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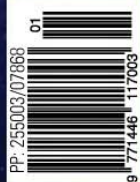
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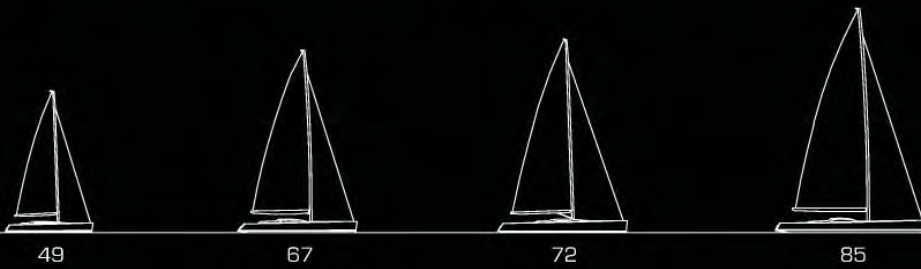
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AT THE HELM

MATT ALLEN, COMMODORE
CRUISING YACHT CLUB OF AUSTRALIA

IT HAS BEEN A BUSY AND SUCCESSFUL WINTER FOR OUR MEMBERS BOTH INTERSTATE AND OVERSEAS. CONGRATULATIONS TO WILL RYAN, JAY GRIFFIN, JONOTHAN ENGLISH AND DEAN SOUTER FOR WINNING THE LENNA AUSTRALIAN YOUTH MATCH RACING CHAMPIONSHIP AT OUR SISTER CLUB, THE ROYAL YACHT CLUB OF TASMANIA. IT WAS TERRIFIC TO SEE THAT CYCA TEAMS FINISHED THIRD, FOURTH AND FIFTH AS WELL!

Two CYCA Youth Sailing Academy (YSA) crews competed in our first-ever regatta in Asia. The Selangor Gapurna International Youth Match Racing Championship, held at the Royal Selangor Yacht Club, was won by a CYCA team comprising Evan Walker, Samantha Boyd, Amanda Scrivenor, Cat Trew and Jeremy Wawn. Tom Barker and his crew came third. Well done to both crews for flying the CYCA burgee in Asia for the first time from a youth perspective. I'm sure this is just the start of our YSA crews competing and achieving success in Asia.

These regattas show the depth of talent within the YSA, which is developing year by year. It is also pleasing to see more and more current YSA sailors and graduates out on CYCA yachts on Sydney Harbour, interstate and all over the world.

Congratulations to Steven David and his crew on *Wild Joe* for winning the Audi Sydney Gold Coast Race. CYCA yachts also collected many of the trophies at Audi Hamilton Island Race Week including Geoff Ross' *Yendys* (IRC Racing) and Laurence Freedman and his crew on board *Espresso Forte* for their Premier IRC division win, amongst others.

Recently I visited Pambula Hospital near Eden on the NSW South Coast where I had the pleasure, on behalf of all members, of presenting a cheque to the hospital for \$10,000 towards the purchase of a mobile ultrasonic machine. This machine will enable patients to be diagnosed at Pambula for internal bleeding and many other conditions rather than be transferred to another hospital. Pambula Hospital's proximity to the airport makes it an important and indeed a life saving facility for all patients, not just those Rolex Sydney Hobart competitors that require urgent medical attention.

I am also happy to announce that the CYCA Safety of Life at Sea (SOLAS) Trusts are about to make a donation of important radio equipment to the Royal Volunteer Coastal Patrol in Eden. These new radios will greatly assist RVCP Eden to maintain its capability as the main SARS coordination centre responsible for the South East Coast of NSW and Bass Strait and assist the club when we conduct the Rolex Sydney Hobart Yacht Race.

As the CYCA's own charity, the board has decided to rename the Big Boat Challenge the SOLAS Big Boat Challenge. We are aiming to increase awareness of SOLAS and its activities whilst at the same time hoping to generate some fund raising for the Trusts.

I was pleased to attend the Yachting NSW Awards recently where our great race, the Rolex Sydney Hobart, was awarded Event of the Year. One of our members, John Winning was presented with a Service to Yachting award for his assistance both to the CYCA and to other clubs, notably the Australian 18 Footers League at Double Bay. We were proud to nominate John for this award.

The sailing committee has been extremely active in examining our various sailing activities and after receiving valuable feedback from competitors, the committee has implemented a number of improvements. They have advised members of some changes to our Ocean Pointscore (OPS), Short Ocean Pointscore (SOPS) and Short Haul Pointscore. These changes are aimed at increasing the popularity of these pointscores, which form the backbone of our offshore calendar. Details are available on our website or via the sailing office.

We have had some demand from our members to run races under the IRM rule. The Royal Ocean Racing Club (RORC) administers IRM although it differs from IRC in that it is a transparent formula and is a 'grand prix' rule. Our position is that we will calculate IRM corrected times in both the Rolex Trophy and the Rolex Sydney Hobart Yacht Race if there is sufficient demand from competitors.

October will see the first CYCA Medical Management for Mariners course launched in conjunction with St. Vincent's Hospital. This course is intended to enable yachtsmen and women to treat injured crew on the basis that no medical help is immediately available, therefore acting as an extension to the current Senior First Aid Course. I would like to thank Professor Don Harrison, an Anaesthetic Senior Specialist at St. Vincent's Hospital and a member of the club, for his help in designing this course.

I believe that this course will become a benchmark over time, much like the CYCA initiated Sea Safety Survival Course (SSSC) has become throughout the world.

As the sailing season has now begun, can I remind members that we now offer an inexpensive crew membership for those between 18 and 29 years of age. The membership cost is \$195 plus a \$1 joining fee. Please encourage your crew to join our club, especially those in the relevant age group.

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



Photos - Christophe Launay



French Skipper - Thomas Coville

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Here comes the sun!

Although many of us have been out on the water all year competing in our local winter series races and in regattas to the far north, many yachts as usual will have been spending the winter months in hibernation. Well, summer is approaching and it's time to open the hatches, grease the winches, and get that bottom spotless. It's race time!

Our most recent August/September issue of *Offshore Yachting*, delivered together with the Audi Hamilton Island Race Week Official Program was, by all accounts, extremely well received by readers. We spent the week on Hamilton Island in August and competed in the Audi Hamilton Island Race Week in a Jeanneau 45, which we co-chartered with SLAM through Sunsail on Hamilton Island. We gave it our best shot and although far from racing in the same league or division as the fastest yachts in the 220 strong Race Week fleet, we certainly enjoyed the competition and camaraderie - both on the water and off.

Thank you to all who commented so positively about our eagerness, as media, to actually get out amongst it and race. We won't go overboard thanking a few of the guys on the high performance IRC boats who remarked dockside that if we sailed our yacht any slower we'd be better off to have raced the course in reverse!

Also appreciated were your congratulatory remarks about the Race Week Official Program that we produced for Hamilton Island and Audi this year. We look forward to publishing many more and improving them even further for future regattas.

The world-famous Rolex Sydney Hobart Yacht Race has once more come around the wheel and momentum is building for this year's 63rd running of the ocean racing classic. Some exciting new entrants, led by Rolex Fastnet record-breaking winner *ICAP Leopard*, will be challenging a re-rigged *Wild Oats XI* for their attempt on an historic trifecta of Sydney Hobart line honours wins. And all expectations are for a strong fleet for this year's great race south.

The summer pointscore series are commencing around the nation as is the popular twilight racing season so we will have plenty to report on in the issues ahead. We intend to get on the water and race more frequently this season, as it's important to know what's going on afloat.

Keep an eye out for us on *Enterprise* racing from the CYCA this summer. Inspired by our Hamilton Island experience, we will be pulling the old Lexcen 40 out of retirement and getting back on the harbour for a little light hearted racing. You may not always find us that fast out on the course, but you will always find us welcoming you for a chat and a quiet little drink.

See you on the start line.

Anthony Twibill
Publisher

Hillary Buckman
Managing Editor

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Australian Championship, which recently culminated in the world renowned Audi Hamilton Island Race Week. Out of a record number of participants, Queensland yacht, 'Alegria' was the overall winner. To find out more about our commitment to Australian sailing, visit audisailing.com.au



Syd Fischer & Libby Firth, Barney Steven and John Foote from the Southport Yacht Club, Dick Bearman (right), Rob Scrivenor (background) from CYCA



Watching the Offshore race with Dick Gooch and Syd Fischer

Waikiki Yacht Club Hosts Veteran's Reunion

Twenty five knot winds, beautiful 30 degree weather and a genuine Hawaiian hospitality greeted those yachties, and their followers, who participated in the recent Waikiki Offshore series. As well as the sailing events, a Veteran's Reunion hosted by the Waikiki Yacht Club and Past Commodore Steve Thomas brought together some old friends and seamen who sailed in the Pan Am Clipper Cup Series of the eighties. One year, 12 Australian teams participated in the event. Dick Gooch, the Series founder and general race chairman from 1978 through 1984, was instrumental in this year's revival. The response and enthusiasm are no doubt an indication of what is to follow in future years.

The series coincided with the finish of the Transpac Race from California to Hawaii, and the atmosphere amongst the yachties was at its best. While in Hawaii, Syd Fischer, a veteran of the Clipper Cup Series, took possession of his new TP52. The boat is now in Sydney and under its new name of *Ragamuffin*, will sail its first race, a 90 miler, on October 5.

CYCA's Generous Donation

Cruising Yacht Club of Australia Commodore, Matt Allen, recently presented a cheque for \$10,000 to staff at Pambula Hospital, the club's significant contribution towards a new mobile ultrasound machine.

"The Cruising Yacht Club of Australia has forged a strong link to the NSW south coast via its annual Rolex Sydney Hobart Yacht Race, which occasionally sees early retirements pulling into coastal ports for crew to access local facilities for medical and other reasons," Commodore Allen said.

"The donation is the club's way of acknowledging the support given to our event by south coast communities such as Pambula with the benefits available to all patients who need treatment for accidents, boating or otherwise, as well as obstetric patients," he added.

Medical staff at Pambula Hospital will use the new ultrasound to guide the insertion of intravenous (IV) lines for administering medications or fluids. It will improve the ease and time to locate suitable veins and also reduce patient discomfort.

"We are extremely grateful for the generosity which has enabled us to purchase this piece of equipment which will greatly benefit our patients and staff," Pambula Health Service Manager Charmaine Johnson said.

While the CYCA is the largest single donor for the new equipment, Acacia Ponds Village at Pambula and the Hospital Auxiliary also contributed, with the remainder of the funds for the \$33,000 ultrasound coming from previous donations to the hospital.

New Crew Membership Category at CYCA

The Cruising Yacht Club of Australia recently announced that its crew membership category has been reopened to make membership more affordable to those in the 18-29 age bracket.

Following the acceptance of a special resolution at the July annual general meeting, the previously dormant crew membership category has been reinvigorated and re-launched and for just \$195 per annum plus a one off \$1 entry fee, those between 18 and 29 can now join Australia's premier ocean racing club.

Re-launching the crew membership category is part of the club's overall objective to nurture and promote the sport of yachting and to address the challenges associated with finding a sustainable and qualified source of crew for yacht owners.

"The CYCA's board of directors sees this as a wonderful initiative to introduce new members who will become active offshore and inshore sailors and eventually boat owners themselves," said Commodore Matt Allen.

"I encourage all current CYCA members, particularly those sailing with crew in the relevant age range, to support this initiative," added Commodore Allen.

Crew membership entitlements include;

- club entry
- ability to sign in one guest per visit
- members 10% discount on bar, bottle shop and merchandise purchases
- copy of the bi-monthly Offshore Yachting magazine and weekly email newsletter
- invitation to the new member's cocktail party.

Conditions for the crew membership category include;

- no parking rights
- cannot skipper a yacht
- not eligible to attend an AGM or vote
- no berthing rights in the CYCA marina.

Once the crew member turns 30 they will automatically be upgraded to full membership and the joining fee for full membership will be waived.

The reopening of the crew membership category is an initiative of the club's member services committee and they and the club's board and staff will be actively promoting the benefits over the coming months.

Membership forms are now available from CYCA reception and can be downloaded from <http://www.cyca.com.au>

"Hobart Hero" Max Craford Memorial Service

The family of the Max Craford have invited fellow sailors and friends on Sunday November 4 for the spreading of his ashes between Sydney Heads.

They plan to meet at 1000hrs at the CYCA marina for a 1030 departure, returning at 1200hrs.

Lunch and drinks will be provided between 1200 – 1600hrs in the Mornia Room at the CYCA.

Please come along and help us send Max off on his last voyage. If you knew Max you would know that he always enjoyed a quiet drink at the CYCA so please join us in sharing some of his adventures.

Should you require a spot in the CYCA marina for your vessel, please make prior arrangements with the CYCA dock master by calling 0418 733 933.

Please RSVP to Carl Craford by Wednesday 31 October by calling 0458 548 033 or email carlc@lewis.com.au

Correction

In the last issue of Offshore, a photo caption mistakenly said that Adrienne Cahalan was the recipient of the Sheila Patrick Memorial Trophy for competing in 15 Sydney Hobart Yacht Races.

The trophy presented to Adrienne at the Jazz Night Dinner Dance was in fact the Associates Committee Trophy.

Albany, Western Australia, chosen for start/finish of Antarctica Cup Yacht Race

Albany, Western Australia, has been selected as the start and finish port for the Antarctica Cup Yacht Race. The historic port, 150 n.m. east of Cape Leeuwin, sits on the very edge of the 'Roaring Forty' latitudes and provides crews with a natural springboard to attack the challenging 360° race track around Antarctica.

The event has weathered five years of perseverance to arrive on the doorstep of realisation this coming Southern summer with the first entry expected to set out around the course in December.

Albany, a former whaling station, is one of the oldest ports in Australia. Site of the initial European settlement in Western Australia, it became the first safe port beyond Cape Town for sailing ships bound for Sydney, Melbourne, Hobart and New Zealand. The advent of steamship traffic during the 1850's expanded port activities with a coal bunkering service and the first rail link to the State's Capital, Perth, to speed up the increasing trade in mail, goods and people rushing to the rich Kalgoorlie gold fields.

King George Sound, the gateway into Princess Royal Harbour where the City is located, rivals Sydney Harbour as one of the most beautiful waterways in Australia. The deep-water harbour is the regional centre of the Great Southern region, and a regular port of call for cruise ships. The Princess Royal Sailing Club, which celebrates its Centenary in 2009 and has hosted the 'Albany Race' from Fremantle around Cape Leeuwin for the past 40 years, will also host the Antarctica Cup racers and attendant spectator fleet.

Nine hectares of city foreshore at Princess Royal Harbour has been earmarked for redevelopment. Importantly, the AUS\$100m plan includes a new deep-water marina which will make this Southern City one of the most progressive in Australia, attracting visitors not only for sailing, but to the region's famous wine growing area and the famed Stirling Range National Park.

The 'Roaring Forty' and 'Furious Fifty' latitudes provide the pinnacle conditions that all ocean racing sailors aspire to compete in at some point in their lives, and with 18 'gates' including Cape Horn within the racetrack, all named after famous explorers in the region, the world at large will be able to follow every mile of this down-wind sleigh ride around the Southern ice via TV and the Web.

Bob Williams, chairman of the organisation behind the Antarctica Cup Yacht Race, is creating an ocean racing business based around Albany and the Antarctica Cup Racetrack.

"Our intensive study of the weather patterns around Australia's southern region underlines Albany as the best port to start and finish the Antarctica Cup Yacht Race and access the 14,600 mi. Antarctica Cup Racetrack. The Westerly winds here are consistently in the 10-20 kt. region during December and February, giving crews the slingshot they need to get down to the 'Roaring Forty' latitudes and back again." Williams confirmed, adding, "We are very impressed with plans to redevelop Albany's waterfront, particularly the new marina, which will be deep enough to host the largest superyachts. The South West region of Western Australia is a major international tourist area and we are confident that with this new investment, the Antarctica Cup Yacht Race event will attract sustainable ongoing interest in the years ahead leading to organised fleet races and class events on the Racetrack. The course is also very sustainable taking only 40-60 days to complete, compared to 70-100 days for non-stop round the world circumnavigations."

Jack Spaanderman, Commodore of the Princess Royal Sailing Club, is equally pleased with the choice of port. "On behalf of the members of the Princess Royal Sailing Club, I warmly welcome Bob Williams' decision on choosing Albany as the host port for the inaugural Antarctica Cup Yacht Race. The Port of Albany has a long history of being a chosen port of call for mariners of the Southern seas as a safe haven from the perils of the Southern Indian Ocean since it was first discovered by Europeans by the Dutch captain Pieter Nuyts in 1627, and most recently during last year's Volvo Ocean Race. We look forward to working with the Antarctica Cup Management to ensure that this inaugural attempt runs as smoothly as possible."

For further information contact: Richard Williams +61 419 969 492 or visit www.antarcticcup.com





Rolex - Carlo Borrelli

Rolex becomes Official Timepiece of the Royal Hong Kong Yacht Club

In Hong Kong, Rolex has celebrated the start of a long-term partnership with the Royal Hong Kong Yacht Club (RHKYC), one of Asia's premier sailing and rowing clubs, which over its rich 150 year history has been a focal point for active and competitive oarsmen and sailors through to the present day. The initial four-year partnership will feature Rolex as the Official Timepiece for all of RHKYC's activities, with the China Sea Race and the San Fernando Race, the Club biennial races to the Philippines, becoming part of Rolex's distinguished portfolio of international offshore races.

Rolex welcomes this partnership. Highly visible in the world of sailing for almost 50 years, Rolex has successfully partnered with some of world premier yacht clubs and sailing events around the world,



including the Rolex Sydney Hobart Yacht Race and the Rolex Fastnet Race, both considered the pinnacle of ocean racing. Yacht racing is a sport steeped in history and passion, and it is with this passion that Rolex signifies its intent and commitment to the development of yacht racing in the Asia Pacific region. Noting the commitment that Rolex has shown to high-profile sailing events and the most prestigious yacht clubs around the world, RHKYC Commodore, Harald Dudok van Heel

commented; The Club is absolutely delighted to welcome Rolex as a new partner in the Club's quest to widen participation in sailing and rowing. Aside from the cachet associated with such a high calibre international sailing sponsor, it is clear that the support for the offshore races will help the Club take its blue-water classics to a wider community and we very much look forward to working with Rolex. The Rolex China Sea Race, an RORC Offshore Category 1 race, is 565 n.m. long and will start in Hong Kong on Thursday, 20 March 2008 and finish in Subic Bay in the Philippines. The 480 n.m. Rolex San Fernando Race will be held next in April 2009; the 2007 edition was the 30th anniversary of this popular offshore event.

For further information contact Betty Chan + 852 2239 0312, email Betty.Chan@rhkyc.org.hk or visit www.rhkyc.org.hk

Supermaxi up for Sale

The 30m *Alfa Romeo*, described as the fastest and most successful supermaxi in the world, is available for sale after its second highly successful European season ends in October, with its owner and skipper, Neville Crichton looking forward to his next sailing challenge.

'I have had a fantastic time with *Alfa Romeo* over the past three years, from guiding its design and development, the production of its cutting edge technology to helming her over the finishing line in first place time and time again, but now I want to look for a new sailing challenge,' explains Neville Crichton. 'This does not mean that *Alfa Romeo* is no longer competitive. I am sure with the right crew and skipper she will remain the yacht to beat for many seasons to come!'

The Reichel-Pugh designed *Alfa Romeo* has enjoyed an unrivalled list of victories, most recently a clean sweep of line honours wins in the Maxi Yacht Rolex Cup.

This has made *Alfa Romeo* the yacht to beat in every regatta and race in which she has been entered. Among its cutting edge technology is the canting keel and extensive use of carbon fibre for low weight and superior strength. At the same time, *Alfa Romeo* had been acclaimed for her graceful, elegant and beautiful good looks, matched inside by a high-tech carbon fibre interior.

Alfa Romeo has been immaculately maintained and serviced by the world's leading yachtsmen and is, therefore, in virtually new condition. She is being sold with two complete containers of spares and sails.

Given that her success has also been driven by the skill and management of her crew, Neville Crichton says that he is willing to put together a package for training, crewing and management for the new owner.

'This is a unique opportunity to enter the highest level of the sport,' says Neville Crichton. 'To replace *Alfa Romeo* would cost in excess of Euro 9.5 million, making the price of Euro 3.9 million we are asking exceptional, especially as it includes parts, sails and cradle as well as a magnificent yacht in ready to win condition.'

