entice a wide range of people into charter sailing. They are stunning to see in the regular yacht rallies around Turkey and the Greek Islands. The gulets are classically elegant, some made of mahogany and yellow-wood. Fused with traditional design is high tech instrumentation and bespoke appointments by talented local artisans such as Positano ceramics and embroidered linen made of flax and cotton.

Mariner Boating offers cabins on a luxury Turkish gulet managed by a professional cabin crew with dedicated catering for all meals desired on board. People combine relaxing on the cool, sapphire seawater with inspiring day trips to the mainland.

“Our rallies incorporate a bareboat experience but our job is to take the hassle out of a sailing holiday,” says Lauren White of Mariner Boating. “We are there from start to finish, eliminating the need for our guests

to book the yacht charter, marinas, hotels, transfers, plus we organise the itinerary, plan dinners, on-board provisions, study weather forecasts and learn an entire new language in order to communicate with the locals. We travel with the group on every rally, so we're there to give 24/7 technical support for the yacht and 24/7 travel assistance. The rallies we do with gulets are done with a fleet of yachts and one luxury gulet, which sails in company.”

If racing is in your blood and you need some adrenalin pumping in order to truly relax, investigate the opportunity to get into some chartered rallies. Mariner Boating has released their social sailing 2017 Yacht Rally calendar on their website with the encouraging call-to-action: “Work out when you can take time out of your busy lives, choose your destination and start rustling up the troops for another journey of a lifetime.”

Sail away and elope, have this year's family Christmas afloat, take a second or third honeymoon or put a snowsuit over the swimsuit and head to the Antarctic for a change from the glorious and glamorous international circuit. ⚓

SPIRIT OF ADVENTURE
A gulet moored in Greece can also take part in some of the local rallies.



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POCKET ROCKET

AS McCONAGHY YACHTS EVOLVES ITS MC38 INTO A MORE COMPACT MC31 CONCEPT THAT IS ALREADY MAKING WAVES, THE TEAM SHARED DETAILS ABOUT THIS LATEST VENTURE WITH JENI BONE.

Following on from the success of the MC38 One Design, McConaghy Boats recently launched the MC31 as a high-performance, grand prix racer that is true to its design brief: fun, fast, and rewarding to sail. Here, joint managing director Jono Morris and sales manager, Rodney Martin, let us in on the drive behind the MC31, where it's positioned in the family, how it's different and who will love it!

What prompted the concept?

The concept was developed in response to customer enquiries. The MC38 generated a lot of excitement, and we had been having a lot of conversations with people that were

looking for a smaller version of the MC38 concept. The 38 was the starting point but the 31 concept evolved into its own unique project with a slightly different brief from the 38. The design brief from the customers was to design and develop a boat around the 30-foot mark that would be a "proper yacht,"

COMPACT RACER
The new MC31 concept packs the performance ideals of the MC38 One Design into a more condensed model designed and built for high-performance racing.

not a sports boat, like a small TP52 that's fast and fun to sail. It had to have plenty of power and stability, planing hull form, the ability to attract younger sailors who are used to sailing 49ers and skiffs so needed to be exciting and responsive to sail, class-leading, grand prix deck layout and sailing systems, and able to go offshore (Cat 2) comfortably. It would only have minimal fitout below, but be comfortable, (water tight below deck) and able to be sailed with a crew of five or six. Other prerequisites were that it had to be easily rigged and de-rigged for transport, minimising the use of cranes and cost-effective to campaign.



Who was involved in its design and construction?

The design was developed in consultation with Harry Dunning, the MC38 designer, with input from owners (including a couple of owners based in the US), and our dealer network, in particular Rohan Veal, Andrew Parkes and Collin Leon.

The naval architecture was penned by Harry Dunning, the composite engineering was done by Aristontech, I (Jono) did the deck layout design (as I did on the MC38). We had a lot of input from our brokers and the guys who had done a lot of MC38 sailing, which I incorporated into the design with Harry. Southern Spars designed the rig in close collaboration with

Harry and I. The boat was tooled up for production at our China factory using our 7-axis CNC robots, the development of the construction processes and construction detail was taken care of by our head foreman in China, Jamie Thompson.