The sale of *Alfa Romeo* will also mark the end of the Alfa Romeo sponsorship of Neville Crichton's yachts - at least until his next yacht is built. *Alfa Romeo* first came on board with *Shackwave*, with the Italian car maker taking up primary positions for its logos on the yachts sails. Naming rights came with the first *Alfa Romeo* which went on to win the 2002 Rolex Sydney to Hobart Yacht Race. Flushed with worldwide exposure *Alfa Romeo* signed up for another two years to support the second *Alfa Romeo*, the yacht which is now available for purchase.

'We have developed an excellent relationship with *Alfa Romeo*,' says Neville Crichton. 'Their support for us has been second to none and their creative and skilled use of the sponsorship has taken sailing to millions of people who would have not followed the sport in the past. Thanks to *Alfa Romeo*, this exciting, dynamic and technologically advanced sport now has millions more fans.'

But what of Neville Crichton's next sailing challenge?

'It is too early to say what my plans are,' he explains. 'But our aim will be to be as successful, fast and exciting as *Alfa Romeo*!'

For further information contact sreeve@ateco.com.au or Tel: +61 (0)2 9701 3510.

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Australian Supermaxi *Wild Oats XI* Dismasted at Rolex Cup World Championship

Australian supermaxi *Wild Oats XI* was dismasted in dramatic fashion during Race Three of the Rolex Cup Maxi Yacht World Championship off Porto Cervo in early September.

Incredibly, only one crewmember, Sydneysider Peter Shipway, was slightly injured when the 42m high carbon fibre mast exploded into three pieces and crashed over the side. Shipway was taken to hospital with suspected broken ribs. Four other crewmen were hurled into the water during the incident. They either managed to swim back to the yacht and were dragged aboard or were picked up by support boats.

The yacht's 79-year-old owner, Bob Oatley, was aboard but escaped injury. He and the yacht's helmsman, Mark Richards, took charge of events, first checking on injuries and then organising crew to jettison the shattered rig and sails so that the hull was not punctured in the choppy seas. The rig along with the new mainsail and headsail were dumped overboard within 15 minutes and the yacht then returned to Porto Cervo under its own power. A doctor went aboard as *Wild Oats XI* entered port to check on Shipway's condition. He then arranged for him to be transported ashore on the yacht's inflatable support boat so he could be taken to hospital for further assessment.

Even before the yacht had reached port Oatley declared to his 24-man crew that no effort would be spared in trying to have the 30m long yacht repaired and on the start line for the Rolex Sydney to Hobart race on December 26. Oatley, whose family company owns the tropical Hamilton Island resort and is behind the new Wild Oats and Robert Oatley range of wines in Australia, is determined to give his yacht and crew every chance to score a third consecutive line honours in the 627-nautical mile classic. *Wild Oats XI* will be shipped back to Australia from Italy almost immediately while plans are put in place for a new rig and sails to be made.

It appears that the mast broke as a consequence of the failure of rigging supporting it. Crew reported hearing one relatively small "bang" then what was literally an explosion as the hollow carbon fibre spar broke into pieces and crashed down around them. With the balancing pressure of the rig then gone and the massive 12ft canting keel at its maximum tilt to windward *Wild Oats XI* rolled to windward so violently that the four crewmen were thrown over the side and Shipway was injured.

Wild Oats XI was only four minutes into the 65 n.m. race when the mast broke. What is confounding the crew is that there was only 11 kt of wind and small, choppy seas at the time while for 45-minutes prior to the start there was no sign of problems when they were sailing upwind in 14 kt of wind and a considerably more severe sea state.

"We've never had anything like this happen in ten years of offshore campaigning," said Mark Richards. "We could understand it more easily if we were pounding upwind in rough seas and strong winds, but that wasn't the case here."

It is expected that an effort will be made tomorrow to salvage the shattered sections of the mast and the sails in the hope that more light can be shed on the cause of the problem. - Rob Mundle

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Eight Bells; Les Gabriel, a Tasmanian veteran: 1917-2007

Leslie Erskine Gabriel, who passed away in Hobart in August, aged 90, was the longest serving member of the Royal Yacht Club of Tasmania. He became a Senior Member of the club on 1 January 1939, thus completing 68 years of membership on 1 January 2007, including three years as Commodore. In fact, his active association with the club began in 1932, sailing 12ft Cadet dinghies. He felt this effectively made him a 75-year member of the RYCT, a remarkable achievement in any yacht club.

A significant part of Les' long life revolved around sailing the RYCT. I first met him there as a yachting journalist covering the Sydney Hobart Races in the 1970s. He was a great help to me personally in reporting those races in the 1970s, and we remained good friends.

Les set a demanding tradition, as Commodore of the host club, in meeting almost every finishing Sydney Hobart Race yacht at Constitution Dock, no matter the time of day or night.

He was an accomplished inshore and offshore racing yachtsman, beginning his sailing career in Cadet dinghies in 1932 at the RYCT, along with other up-and-coming young sailors Ediss Boyes, Jack Hansen, Bob Harris and Darrel Gates. Bob and Darrel were shipmates of Les until well into the 1990s.

Becoming a Senior member of the RYCT in 1939, Les raced the Derwent class yacht *Wendy* with considerable success but this was interrupted by war service. After World War II, he quickly returned to sailing, winning the 1949 D class championship pennant.

As it happens, other imperatives in life required Les to sell *Wendy* to buy a tractor and bailer for his farm.

He crewed on the 8m *Erica J* in the Sayonara Cup match racing under the legendary Ted Dorney, including making a notoriously rough trip to Sydney. After visiting the renowned naval architects Sparkman & Stephens in New York, Les commissioned the building of *Carousel of Derwent* by Wilson Bros at Port Cygnet. Built of Tasmanian Celery Top pine, she was launched in 1963 and his association with his beloved *Carousel* continued right to the end.

Carousel competed in the 1965 and 1966 Sydney Hobart Races and various Tasmanian offshore events, but he (and the boat) retired from offshore racing when she sprang a plank pushing into a westerly gale off Cape Raoul. However, Les continued racing *Carousel* in inshore pennants with the RYCT and the Derwent Sailing Squadron, winning consecutive pennants as scratch boat in 1972-72, 193-74 and 1974-75, before finally retiring from competitive sailing.

Les Gabriel was one of the many members of the RYCT who not only enjoyed their racing but also put back a great deal into the administration of yachting. 1988 was a big year for Australia with the Bicentenary Celebrations - and a big year for Les. He sailed *Carousel* in the Hobart to Sydney Tall Ships Race with his two sons, bringing the back to Hobart double-handed with son Lester. Les, at the age of 71, was awarded the Anne Sutherland Memorial Seamanship Prize that year for making that voyage.

As Commodore Alastair Douglas recalled at Les Gabriel's funeral service in Hobart, he was a man of great vision. One was for a country annexe at Drew Point, the most accessible area to Hobart in North West Bay in the de'Entrecasteaux Channel. He and son Lester often cruised down there to take soundings and promulgate a future plan.

Unfortunately, Les' proposal did not have sufficient support, but the Channel is now South West Tasmania's premier cruising ground. However, he instigated many sound administration matters, which have paved the way for the present sound status of the club.

I echo Commodore Douglas' sentiments: Les Gabriel was a respected competitor, an excellent seaman and a true gentleman. Fair winds and smooth sailing, Les! - Peter Campbell

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For more information contact Campbell Holmes

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new builds

X-41 Turning Heads Wherever She Goes



The latest in a long line of winning yachts from the board of Neils Jeppesen is the new X-41 Performance Racer. She has been designed to perform as an IRC offshore yacht, yet still have sufficient comforts to make her a wonderful family yacht.

Launched in Denmark in late 2006 and now with almost 50 sailing worldwide, the X-41 is heading towards ISAF recognition as a one design class, like her smaller sister the X-350D.

Coming standard with Nordic Carbon mast boom and spinnaker pole, a large diameter Carbon wheel and trim lines led to both sides, she is perfectly set up for racing. The backstay is trimmed by the famous "Magic wheel" system; the mainsheet is led under the deck to winches near the helmsman and main trimmer in the German configuration.

The racing performance of the X-41 is already impressive. It has had wins or podium results in 10 regattas around the world.

For further information contact: North South Yachting Australia +61 2 9998 9600 or visit www.northsouthyachting.com.au

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Design #19 - 65' Daysailer Preliminary Design

Commissioned by an experienced local offshore racer, this yacht is designed by Paul Bury to be a fast, stylish and easily handled harbour racer. Built from carbon fibre, epoxy resin and PVC foam she features a large teak soled cockpit with dedicated guest seating forward.

The sailplan is large and supported by a runner-less, swept carbon rig with composite standing rigging. 107 per cent overleaping headsails and large asymmetric spinnakers flown from a fixed bowsprit make for good performance and simple sail handling.

Underwater the hull is of maximum waterline length and moderate beam. Stability is provided by the deep bulb keel and VPP calculations predict very good speeds in all airs. Designed specifically for Sydney Harbour, the 65ft length is seen as an ideal length for both racing and casual sailing. This vessel is designed to comply with category three requirements making it eligible for events such as Hamilton Island Race Week.

Above the companionway is a galley and refrigeration with settees forward. In front of the mast is an enclosed head, with the rest of the vessel empty.

The high stability and generous sailplan coupled with an easily driven hull form will make this yacht a competitive IRC performer. Pack her with your friends and some liquid refreshments and she will provide a great day on the water as well.

For further information contact +61 3 5156 3089, email info@bury.com.au or visit www.bury.com.au



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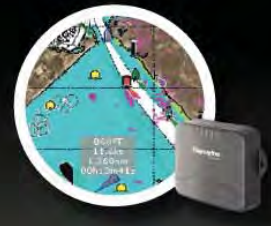
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Bluewater 450M - Second Order Confirms Design Success

Bluewater Cruising Yachts Pty Ltd are pleased to announce the placement of an order for construction of their second Bluewater 450M. Managing Director, David Bradburn, believes that this vote of approval by his new clients confirms Bluewater's standing as a builder of superior cruising yachts.

As Bradburn explained, "This segment of the market is highly competitive with the best names in the industry striving to appeal to a limited number of potential buyers." He added that the Queensland couple who are Bluewater's new clients conducted extensive research, comparing the pros and cons of six brands-five international and one local. In the end, they concluded that the Bluewater 450M offered the best available combination of value, build quality, design, performance and comfort levels.

On delivery of their new 450M, the owners initially plan to cruise Tasmania before eventually turning their sights to the open expanses of the Pacific. In between, they hope to put the yacht through its paces with some club racing. They believe they will have the right boat for each of these pursuits.

Some new features of the Bluewater 450M include a 1.7m shoal draft keel while still maintaining an AVS of approximately 127° and an extended "classic stern" for scuba gear storage.

For further information visit www.bwcy.com.au



Westhead Marine Introduces Sunbeam Yachts to Australia

Sunbeam Yachts are well established and recognised in Europe for unmatched safety and quality in their class. The yachts are built for serious offshore cruising, combining luxury and striking tendency to high performance. For example, DNYX, a Sunbeam 44 won the 2007 Atlantic Rally for Cruisers from Antigua to Europe amongst a strong fleet of mostly larger yachts.

Sunbeam Yachts are manufactured by Schöchl Yachtbau in Mattsee, Salzburg Austria. Schöchl Yachtbau, established in 1838 and privately owned, manufacture approximately 120 yachts per year ranging from 24 to 53ft. Sunbeam Yachts are available in aft and centre cockpit versions. The yachts significantly differ from high volume production yachts as many are manufactured to customers' specifications and individual requirements.

For further information contact Westhead Marine +61 2 9999 6518 or visit www.sunbeam.at

World Sailing League Unveils Speed Machine Design

The World Sailing League (WSL) unveiled the innovative design for their futuristic 70ft catamarans that will be raced in the new global Grand Prix series, the premier annual sailing competition. The spectacular speed-machines represent the next evolution of sailing and will be the fastest one design boats ever built. With towering masts of over 98ft and foiled hulls sitting at almost 40ft wide, these catamarans represent the forefront of design technology. The boats will be crewed by nine professional sailors and one select guest and will be capable of speeds up to 40 kt.

Designer Vincent Lauriot Prévost of VPLP explained the design philosophy. "We are very excited about this catamaran because she represents a step towards the future of racing. If we consider that monohulls were the racing standard, then multihull design has stretched the performance possibilities and now 'outmodes' the mono. Now these multihulls armed with foils will be the next generation that will overtake the conventional multihull. WSL will spearhead this new evolution."

Under a strict one design, no compromise philosophy the catamarans will combine speed, manoeuvrability and the ability to sail close to shore for optimum spectator viewing whilst the high mast and foils will ensure thrilling racing in a wide range of breeze.

The central pod and hulls will be constructed from carbon fibre prepreg foam sandwich to minimise weight, with single skin carbon fibre autoclaved prepreg used for the mast and beams. The centreboard on the pod will be 4.25 m deep, with the option to raise it to 3.5 m for racing close to shore. There will be five sails available to the teams, ranging from the 72 m staysail to a 260 m gennaker.

Legendary sailors Russell Coutts and Paul Cayard, founders of WSL, have been heavily involved with the design and planning process. Coutts commented, "Paul and I have been working on this project for some time now, so it's fantastic to be at the point where we are starting to build these catamarans. These boats are going to be extremely quick and should represent the future of fleet racing. Vincent (Lauriot Prévost) and his team have done a great job and we can't wait to take the first one for a test run on the water."

With the design now finalised, fourteen of these spectacular catamarans will be built in Portugal, with the first due for completion in June 2008. The remaining boats will be built over the following 18 months, in time for promotional regattas around the world in 2009 and the first full year of the World Sailing League in 2010. The name of this exciting new class will be announced at the unveiling of the first boat in July next year.



New Self Levelling Mast Mount From Oceantalk

Scanstrut, the international experts on marine installation solutions, have just launched a self-leveling mast mount and it will soon be available in Australia through the region's exclusive distributor, Oceantalk. Mast mounting of the radome radar is common because being high above the hull it offers better long range performance - however the antenna's efficiency can be seriously impaired when the boat heels or rolls as its plane is no longer level with the horizon. The self-leveling mast mount eliminates this problem by keeping the radar horizontal.

Because boats often sail on a specific tack for long stretches, the benefits are substantial.

"Given the success of the backstay mounted version, launched in January, this mast mounted model is sure to be extremely popular," comments Oceantalk Managing Director, Robyn Kydd. "Australian yachties are usually quick to take up anything that improves safety and performance - and a mount that prevents radar target loss and delivers the best possible picture certainly does that."

The mount is both easy to install and extremely robust. It features a universal mast fitting, is totally maintenance free and is made of the highest quality marine grade materials. It also features a fine tuned hydraulic damping system to eliminate all small oscillations.

Oceantalk launched the new Self Levelling Radar Mast Mount at the Sydney International Boat Show last August 2nd. Oceantalk is also pleased to announce that arrangements have been put in place to make a limited part of the Scanstrut range available through Raymarine Asia.

For further information contact Oceantalk +61 2 9981 9500, email sales@oceantalk.com or visit www.oceantalk.com

Out to Sea But Not Out of Touch

Boat and yacht owners can now stay in touch and enjoy access to high-speed broadband services while they're offshore thanks to Ericsson's innovative new W25 Fixed Wireless Terminal.

Unlike its predecessor which was limited to offering internet on the GSM network, Ericsson's new W25 Fixed Wireless Terminal (FWT) now offers wireless users voice, fax and broadband internet communication via the high-speed, 3G HSDPA network.

Download weather forecasts, e-mail the office or reserve a dinner table at the next port of call, for any class of vessel both commercial and leisure, if being in contact at all times is important, the W25 is the ideal solution. Installation is quick and easy and a single unit provides simultaneous internet access for several users.

Hundreds of boat owners are dispensing of expensive satellite costs because the W25 routes all calls over the mobile network. This means usage is billed at mobile rates and users can benefit from mobile capped plans.

They can also receive maximum benefit from local mobile plans wherever they travel by simply swapping their SIM for the local network SIM when they enter new territorial waters. Alternatively, they can roam on their Australian network SIM.

The W25 is a true global traveller as it supports 850/900/1900/2100MHz frequencies and is suitable for use in almost every country around the world due to its European, Asian and American frequency compatibility. Exclusive Australian distributor for the product, Powertec Telecommunications, is excited about its much anticipated arrival. Bruce Williamson, Powertec's GM, says "The W25 offers greater communication options for the marine customer wherever they are - even up to 120km's offshore. Data services, such as video conferencing, email and the internet can be brought to anyone within mobile reach."

It can connect to any landline handset to make voice calls which are also routed out over the mobile network. Connection to a computer is via Ethernet cable or WiFi. Should the 3G network not be available, the unit will conveniently and seamlessly switch to operating over the GSM network.

Clear, crisp voice quality and fax ability, data speeds of up to 7.2Mbps and offering four ways to hook up to your PC or laptop; if access to sophisticated communications whilst offshore is essential, then Ericsson's W25 is the ultimate in flexibility and mobility.

For further information contact: 1300 POWERTEC (1300 769 378) / +61 7 5577 0500 or email laura.pozniak@powertec.com.au



Aquaglide Multisport LE Sails into BCF

One of Australia's fastest growing recreational retail chains, Boating Camping Fishing (BCF), has become a leading stockist for the popular and versatile Aquaglide Multisport LE inflatable watercraft. The Multisport LE is one of the flagship models from the Aquaglide range of inflatable products distributed exclusively in Australia by marine safety and inflatable product specialists, RFD Australia. The Aquaglide Multisport combines the fun of sailing, windsurfing, kayaking and ski tubing all in one design and fits perfectly with the BCF product line-up.

For further information contact Mark Barker +61 3 9532 1822, email: mark.barker@rfdaustr.com.au or visit www.rfd.com.au

Burke Stiffey for Peak Performance

The team at Burke Marine has redesigned their range of wide brim hats to make them more user friendly for those on and off the water. For years a wide brim hat has been a favourite of the sailor, fisherman and boating enthusiasts alike. While they offer good sun protection they generally suffer from floppy brims, not ideal when sailing to windward or whizzing along in your power boat. Now the Burke hats incorporate a stiffened peak inserted in the brim which prevents the front of the brim flopping up and down. Similar to that of the peaked cap.

The stiff peaked hat is available in two designs, the classic cream canvas made from pre shrunk canvas with a wide stiffened brim, ventilation eyelets and adjustable chin cord and technical Quick Dry with UPF 50+ in Navy Blue also with reinforced brim, non corrosive ventilation eyelets and easy adjustable chin strap.

For further information contact: Burke Marine +61 2 96384333 or visit www.burkemarine.com.au

ROLEX FASTNET RACE

RAMBLER and ICAP LEOPARD, the first boats to round the Fastnet Rock

PHOTO Rolex-Daniel Forster

LOKI TOUGHS IT OUT ON TOUGH CONDITIONS

ON HER EUROPEAN CAMPAIGN, CYCA YACHT *LOKI* FINISHED AN IMPRESSIVE 4TH OVERALL IN THE ROLEX FASTNET RACE. TWO OTHER AUSTRALIAN ENTRANTS WERE FORCED TO RETIRE.

By Peter Campbell and Loki skipper Cameron Miles.

Cruising Yacht Club of Australia members were well represented in this year's Rolex Fastnet Race, England's 608 nautical mile ocean classic. There were Neville Crichton with his super maxi *Alfa Romeo*, Stephen Ainsworth with his 60-footer *Loki* and that intrepid pair Alex Whitworth and Peter Crozier, this time in a chartered Jeanneau 35 *Audacious*, sailing again in the two-handed division.

Unfortunately *Alfa Romeo* and *Audacious* retired early, however, *Loki*, the Reichel/Pugh 60, sailed a fine race to place fourth overall in IRC, and second in the IRC SZ division.

Owned by Stephen Ainsworth and skippered by Cameron Miles, *Loki* crossed the line 11th in the fleet, 43 minutes astern of the canting keel Cookson 50 *Chieftain*, the Irish yacht that placed fourth overall in the



2005 Rolex Sydney Hobart Yacht Race.

Owned by Gerald O'Rourke, *Chieftain* took out first place overall on IRC ahead of the George David's US entry *Rambler* the Reichel/Pugh 90 which, as *Alfa Romeo*, took line honours in the 2002 Rolex Sydney Hobart, with *Loki* fourth. In the IRC SZ (non canting keel) division, *Loki* placed second to *Rambler*.

Also of interest to Australia was the record-breaking line honours win by ICAP *Leopard*, Michael Slade's newly-launched Farr-designed 100-footer, which was due to arrive in Australia in September in preparation for the 2007 Rolex Sydney Hobart Race.