What were the main objectives underscoring the design of the MC31 yacht?

The main objectives were to build from the great foundation that was developed by the MC38 class, create something just as ground-breaking in a smaller, more affordable package, but to try to appeal to a broader market and be more things to more people than the 38. The MC38 is very targeted and specific about its objectives and it does those things extremely well, but its appeal is limited to a very focused group of

sailors. We could see that with some adjustments to the 38 concept we could make the 31 have broader market appeal.

What are the key advances/differences from the MC38?

The 31 differs from the 38 in a few ways; We aimed to keep all the sexy features of the MC38 but keep the cost down, so the hull, deck and glass skin are foam core resin infused, but the keel fin and rudder stock are still prepreg carbon. The MC31 has more freeboard and more volume in the bow to make it more comfortable offshore. With the 38 being pitched at high performance inshore racing the lower freeboard and less volume in the bow were favoured from purely a performance perspective by the Naval Architect as it reduces weight, windage and drag. We elected to



NEW MEASURES
An MC31 flies downwind under spinnaker during racing at the 2016 Sydney Harbour Regatta.



compromise the pure performance advantage of these attributes in order to make the 31 more of an all-rounder.

The new model has more structure internally, but a lower profile structure to make it easier to get around below deck, not as optimised from a performance engineering perspective but easier to live with below decks

The bow pole is not retractable, but can be removed from a socket in the

bow for docking. This helps keep the boat watertight below deck.

All the under deck rope purchase system penetrations are captured in watertight compartments, which give us the benefit of a clean deck layout like the 38, but keeps the inside of the boat dry.

We have added a fractional spinnaker halyard as standard in addition to the mast head spinnaker halyard, which will allow for more reaching sails to be used as well as

heavy weather fractional spinnakers and the ability to peel jibs offshore. For more offshore use the following options are available: (this hardware is removable for one design racing) a halyard lock for the fractional spinnaker halyard (so that a fractional Zero can be flown from the bow sprit), a genoa staysail halyard, a second mast head spinnaker halyard, a second tack line, and a tuffluff for jib peels. An optional mast lowering system with hinged mast base, and optional keel lifting crane to reduce draft, we have more options available for more versatility.

Where is demand for the MC31 coming from – how many have sold so far?

Mostly Australia, although we have also sold boats to the USA and Hong Kong – nine boats sold to date.



DECK HAND
Above: Joint managing director of McConaghy Yachts Jono Morris designed the deck layout of the new MC31, incorporating input from brokers and sailors with plenty of MC38 experience.

“It’s the latest design and technology that is available that has motivated us and our clients to push for a new class like the MC31”



ONE SIZE FITS ALL
 The MC31 will allow for more reaching and racing in heavier weather. Above: The team at McConaghy are aiming to not only evolve the design of the MC38 but to reach a wider market of sailors.

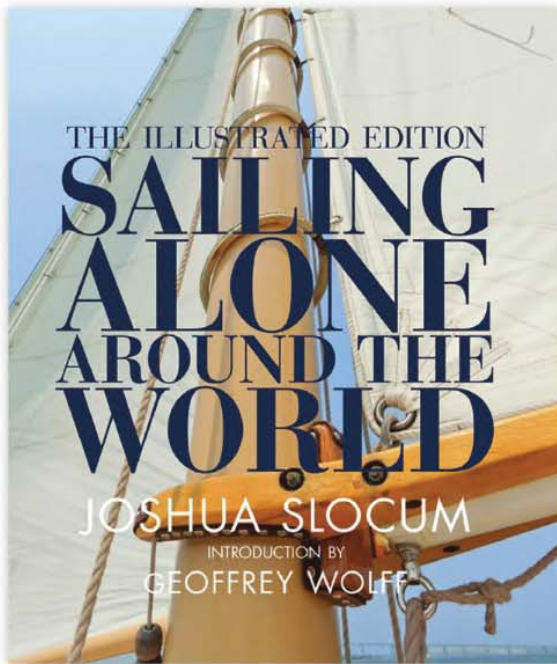
Are there any limitations of one-design boats? How does the evolution of technology and materials impact on one-design?