Before her arrival in Australia, she was to be modified and lightened. She was built as a charter boat capable of racing competitively but at 40

ICAP Leopard powers to windwards across the Celtic Sea



PHOTO Rolex-Carlo Borlenghi

tonnes, is considerably heavier than a straight-out racing boat like *Alfa Romeo*, which weighs 28 tonnes.

ICAP *Leopard's* elapsed time of 1 day 20 hours 18 minutes chopped just under nine hours off the record set by Ross Field in the 80-footer RF Yachting in the 1999 Fastnet.

Loki's Fastnet Race

Skipper Cameron Miles describes *Loki's* Fastnet Race performance in a report from Plymouth:

"For the first time in Fastnet Race history there was a 25 hour delay to the start of the 2007 event due to a storm warning in the Celtic Sea.

"*Loki* finally got under way on Monday at 12.40pm. As with all 300 boats entered in the race, the divisions were split with staggered starts over a two-hour period. However as it turned out around 271 boats started due to the weather forecast and the delayed start.

"The start line was on the Solent, reaching out from the Royal Yacht Squadron in Cowes. With the line about a kilometre long we felt opportunity knocked with a port hand start at the Squadron end of the line. Things were lining up extremely well with the maxis down toward the middle of the line with most of the other boats in our division.

"With 20 seconds to go we were looking great. With 10 seconds to go the call from both ends of the boat was to 'go for it' and we starting winding up with 3 knots of tide pushing us.

"Unfortunately, we broke the start by one second, but estimated we would have crossed all the fleet by 50 metres at least and led to the Gurnard Buoy some 500 metres up the Solent. Oh well!

"We quickly returned, were cleared by the old chaps in the Squadron turrets and off we went up the Solent chasing our division at 9.5 knots of boat speed and 12 knots over the ground.

"It wasn't long before we were back in 4th place behind *Rambler* (90' ex *Alfa Romeo*, a water ballasted maxi), the current *Alfa Romeo* (100 ft super maxi), and the new ICAP *Leopard 3* (100 ft super maxi) who were all having a great tussle in front of us.

"We continued tacking up the Solent in the building S/W breeze of around 20 knots. By the time we reached the famous Needles limestone plinths that mark the end of the Isle of Wight, it was *Leopard*, *Alfa*, *Rambler* and *Loki*, with the two Volvo 60's behind us.

"We were all mixed up in traffic from the other divisions that started ahead of us, and it was complete mayhem but lots of fun passing them, ducking, and weaving and being part of the whole thing.



PHOTO Rolex-Carlo Borlenghi

LEFT: CHIEFTAIN, Ger O'Rourke, across the finish line, corrected time winner



PHOTO Rolex-Daniel Forster

LEFT: LOKI, Stephen Ainsworth

Mike Slade's ICAP LEOPARD, first boat across the finish line

"Our strategy was to go offshore and wait for the breeze to go left, strengthen, and 'Lay the Lizard at Lands End' by the next morning.

"This strategy worked a treat and we launched into 30-35 knots of wind, with slightly cracked sheets, two reefs and a number 5 jib.

News came through that *Alfa Romeo* had retired (with a torn mainsail) and from the starting fleet of 271 there were, at that stage, 150 retirements.

"It seemed that for most yachts, one day and one night of bashing upwind was enough. With the forecast not favorable for the smaller yachts, it was a race to Plymouth for most of them.

"They were calling it the toughest Fastnet since the ill-fated 1979 Fastnet, which claimed so many lives, and for some I guess it was, but for *Loki* it was OK. In all, more than 200 yachts retired from the race.

"We rounded Lands End around daylight on the Tuesday, and the breeze quickly subsided to around 7-10 knots S/W. All through the night we had had a great tussle with the Volvo 60 *Venom*, which was sailing extremely well and well beyond their normal performance, according to our tactician Andy Beadsworth.

"It wasn't until we arrived in Plymouth that we realized *Venom* was being run by Andreas Hanecamp and Stig Westergaard, both guys Andy and I competed against in Solings. Stig is a Danish sailing legend and a great bloke, so it was great to catch up after the race.

"The Volvo 60 put two miles on us in the heavy, tight-reaching overnight. This was due to their water ballast and rather large derriere assisting their stability, compared with *Loki's* slim lines. But we were not done yet. By the time we got to Fastnet rock near midnight Tuesday, we had not been off port tack for some 300 miles.

"Earlier that afternoon, *Rambler* had led *Leopard* around the rock by 3 seconds in the leftover S/W breeze and were 80 miles in front of us when

they both reached the rock.

"The two maxis continued in the S/W breeze, and never got the light air we encountered at the Rock when we got there, some eight hours after them. Third boat around was *Venom* and then *Loki* in a dying S/W around 7 knots.

"The breeze slowly filled from the predicted N/E direction after we rounded and before long we were under Code 3 spinnaker reaching along at 15-20 knots.

"After a series of issues with our spinnakers and bow pole, we were resigned to flying a code 5a fractional spinnaker off the bow of the boat.

"Normally this might have been an issue and slowed us down, but as it was 25, gusting to 35 knots, and we were not too worried that we did not have a bigger spinnaker up.

"During the early hours of the morning the canting keel *Cookson 50 Chieftain* surfed past us in the dark and by morning was some five miles ahead of us. As day broke on Wednesday we saw a huge white spinnaker three miles to windward and astern. It was *Venom* - we had passed her during the night!

"We rounded the Scilly Isles some five three miles ahead of *Venom* and extended our lead. By the time we reached Plymouth that evening we were some five miles in front.

"*Leopard* smashed the race record, as did *Rambler*, which finished second over the line in the 608-mile course. *Chieftain* finished in front of us and took out the overall handicap win over *Rambler* and *Desperado*, a well sailed Beneteau 44.7, with *Loki* in 4th place.

"Well, that's about it for the 2007 Rolex Fastnet Race. We came, we gave it a good lash, and had the conditions favoured *Loki* we could have won England's most famous offshore race." ○

PHOTO Rolex-Carlo Borlenghi

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CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race



RECORD STILL STANDING



THE OPENING RACE OF THE CRUISING YACHT CLUB OF AUSTRALIA'S 2007/2008 BLUE WATER POINTSCORE SERIES, THE AUDI SYDNEY GOLD COAST, SENT A VERY RESPECTABLE FLEET OF 72 SCOOTING UP THE AUSTRALIA EAST COAST TO SOUTHPORT IN QUICK TIME BUT AGAIN, THE RECORD STOOD FAST.

*By Lisa Ratcliff
Photography Andrea Francolini*

Tilting at the bar!

A howling southerly that topped 38 knots on the first night put the front runners on record breaking pace but like so many times before, the further north they travelled, the lighter the breeze went, safeguarding *Brindabella's* course record for the eighth consecutive year.

It was a fast and colourful spinnaker start in late July in an 18-22 knot sou'easter that saw the entire fleet exit Sydney Harbour in just 24 minutes. The pre-race forecast warned of fresh breezes offshore during the first night but some skippers were caught by surprise when it started edging close to 40 knots. By the first morning, the race was over for four boats.

Twenty three hours into the 384 nautical mile coastal race, Steven David's Reichel/Pugh 60 *Wild Joe* had upset proceedings by taking a winning punt offshore before gybing back in to find they were leading the larger Mark Richards skippered *Wild Oats X* and *Ichi Ban*, Commodore Matt Allen's Jones 70. *Wild Oats X* went onto take line honours for the second time in this race with an elapsed time of 1 day 10 hours 0 minutes and 45 seconds, but overall IRC victory belonged to David.

Upon confirmation of his win, Steven David thanked his crew for the effort they put into the boat's preparation.

"Setting the boat up for this race is a big thing. We used the Audi Winter Series on Sydney Harbour to iron out a few niggling problems and we've made a few modifications since Hamilton Island Race Week last year. Both things have seen us perform well in this race.

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SIR ROBIN KNOX-JOHNSTON

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The streamlined ergonomics of the Ocean Racer range has been applied to the GORE-TEX® Offshore Racer Jacket. Racers will benefit from the reduction in weight and the new Ocean Hood Pod design. The hood, constructed from 3 layer lightweight high visibility GORE-TEX® fabric is lighter and more compact and packs away into the articulated 'Ocean Hood Pod' for an improved fit. The Extreme Hood provides 'Owl Vision' with 3 adjustment options to give a fit that moves with the wearer's head. To reduce water absorption and increase long term comfort, the collar is lined with Rentex quick drying mesh and the jacket has an internal back waist adjustment which allows a closer fit to maximise freedom of movement.

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“Full credit to the boys for sailing a fast race and keeping to the strategy...and for not destroying the boat,” he added.

David wasn't aboard *Wild Joe* for this race, instead leaving the boat in the capable hands of skipper Adam Beashel, strategist aboard America's Cup challenger *Emirates Team New Zealand*.

“I'm usually the lonely Aussie amongst a bunch of Kiwis, it was great to sail with an all Australian crew,” Beashel admitted after docking at Southport Yacht Club.

Sailing in its first event, Rob Hanna's new Rogers 46 *Shogun* fired a warning shot with a second overall in the Audi Sydney Gold Coast. Unfortunately this is where the fairytale debut ended for Hanna with the boat suffering mast damage in the first race at Audi Hamilton Island Race Week and missing the series.


Rick Scott-Murphy's Bavaria 44 *Namadgi*, representing the Canberra Ocean Racing Club in the ACT, was declared the PHS winner from Cronulla boat *Stampede* (Feldmann & Buchan) and immediate past CYCA Commodore Geoff Lavis' *UBS Wild Thing*.

In the Sydney 38 division, Marc and Louis Ryckman's Star Dean-Willcocks *Yeah Baby* outclassed Gordon Ketelbey's *Zen* and Pittwater Sydney 38 *The Bigger Picture*, sailed by brothers-in-law Anthony Hooper and Ian Douglas, and Mike Roberts.

Due to the overwhelming support of the July Audi Sydney Gold Coast Yacht Race, it will remain a permanent fixture on the CYCA sailing calendar as the opening race of the Blue Water Pointscore Series.

At the time of writing, the club's sailing committee was proposing to the board of directors an alternate 250 nautical mile race for the final race of the BWPS. Rather than the club conducting two races to Southport, as happened this year, the committee, in consultation with a large sample of boat owners, has for many months been working on a creating a new event that will provide an exciting alternative.

With only four entries in this year's Audi Sydney Mackay Yacht Race, the sailing committee has also proposed handing this event back to Mackay Yacht Club which founded the event.

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

The Magnificent Dehler

44



Sleek, balanced and beautiful. And that's just the beginning of the many attributes that define the magnificent new Dehler 44. Winner of the prestigious European Yacht of the Year Award for 2007, this yacht has set a new benchmark for design, quality and engineering.

Designed by Simonis and Voogd, the yacht incorporates many new and innovative features such as a pop-up cockpit table, fold-out anchor roller system, under deck genoa furler, removable dock boxes, folding cleats, flush mounted hatches and recessed spray hood. Adding to the clean appearance, all halyards and working lines are led aft under deck to the cockpit.

In the cabin, the quality of the German craftsmanship is very evident in the joinery work. Every panel, door, drawer and floor-board is a perfect fit. A choice of interior finishes is on offer: 'Elegance' in mahogany for the traditionalist and the more contemporary teak finished 'Avant Garde'. Italian designed LED lighting is used throughout to enhance the warm atmosphere of the cabin.

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RECORD RACE WEEK

WHILE THE SOUTH EAST QUEENSLAND COAST WAS BEING POUNDED BY UNSEASONABLY WILD WEATHER, IT WAS AS IF THE AUDI HAMILTON ISLAND RACE WEEK FLEET WAS SAILING IN A BUBBLE IN AMONGST THE STUNNING WHITSUNDAY ISLANDS WITH ITS TURQUOISE WATER, BLUE SKIES AND LIGHT TO FRESH SOUTH EAST TRADE WINDS.

*By Lisa Ratcliff
Photography Andrea Francolini*



The 24th running of Hamilton Island Race Week was another truly international affair, bringing a record fleet of 217 from as far afield as the USA, Hong Kong and New Zealand and all Australian states and the ACT to enjoy the week-long regatta at this famous island in the Whitsunday group of Far North Queensland.

From multi millionaires to sheep farmers to backpackers from Airlie Beach who heard there was a party going on. From America's Cup sailors to L platers, they came by boat, aeroplane and by road, including one gutsy skipper who trailered her Thompson 980 4,500 kilometres from Fremantle to Airlie Beach and on to Race Week. In total, Race Week catered for close to 3,000 competitors from across the spectrum.

Ashore, sailors and their families could see first hand the Oatley family's vision starting to take shape with a number of enhancements to the changing landscape, such as the luxurious *qualia* resort, just open for business, while construction is continuing on other projects, including the much talked about Great Barrier Reef Yacht Club.

New naming rights sponsor Audi also stamped their name firmly on the regatta with a number of initiatives that produced a dazzling calendar of off-water activities.

Racing began under overcast skies but as the week unfolded the sky turned to brilliant blue and the trade winds lightened off, providing a range of conditions to match the wide variety of courses devised by new regatta director Denis Thompson and his team.

Counting drops, Geoff Ross' Reichel/Pugh 55 *Yendys* from the Cruising Yacht Club of Australia went into the final race on equal points with Bob Oatley's Reichel/Pugh 66 *Wild Oats X*, which not only had an unblemished record of line honours wins but spent most of the week sitting at the top of the IRC Racing pointscore. *Yendys* went onto win the division from *Wild Oats X* by four points, a solid start to Ross' Rolex Sydney Hobart lead up campaign.

"The aim of this week was to work hard to get the boat going and work together as a strong crew unit as part of our 2007 Rolex Sydney Hobart preparation," Ross told Sail World following his win.

The overall winner of the 1999 Sydney Hobart with a former boat by the same name, Geoff Ross has made no secret of the fact he would like to see his name inscribed for a second time on the Tattersalls Trophy. He came out swinging early following the boat's arrival from China with a close second in division in the boat's first major IRC regatta, the Rolex Trophy, last December followed by a sixth overall in the 628 nautical mile bluewater classic at Christmas.

Steven David's Reichel/Pugh 60 *Wild Joe* finished third overall in the IRC Racing division, making it three RP designs on the podium.

With *Emirates Team New Zealand* America's Cup sailor Adam Beashel on the helm, *Wild Joe* had a mixed week with the jury finding them responsible for a pre-start bingle on day one that ended *Hardy's Secret Mens Business'* regatta. *Wild Joe* hooked Leslie Green's *Ginger* in the race pre-start, causing the Swan 60 to slew into *HSMB* and resulting in a tear down *Hardy's* port side. The force of this collision then pushed *HSMB* onto Stephen Mackay's *Cabernet Sauvignon* causing another tear, this time down the South Australia boat's starboard side.

Wild Joe was subsequently disqualified from the Lindeman Island Race while skipper Geoff Boettcher and his crew found themselves boat-less after travelling almost 2,000 nautical miles to be part of Audi Hamilton





Island Race Week.

Within 24 hours, a bitterly disappointed Boettcher had booked his boat in for major structural repairs at Hart Marine in Victoria. Boettcher estimates his Reichel/Pugh 46, possibly with modifications, will be back in the water by mid November. He'll miss the start of his local series but he should have just enough time to return the boat to Adelaide to prepare it for the Rolex Sydney Hobart, then deliver it to Sydney for the start on Boxing Day 26 December.

Regatta director Denis Thompson stood by his decision to start the IRC Racing division in a 15 knot sou'easter in Dent Passage on day one, when *HSMB* found itself the unlucky meat in a fibreglass sandwich, but down the track he says he would consider moving this division to an open starting area should circumstances warrant it.

"We now have a lot of flexibility so if it's blowing 25 knots and it's a downwind start in Dent Passage, we can take the big boats elsewhere. I get a bit nervous with a big fleet starting in Dent Passage in some conditions, and we could get 250 boats for the 25th anniversary next year," Thompson said.

Another high profile casualty on day one was Rob Hanna's *Shogun*. Hanna competed in the Audi Sydney Gold Coast Race in late July and picked up second overall on IRC in the boat's debut outing. From there Hanna's luck turned sour. He had chartered another Rogers 46 to contest the Rolex Fastnet Race in the UK but when the start of that race was delayed due to storm force winds, he and his crew withdrew to return to Australia for the start of Audi Hamilton Island Race Week. During the flight back, Hanna picked up a serious inner ear infection and missed the first race during which the spreaders moved, splitting the mast and ending their campaign.

Andrew Short Marine Brindabella (CYCA) made its Race Week comeback in the Premier IRC division under new owner Andrew Short who has begun tweaking the 14 year-old champion Australian maxi by adding a bow sprit, and has plans for a new keel in time for the Rolex Sydney Hobart.

Former 18 foot skiff world champion David Witt steered the well known CYCA based Volvo 60 *George Gregan Foundation* (Getaway-sailing.com) into first in the Performance Racing division, an impressive first outing for Witt and his new crew, half of whom had never sailed before.

Through his rugby connections, Witt has teamed up with two of Wallaby great George Gregan's school mates and chartered the Volvo 60 for the Rolex Sydney Hobart. Australia's second most capped Test prop Bill Young is amongst the six novices who have less than four months to master the powerful round-the-world yacht before taking on Bass Strait for charity.

For the first time in the regatta's 24-year history there were more than 100 entries across the non-spinnaker and cruising divisions. The large fleet, many resplendent with BBQs mounted on the pushpit and the odd outboard motor and inflatable on display, is the backbone of Audi Hamilton Island Race Week and they provided some of the most colourful sights of this year's regatta, particularly when more than 100 spinnakers were flying simultaneously on such a spectacular parade ground.

Denis Thompson, in his first year in the hot seat after Warwick Hoban stepped down, was on the whole pleased with the week's racing and with the changes that were implemented for the series.

"We had to redesign many of the courses due to the fact we were starting so many races in Dent Passage. We literally started afresh with a blank sheet of paper," Thompson said.

For next year, Thompson has promised to review some of the tide gates to avoid the smaller cruising boats being caught out when the wind drops, as happened in at least one of the round the islands races.

Next year's Audi Hamilton Island Race Week marks the 25th anniversary of Australia's most awarded sailing regatta and organisers are expecting to yet again top this year's record 214 with a fleet of up to 250 yachts.

Audi Hamilton Island Race Week 2008 will be held from the 22nd to the 30th of August, the dates slightly later in the month due to the 2008 Beijing Olympics. Then in early September the Oatley family plan to host Hamilton Island's first international superyacht regatta, forecasting distinct benefits for tourism and the expanding superyacht industry in Australia. **O**

Audi Hamilton Island Race Week 2007

IRC Racing

Series Place	Boat	Type of Boat	Owner	Series Points
1	Yendys	Reichel Pugh	Geoffery Ross	25
2	Wild Oats X	Reichel Pugh	Robert Oatley	29
3	Wild Joe	Reichel Pugh	Steven David	39

Premier IRC

Series Place	Boat	Type of Boat	Owner	Series Points
1	Espresso Forte	McConaghy	Laurence Freedman	14
2	Carrera	Marten 49	John Meadowcroft	17
3	Balance	Sydney 47	Paul Clitheroe	18

Cruiser Racer IRC

Series Place	Boat	Type of Boat	Owner	Series Points
1	Raging Bull	Bull 9000 C/R	Mark Griffith	11
2	Equinox	Sydney 36 CR	Anthony Dunn	12
3	Arajilla	Archambault	Geoff Pearson	15

Performance Racing

Series Place	Boat	Type of Boat	Owner	Series Points
1	George Gregan	Volvo 60 Foundation	Peter Goldsworthy	28
2	Second Time Around	McConaghy 46	John McConaghy	30
3	Wallop	Sydney 41	Peter Hewson	32

Club Marine Cruising Division 1

Series Place	Boat	Type of Boat	Owner	Series Points
1	Scaramouche	X-43	Graham Smith	16
2	Escape	Jeanneau Sun Odyssey 49	Graham Jones	23
3	The Oceanic	Olsen 50 Hustler	Bruce Finlay	31.5

Cruising Division 2

Series Place	Boat	Type of Boat	Owner	Series Points
1	Viva La Vita	Northshore 370	Tony Bates	10
2	Magnolia	Sparkman & Stephens 58	Peter Higgins	29
3	Farrago	Farr Phase 4	Tom & Emily McCutcheon	32

Cruising Division 3

Series Place	Boat	Type of Boat	Owner	Series Points
1	Escapade	Beneteau First 310	David Berry	7
2	Morning Mist	Beneteau Oceanis 390	Paul Melling	18
3	Meltemi	S&S 34	Jim Shannon	19

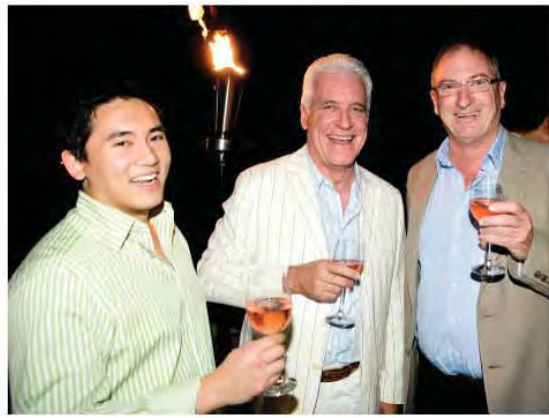
Non-Spinnaker Division

Series Place	Boat	Type of Boat	Owner	Series Points
1	True Colours	Bavaria 44	Terence Herbert	6
2	Catalyst	Catalina 320	Bryan Hudson	13
3	Mim	Catalina 350	Mike Walter	17



The entertainment during this year's Audi Hamilton Island Race Week reached a new level with the 5 star luxury qualia resort opening just in time to host a number of cocktail parties, including an exclusive showing of renowned Australian designer and Audi ambassador Collette Dinnigan's Cruise Collection 07 / 08. Following a tough day on the race course, yachting types swapped sailing clothes for elegant evening wear and enjoyed viewing the beautiful Dinnigan designs on the catwalk. Media personality, Sandra Sully, emceed the evening which included guests such as Audi Ambassador and Winter Olympic medallist Zali Steggall, tennis guru Todd Woodbridge and gardening supremo Jamie Durie.