Yes, the nature of one design is that the boats have limitations and controls, but that is part of the appeal: a level playing field and cost control. Most technological developments cannot be immediately applied to one design classes unless the class authority agrees to allow these developments to be implemented. Most established one design classes in this size range have been around for 15 years or so, so by their nature they are using 15-year-old technology and design. It’s the latest design and technology that is available that has motivated us and our clients to push for a new class like the MC31. Not everyone wants to sail around in an old boat even if they have big fleet numbers!

Where will we see them racing in numbers?

The first big regatta on the Australian calendar will be the Geelong Festival of Sails next year where we plan to hold the first national championship. But we are expecting strong fleets to build in Sydney and Pittwater, Melbourne, hopefully Brisbane and Perth. We also see this as an ideal boat for Adelaide and Port Lincoln. With any luck, our USA customers will make an impact and we will be building a fleet in the USA soon as well. ⚓

www.mcconaghyboats.com



The Illustrated Edition: Sailing Alone Around the World

Author: Joshua Slocum

Publisher: Zenith Press

241 pages

Price: \$35.00

After personally refitting the derelict *Spray* in a seaside pasture at Fairhaven, Massachusetts, between 1893 and 1894, accomplished sea captain Joshua Slocum set out on his upgraded sloop on April 24, 1895 to become the first man to circumnavigate the world alone.

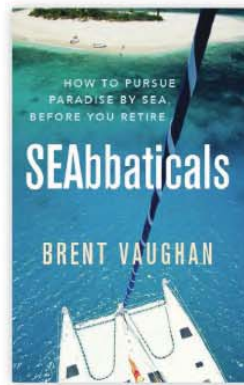
His journey took just over three years and he arrived back in his home of Fairhaven on July 3, 1898, having crossed the Atlantic three times, the Pacific once, and made visits to many of the world's most exotic locations, including Australia.

His journal, first published in 1900 not long after his return, was an instant success, and has been in print ever since. This latest edition comes illustrated, bringing Slocum's incredible journey to life even more, drawing on his words to depict his voyage in even greater detail. See colour photography of so many of the places he visited such as Nova Scotia, the Marquesas, Cape Town and Gibraltar, showing off just what an astounding goal Slocum set for himself more than 100 years ago.

The book also focuses on his sturdy boat, *Spray*, including historical photographs of the vessel that survived everything from perfect sailing conditions to all kinds of extreme and woolly weather.

This is a delightful hard cover for the sailor – and also for the traveller; it is a visual inspiration and does an excellent job at depicting what was nothing short of an incredible voyage of danger, adventure and courage, captured in a sailor's own words.

www.amazon.com



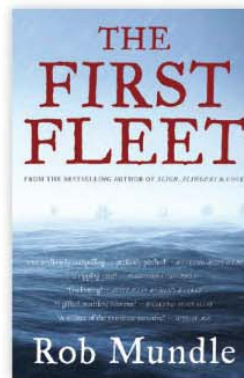
SEAbabaticals

Author: Brent Vaughan

Publisher: Multihull Solutions

Dreaming of taking off somewhere on your boat for a long stint, but think it's too early? Brent Vaughan's *SEAbabaticals* might make you think differently. This brand new book aims to inspire readers to take the plunge regardless of their level of boating experience. It shares insights, case studies and lessons learnt from dozens of people who have gone cruising to remote and exotic locations around the world on their own boats, and mid career no less.

www.amazon.com



The First Fleet

Author: Rob Mundle

Publisher: Harper Collins

400 pages

Price: \$29.99

In his 14th book, *The First Fleet*, Rob Mundle shares some discoveries you never knew about the first fleet bound for Australia with 11 ships carrying 1,300 people to the other side of the world some 17,000 miles. How could it possibly go smoothly? And yet, all 11 ships arrived safely having crossed oceans to reach Australian shores with an astoundingly low number of deaths. Mundle finds incredible seamanship, bravery and leadership at the heart of this journey and as always with Mundle's books, it is a combination of drama and insight.

www.harpercollins.com.au



The Adventures of Chas from Tas

Authors: Juliet Prentice and Charles Blundell

Publisher: Filament Publishing

239 pages

Price: \$36.95

With humour and that 'rough around the edges,' Aussie adventure we know well, comes the story of Chas from Tas, whose job it is to ferry all kinds of boats around the world to all kinds of far-off and exotic locations. Chas, a man born to be at sea rather than on land, has travelled the world's oceans and visited many a far-flung port, acquiring plenty of wild adventures along the way.

www.boatbooks-aust.com.au



1.



2.



3.



4.



5.



6.

1. GEO SPOTTER

The latest release in safety equipment is the McMurdo Smartfind S20, which is worn on a lifejacket and a lightweight unit effective in recovering crew and passengers who have fallen overboard by sending alert messages, GPS position and a special identity code directly to AIS receivers. A flashing LED light aids location at night, while the unit will transmit continuously for a minimum of 24 hours. A built-in GPS receiver provides precise location, distance and bearing data. www.mcmurdogroup.com

2. OVER THE MOON

CLITE 2 is a compact LED Searchlight from brand, Colorlight. Energy efficient with a compact size, it is dimmable in three steps and has increased sea area coverage. It provides an impressive 100,000 light hours and comes with the option of an integrated IR thermal camera. From RRP \$14,700 www.amisales.com.au

3. BLACK BOX

The GX750 Black Box VHF Marine Radio from GME provides all the functionality of a conventional fixed-mount VHF Marine Radio in the palm of your hand, with a supplied full-function LCD Controller Microphone with large backlit display, allowing the compact unit to be mounted almost anywhere in the vessel. Designed with ease of use in mind, the screen can be read from virtually any angle, day or night. From RRP \$329 www.gme.net.au

4. BASE LINE

To entertain your friends on board or keep the morale high among the crew by way of music, you need a quality sound system that's built for the marine environment. Aquatic AV's new active subwoofer includes a built-in 288W amplifier that allows up to four full-range loudspeakers to be attached directly to create a complete subwoofer and speaker system so you can play tunes throughout the whole boat. From approximately RRP \$370 www.aquaticav.com

5. ALL SEASONS

Leatherman is continually expanding their range of multi-purpose products and their latest innovation, the Signal, is the popular brand's best yet. The 19-piece multi-tool features on the Signal are geared towards preparedness: an emergency whistle, Ferrocerium rod (firestarter), hammer and diamond-coated blade sharpener. From RRP \$285 www.leatherman.com.au

6. SURFACE AREA

Ocean Safety has unveiled a new lifejacket that it has named the Kru Elite 195. It comes with a front zip, sprayhood and only the waist belt requires adjusting on this 'one size fits all' jacket. Developed for everyone from active ocean racers to cruising sailors who expect top performance combined with sleek design. From approximately RRP \$360 www.oceansafety.com



This year has marked the end of an era in my long and active association with the Cruising Yacht Club of Australia. Retired (well, almost) and living in Hobart, I have sold my share in my yacht, *Hornblower*, given up my marina berth, and become a distant 30 Year Regional Member.

My membership at the club goes back more than 45 years. For many of those years we raced with success my Bonbridge 27, *Hornblower*, on Sydney Harbour with the CYCA, the RSYS and, at times, the SASC. Now I'm boatless!

I joined the CYCA back in 1971, but at that time we were racing on Pittwater and Broken Bay in a Hood 23 called *Kilcare* and later *Hornblower*.

My then co-owners, the late John Ivimey (of Boat Books fame) and Fred Adam and I decided the distance to travel to Pittwater was too far from our homes on Sydney's northern suburbs and with the Bonbridge class division at the Royal Prince Alfred Yacht Club declining in fleet number, Sydney Harbour and the CYCA looked the better option. And so it proved.

It took several years before we qualified for a marina berth, Berth 2 on the old wooden pile C marina arm, accessed from the car park next to d'Albora Marina. Until then, *Hornblower* was on a swing mooring in Rushcutters Bay.