Throughout the week yachties were also entertained with whales and their calves frolicking and flirting their way through the Whitsunday Passage.

"Ocean Princess"
under full sail

SLAM

ocean

WHITSUNDAY FUN SAIL WITH SUNSAIL

SOME 20 SUNSAIL YACHTS CHARTERED
TO COMPETE IN AUDI HAMILTON
ISLAND RACE WEEK ALSO BATTLED
AMONGST THEMSELVES TO HOLD ALOFT
THE OCEAN SLAM SUNSAIL TROPHY.

By Anthony Twibill

Andrea Francolini

40 | offshore



Duncan Broad



LEFT: Layday layabouts at Whitehaven

LOWER LEFT: Ocean Media and Slam presenting the trophy to the overall winning crew of *Stealing Beauty*



Duncan Broad



The Sunsail team

Photo Duncan Broad



Captains at the helm, two heads are better than one!

OCEAN Media, publishers of *Offshore Yachting* and OCEAN Magazine, teamed up with the SLAM brand and Sunsail, to “contest” Race Week 2007, the best ever! What a week we had racing in the Cruising Spinnaker Division, but also sailing a Sunsail yacht, we competed in our in-house ‘comp within a comp’ for the OCEAN Slam Sunsail Championship!

Co-skippering our Sunsail Jeanneau 45 *Ocean Princess* was Anthony “Skippy” Twibill from OCEAN and “Captain Jack” Anthony Young of SLAM. Luckily there were dual helm wheels because the battle on board was sometimes as good as the contest with the fleet on the racecourse.

Of course only Sunsail yachts were eligible, which made for some great (mostly friendly) rivalry on the water and camaraderie on the Sunsail marina. Every race morning, the marina was abuzz with activity as all the Sunsail competitors made their way to the start.

At the end of each race, the Sunsail staff provided exceptional service as they guided your yacht in to the marina, checked that all gear on board was fully operational, and, if not, they repaired or replaced it on the spot.

All while cooking up a couple of hundred sausage sandwiches on the marina BBQ complimentary for all competitors, washed down with a cold beer or two. Now that’s service!

The winners of each ‘race within a race’ in the OCEAN SLAM Sunsail Championship were:

- Race 1 Winner - *Ocean Princess* (that’s us from Ocean Media and SLAM - we started the regatta well and it all went south from there!)
- Race 2 Winner - *Falcon* - Evan Lutey
- Race 3 Winner - *Stargazer* - Gary Cripps
- Race 4 Winner - *Muir* - Ross Muir
- Race 5 Winner - *Muir* again, who race at Hamilton each year with Sunsail and go to great lengths to extract every last bit of performance from their Sunsail yacht!
- Race 6 Winner - *Dreamer* - Colin Kelly

The overall winner of the OCEAN SLAM Sunsail Championship was Tony Byrnes and the crew from *Stealing Beauty*. They were presented with a magnificent perpetual trophy crafted by regarded yachting sculptor John Woulfe and a smaller replica to retain.

And of course, there was the prize for last place overall - A draw between *Lifestyle Chef* - Brian Pozzey and *Sunstruck* - Chris Wain. Better luck next year boys!

As usual, a few fun trophies were awarded to the intrepid and embarrassed applause on the final day at the Sunsail prize giving. All in a bit of fun!

OCEAN Media and SLAM provided some great prizes to Sunsail competitors including complimentary subscriptions to *OCEAN Magazine* and *Offshore Yachting*, OCEAN SLAM Sunsail hats, belts, computer bags, backpacks and all weather vests.

The overall winning skipper and crew all received a high-tech SLAM weather station and a special SLAM jacket for the winning skipper.

Widely hailed throughout the island as “the best race week ever,” with the guidance of the Oatley family and association of Audi as major sponsor, the event seems to have very much found its ‘second wind’. The 25th Anniversary Regatta next year appears set to be another record breaker with 250+ yachts expected to compete.

As Kim McKee of Sunsail commented, “What has made this week great has been a wonderful mix of perfect sailing conditions, interesting and scenic courses, awesome entertainment courtesy of Hamilton Island, but most of all a great bunch of Sunsail clients that come back to race with Sunsail year after year.” **O**

AUSSIES GO FOR THE CUP!



LIKE ALAN BOND BEFORE THEM, THE CREW OF *SENTA* TRY TO WREST THE CUP FROM THE AMERICANS. UNLIKE BOND, THEY MISS OUT. HOPEFULLY THE RACE WILL NOT BE THEIR SWAN SONG!

By Karen Eriksen

Next year will mark a quarter-century since Australia prised the Auld Mug from the New York Yacht Club's hands. The America's Cup had been held by the United States for 132 years until *Australia II* made yachting history in 1983.

As the only Australian entry in the Swan American Regatta held in Newport in July, we - John and Karen Cole - decided to set our sights slightly lower than Bondie did back in 1983. Our boat was the cruising Swan 46 centre board *Senta*, built in the same year as the Cup win and purchased by us six months before the regatta. Our crew was premier

league, though and included Stephen Ainsworth and Chris and Yvonne Gorman from the CYCA, *Loki's* mast man Richard Hall, several more Australians, two Americans, three Germans and a Cornish man.

Thirty-five boats entered the regatta in four classes, with centre stage taken by the brand new New York Yacht Club Swan 42s, a one-design class commissioned by the club for its members. It was their first major racing event and 11 of the 35 boats sold so far, were on the start line. In our spinnaker Group C we had American Swan 44 *Crescendo* with Australians Jamie and Nathan Wilmot, and Hugh Treharne - *Australia II's* tactician in 1983 - on board. The biggest participant was the new Swan 100S *Virago*; an awesome sight.

The training day was slightly chaotic as these days tend to be, culminating in a seriously ripped mainsail. After a major overnight repair job by North Sails it "looked like a muffin" according to Stephen, our main sheet trimmer. The pole beak broke as well, luckily we borrowed a pole from another Swan 46. The good news was our rating got slightly adjusted due to the fact that our rig was two feet shorter than the deep keel Swan 46s, which made our sail area smaller.

At the welcome reception at the NYYC's Harbour Court Club, the champagne was free but the beer was not, peculiar. In the elegant library with its half models on every wall somebody joked: "I can't see *Australia II* here; they might have hung her in the toilet." According to local sources Newport has never recovered from the loss of the Cup and the consequent reduction of its international sailing scene, emotionally and financially.



HERE'S A RECAP OF THE REGATTA:

Day One: The Racing Begins

The fleet of 35 boats convenes at the rendezvous point in Narragansett Bay and wait. And wait. And wait. After four hours of lolling around in large swells in the blazing sun the committee has mercy and lets us go home.

Day Two: This Boat is Slow

The stay-ashore mums of our crew take a guided tour through The Breakers, the Vanderbilt's family seaside mansion. The tour guide says: "Lucky you Australians got me as a guide; I am not from here. Since losing the Cup the locals don't take to Australians that well." On the offshore courses the American boats certainly don't have to be afraid of us, despite the fact that our manoeuvres are next to flawless. We realise that with our stump keel/centre board we can't point as high as the other boats, at all. We get a last and a second last place in our 10-boat division, hmmm.

Day Three: Rain, rain and more rain

It is bucketing, but at least there is wind. *Senta* starts well but just can't keep up with the highly-tuned competition clad in 3DL sails. The crew is drenched but content, everybody is enjoying their job on the boat. The results: a last, a second last and third last place.

Day Four: Fog for a Change

On racing day four thick fog greets us at the rendezvous mark offshore. The boats drift around the committee boat trying not to lose sight of it. Racing without any visibility seems too dangerous and the race committee moves us inshore. We end up racing with no land in sight but are able to spot the rounding marks on approach, an eerie scene. The results are looking up, we achieve a third last and two second lasts in the three races. That night's crew party is typically American, pork roast, baked beans, beer and lemonade and cookies. I pine for a glass of wine.

Day Five: Around The Island

The last racing day is the week's highlight; the organisers send us around Conanicut Island. Short tacking against the tide along the beautiful mansion-lined shore in 15 knots and sunshine is fantastic and we are keeping up with the fleet. The long spinnaker run, however, has a parking lot at the end. We have to beat a Swan 48 not to come last and *Senta* is giving her best but it just isn't meant to be. We lose by one second. *Crescendo* wins our class, well done Hughie and the Wilmotts.

At the final prize giving at Harbour Court the crew of *Senta* clearly wins the cardboard box race down the club lawn; competition is scarce as it is not for the faint hearted. We had a great week, never mind the result. Antigua, here we come! ○



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Saskia's HIGHLAND FLING AND COWES CAPER

Saskia winning at Cowes in the Metre Class Centenary Regatta.

Erk Ruessel

THE NOSTALGIC RETURN BY THE INTERNATIONAL 8-METRE CLASS YACHT *SASKIA* TO HER FIRTH OF CLYDE BIRTHPLACE, FEATURED IN THE LAST EDITION OF OFFSHORE YACHTING, WAS A TRIUMPH.

By Peter Campbell

Owned and jointly helmed by Royal Sydney Yacht Squadron members John and Michael Stephen, *Saskia* won the Sira Cup for the Classic division of the 8-Metre Centennial World Championship in Scotland and then went on to southern England to win a shortened 8-Metre division of the Metre Class Centenary Regatta at Cowes on the Isle of Wight.

King Harald of Norway presented the Sira Cup, the most prestigious trophy of the 8-metre worlds, at a glittering Scottish night presentation



Sealens

at the Royal Northern & Clyde Yacht Club at Rhu. He extended an invitation for all to join him again when Norway hosts the next World Championships for the 8-Metre class, an event which dates back to 1907.

The Centennial World Championship attracted 8-metres, old and new, from around the world with overall victory going to the Swiss boat *Aluette* after a regatta-long duel with Scotland's *Lafayette*. Third place went to the Dutch entry *Hollandia*, while a Japanese chartered boat, *Aun*, won the Neptune Trophy.

With John and Michael Stephen alternating on the helm, *Saskia* sailed an outstanding series against the modern eights; her best overall placing being a fourth. She headed the Classic division results throughout the regatta with three firsts, a third and a fourth.

With seven of scheduled nine races sailed (there was no racing on the final day), *Saskia* won the Sira Cup (for yachts built before 1960) narrowly from *Windy*, sailed by the Finns and the Japanese, sailing *Aun*.

Saskia was then road transported south to the Solent where she comfortably won the only three races sailed in the Metre Class Centenary Regatta, which attracted 50 boats designed to the metre rule from around the world.

Saskia's navigator was Lindsay May, who skippered *Love & War* to overall victory in last year's Rolex Sydney Hobart Yacht Race; other crew members included Ian Short as tactician, Doug Sturrock, Glenn "Hedgey" Cooper from Sydney and New Zealander Stuart Milburn.

Project manager was Squadron member Mick York, who sailed aboard *Gretel* in Australia's first challenge for the America's Cup back in 1962. York also designed the special cradle to take *Saskia* by ship to Scotland, then by road to Cowes.

Built in Scotland in 1931, *Saskia* was brought to Australia in the early 1950s by Australia's first Olympic sailing gold medal winning skipper, the late Sir William Northam, to win the Sayonara Cup (an inter-colonial match racing series) back from the Victorians. Which she - and he - did!

The Stephen brothers have owned *Saskia* for the past 12 years, racing her in Division One with the Royal Sydney Yacht Squadron.

With no racing on the final day on Scotland's famous Firth of Clyde due to lack of wind, *Saskia* finished seventh overall and a clear winner of the Sira Cup for 8-metre class yachts built before 1960. ○



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HETAIROS, 2nd in
Cruising Division

LUCKLESS LOKI'S CONTROVERSIAL LOSS

By Rob Mundle

085



HETAIROS



Loki, Stephen Ainsworth

Fresh from a highly creditable fourth place in the Fastnet Race, the Cruising Yacht Club of Australia's Stephen Ainsworth took his ever improving Reichel/Pugh 60, *Loki*, to the Maxi Yacht Rolex Cup 2007 in Porto Cervo, Sardinia, in search of more success. The Rolex Sydney-Hobart race record holder, Bob Oatley's *Wild Oats XI*, was also there to challenge Neville Crichton's near sistership, *Alfa Romeo*, in the race for line honours and to hopefully win on corrected time.

Hosted by the impressive Costa Smeralda Yacht Club as part of its 40th Anniversary celebrations, the regatta was presented with the typical Five Star flair that we have come to expect from such a fine establishment. Unfortunately, however, at the end of the week Ainsworth and the *Loki* crew weren't standing at the top of the podium to collect the prize many believed they deserved: the winner's trophy in the Racing Division.

In the eyes of many the contest ended in great controversy: it was a situation likened to a big bully-boy beating up a little kid, just to make sure he got the jar of lollies. The scenario involved Hasso Plattner's reinvigorated 26.6 metre long *Morning Glory* (GER), a Reichel/Pugh maxZ86, and Ainsworth's *Loki*, which weighs in at a considerably smaller 18.1 metres.

At the start of the week a very impressive *Morning Glory* showed the benefit of her new keel and rig, and became the boat to beat on corrected time in the Racing Division. Then, as the regatta progressed the winds became lighter and the seas smoother, it was *Loki* that began to claim the high ground.

The contest went to the final round where *Morning Glory* and *Loki* entered the fray equal on points. It could be the discard race for both, but if that was the case then *Morning Glory* would win the trophy on a count back.

There was a soft 6-7 knot north-westerly blowing at the start of this 30-nautical mile race that took the yachts along the spectacular and rocky coastal scenery that surrounds Porto Cervo. At the end of the short beat to the first turn those watching proceedings could have been forgiven for thinking that *Morning Glory* had a problem: instead of being in her usual second spot in fleet behind Neville Crichton's 30-metre long *Alfa Romeo* (NZL), MG was back in fifth. The assumption that the yacht had some form of damage was reinforced by the fact that at the mark MG was seen to amble around somewhat lazily in the light breeze, completing a 360 degree turn and generally going very slow.

The actual reason for this action became abundantly clear when, as *Loki* neared the mark, MG sailed over and camped right on top of her in a perfect match-racing cover position. It was a bit like an ambush, and what

Prize giving ceremony of the Maxi Yacht Rolex Cup at the YCCS



PHOTO Rolex-Kurt Arrigo



PHOTO Rolex-Carlo Borlenghi

It was estimated that the covering tactic forced the never-say-die *Loki* team to sail an additional 10 miles, all the time trying to break free from the assault. When it was all over an obviously displeased Stephen Ainsworth went on record as saying "it would have been nice if Hasso Plattner had the confidence in his boat and crew to take us on, on the water ... but he didn't do that." A small consolation for the Australians in the one-sided contest came back at the dock when, in a display of great sportsmanship, they were given a standing ovation by the crew of Roland Pieper's fourth placed *Favonius* (NED).

ensued was clinical and brutal to watch - but legal. Each time the larger and faster *Morning Glory* would move ahead the sails would be eased or furled, or the course changed, just so she could get back to a covering position over *Loki*, all the time ensuring the smaller boat was forced out the back door while the rest of the fleet sailed away.

Post race Plattner - a former Rolex Sydney-Hobart race record holder - said their sole aim was to make sure that *Loki* did not win, adding 'it was not easy, especially downwind, but I think we achieved it.' And *Morning Glory's* tactician, Morgan Larson, explained what was behind their strategy, which had been devised the previous evening: everything was based around the wind speed on the day - if it was blowing then *Morning Glory* could probably sail its own race and beat *Loki* on corrected time, but if it was light, as it was, then they would have to protect their position because *Loki* could well win. So, their only option was to make sure that *Loki* had a very bad race. And that they did.

It was a tough week all round for the Australian entries, none more so than Bob Oatley and the team aboard the 30-metre *Wild Oats XI*. 'Oats' exited the contest in Race Two in incredible and spectacular circumstances. She was sailing in just 11-knots of breeze and a slightly choppy sea just a few minutes after the start when the rig literally exploded into three pieces and crashed over the side, probably as a consequence of the failure of a diagonal shroud. With the counterbalance of the rig gone and the 12-tonne keel at its maximum 40 degree cant the big boat then rolled so violently to windward that four crew were thrown over the side, yet amazingly only one, well-known CYCA member Peter Shipway, was slightly injured.

The 18th edition of the Maxi Yacht Rolex Cup attracted 38 yachts from 11 countries and they were divided into four divisions. The true status of the event was again reflected in the quality of the yachts and the calibre of the crews competing - the stars were certainly out, including Ben Ainslie (Alfa Romeo, NZ), Francesco de Angelis (*Atalanta II*, ITA), Tom

The Wally Class Maxi Yacht Rolex Cup 2007



ROLEX Yacht Arrigo

Whidden (Ghost, USA) and Garry Wiseman (Wild Oats XI).

The J-class boats *Ranger* (USA) and *Velsboda* (GBR) again enjoyed their great rivalry and finished first and second on the overall results in the Cruising Division. In the Wallys there was, as always, good competition. Peter Offen's new Wally 100, *Y3K* (GER) looked impressive but could only manage fourth overall while the always fast *Magic Carpet Squared* (Lindsay Owen Jones, GBR) suffered from a DSQ in the first race. Jean Charles Decaux's *J One* (GBR) took out the class.

Unfortunately, with *Wild Oats XI* gone from the game, no serious challenge existed for *Alfa Romeo* in the race to be first home, and with the regatta complete Crichton announced that his high-tech CBTF racer was on the market. He added that he was considering a new racing project - but he wouldn't say what it was. ○

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Downwind action in Race 8, MASCALZONE LATINO leading the fleet

PHOTO: Rolex-Carlo Bortolotti

ROLEX FARR 40 WORLD CHAMPIONSHIP 2007

By Sam Crichton

The recent Rolex Farr 40 World Championship held in Denmark Copenhagen was one of many challenges for the 36 teams racing. Four Australian teams, Ivan Wheen's *Sputnik* (RSYS), Marcus Blackmore's *Hooligan* (RPAYC), Matt Allen's *Ichi Ban* (CYCA) and Lang Walker's *Kokomo* (CYCA), joined teams from 12 countries, including Brazil(1), Denmark(6), Finland(1), France(2), Germany(2), Italy(6), Norway(3), Switzerland(1), Ukraine(1), Sweden(1) and the U.S.A (7).

The 10th anniversary Rolex Farr 40 class World Championship, was hosted by the Royal Danish Yacht Club at the newly built clubhouse at Torburg Harbour and racing was held on the waters of the Oresund Strait between Denmark and Sweden just on the outskirts of Denmark's capital city Copenhagen. Windmills rising out of the water, that provide electricity to Denmark's capital, provided a spectacular backdrop for the 350 crew members competing.

2007 was the first time the Farr 40 fleet had sailed in the northern waters of Scandinavia with the fleet competing in four class events over the summer in this region - Hanko Race Week in Norway, Dexia Farr 40 Regatta in Skagen Denmark, Rolex Baltic Week in Germany and the Rolex Pre Worlds and Rolex World Championship in Copenhagen.

Previous Farr 40 World Champions, Jim Richardson's *Barking Mad* (1999 and 2004), Antonio Sodo Migliori and Massimo Mezzaroma's *Nerone* (2003) along with Ernesto Bertarelli's *Alinghi* (2001) and Steve Phillips's *Le Renard* (2002), all joined the defending 2006 World Champion Vincenzo Onorato's *Mascalzone Latino* on the start line in Denmark.

As the warm up regatta, the Rolex Pre World's, indicated the teams who had travelled to race were there to do well and the two day event proved to be a battle ground with teams eager to size up the competition and get a handle of the local conditions of the race course.

Jim Richardson's *Barking Mad* took out the Pre Worlds as he had done the previous year in Newport RI with Matt Allen's *Ichi Ban* finishing second and Wolfgang Stolz's *Opus One* completing the top three places. Just a week prior Richardson had won the Rolex Baltic Week event in Germany, the first time a Farr 40 class event had been held in this region.

Results over the four days of racing during the World Championship were mixed with every one of the nine races being won by a different team. 2006 Rolex Farr 40 World Champion, *Mascalzone Latino* set themselves up early in the regatta to repeat their 2006 result. Their results provided them with a first in this international class, back to back crowns and only the second team to win the World Championship title twice.

"Winning and defending the Worlds is just a matter of luck maybe. The secret was just to be relaxed. It is just a sail race and you must stay relaxed all the time. When things are happy you must not be so happy. When things are wrong you must not be so unhappy. This is the secret to be successful at the end. I have wonderful people on board. This world championship does not belong to me but to them. Because I have this wonderful crew we won and with this wonderful crew we will win again

and I sincerely mean that”, said Onorato after a celebratory swim at the dock of the Royal Danish Yacht Club.

Conditions during the regatta tested everyone’s mettle as the mercury dropped to an average of 15 degrees Celsius and the sun made itself scarce for most of the event. The shifty conditions put every crew through their paces as the dock chatter attested to when skippers and tacticians alike discussed strategies.

The breeze over the four days fluctuated in strength from six to 20 knots and direction with the general comments of “shifty and tricky” typical. Consistency is the name of the game with this highly competitive fleet and with all results counting in Farr 40 one design class racing; every team had that in the back of their minds.

Overall in the final placings the highest placed Australian boat was *Sputnik* finishing fourth overall in this highly competitive fleet. Sailing with *Sputnik* as tactician was Tom King, gold medalist at the 2000 Sydney Olympics. “The team has been together for the last 12 months and we have had quite a good season in Australia. We had results across the board but are very happy with where we finished overall being that it’s our first time racing at a class world championship”, commented King after the event.

Hooligan finished 11th overall with *Ichi Ban* just three points behind, taking 12th. “We went into the regatta knowing it was going to be a tough event and unfortunately had a couple of races that hurt our overall place. We are looking forward to the next World Championship in Miami and we will again have a strong Australian representation there”, remarked Allen, President of the Australian Farr 40 fleet.

Kokomo placed 20th after a very successful season sailing with the European fleet. *Kokomo* has sailed at all of the class events over the 2007 European season including Rolex Capri Week, the Rolex Farr 40 European Championship in Porto Cervo, Hanko Race Week in Norway, Dexia Farr 40 regatta in Skagen Denmark and the Rolex Baltic Week in Germany prior to racing in Copenhagen.

With a worldwide fleet of 160 boats and another eight on order the Farr 40 class continues to go from strength to strength with fleets developing across Europe and more boats racing across the globe. The 2008 Rolex Farr 40 World Championship will be held in Miami Beach, Florida USA April 16-19. ○

ROLEX FARR 40 WORLD CHAMPIONSHIP 2007

Final Results

Place, Boat Name, Country, Owner-Helm, R1-R2-R3-R4-R5-R6-R7-R8-R9 TOTAL

- 1) Mascalzone Latino, ITA, Vincenzo Onorato, 2-2-7-12-1-3-5-5-10, 47
- 2) Alinghi, SUI, Ernesto Bertarelli, 18-5-4-2-5-5-2-34-7, 82
- 3) Barking Mad, USA, Jim Richardson, 7-16-5-1-10-14-6-2-26, 87
- 4) Sputnik, AUS, Ivan Wheen, 5-30-2-5-6-10-1-19-13, 91
- 5) Opus One, GER, Wolfgang Stolz, 4-3-6-16-28-32-7-3-2, 101
- 6) Nerone, ITA, A. Sodo Migliori & M. Mezzaroma, 3-6-1-11-18-21-37DSQ-7-8, 112
- 7) Infinity, USA, John Thomson, 24-1-10-6-7-12-30-36-3, 129
- 8) Nanoq, DEN, HRH Crown Prince Frederik, 15-19-25-21-4-8-17-22-1, 132
- 9) Warpath, USA, Steve Howe, 23-13-22-4-19-2-12-12-25, 132
- 10) Twins, USA, Erik Maris, 33-4-15-7-17-1-15-23-18, 133
- 11) Hooligan, AUS, Marcus Blackmore, 16-17-27-17-27-15-4-4-6, 133
- 12) Ichi Ban, AUS, Matt Allen, 14-27-8-10-9-9-29-16-14-136
- 20) Kokomo, AUS, Lang Walker, 27-24-3-27-8-7-18-31-20, 165



PHOTO: Rolex-Daniel Forster

Overall winner MASCALZONE LATINO and ALINGHI battling it out



PHOTO: Rolex-Daniel Forster

LEFT: David Holm (left), Commodore of the Royal Danish Yacht Club receiving the Cruising Yacht Club of Australia burgee from CYCA Commodore Matt Allen



PHOTO: Rolex-Carlo Bortolenghi

BELOW: NANOQ, HRH Crown Prince Frederik, DEN

OCTOGENARIAN SKIPPER TAKES ON HIS 39TH RACE WITH TURBO-CHARGED YACHT



Photo: Andrea Francolini

SEASONED VETERANS AND FIRST-TIMERS LINE UP THE FOR 2007 ROLEX SYDNEY HOBART YACHT RACE.

Most 80-year-olds are well into their retirement years and enjoying less strenuous physical pursuits than racing a yacht across one of the world's most notorious stretches of ocean. But then Syd Fischer is not your average 80-year-old.

The ocean racing stalwart, who commenced his 45th offshore season this year, has campaigned his champion Farr 50 *Ragamuffin* for 12 years and he reckons it's time to change – change up, that is.

Fischer was looking around at what was available when the Farr International office put a proposal to him. Now he's the proud owner of a turbo-charged TP52 and he's looking forward to feeling plenty of wind and salt on his face in this year's Rolex Sydney Hobart, his 39th.

Formerly based in San Diego, Fischer's new toy contested the 2007 Transpac Race under its former owner before being sailed from Honolulu to Sydney. At the time of writing, Fischer was hoping the boat would be ready for the October 5 Bird Island Race, the second race of the Blue Water Pointscore Series that Fischer has already claimed a record eight times.

"I'm not a good spectator, I can't sit around," he admits. These days he

takes the helm when he thinks it's appropriate and for the rest of time he prefers to "watch what's happening and ask questions."

"I enjoy racing, it gets you out of the other dimensions such as work," he adds. The fact Fischer still works full-time as chairman "and chief bottle washer" of his company, Australian Development Corporation, shouldn't surprise anyone given he is about to let a new greyhound out of the starting gates.

The veteran yachtsman, who has strongly voiced his opinion of IRC, is also looking forward to joining the other two (possibly three) Australian TP52s, *Quest* and *Wot Yot*, for a class race within the main race. "We'll push each other to the limit," he challenges.

On corrected time, Fischer is not writing the TPs off as a chance. "You never know your luck...and you can never predict a Hobart Race."

In the 1992 Sydney Hobart, Fischer's *Ragamuffin* took overall honours under the IOR handicap system, and in 1988 and again two years later, he claimed line honours victories with a maxi *Ragamuffin*.

The current *Ragamuffin's* core crew, including 40-time Hobart veteran Tony Ellis, will make the transition to the new boat, which Fischer says may go under the knife pre-Hobart.

The Sydney yachtsman is not the only skipper with more than half a lifetime of sea and salt in his blood competing this year. Victorian Lou Abrahams is lining up to set a new benchmark for the bluewater classic.

Last year Abrahams equalled the record of 44 races set by his former



BELOW: Lou Abrahams, skipper of *Challenge*, at 80 is lining up to set a new benchmark for the bluewater classic

John Walker's *Impeccable*. At 85, Walker will set a new record for the oldest skipper to race to Hobart

Rolex / Daniel Forster



Rolex / Daniel Forster

sailing mate, the late Tasmanian John Bennetto. He hinted at retirement after finishing third overall last year with his Sydney 38 called *Challenge* but the lure of one more bash south has proven too strong for the 80 year-old who is a two-time winner of the Tattersalls Cup (overall handicap winner).

Leading the octogenarian charge out of Sydney Harbour on Boxing Day, 26 December, will be 85 year-old John Walker who, after equalling the record last year, will become the oldest skipper in 63 years to contest the 628 nautical mile race, that is "unless someone is crazier than I am," laughs the sprightly Walker. He and his Peterson 33 *Impeccable* are lining up for their 24th Rolex Sydney Hobart this year.

The three seafaring seniors, Fischer, Abrahams and Walker, have clocked up an extraordinary 105 Sydney Hobarts between them.

Among the early applications for entry for this year's 63rd Rolex Sydney Hobart are two UK boats, the Volvo 60 *Hugo Boss II*, entered by Alex Thompson Racing and skippered by Ross Daniel, and a Swan 56 called *Noonmark VI*, both first time entrants.

Bill Buckley's New Zealand 30m Elliott designed *Maximus* is returning to chase away its demons after being dismasted less than 15 hours into its first attempt last year, the maxi's second dismasting after the 40 metre wing mast crashed to the deck in the 2005 Maxi Yacht Rolex Cup.

Buckley, who bought out former co-owner Charles Brown, has replaced the wing mast with a taller fixed mast. He believes that with a modified keel, new sail kit and narrow canoe-shaped hull and deep draft, the boat will simply cut waves in half rather than crashing off them, making her a serious challenger for line honours, particularly if the sea state deteriorates. "We think *Leopard* and *Wild Oats* are going to have to work hard to beat us," Buckley throws out confidently.

Perhaps an upshot of the booming economy on the other side of the continent, three of the 11 early applicants for entry at the time of writing are from Western



Hobart Hero - Syd Fischer

Australia. Two first-timers, an S&S 34 called *Huckleberry* and a Beneteau 34.7 called *Palandri Wines Minds Eye*, will join Alan Brierty's *Limit*, the Corby 49 flying the CYCA burgee but the owner and some of his crew representing WA.

Applications for entry are available from the CYCA sailing office and online at www.rolexydneyhobart.com The closing date for applications is Friday November 2, 2007. - Lisa Ratcliff



YENDYS HEADS LORD HOWE ISLAND RACE FLEET

THE 34TH HEMPEL GOSFORD-LORD HOWE ISLAND YACHT RACE HAS AGAIN ATTRACTED A HIGH QUALITY FLEET.

Photography by David Salter

One of the many unique aspects of the Gosford-Lord Howe Yacht Race is that for much of the passage across the Tasman Sea yachts are beyond helicopter rescue range. This year the race organiser Gosford Sailing Club is providing each entrant with a special high-visibility parachute flare to be deployed in the event of a communications failure, which happened during the race two years ago.

The small club's ability to provide this service to competitors is due to the ongoing race sponsorship by the leading boat-finish supplier, Hempel Yacht Paints.

This is the second year Hempel has supported the event, welcoming the chance to promote its products.

"It's an ideal association for our company," says Hempel's Australian senior executive David Neumann.

"The race to Lord Howe has always been a real test of offshore seamanship, and our products also have a reputation for strength and reliability."

The 34th running of the 414-nautical mile event will start in Broken Bay at 1.00 pm on Saturday October 27.

And once again the race occurs on the weekend that daylight saving begins in New South Wales, despite promises from the State Government that it would move the summer-time changeover to early October, in line with Victoria and Tasmania.

The 2007 Race Director, Mark Greenwood, has welcomed the Hempel sponsorship, calling it a vote of confidence in the Gosford Sailing Club.

"We're delighted that such a major international company has expressed its continuing confidence in the race. This support helps us provide competitors with a level of service that wouldn't normally be possible for a club of our size," he said.

As well as the high-visibility parachute flares for each yacht, other services unique to the event will include individual pilotage into the Lord Howe Island lagoon, full-time tender transport and pre-payment of the various mooring and environmental fees levied by the Island management.

The popular passage race has attracted a high quality fleet, including four past race-winning skippers – Ed Psaltis, Warwick Sherman, Geoffrey Ross and Peter Goldsworthy.

Of the 22 entrants, four are on a 'turn around' basis because of the limited number of moorings available in Lord Island's lagoon or South Passage.

Heading the fleet is the Volvo 60 *Getaway-Sailing.com*, which skipper Peter Goldsworthy sailed to a line honours and PHS handicap win in last year's race.

An equally strong contender for line and IRC handicap honours is Geoffrey Ross's Reichel/Pugh 55 *Yendys*, which won the IRC Racing division at this year's Audi Hamilton Island Race Week. Ross won the Lord Howe Island Race in 2005, taking line and IRC honours with his previous *Yendys*.

Two regular Lord Howe Island Race entrants – and past winners – are Ed Psaltis and Bob Thomas with their boat named *AFR Midnight Rambler* and Warwick Sherman with his Cookson 39 *Occasional Coarse Language*. The Psaltis and Thomas handicap winner in 1999 was a Hick 34; their entrant this year is a modified Farr 40 OD.

Also back again this year is Peter Mosely's *Local Hero*, which placed 4th IRC overall in last year's race, and Peter Mooney's *Endorfin*, which placed 5th, along with *EZ Street*, Bruce Dover's 13.5m Warwick-designed sloop which was placed 2nd in PHS in last year's race.

There is also one Victorian entry, Hugh Ellis's *Silver Lady* from the Blairgowrie Yacht Club on Port Phillip.

The fleet includes yachts from Gosford Sailing, Lake Macquarie Yacht, the Cruising Yacht Club of Australia, Sydney Amateur Sailing Club and Newcastle Cruising Yacht Club. – Peter Campbell

Andrea Francolini



MIDDLE HARBOUR'S 30TH SORC

MIDDLE HARBOUR YACHT CLUB WILL CELEBRATE THE 30TH ANNIVERSARY OF ITS SHORT OCEAN RACING CHAMPIONSHIP OFF SYDNEY OVER THE WEEKEND OF NOVEMBER 24 AND 25.

The Short Ocean Racing Championship is the longest standing regatta in Australia that has attracted sponsorship from high profile businesses. It will be sponsored by Savills again this year, and supported by Audi Australia and Henri Lloyd.

The regatta began life back in 1980 as the Bruce & Walsh SORC.

For many yacht owners and their crews, the weekend four-race regatta, sailed over tight courses off Sydney Heads and, at times in it, is vital preparation for the Rolex Trophy, Rolex Sydney Hobart Yacht Race and Pittwater and Coffs Harbour Offshore Series, along with the championship events for the Sydney 38s and Farr 40s.

Once again this year's event will attract the cream of grand prix ocean racing: one-design boats and club-based local yachts and crews in two days of intense competition.

Keeping up the tradition of innovation, Middle Harbour Yacht Club has introduced several new concepts this year, including an IRC and PHS Racer/Cruiser class course area, which will feature a start and finish in Sydney Harbour, with a short ocean passage race each. They'll be two races over the weekend.

Commodore Ian Box expects this initiative will provide an appealing format for IRC and PHS boats, including those from the regular Sydney Short Ocean Pointscore and Ocean Pointscore fleets, which find that the multiple windward/leeward race courses do not suit their yachts' performance curves or their crews' time constraints.

As always, there will be multiple IRC classes, with appropriate divisions, racing over windward/leeward courses on the Manly Circle, but this year the format will allow for six races over the two days instead of the previous four.

The Farr 40, Sydney 38 and Sydney 32 fleets will also have six races over the two days on windward/leeward courses on the Macquarie Circle.

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In addition to the offshore race, MHYC's Savills Seven Islands Race will provide an option for inshore racing yachts to compete on Saturday. This race, which takes competitors the length and breadth of Sydney Harbour, includes Shark Island, Clarke Island, Fort Denison, Goat Island, Snapper Island and Spectacle Island. - Peter Campbell

EARLY INTEREST IN 20TH TASMANIA THREE PEAKS RACE

THE HYDRO TASMANIA THREE PEAKS RACE OVER EASTER 2008 IS ATTRACTING CONSIDERABLE EARLY INTEREST, WITH 20-PLUS TEAMS SUBMITTING THEIR NAMES TO THE RACE COMMITTEE BY THE END OF AUGUST. THIS RESPONSE FAR EXCEEDS ANY EARLY INTEREST IN PREVIOUS YEARS, PROBABLY BECAUSE NEXT YEAR'S EVENT WILL BE THE 20TH.

Among the early interest is that of Martin Pryor, one of the founders of the Three Peaks Race, a unique event that combines short-handed offshore sailing and endurance running around and on the eastern coast of Tasmania. Pryor, who now lives in Sydney, in 1989, modelled the Tasmanian Three Peaks on a similar event on the east coast of England, Wales and Scotland, with each boat's crew comprising sailors and endurance runners.

In 1993 he won the race, which starts at Beauty Point near the mouth of the Tamar River in northern Tasmania, followed by sailing legs to Lady Barron on Flinders Island, Coles Bay on the Tasmanian East Coast and finally to Hobart. At each port, the runners take on marathon runs to the top of three of three peaks - Mt Strzelecki on Flinders Island, Mt Freycinet near Coles Bay and finally Mt Wellington that towers over the city of Hobart.

The 2008 Hydro Tasmania Three Peaks Race will start on Good Friday, March 21, and will continue over the Easter weekend, with the teams covering some 335 nautical miles of offshore sailing, 131 km of cross-country running and climbing a total of 2,646 metres on the three peaks.

In addition to Martin Pryor, yacht skippers to have shown early interest in competing include Phillip Marshall from Squeaking Point, Tasmania, race winner for the past three years, along with other Tasmanians Terry Travers from Devonport, a four-times race winner and runner-up last year; Jeff Cordell from Hobart, a competitor in 17 of the past 19 years; David Taylor, also from Hobart; and Nick Edmunds from Sidmouth, a competitor since the inception of the event.

An Israeli team, headed by Alon Peled, has also expressed interesting in competing, as has a Royal Australian Navy team. The Israeli team has previously competed in both the British Three Peaks Race and the Scottish Island Peaks Race. Their plan is to be the first team to have competed in all three of the main Three Peaks races.

Organisers are confident of possibly the second largest fleet ever for the Three Peaks Race, the previous biggest being 30 teams in the inaugural event and 24 teams in 1990. - Peter Campbell

MUMM 30 CLASS TO RACE WITH RSYS THIS SEASON

THE ROYAL SYDNEY YACHT SQUADRON WILL INCLUDE A TROPHY SERIES FOR THE INCREASINGLY POPULAR MUMM 30 ONE DESIGN KEELBOAT CLASS AS PART OF ITS 2007-2008 SPRING/SUMMER RACING CALENDAR ON SYDNEY HARBOUR. THE MUMM 30S WILL RACE WITHIN THE SQUADRON'S PRESTIGIOUS DIVISION 1 FLEET, BUT WILL HAVE THEIR OWN POINTSCORE AND SEASON TROPHY.



A strong line-up is expected, with the Squadron considering proposals from Mumm 30 owners to conduct the 2008 Australian championship and also make a bid for the 2009 World championship.

Designed by Bruce Farr, the Mumm 30 is a fast and exciting boat to race with strong fleets in the USA and Europe, where the 2007 World Championship will be sailed at Porto Cervo, Sardinia in early October.

Australians have done exceptionally well on the international scene in the Mumm 30 class, with Squadron member

Richard Perini winning a World championship and current Australian champion Bruce Eddington winning the Mumm 30 class at the famous Key West Race Week.

"The Royal Sydney Yacht Squadron extends an invitation to all Mumm 30 owners to join in racing together as a fleet every Saturday in the Main Series or every other Saturday in the Short Series," says Guy Stening, owner/skipper of *Optimumm*. "Sydney Harbour offers some of the best yacht racing in the World, with the Squadron noted for the efficiency of its race management."

The Squadron's 146th spring/summer season opened September 1 and continues through to April 5, with a break over Christmas.