END OF AN ERA

EDITOR AT LARGE PETER CAMPBELL
BLOWS THE HORN ON HIS MANY YEARS
AS AN ACTIVE MEMBER OF THE CRUISING
YACHT CLUB OF AUSTRALIA.

This meant using the tender to access the boat, at times a hazardous exercise, I recall. Once John and I were sitting on the starboard gunwale of the tender, heading out to *Hornblower* for a day's racing, with an esky and a bag of sails between us.

Suddenly, two other rather solid sailors sitting on the portside jumped up to board their boat. The result was an unexpected lurch to starboard with both John and I, the esky and the sailbag ending up in the bay. We were saved.

Even with a marina mooring, berthing *Hornblower* was not always easy as we were the closest berth to shore and sometimes the motor would stop unexpectedly.

LIFE WELL LIVED
Peter Campbell estimates that perhaps 500 people have raced and sailed on *Hornblower* over its long life, a legacy that still lives on, as it is still raced frequently in Sydney Harbour.

One afternoon, returning from a race, I had a call on my mobile phone from the ABC asking for a live interview on some aspect of yachting. I handed over the helm to one of the crew but as we turned into the berth it became obvious that reverse had not been applied soon enough. The bow crashed into the wooden marina, resulting in a large accident and sharp expletive from me going on air!

At extreme tides, getting on and off the boat was not easy and one or two of the crew ended up swimming in the murky waters of Rushcutters Bay.

What a relief to all when the CYCA decided to build a floating marina just before the Sydney 2000 Olympics.

We were joined at the top end of C marina by the fleet of Elliott 6s that came to be sailed so efficiently by the youngsters in the Youth Sailing Academy. I don't remember any bumping into *Hornblower*, which is more than I can say for several of the massive 'gin palaces' that occupied the berths opposite in the d'Albora Marina, Rushcutters Bay.

Hornblower was always a popular boat to sail aboard, and we always offered a berth to young people looking for a berth in a twilight race, several graduating to Saturday harbour racing.

While we had a steady crew, I estimate that five hundred or so different young (and older) men and women from around the world have raced on the 'Mighty *Hornblower*' over the past three decades-plus – Canadians, Kiwis, Americans, Brits, South Africans joining us Aussies, including my sons and friends, to enjoy the exhilaration of yacht racing on Sydney Harbour.

Hornblower won many races on Sydney Harbour with the CYCA, the RSYS and the SASC, as well as in Australia Day Regattas and the revived Sydney Harbour Regatta.

My days aboard *Hornblower* are now fond memories but she is in the good hands of fellow CYCA members Murray Begg and Steve Sweeney, and still winning harbour pointscores, the latest being in the 2015-16 midweek series conducted by the Royal Prince Edward Yacht Club.

For the record, *Hornblower* is a Bonbridge 27, a fibreglass cruiser/racer designed by Qantas pilot/amateur yacht designer John Alsop and noted yachtsman Max Tunbridge and built in 1979.

My son Jonathan, an avid reader of the CS Forrester novels about Admiral Horatio Hornblower RN Sagas, chose the name. ⚓

RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
JUNE			JUNE		
Land Rover Winter Series 2016 – Race 6	5 Jun	CYCA	Louis Vuitton America's Cup Qualifiers	26 May – 12 Jun	Bermuda
Spirit of Cruising	7 Jun	CYCA	World Match Racing Tour, Newport	30 May – 4 Jun	USA
CYCA Trivia Night	8 Jun	CYCA	Les Voiles d'Antibes Trophy Panerei	1-5 Jun	France
Etchells Australasian Winter Championships	9 Jun	MYC	ISAF Sailing World Cup, Weymouth & Portland	6 Jun	UK
Ladies Day / Race 2 – Land Rover Winter Series 2016	12 Jun	CYCA	Loro Piana Superyacht Regatta	7-11 Jun	Sardinia
Land Rover Winter Series 2016 – Race 6	12 Jun	CYCA	Korea International Boat Show	9-12 Jun	South Korea
Land Rover Winter Series 2016 – Race 7	19 Jun	CYCA	Rolex New York Yacht Club Regatta	10-12 Jun	USA
Land Rover Winter Series 2016 – Race 8	26 Jun	CYCA	Louis Vuitton America's Cup World Series	10-12 Jun	USA
JULY			JULY		
Land Rover Winter Series 2016 – Race 9	3 Jul	CYCA	Giraglia Rolex Cup	15-18 Jun	France
Land Rover Winter Series 2016 – Race 10	10 Jul	CYCA	Newport to Bermuda Race	17 Jun	USA
CYCA Trivia Night	13 July	CYCA	America's Cup Match Presented by Louis Vuitton	17-18 Jun	Bermuda
Closing Ladies Day – Land Rover Winter Series 2016	17 Jul	CYCA	Clipper Race – start of Race 12: USA to UK	20 Jun	USA
Land Rover Winter Series 2016 Prizegiving	22 Jul	CYCA	Block Island Race	20-24 Jun	USA
Land Rover Sydney Gold Coast Yacht Race	30 Jul	CYCA	America's Cup Match Presented by Louis Vuitton	24-27 Jun	Bermuda
Sail Brisbane	7-10 Jul	RQYS	Red Bull Youth America's Cup Finals	21-22 Jun	Bermuda
Sydney International Boat Show	28 Jul – 1 Aug	SIBS	Extreme Sailing Series, Act 3	23 Jun	UK
AUGUST			AUGUST		
Club Marine Brisbane to Keppel Tropical Yacht Race	5 Aug	RQYS	Red Bull Foiling Generation, Geneva	1-3 Jul	Switzerland
Club Marine Youth Match Racing Championship	6-7 Aug	CYCA	J.P. Morgan Round the Island Race	2 Jul	UK
CYCA Trivia Night	10 Aug	CYCA	GC32 Malcesine Cup/The Foiling Week	7-10 Jul	Italy
Airlie Beach Race Week	11-18 Aug	WSC	Red Bull Foiling Generation, Lelystad	15-17 Jul	Netherlands
Brisbane Boat Show	19-21 Aug	BBS	Newport to Bermuda Race	17 Jul	USA
Audi Hamilton Island Race Week	20-27 Aug	HIYCS	Phuket Race Week	20-24 Jul	Thailand
SEPTEMBER			SEPTEMBER		
Magnetic Island Race Week	1-6 Sep	QLD	Louis Vuitton America's Cup World Series	21-24 Jul	USA
Marinassess Womens Match Racing Regatta	10-11 Sep	CYCA	Extreme Sailing Series, Act 4	28 Jul	Germany
CYCA Trivia Night	14 Sep	CYCA	AUGUST		
Blue Water Pointscore – Flinders Islet Race	17 Sep	CYCA	35th Copa del Rey MAPFRE	3-6 Aug	Spain
OCTOBER			SEPTEMBER		
Blue Water Pointscore – Newcastle Bass Island Race	14 Oct	CYCA	Red Bull Foiling Generation, Cadiz	5-7 Aug	Spain
Giant Steps Sailing Regatta	28 Oct	MHYC	Rio 2016 Summer Olympics	5-21 Aug	Brazil
Balmain Regatta	30 Oct	BSC	AAM Cowes Week	6-13 Aug	UK
NOVEMBER			OCTOBER		
Rotary Charity Regatta	11 Nov	CYCA	Red Bull Foiling Generation, Knokke	19-21 Aug	Belgium
Blue Water Pointscore – Cabbage Tree Island Yacht Race	18 Nov	CYCA	SEPTEMBER		
ASX Thomas Reuters Charity Foundation Regatta	18 Nov	MHYC	Extreme Sailing Series, Act 5	1 Sep	Russia
DECEMBER			OCTOBER		
Blue Water Pointscore – Bird Island Yacht Race	3 Dec	CYCA	Rolex Swan Cup	11-18 Sep	Italy
Extreme Sailing Series, Act 8	8-11 Dec	Sydney	Extreme Sailing Series, Act 6	22 Sep	Turkey
72nd Rolex Sydney Hobart Yacht Race	26 Dec	CYCA	Les Voiles de St Tropez	23 Sep – 2 Oct	France
			OCTOBER		
			Extreme Sailing Series, Act 7	6-9 Oct	Portugal
			Sailing World Cup, Qingdao	10 Oct	China
			Red Bull Foiling Generation, Newport	13-15 Oct	USA
			GC32 Racing Tour – Marseille One Design	13-16 Oct	France
			Red Bull Foiling Generation, World Final	20-22 Oct	USA
			Rolex Middle Sea Race	22 Oct	Malta