In addition to Division 1 and the Mumm 30 OD boats, the Squadron this season is conducting racing for Division 2, 3 and 4 mixed handicap yachts and for Etchells, Dragon and Yngling One Design classes on the Harbour, as well as an Offshore division. The fleet of 31 Etchells is considered the largest fleet of this international one-design class racing regularly in the world. - Peter Campbell



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YOU MAY BE ENTITLED TO HOLD YOUR COURSE, HOWEVER, IF YOU STRONGLY SUSPECT A COLLISION, IT'S SMART TO BEAR WAY AND LODGE A PROTEST.

By Mark Pryke
Photography Andrea Francolini

At a recent high profile International Regatta, a competitor complained to the International Jury: "I was on starboard and entitled to hold my course." Reasonable assumption? In the early stages yes, but not to be point of collision. ISAF Racing Rules of Sailing (RRS) 16 requires that if a Right of Way (ROW) boat alters course then she should give the obligated boat room to Keep Clear. RRS 10 states: "When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat."

In this scenario we have two boats approaching each other close hauled on opposite tacks. For the sake of argument we will say that they are aware of each other. There is a 15 to 20 knot breeze and the boats are closing on each other at significant speed. The Port tack boat, the Keep Clear boat, *Patsy* believes that she will pass just ahead of the Starboard tacker *Sheila*. *Patsy* holds a steady course and shouts to *Sheila* "hold your course!". We said that it would be close, but that *Patsy* believed she could pass just ahead of *Sheila*. So is the call of "hold your course" reasonable?

No it is not! Firstly it tells *Sheila* that it will be a near thing but that *Patsy* will just miss her. A miss by a Keep Clear boat is not just an unmarried woman, but a lady to be given a respectable distance.

ROW (Right of Way) boats may sail a course as close as they like to a Keep Clear boat, however, a Keep Clear boat must not sail so close to a ROW boat that she has any apprehension of the likelihood of a collision. Now back to the call of "hold your course". As well as telling *Sheila* that it will be a close thing, it also telegraphs the same message to the Protest Committee. The call will count heavily against *Patsy* in the Jury Room.

Turning to *Sheila* and her claim to the Protest Committee: "I was on starboard and entitled to hold my course." In close quarters and with RRS

16 in the forefront of her thinking, it may be smart for *Sheila* to hold a steady course. But for how long? *Sheila* is certainly not entitled to hold her course all the way to the point of collision. If *Sheila* has said as much and there is significant damage to either boat, then the Protest committee will have to look at RRS 14 - Avoiding Contact.

It states: A boat shall avoid contact with another boat if reasonably possible.

However, a Right of Way Boat or one entitled to room

- (a) need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room, and
- (b) shall not be penalized under this rule unless there is contact that causes damage or injury.

There is a pertinent scenario in the ISAF Case Book, Case No. 50, that states if *Sheila* has a reasonable (perhaps best to say "cause to believe", rather than doubt"...Caroline Gladstone) doubt that *Patsy* will cross ahead of her, then even in the absence of a collision, *Patsy* would be subject to Disqualification (DSQ). So if there is reasonable apprehension on the part of *Sheila* that a collision is inevitable, she should take avoiding action.

Viewed from the grandstand, it might be simple for onlookers to say that *Patsy* has the easier decision to make. Perhaps that decision is to tack early and Keep Clear. But *Sheila* is in a quandary, not knowing what evil thoughts are going through *Patsy's* mind. Is she considering a late bear away? Is she planning a lee bow tack? Does she believe that she can just pass ahead of *Sheila*?

Sheila has maintained a steady course, not wishing to confuse the issue by any premature alteration of course (RRS 16). Equally she wants to





PORT AND STARBOARD, CAN WE SAY MORE?

avoid a collision (RRS 14). Her answer lies in the wording of RRS 14: (a) need not act to avoid contact until it is clear that the other boat is not keeping clear.

Therefore *Sheila* continues to sail a steady course until she has reasonable apprehension that a collision is imminent, and then she makes a significant alteration of course to avoid the collision, and protests.

If a collision does occur, *Sheila* has met her obligations under RRS 14 and 16 and would not suffer any penalty. If, however, she did as she suggested at the beginning and said: "I was on starboard and entitled to hold my course", then she could expect to suffer a DSQ under RRS 14. Some Juries might even consider taking the matter further. They may look at RRS 2, Fair Sailing and decide if *Sheila's* failure to take any avoiding action contravened those principles.

If there was no collision and *Sheila* had borne away, even if only slightly, then the Protest Committee/Jury must establish if there was reasonable

apprehension on the part of *Sheila* that a collision was imminent. Ours is a non-contact sport, at least that is what our rule makers intend, and the Protest Committee cannot simply dismiss the protest on the basis of no contact. All too often Protest Committees have cited contradictory evidence from the two parties, and because they was no collision, they would dismiss it (the protest).

That attitude only encourages ROW boats to create a touch to prove their point.

ISAF case 50 is very clear on this matter. When a Protest Committee is satisfied that *Sheila* did change course and that there was a reasonable doubt that *Patsy* could have crossed ahead, and that *Sheila* was justified in taking avoiding action by bearing away, then *Patsy* should be disqualified.

Perhaps the moral of the story is for *Patsy* to take early avoiding action and, in the absence of this action, *Sheila* should ensure there is no collision and hail: "Protest!" ○

REAR VIEW MIRROR



YENDYS' RECENT IRC WIN AT THE AUDI HAMILTON ISLAND RACE WEEK IS TESTAMENT TO THE SUCCESS OF THIS NEW REICHEL/PUGH 55 AND ITS CREW.

ANTHONY TWIBILL TALKS WITH OWNER GEOFF ROSS WHO RECOUNTS HOW HIS FIVE YENDYS, OVER A DOZEN YEARS, HAVE BROUGHT HIM TO THE FRONT LINE OF OCEAN RACING.

Photography Christophe Launay

If yachts had a rear view mirror, Sydney yachtsman Geoff Ross, owner / skipper of *Yendys*, Sydney spelt backwards, would see most of the fleet behind him. With one Sydney Hobart overall win already under his belt, his sights are set on adding to the tally this year.

When Ross sailed up the Derwent River to the finish line of his 12th Rolex Sydney Hobart last year, he marked 170 years since his ancestors first arrived in Hobart Town via convict ship.

The sail number on his latest, and fifth, ocean racing yacht *Yendys* is 1836 – the year that the 23 year old farm servant Isabella Urquhart arrived in Hobart from her home of Inverary, Scotland to serve a seven year sentence. She arrived aboard the convict ship HMAS Westmoreland as one among 185 female convicts.

A year later, Frederick Rosser arrived in Hobart, having been sent there by a London court for allegedly breaking a glass window. Frederick, who always claimed his innocence, endured a torturous sea voyage with floggings aboard HMAS *Recovery* along with 284 other male convicts. Isabella and Frederick eventually married and settled in New Norfolk, Tasmania to start a family and Frederick went on to become a police officer.



Geoff Ross

Geoff Ross had no knowledge of the family history when he sailed his first Hobart race in 1994. Research into the Ross family tree by an aunt found not only the arrival of Isabella and Frederick, but also turned up the transcript of Frederick's court case and entries in the log books of the ships which carried the two convicts.

When Geoff skippered his former *Yendys* (the third of that name) to victory as Overall Winner in the 1999 Sydney Hobart, the victory was extra sweet with the knowledge that his family had come full circle.

"Each time I sail up the Derwent in the Rolex Sydney Hobart I do think of Isabella and Frederick sailing those same waters," said Geoff.

"The history does give each race I do a lot more meaning – I feel like I'm connecting with them in some way. It's also ironic I ended up so passionate about sailing and this race in particular because I grew up in Bendigo where there's no water at all!"

His latest *Yendys* is the first grand prix ocean racing yacht to be built in China. This reflects Ross's extensive business in China where his Findis Net company has emerged as one of the leading mortgage brokers in China. The Reichel/Pugh design has been purpose built for ocean racing and in



particular, the Rolex Sydney Hobart. Its performances since launching late last year in time for the Sydney Hobart, where *Yendys* posted a fourth across the line and sixth on corrected time in the IRC division, have been strong. *Yendys*' most recent IRC win in the Audi Hamilton Island Race Week, speaks volumes of the progress of the yacht and its crew.

So, what is the story of Geoff Ross and *Yendys*? I spoke with Geoff about his history and *Yendys*, Sydney's mirror image.

AT: How long have you been sailing and ocean racing particularly? What drew you to the sport?

GR: I grew up in Bendigo in Central Victoria where there is no water, let alone a sailing club. I played tennis and AFL football as a teenager and throughout my years at Melbourne University and while working in Melbourne. However as a keen sportsman during my teenage years I recall reading in the *The Age* newspaper about this strange event called the Sydney to Hobart and I guess it must have planted a seed in my mind so long ago.

This seed took some time to germinate and eventually I moved to Sydney in 1990 and by 1994 had purchased my first ocean boat. The first *Yendys* was a Beneteau 45f5 and I commenced ocean racing with the Sydney to Southport race. Later that year the beginnings of the *Yendys* team saw us successfully complete our first Sydney to Hobart which was also the 50th year of the race.

In the two subsequent years as the team and boat evolved we were able to get a third and second in our IMS division in the Hobart race which we considered to be a fantastic result for us in a basically uncompetitive IMS cruising yacht. The results reflected a great team effort.

The second *Yendys*, a Beneteau 53f5, arrived in 1997 and this was a boat for which I have a special affection. While still basically a beautiful cruising yacht it had a very sea kindly hull which made it much easier to drive in the ocean than its predecessor. We then won our IMS divisions in the 1997 and 1998 Hobart races and it was this yacht which brought us safely through the nightmare of the 1998 race, albeit it took six months of repairs in Hobart before we could sail her home to Sydney. By this time the *Yendys* team had done thousands of ocean miles together and completed many regattas and races.

I had begun to feel I had completed my apprenticeship and was ready

to raise our teams goal to an overall Hobart win.

With this in mind I built the third *Yendys*, a custom Farr 49, designed primarily to win a Hobart overall under IMS. We put the boat in the water in December 1999 and achieved second in our first regatta (the Rolex Regatta although with a different name then) and we went on to win the overall Hobart prize. In this largely hard running race we were in fact eight hours inside the previous Maxi race record and only at sea for two nights.

Once again this outcome reflects the core *Yendys* strategy of a combination of a great team on the right boat.

The rapidly changing nature of the IMS rule basically destroyed this boats competitiveness and ultimately the rule itself. I acquired the fourth *Yendys* to respond to this situation and then, much to my consternation at the time, the CYCA adopted IRC as the overall handicap rule for Hobart. With the advantage of hindsight I was wrong and this was a great decision by the CYCA and for sailing

So today we have the fifth *Yendys*, a Reichel Pugh 55, which is a boat designed primarily for Hobart and IRC and our Hobart goal remains the same.

It is the best boat I have ever sailed and an absolute delight to sail under all conditions. An indication of its speed can be seen when you consider that a 55 foot boat is ahead on the water of the 85 foot *Brindabella* which

won Sydney Hobart line honours not so many years ago. Equally in winning our division in the 2006 Hobart the only boats which arrived in Hobart ahead of us were the two 100 foot maxis and a Volvo 70. My special feeling for this yacht is such that I now find myself talking to her as do some

TO BE DEEPLY INVOLVED IN SUCH A CONSUMING AND DIFFICULT TEAM PROCESS IS REALLY AS MUCH A MOVEMENT OF THE HUMAN SPIRIT AS WIND OR WATER.

of the *Yendys* team.

We believe we have a strong *Yendys* team and the right boat so our focus this year has been on preparing for the 2007 Sydney Hobart and indeed this was the reason we entered the Hamilton Island Race Week Regatta. This was a beautiful regatta with a good outcome for us. Bearing in mind that the boat is still actually in its heavy weather Hobart mode and using old sails augurs well for the years end. As always the results reflect a huge team effort and it my privilege to lead and sail with such a great team.

AT: What is it about IRC ocean racing that appeals to you more than sailing round the cans, one-design or other forms of sailing competition?

THE GREAT THING ABOUT THE IRC RULE IS THAT IT ALMOST ENCOURAGES YOU TO BUILD THE BOAT THAT YOU WOULD IF THERE WAS NO RULE.



Andrea Francolini

GR: I like both forms of racing and indeed regattas are generally more fun. However the primeval motivation for me is to be found in responding to authentic challenges and Hobart is certainly this, plus some. It is a seriously difficult race on all levels.

AT: What drives you to perform?

GR: The *Yendys* team always has a diamond hard clarity on the desired outcome for a particular race or regatta. The team then works inclusively and openly to achieve these outcomes. To be deeply involved in such a consuming and difficult team process is really as much a movement of the human spirit as wind or water. This is why the challenge must be authentic. My personal motivation stems both from my focus on the outcome and responsibility to the team.

AT: How important are “the tools” (the hull, rig and sails) and how important is the team (the skipper and crew) in racing to win? What makes a winning team?

GR: The right boat is vital and actually much more difficult to determine under a secret rule like IRC. (IMS was quite straightforward). Without this the task is all but impossible. However the big story is a people story and this underpins our view that two-thirds of an ocean race is over by the time we get to the start line. The team therefore is paramount.

AT: What comments do you have about the state of ocean racing in Australia at this time? Has the arrival of major global sponsors like Rolex and Audi done a great deal to grow the sport or are we yet to see the fruits of that?

GR: Audi in particular has been great for Australian sailing in a major way across many domains. They are a great partner, as is Rolex which has assisted in enhancing the iconic status of the Sydney Hobart in the international yacht racing arena.

AT: The IRC rating rule? You know how to win under it, so what are your thoughts and comments on how well it works as a rule?

GR: The great thing about the IRC rule is that it almost encourages you to build the boat that you would if there was no rule.



Because it relies on relatively few measurements and a secret formula with a non-quantified Hull Factor which I presume can be used to iron out obvious anomalies the rule has resulted in a vast array of very fast and simple to sail yachts, plus a selection of canting keel yachts most of which are rated competitively.

Indeed this was very obvious in the Hamilton Island regatta where only seconds separated us from *Wild Oats X* and probably a minute or so from the new RP45 *Beau Geste* and the older TP 52's and Cookson 50.

This rule which is enabling great boats to be designed and built is the key factor enabling the significant improvement in the fleet now emerging in Sydney and most other yachting centres world-wide.

Equally, because it is not a scientific rule in the sense that it measures every component in a boat, we are not seeing the type-forming that was so evident in the IMS and before that the IOR rules.

As the IRC rule seems to be encouraging new designs in an incremental fashion (rather than making obsolete the whole fleet as IMS did from year to year) then it is possible for owners like me to consider a new design with some confidence. Indeed I believe this user interface delivered primarily through the RORC Rating Office in Southampton is its greatest asset. In my view the capacity of a rule to interface too and work well enough for the bulk of the owners will determine its longevity. This is actually more important than the content of the rule itself. You only have to look at the evolution of the Microsoft Operating System from its humble beginnings to see this process successfully at work in a different environment.

AT: What's next for *Yendys*?

GR: *Yendys* race for number one continues in the upcoming Bluewater Pointscore series, the Rolex Regatta and of course the 2007 Rolex Sydney Hobart.

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D O N' T P A N I C!

BLUE ROBINSON TALKS TO THE OLECTRIC AND CENTRAL COAST HYDRAULICS TEAMS ABOUT RE-SALE RAMS AND PRE-LOVED PLCS

After chatting with Guy Oliver and Greg Waters in Sydney about advice to owners of new and not so new canting keel boats, the advice from 'The Hitchhiker's Guide To The Galaxy' came to mind - Don't Panic!

If you are the proud owner of a new or "pre-loved" canting keel yacht, and looking forward to sailing at warp speed, then we give you 'The Glitchfinder's Guide to the Gadgetry' with due apologies to Douglas Adams.

Guy Oliver from Olectric Systems advises:

"Every time there is a change of boat crew it is vital to have the guys who are taking over educated in those areas. Greg and I have just returned from a four day trip to the United States to make some modifications to the R/P 66 *Stark Raving Mad*, and to give the new skipper a run-through on the full capability of the system. From our experience sailors assume a great deal and have lot of theories about a PLC driven keel/ forward rudder and winch systems. Some are correct, some not.

"I guess our starting point is showing the new owners or crew the manuals or disc we supply with every boat when launched. I know manuals are often skimmed through but for the canting keel and automation side, the technical notes that are supplied need to be read - either by the skipper, or if he is too busy getting up to speed with the whole program, by someone on board. If this is not done, you will not get the full benefit of what you've paid for.

"We're not trying to teach the crew the technology or how to write the software, only the operation and how to manage the system on your boat. Simply, when the keel goes left, on the panel this light and that light should come on. Check for lights, check for water ingress, check for oil, before making any assumption and hitting the panic button.

"If you think there is a problem the systematic approach, would be: a) Don't panic; b) Do you still have power to the control box? c) Check what indicator lights are running; d) Do you have oil? e) Get the crew to press some buttons in the cockpit to see what valves operate. From that information you have a guide on where to look. If these lights are red instead of green, either a power spike or lightning strike has occurred. If that happens, here is the point where the handle goes in to pump the system by hand. Depending on which valve they turn, dictates which way they will move the keel. All this is laid out and labelled, but the crew has to know it BEFORE they go sailing.

"We have had panic phone calls telling us the system is not working, and when we ask is there power to the system, they discover the batteries are flat, or the power lead had been pulled out.

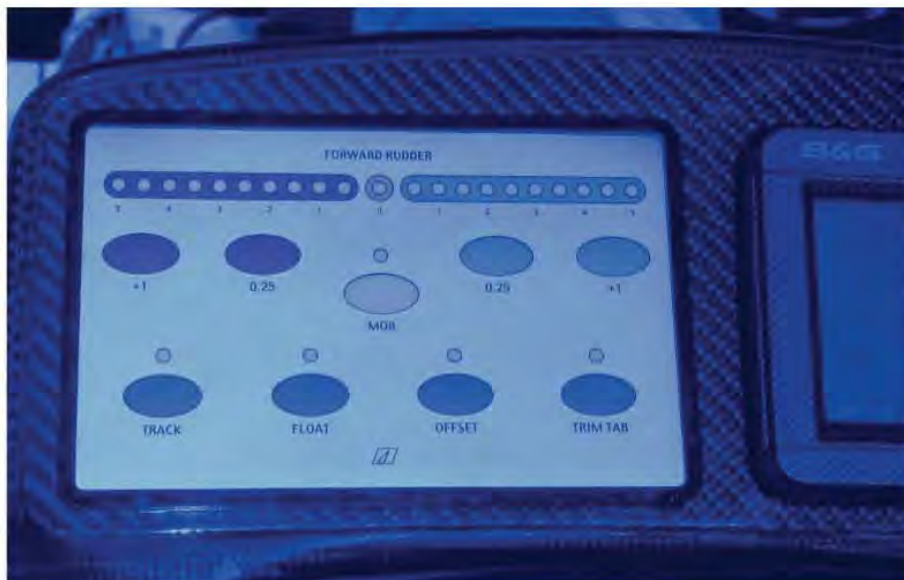
When you are buying boats with this technology you have to allow for a bit of training. When we have offered the opportunity to educate the crews on the boats systems, they all grab it because it makes their life so much easier.

"A simple example is when we advised a crew that if they need to, they can push a valve in by hand using a screwdriver to get oil through it as a back-up technique. This same team didn't know these valves were for the keel, and



“When the computer sends out a message it needs feedback. If it doesn’t get the feedback, it will process the wrong message. So if the guys at the yard are snapping cables while taking off your rudder, or lifting up floorboards and treading on the string-pots, (which we have seen), they are not helping your sailing budget. String-pots are used in mines and industry all over the world and are tough units, however, try and look after them and disconnect and re-connect them properly.”

“What is important to the Olectric team is that you are aware of what you have on board, and know its full potential at the beginning, not half way through the season. If you are thinking of getting new instruments or making structural changes to the boat, drop us an email. If you buy a second-hand boat you get the rig checked, and check the hull for electrolysis. It is in your interest to get your electrical and hydraulic package assessed. If



those were for the rudder, or which batteries drive the pump; this is very basic stuff. If there’s a problem you don’t just run down below and turn the system off, (as has happened); you keep sailing the boat and work it out.

“Another example is the pedestals. When you take a wheel off, or alter the chain for the steering, be careful when you pull our cables in and out of the pedestals. It’s the same for your existing nav lights or mast head wind gear. If you damage the cable by crushing or cutting it, it can’t do its job of relaying information, which is super important. Also string-pots on the keel and rudder, are super important. These are units about the size of your fist, with a string cable that tells you the rudder position to within a tenth of a degree. These can cost up to \$2000; so if you pull the rudder quadrant off with the string still connected you snap the cable - as a sensor, it’s stuffed.

the boat no longer has the technical notes or information we supplied, contact us.”