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



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MC 38 'VINO' FOR SALE - \$ 350,000



America's Cup acclaimed Harry Dunning has partnered with McConaghy to create and build the latest state-of-the-art, one-design grand prix racer, the MC 38.

The engineering is right and light with the systems properly integrated into the boat. The hull, as expected of a 3,200kg 38-footer, is made of high tech carbon/E-glass, and CoreCell composite materials. The custom-quality build that McConaghy is known for is visible both inside, and on deck.

VINO is hull #9 and has been professionally maintained to the highest standard. It has been lightly used, with a full suit of both practice and race sails from North Sails.

The owner is selling 'VINO' as a "turn the key" sail away package, with everything you would need to compete at the highest level.

This MC 38 is light on its lines, quick to accelerate, and agile through the turns. She is powerful and high-tech, stable, and very fast for a 38-footer.

So whether you decide to continue to race one-design, or simply enjoy as a fun club racer, this MC 38 will entertain and certainly turn heads everywhere she goes.

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Jutson 50

Braveheart

\$ 212,000



Braveheart, a Scott Jutson designed 50 footer is now exclusively for sale with the team at YOTI Race.

Contact David Burt for further details or to arrange an inspection in Mosman.

This solid all round performing racer/cruiser provides a new owner the ability to race competitively both inshore and offshore, whilst still being set up and capable of any style club racing or twilight cruises. A massive internal space, with storage and complete galley facilities. Brand new carbon Main and Headsail complete a comprehensive sail wardrobe with a Carbon

Mast. Just antifouled with VC Offshore, this boat represents a great value unique opportunity in that it truly covers all types of racing and cruising.

TP52

Frantic

\$ 265,000



Frantic, a 2004 TP52, is now exclusively listed for sale with the team at YOTI Race.

Contact David Burt for further details or to arrange an inspection in Newcastle.

This TP52 in full Category 1 specification is the ideal boat for the buyers looking to experience fast and competitive inshore and offshore racing.

This era of TP52 provided a structurally more durable boat, combine this with further reinforcement, upgraded keel bolts and an extra ring frame ensures you can safely take this boat anywhere and in any condition.

With an increasing number of TP52 in Australia now and the class continually growing overseas, a great supply of quality sails and equipment has been generated all at reasonable prices.

As this boat has been professionally maintained and managed she is a must see for those wishing to enjoy the benefits and racing of this class of boat.



MOODY 45DS - 2010
\$720,000



HANSE 495 - 2012
\$485,000



JUTSON 50 - 1992
\$212,000



MC38 - 2012
\$445,000



CATALINA 470 - 2007
\$309,000



WELLBOURN 50 - 2000
\$395,000



BAVARIA MATCH 42 - 2005
\$179,000



BAVARIA MATCH 35 - 2005
\$130,500



BENETEAU FIRST 40CR - 2012
\$339,000



MOODY 45DS - 2011
\$720,000



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HANSE 415 - 2014
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LAGOON 420 - 2008
\$540,000



JEANNEAU SUN FAST 43 - 2005
\$239,000



BENETEAU FIRST 45 - 2008
\$335,000



LAGOON 39 - 2014
\$519,000



HALLBERG-RASSY 372 - 2010
\$350,000



VOLVO 70 - 2005
\$595,000



HICK 31 - 2005
\$57,000



SYDNEY 320D - 2004
\$96,000



NELSON MAREK 46 - 1997
\$229,000



FARR 37 - 1992
\$89,000



BAVARIA 36 - 2002
\$126,500



HANSE 430E - 2008
\$185,000



KERR 11.3 - 2001
\$129,000