Greg Waters: Central Coast Hydraulics.

Blue: Your advice for owners thinking of buying a canting keel yacht?

GW: My advice is to make sure owners understand what they are buying. And the best way to do this is to talk to skippers of other canting keel yachts, and if they can, get the opportunity to go for a sail with them so they know the characteristics of the technology, what the boat does and does not do. It will be different to sailing a fixed keel boat. Then I would say ask as many questions as possible. What maintenance is involved? How often is the boat out of the water?



Blue: Prior to purchase what should they do?

GW: Somebody should come in, us or other hydraulics engineers, to give an opinion on the condition of the hydraulic system, including looking for corrosion and damaged hoses. A simple maintenance check would include changing the filters in the system. By changing these filters you can get an indication of what the internals of the hydraulic system are like. We don't expect a new skipper to be a hydraulics or pin and bearing expert; he just needs to use his skills in asking questions if he thinks something isn't operating as he expects it should. His expectation may be incorrect or perfectly correct. Without doubt if there aren't manuals on board they should contact us, and it is easy for us to provide a copy of the manual, with any revisions we may have done to the system.

Blue: What are some of the misconceptions you have come across from crews new to this technology?

GW: I would say there is a general non-understanding of how it works. They know it makes the boat more powerful, they know they have to tack the keel, but as to how it's all happening down there, they're not aware of the intricacies of it, and the majority of crew don't need to as long as it works. But somebody in the program needs to undertake the inspection and maintenance.

Blue: What is the minimum maintenance?

GW: Cleaning. Hosing off with fresh water and wiping over with a rag. If

you are serious about this you will see any imperfection or fault coming up, such as oil leaks, or a hose being chafed. I was recently on a boat where they washed the cylinders and hoses with dish washing liquid, which removed all the salt, then they sprayed on some WD-40. Perfect.

Blue: What are the most common problems you are contacted about?

GW: Loose fittings are probably the most common problem. We generally use stainless steel fittings. If they get trodden on or knocked with a toolbox, they move and unscrew the fitting a tiny bit and that produces a small oil leak. If that is not checked early on, you have a puddle in the bilge. This is a "user caused" problem rather than a design issue. In terms of reliability, these hydraulic systems are pretty robust on these boats. We haven't had a relief valve failure or pumps blowing up.

Blue: What the first thing you ask when people phone you and say they have a problem?

GW: Is there an oil leak, and is there oil in the reservoir? Very often that is the problem. We aren't on these boats adjusting valves, mostly we are on board fixing leaks because someone has trodden on a fitting; or re-routing hoses because the boat layout has changed. Power is important as well. Batteries need to be kept fresh if it's a D/C operated system. Charging overnight before the race should be part of the routine.

Blue: So a designated member of the crew should read the manuals, build a relationship with you and have an understanding of what is going on on board. If things change, get in touch.

GW: Exactly. Once they get to know it the system becomes less intimidating. Our experience is crews start by knowing nothing about it, then grow in confidence.

Blue: The reason for this awareness and performing visual checks of the system is because of the environment it lives in - wet/ dry/ wet with salt and high humidity?

GW: That's right, particularly for our cylinders themselves, and the exposed part of the piston rod that usually lives in the wet-box. This is about the worst environment you can get, so a visual inspection is very important. Many of these boats have a clear perspex cover, so you can see what is happening and also see the severity of the environment, with a mist of salty water inside.

Blue: And a cause for concern would be?

GW: Corrosion. A brown stain. This means electrolysis or a bit of corrosion starting to happen. Our piston rods are finished very finely where the seals rub. We want to keep any brown staining or corrosion away from there. Once it occurs, you may damage the seal. This may have happened when the keel was removed or worked on. A spanner or hammer dropped on the chrome surface may have done it.

SH: Should boats carry hydraulic oil?

GW: Yes have some on board, but if you are up to date on maintenance you will catch any issues early. Olive oil has worked in the past, saved the day and gets you out of trouble. But we would need to replace the pump when you get in. Don't fear these systems, understand them and work with them, contact us with any queries, but don't panic! ○

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INAUGURAL AUDI IRC CHAMPIONSHIP GOES TO QUEENSLANDER

QUEENSLAND YACHTSMAN ROD JONES SCORED HIS FIRST MAJOR AUSTRALIAN YACHTING WIN IN AUGUST WHEN HE AND THE *ALEGRIA* CREW SAILED TO AN UNASSAILABLE VICTORY IN THE INAUGURAL AUDI IRC CHAMPIONSHIP.

By Di Pearson

Photography Andrea Francolini

As a consequence, Jones won the classy Perpetual Trophy designed by John Woulfe and Joerg Hofmann, Managing Director of Audi Australia, handed him a set of keys to a new Audi Q7 SUV, both presented at the Audi Hamilton Island Race Week prize giving.

The Queenslander and his keen crew came to Hamilton Island with a handy pointscore lead following divisional wins at Skandia Geelong Week, Audi Sydney Gold Coat Race and the Audi Sydney Harbour Regatta.

The final event at Hamilton Island became a mute point, as those closest in points to *Alegria* fell by the wayside; including a couple of owners who purchased new boats mid Championship, rendering them ineligible; others could not make all four events and *Hardys Secret Mens Business*' chances ended following a start line collision in Race 1 at Hamilton Island.

The Championship, endorsed by Yachting Australia, was so hotly contested that entries from NSW, Queensland, Adelaide and Victoria

were all in the mix to claim the crown, which involved the best three results to count from the four-event series.

It has been quite some time since a Queenslander made a serious mark in Australian yachting, but from the moment the Championship was announced, Jones made no bones about his motives.

"We are unashamedly here to win the Audi Championship, so will be sailing all four events," he said, adding: "The Championship will favour boats that are consistent across the board, so it's risky to miss a regatta."

He also believes the Championship will strengthen IRC racing in Australia, "which is why we are here racing."

In the lead-up, Jones also won 2007 Queensland IRC Championship and the 2007 XXXX Gold Cup in IRC, both at the Royal Queensland Yacht Squadron, so their Audi Championship win did not come out of the blue.

A regular competitor at RQYS, Jones launched *Alegria* in 2006, following



LEFT: IRC champion skipper Rod Jones aboard *Alegria*.

BELOW: The crew and the car.



youth sailing in Melbourne where Jones grew up, so sailing came as a matter of course.

“I grew up sailing offshore, but moved to one design racing, which I would like to do more of. I plan to play in offshore racing for the next couple of years though; I find it very enjoyable and challenging. It has different skills than what I’m used to.”

Jones has a number of tentative future plans. He has a new A40 Racer Cruiser on the way. “I don’t think it will be ready for Geelong, but I hope it arrives in time for the Audi Sydney Harbour Regatta, as we want to defend our title. *Alegria* has gone to a new home in Newcastle.”

Other targets include the Brisbane Gladstone and Great Keppel Island races, with plans afoot to move into the Asian circuit. “I’m also keen to instigate a team for the Commodore’s Cup in England next year, but it’s all a bit nebulous at the moment.

“Since IRC really has legs right now, it would be great to have an Aussie team at such a prestigious event. Since the demise of the Admiral’s Cup, I see it as the standout event and I don’t think it will be too difficult to get a team together.”

Although he is a keen offshore yachtsman, Jones can’t see himself competing in the toughest of ocean races, the Rolex Sydney-Hobart. “I did one in around 1979, but my theory these days is: “if it takes more than one dinner to get there, then I’m not going.” Deep down, I have an ambition to do it again; probably in the next five years before I’m too old.”

Back on the Audi IRC Championship, the Queenslander contends that professionalism and a long-serving crew prepared to train and put in the hard yards deserves any wins that come their way.

“We took the Championship very seriously, entering all four events and we trained hard to win. I have my crew to thank, I did not win this thing on my own,” he reminds me.

The Audi IRC Australian Championship, endorsed by Yachting Australia, comprised the Audi IRC Series at Skandia Geelong Week held in January, the Audi Sydney Harbour Regatta in March, Audi Sydney Gold Coast Yacht Race in July and Audi Hamilton Island Race Week in August.

To be eligible, yachts must hold a valid IRC Rating Certificate and enter at least three of the four events. A massive 160 yachts contested the inaugural Championship. ○

success with his former boat, the A40 *Cabernet Sauvignon*, now based in Newcastle and also a contender for the Championship. As the Queensland agent for Archambault, Jones obviously knows the product well.

On being announced the winner, Jones responded: “The team’s worked really hard. It’s very special to win the Audi IRC Championship, especially as it’s the first one.”

In the final analysis, *Alegria*, at 10.6 metres and one of the smallest boats vying for the series upstaged her better known and bigger grand prix racers,

including second placegetter, Bob Oatley’s 66 foot canting keeled *Wild Oats X* from Sydney, the largest boat to compete. Next best was the 60 foot canting keeled *Wild Joe* (Steven David), then the new Reichel/Pugh 55 *Yendys* (Geoff Ross) fourth and Ray Robert’s *Quantum Racing* (a Cookson 50) fifth; all from NSW and amongst the best racing yachts in Australia.

A complex pointscore (which a number of entrants have questioned) will undoubtedly be revised, but it does not take away from crew Jones and *Alegria*’s performance, although he did concede: “The Championship did favour the smaller yachts this time round.”

The smaller yachts he refers to were amongst those who sold boats midway through the series, some were only able to contest two of the events, so fell by the wayside.

Although relatively unknown on the offshore circuit, Jones’ sailing career spans the Flying Dutchman, Etchells and Tornado classes. He was also Head Coach to the 1996 Fijian Olympic squad. His father instigated



Walker leads Ryan in the final upwind tussle

Andrea Francolini



Evan Walker, Sean O'Rourke and Josh Cornford celebrate victory in the Club Marine NSW Youth Match Racing Championship

Andrea Francolini

CYCA YOUTH SAILORS HOME AND AWAY

AT HOME

CYCA YOUTH TEAMS TAKE THE TOP FOUR PLACES IN CLUB MARINE NSW YOUTH MATCH RACING CHAMPIONSHIP

By Jenni Bonnitcha

Evan Walker, with his new crew of Sean O'Rourke and Josh Cornford, snatched victory in the Club Marine NSW Youth Match Racing Championship by the narrowest of margins. The championship was contested by three teams from Royal Sydney Yacht Squadron, three teams from the Royal Prince Alfred Yacht Club and four teams from the host club, the CYCA.

Walker just scraped into the round robin between the top six teams and then made it into the semi-final stage on a count-back before fighting his way through to sail in the final against the Will Ryan-skippered CYCA team.

Ryan, Jay Griffin and Jono English, who had a perfect scorecard after almost two days of racing, won the first match of the finals series then Walker came back to win the second match, levelling the scores at one-all.

In the words of the chief umpire, Andrew Baglin, the final match (which can be viewed on www.sailcam.tv) was an amazing race.

Following an even start, Walker took the early lead with the first starboard cross, the two Elliott 6s never more than a boat length apart. The deciding

moment of the match occurred just after the final mark rounding when Ryan was penalised during a tactical duel. This gave Walker the space he needed to take the title.

In an all-CYCA finals series, Jamie Woods and his crew of Byron White and Jeremy Wawn defeated Will MacKenzie and his team of Ted Hackney and Will Parker 2-0 in the petit final.

STEPPING UP

The Audi Winter Series, Audi Sydney Gold Coast Yacht Race and Audi Hamilton Island Race Week are over for another year with a majority of the CYCA Youth Academy's advanced squad sailors lucky enough to gain positions on those competing in the Harbour series. Five claimed positions on yachts going to Southport and a few continued the racing further north at Audi Hamilton Island Race Week.

The Youth Academy draws these young sailors into the CYCA through opportunities to extend fleet racing skills and match racing. However, the knowledge of rules and tactics gained is easily transferred to members' yachts. The step across is made easier with the support of boat-owning CYCA members who are looking to complement their crew with new talent from the Academy.

MOVING FURTHER AWAY

THIRD AT THE GOVERNOR'S CUP IN CALIFORNIA

Skipper Will Ryan, bowman Jono English and mainsheet Jay Griffin - the youngest team member at 15 years of age - represented the CYCA Youth



LEFT: L-R Winners of Selangor Gapurna IYMRC 07 Jeremy Wawn, Cat Trew, Amanda Scrivenor, Sam Boyd and skipper Evan Walker

the entire first and part of the second round robin completed. Barker finished the day in equal fourth.

On day four CYCA hit the ground running with a first race win against Rob Gibbs. By the completion of the second round robin Barker was in equal second with teams from Germany and Britain.

Due to severe time constraints the race committee decided on a sail off and after winning a hectic race against the Germans, Barker was left to sail off for second against the Brits.

"We were able to control the right hand side of the course and stay in pressure to take a very solid win," Barker said.

"A bit of encouragement from the *Loki* crew, who are here after their Fastnet race, was very much appreciated and helped get us through a tough two days of intense racing," a jubilant Barker explained from Cowes.

"A BIT OF ENCOURAGEMENT FROM THE *LOKI* CREW WAS VERY MUCH APPRECIATED."

Sailing Academy at this year's Governor's Cup.

At the end of the first complete round robin of eleven flights, the leaders were Newport Harbor Yacht Club, with 10 wins, followed closely by the CYCA team with nine wins.

CYCA was undefeated in the second round robin on the third day as they adapted to Balboa Yacht Club's Governor's Cup boats.

On the final day of racing, CYCA moved into the semi-finals in second position only to be defeated 2-1 by King Harbor Yacht Club. In a tight-deciding race, Ryan left a mark trap opening for *KH* to come in between them and the mark. *KH* took the bait and came right in but unfortunately Ryan's flag for a penalty was not seen by the umpires and our chance to sail off for a win was over.

CYCA then went on to dominate the petit finals and take third position overall 2-0.

SECOND IN COWES

Tom Barker, well known for his crewing skills on *AFR Midnight Rambler*, showcased his match-racing talents at Cowes Youth Week to finish second.

Combining with CYCA Youth Academy sailors Tim Austin (*Sydney 38, Ichi Ban*), Tiffany Fulde (*Sommerbreeze*) and Alex Ward, Barker competed against a strong international field.

Reflecting on the regatta, Barker stated "being seeded seventh in a very high quality fleet and to take our chances when they presented themselves, and to place second, is very rewarding."

The regatta was won by fellow Australian Rob Gibbs, who only recently returned to Perth after an intensive 12 months training with the CYCA Youth Sailing Academy.

The first two scheduled days of racing saw 20-35 knots plus and, as a result, only one flight was completed.

Day three was an early start and late finish in variable conditions with

FIRST AND THIRD IN SELANGOR

Two teams from the Youth Sailing Academy completed their first foray into Asian match racing with exceptional results.

Competing against an essentially all-male line up, on physically demanding Platu 25 keel boats, the CYCA's mixed teams overcame any weight or strength challenges by demonstrating superb communication and teamwork.

Evan Walker, supported by Samantha Boyd (sheet), Amanda Scrivenor (trim), Cat Trew (pit) and Jeremy Wawn (bow), progressively melded a strong combination throughout the regatta, culminating in a 3-0 victory over the all-male team from Royal New Zealand Yacht Squadron (RNZYS) in the final.

Tom Barker and his team of Tim Austin (sheet), Alex Ward (trim), Kat Stroinovsky (pit) and Tiffany Fulde (bow) were undefeated in the first half of the regatta and went into the semi-finals in second place only to be defeated by RNZYS in fresher conditions. Ultimately they defeated a team from the Philippines (2-0) to finish third.

Sailing in monsoon-affected conditions certainly broadened the horizons of the CYCA sailors. On day two, after some extremely heavy downpours, the current on the course was so strong that downwind legs were taking a mere 63 seconds. In this space of time, the teams had to gybe set, drop jib, gybe, hoist jib, gybe again and set-up to round the bottom mark.

The event, nicknamed 'The Little Monsoon Cup' by the competitors, will now become an annual event.

The CYCA looks forward to welcoming the RSYC's top sailor at this regatta, Ng Ai Li, whose team finished a close fifth, to the Bavaria Yachts International Youth Match Racing Regatta in November. ○



IN HARMONY WITH FRENCH DESIGN

HARMONY YACHTS ARE THE LATEST
PRODUCT OF INNOVATIVE FRENCH
YACHT DESIGNERS AND BUILDERS

By Barry Tranter

When the nautical historians of the 22nd Century come to write the history of the production yacht, the French will dominate the entries.

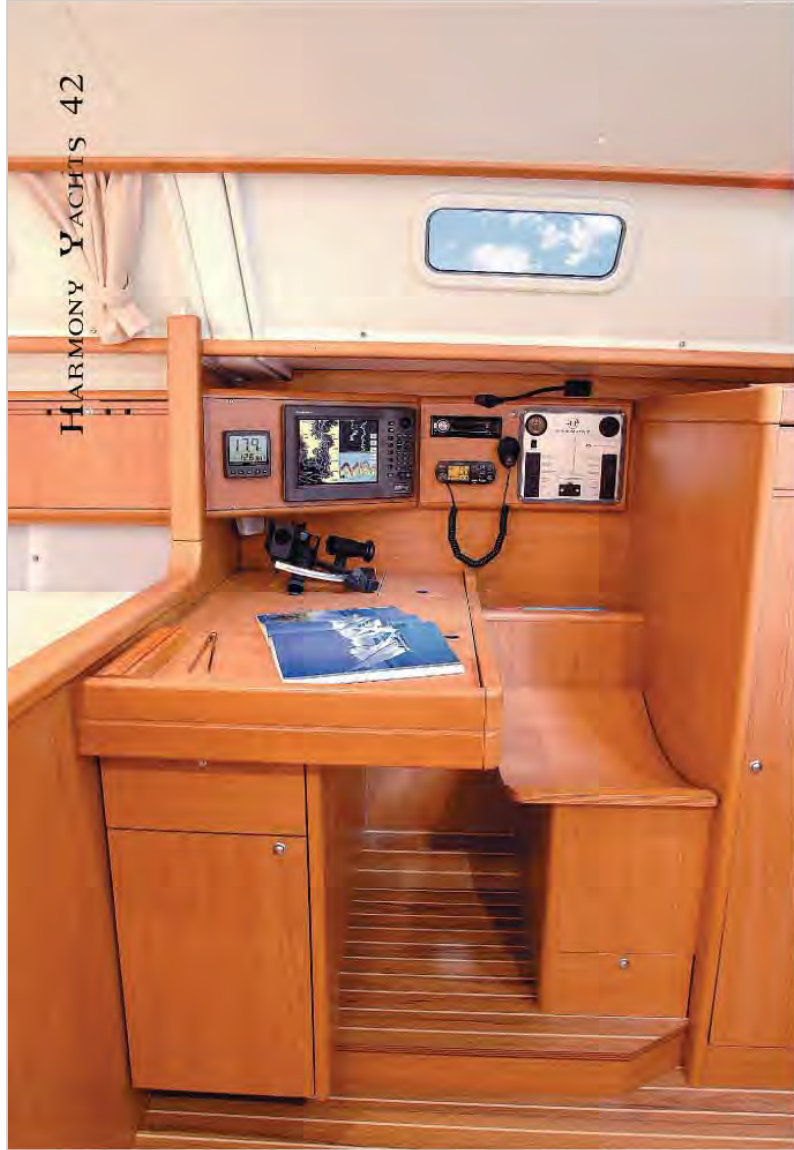
French manufacturers invented the modern fibreglass lightweight production in the 1960s and 40 years later they continue to explore the medium to its fullest. Just when you think there can be no new niche to explore, they create one.

Harmony Yachts is the new (ish) kid on the block. Olivier Poncin was the bloke who kick-started the new generation of Dufours in the late



1990s, a few years later he went out on his own and built a new, automated production facility in the South of France.

Poncin knew what he wanted from his new boats. He takes the credit for conception; designers Mortain & Mavrikios did the rest. Between them, owner and designers chose medium-displacement hulls with long waterlines and plumb stems. This 42 has a choice of three keels - a cast-iron fin with bulb is standard, lead is optional and costs more, and there is a shallow option, a tandem arrangement with two vertical blades connected by the ballast bulb.



The hull has a PVC foam core and a moulded grid which supports the skin and presents, to the interior, a gelcoat surface which looks good and will be easy to keep clean. Machines do most of the work in Olivier's factory, using injection and infusion techniques which are good for the structure and control the fumes, an EU requirement.

The 42 is a cruiser but like most cruisers these days she will not be slow. The hull is beamy, quite full forward (not as full as some, not as fine as others) to provide the internal volume to house three cabins, two heads and a large saloon.

Before we get too far into this story we have to consider this boat's features against the price. The base boat is \$299,000, sailaway. It's not the whole story, but it's worth thinking about.

ON DECK

The chainplates are on the hull sides, and the hounds, where the cap shrouds meet the mast, are well down from the masthead so the shrouds meet the mast at a very oblique angle which can only be good for mast support. The diagonals, surprisingly on a cruiser, are continuous, led down to the deck so they can be adjusted. This, too, also can only be good for mast support.

This shroud arrangement means headsails must be small, short on the foot, popular with racers and cruisers alike. Anything to avoid sheeting in metres of



"THE HARMONY'S CHARACTER IS QUITE COMPLEX."

sheet and hectares of headsail. And you get good visibility forward.

On the bow is a very nice cast fitting which enables the anchor to clear that near-vertical bow. A very neat feature is the extruded aluminium toerail which sits clear of the deck so it provides great foot support but the deck is easy to clean. From here you hang the fenders or throw on a line temporarily when things are a bit stressed during a tricky mooring manoeuvre.

The mainsheet traveller is ahead of the companionway. There are four winches; two Lewmar #48s each side of the companionway handle halyards and the headsail sheets. The secondaries - Lewmar 46s - are on the coamings alongside the helmsman. The Harmony philosophy includes an optional reaching spinnaker which tacks down to the bow and is furled by a snuffer or turtle or sock or whatever you call it, so it can be handled by a cruising crew; one person can set it up, come back to the cockpit and hoist. You can also choose a gennaker on a furler, or tri-radial performance sails instead of the standard Dacon main and jib, from Elvstrom Sobstad.

So the Harmony's character is quite complex; you can have a shallow-draft cruiser, or choose a deep lead keel, performance sails and a kite. Interesting.

DOWN BELOW

All 42s have three cabins; the only option is whether you have a second bathroom ensuite with the main cabin forward, or a table and chair arrangement. The main bathroom aft is big and most of the surface is moulded i.e. gelcoat glossy. There's a wood bench to sit on when showering at sea or to dry your toes.

The galley is a straight-line arrangement down the port side. Harmony importer Kevin Brandt is impressed by the fridge and so he should be - it is huge, with six trays so all your stuff can be packed separately. Crank it up, he says, and the bottom of the fridge acts as a freezer.

The stove has two burners and an oven. There's a deep gash bucket for scraps, next to the sinks (one big one small, one behind the other).

The companionway (a good one with wide steps up the top) swings up and away to reveal the front of the 40hp Volvo Penta (55hp on our boat, which had the Comfort Pack. More about this later.

You can also get at the engine from each side and behind, through hatches in the moulding which forms the companionway structure.

The trim down below is simple, with cherry wood highlighting the glossy moulded surfaces. Malcolm, an owner sailing with us, said the

light, bright interior was a big attraction for him and his family.

There are a few untrimmed ply edges.

TV and DVD are optional, fitted at the factory; Kevin adds only a radio when the boats arrive here. Standard instruments are Furuno speed/log/depth, Furuno wind direction and speed, and a GPS.

Malcolm made the point that his kids are far more likely to want to go sailing, and bring their mates, if they have TV and sound. "And besides", he says, "I can watch the Rugby."

And if the kids bring their mates, they can be accommodated. The dinette table lowers to form a double berth. Kevin points out that it is a strong double; there are two pedestals, and the tabletop's central storage box, which holds the wine, sits on the floor to provide rigidity. Neat.

SAILING

The main lives in a boom bag and lazy jacks; the battens are fitted with cars so the mainsail goes up easily. The small headsail is easy to unroll.

The polar diagrams show that she needs 15 knots of breeze to reach 6 knots of boatspeed at 36 degrees, but as the wind builds the Harmony's upwind performance curve increases quite steeply. As you might expect, when reaching beyond 90 degrees the spinnaker comes into its own.

The headsail winches are on the coachroof so you need a second pair of hands to take her out but she is easy to handle. I like the fact that the reaching kite is an integral part of the concept. Even cruising sailors like to push things along sometimes, particularly deep-reaching in lightish airs.

The wind is all over the place on Sydney's Pittwater, happily flicking through 30 degrees and straight back again, then doing something tricky. In these conditions it is best to be to leeward where you can see the tufts easily. The steering is perfectly geared.

SUMMARY

The base boat is \$299,000 but most people will dip into the extras bin. The Comfort pack, as on this boat, is worth having. You get the engine upgrade to 55hp (a 40 - hp Volvo is standard). And you get the fully-battened main with cars and lazyjacks, curtains and mosquito nets on hatches, convertible dinette table, a second 143amp/hr house battery, a battery charger and 220-volt system, and an extra 120 litres of fresh water.

That seems like a very worthwhile \$18,461 to me. The boat we sailed cost \$359,000.

Who will buy the Harmony 42?

Perhaps Malcolm is a typical owner. He sailed a cat when young, has done some offshore sailing, and he will use the 42 as a family boat because it is roomy and easy to use. I asked him if he had any complaints. His only comment was that a darker fabric colour for the interior trim would be easier to keep clean.

She is a likeable boat, more cruiser than racer, and indeed the early boats have gone into Kevin's Yachtshare business.

But the options list enables you to push the specification quite a bit towards the racing side of the spectrum if you choose the performance keel, the racing sails and the spinnaker. The hull is a quick shape and will be happy to be pushed harder.

Olivier has identified his niche, and filled it.

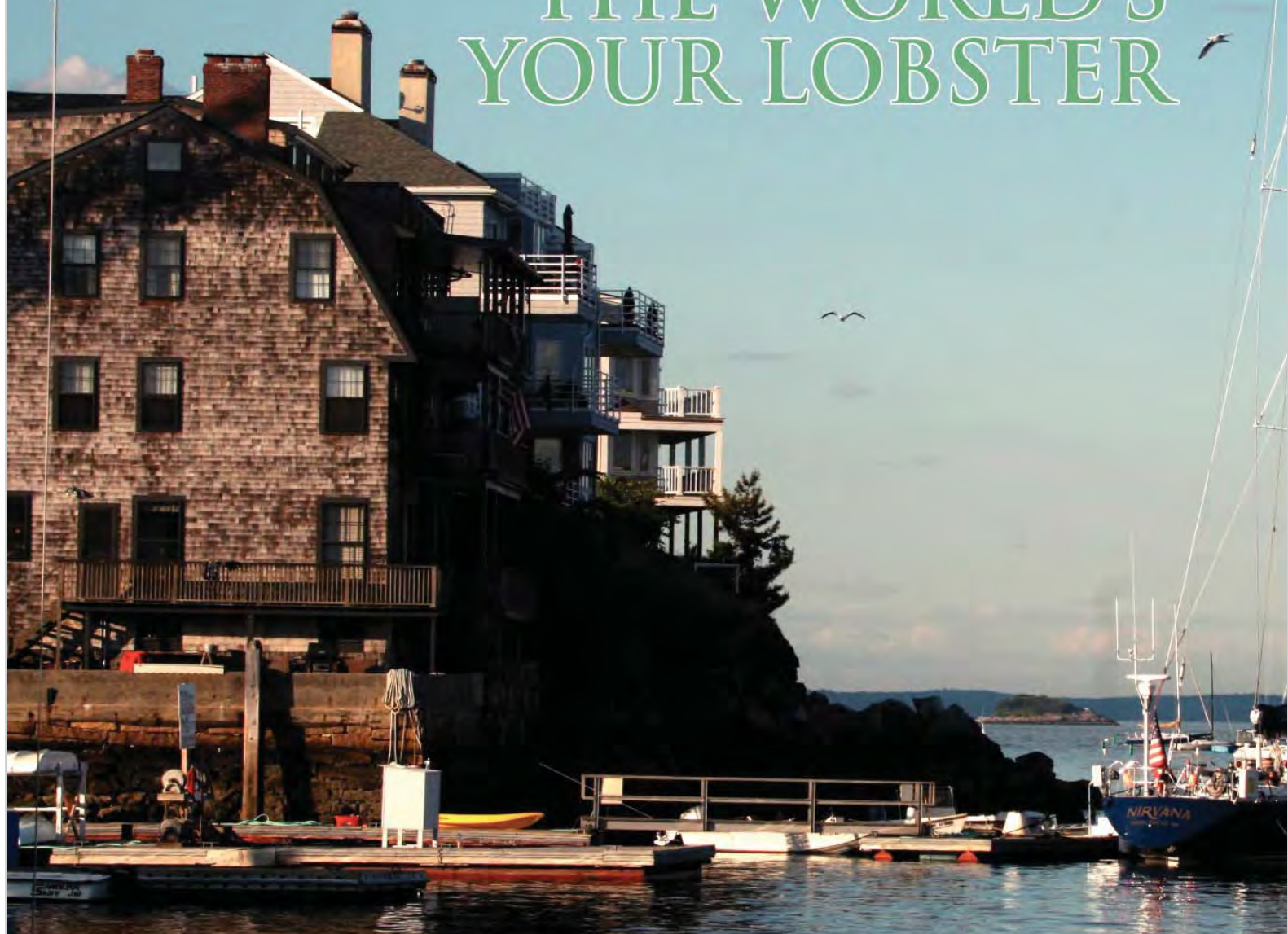
For further information contact B&H Marine, Gibson Marine,
Tel: (02) 9997 2422 or visit www.harmonyyachts.com.au **O**

TECHNICAL SPECIFICATIONS



12.86m	LOA
11.15m	WATERLINE LENGTH
3.99m	BEAM
2.08m	DRAUGHT (STD)
8960kg	DISPLACEMENT (LIGHT)
3050kg	BALLAST (STD)
46.9 sq m	MAINSAIL
33.9 sq m	JIB
200litres	FUEL
385/505litres	WATER
40hp/55hp Volvo	ENGINE

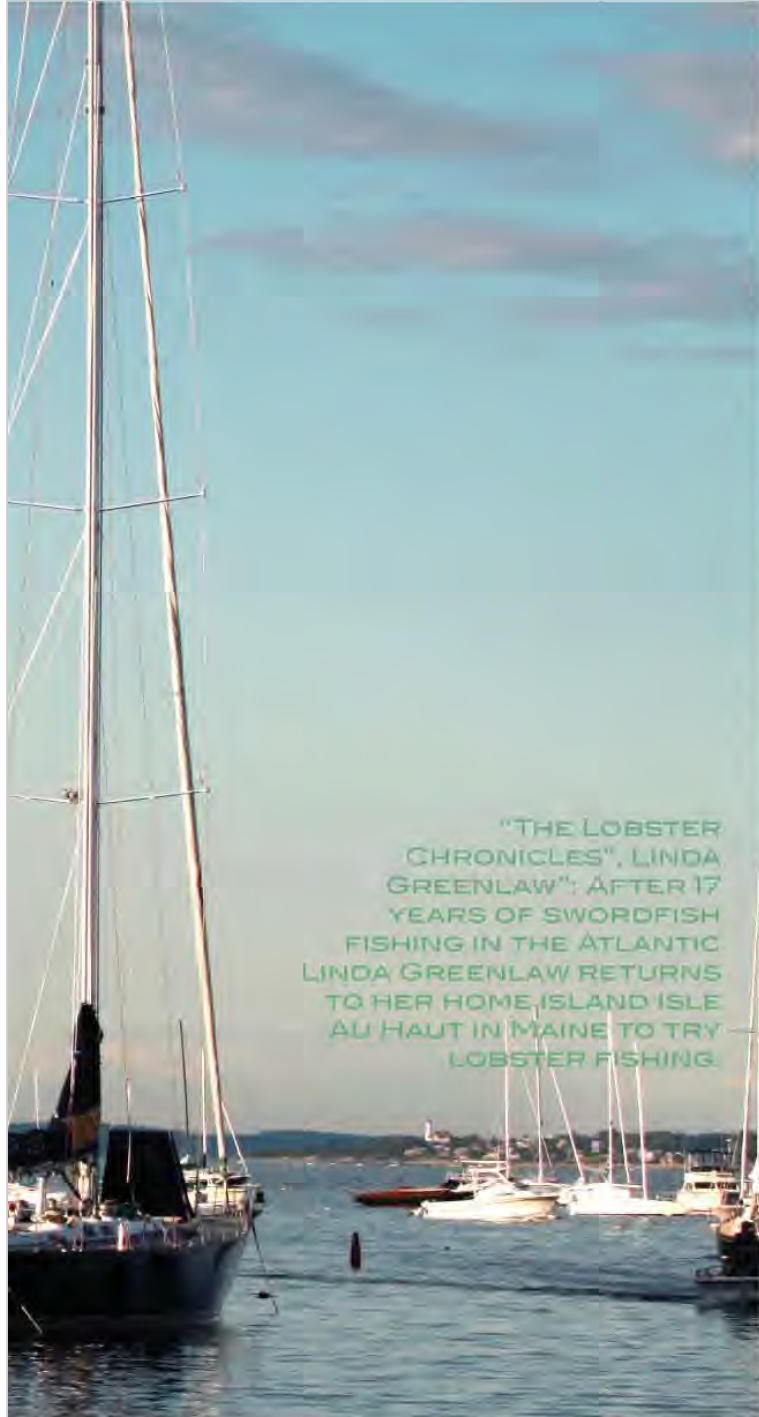
THE WORLD'S YOUR LOBSTER



WHAT IS THE MOST IMPORTANT THING TO HAVE ON YOUR BOAT WHILE CRUISING IN MAINE? A WETSUIT! AT LEAST THAT'S WHAT WE ARE TOLD. THE CHANCES OF GETTING YOUR PROP INTO ONE OF THE THREE MILLION LOBSTERPOTS THAT FLOAT AROUND THE NEW ENGLAND SHORES ARE HUGE AND THE WATER IS ICY. SO WE BUY ONE. NEVER USE IT ONCE, THOUGH. IN HINDSIGHT, LOBSTER PLIERS WOULD HAVE BEEN MORE USEFUL.

By Karen Erikson

Photography Karen Erikson



"THE LOBSTER
CHRONICLES", LINDA
GREENLAW": AFTER 17
YEARS OF SWORDFISH
FISHING IN THE ATLANTIC
LINDA GREENLAW RETURNS
TO HER HOME ISLAND ISLE
AU HAUT IN MAINE TO TRY
LOBSTER FISHING.

Camden, Maine is the starting point of our three-week cruise along the New England coast. Here we pick up our Swan 46, bought sight unseen last November off the Internet. Modern times! To our relief *Senta* is gorgeous and with its eight bunks spacious enough to accommodate our three-generation family of six and our friend Peter.

Camden is a quaint seaside town not too spoilt by tourism although as the windjammer capital of Maine where tourists go out on old wooden schooners for the day. Then there's Wayfarer Marine, one of the best boatyards north of New York with plenty of big yachts being tended to here. Behind us shines the 1930 Fife 130-footer *Sumurun* from New York.

On our first night in Camden I sample my inaugural lobster roll: a lobster mayonnaise salad on a roll with green leaves, not bad, but can be topped.

Our first big sail turns into a motor sail as the little breeze is on the nose. We are not surprised, the prevailing summer winds in New England blow from the south west which is our direction. The saying about Maine weather is, "if you don't like it come back in an hour" but we have stable summer weather throughout the trip with temperatures in their mid-twenties to low thirties and moderate winds.

In Tenants Harbour, a small inlet with a few moorings and plenty of lobster boats just 18 miles south of Camden, we go alongside the Cod End Wharf that is run by the Miller family. The matriarch herself sells us our first fresh 1 3/4 lobsters, alive of course. But I can convince her to boil them for us as my pots on the boat are not big enough for these beasts. The mess of taking them apart is worth it, warm lobster with salad and fresh bread, yum.

A New England cruise is made more interesting by the lobster pots everywhere, you have to keep a close lookout for the buoys - night sailing is a real challenge. The local yachts have a ring of sharp knives attached to their prop shaft and just cut through the ropes. To our surprise there are even lobster pots in harbours and often tightly packed as in Boothbay Harbour, our next stop. In Kaler's restaurant where we have a late hamburger lunch, a lobster tank on the terrace entertains the kids endlessly.

Jewell Island is true to its name, a secluded cove, a little beach, only a few boats. We row ashore in the dinghy, walk among the quiet forest, gather driftwood and shells with the kids and later enjoy the sunset with a nightcap. The power boat *Black Swan* in the cove could have belonged to Alan Bond, he owned one of that name around these waters when he was fighting for the Auld Mug.

On to Portland's de Lillo marina under an old ferry where I don't even get ashore as our five-year-old Finn and I come down with a stomach bug caused by the bad tap water that we filled in the tanks in Camden. The elaborate filter systems yachts have on their water hoses make sense to us now. It turns out that tap water is not safe in many harbours. We are really sick and the grandparents spend the day in the laundry.

Next day a lunch stop in a cove on the way is necessary to enter Kennebunkport on a rising tide. The small town sounds as if it is named after the Kennedys but is actually the holiday destination for the presidential Bush family, the old and the young ones. The old Bush has holidayed here for 82 years he informs us in a local magazine. The shallow river is lined with huge wooden mansions that look like hotels but are the holiday houses of the rich and famous. Bush's compound can't be seen from here but we do spot George W's Miami Vice-like power boat *Fidelity III* with three 275hp outboards. The boat is being detailed to take President Putin out at the weekend. Guess George can afford to pay the fuel bill. Later on the CIA practises a bit for that visit, with helicopters hovering above and black "US Secret Service" ribs zooming up and down the river. Chuck's Marina costs a fortune, around A\$230 for the night, but this just has to be seen. And the ice cream here is exceptional. Wonder whether the Bush's like scoops of maple walnut? There are Harley Davidson motor bikes everywhere, a hobby of the older generation. Aging playboys, permed house wives, pensioner couples, you name it. The engine roar can be heard into the night.

In York we get a mooring and take the kids on a dinghy expedition.



The seaside beach here will make every Australian shudder, the American holiday crowd sunbakes and plays on black mud. Next morning the 20 miles to Newburyport go quickly, *Senta* for once trucking along on a beam reach with both sails up while the kids are asleep. But it is a long motor up the tidal Merrimack River with currents running up to four knots. In this nice little town we find our one-and-only US playground, cheers to the brave people of Newburyport. The American city councils must be so afraid of accidents and subsequent litigation that they don't install play equipment in the first place. Berthed alongside the town quay we find ourselves the centre of local attention, Peter even gets interviewed for Newburyport's Daily News making it up as he goes, his most famous quote being: "There is three things I care about in life: beer, bikinis and boats." But by the evening with everybody promenading above our heads we get tired of the zoo-like atmosphere pretty quickly. "How long will it take you to get back to Sydney from here, a couple of weeks?" is the best one. Overnight zillions of



mozzies attack us and Finn can't walk the next day due to bitten, swollen ankles. Even at just \$35 a night it's time to move on!

By now we have settled into boat life and make some random observations on America, its people and yachting life. Here's a random list: One general rule seems to be that sailing boats take up moorings, power boats stay in marinas which can be very expensive but have great showers and laundry facilities. There is only a few people cruising like us. Houses, lawns, boats, cars are immaculate. And the number of beautifully designed and maintained boats around here is astounding.

No surprise, the Americans are hard workers. Women seem to be doing a lot of things like driving trucks, working boats in the harbour, but often the very old have to work, too. Food in restaurants is mediocre but



supermarkets show a very refined choice of food stuff, although very rarely healthy. Most young girls are overweight and obesity in general seems a big problem in this country.

Boston's sailing centre, Marblehead, turns out to be the highlight of our trip. There are hundreds and hundreds of boats moored in a big bay lined by impressive mansions. Despite the imminent start of the Marblehead-Halifax regatta with over 100 boats entered we manage to get a spot alongside the harbour masters' dock and decide to stay for a few days. The Marblehead Arts Festival is in full swing and the whole family boogies to a live band on a stage above the harbour. Drinks in the Boston Yacht Club

are a rare kids-free treat and the supermarket for once is in a walkable distance. The supermarket even sells live lobsters, but we are lobstered out for the moment.

We sail to Provincetown, Cape Cod to celebrate the American Independence Day, 4th of July. Booking a mooring for this night was essential and we only get a space in the outer harbour. Provincetown is buzzing, the long main street with plenty of touristy shopping opportunities and restaurants is full of scantily clad people in a summer mood. The place is a circus!

John and Finn get a spot on one of the local fire trucks for the parade,



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later we eat lobsters at the famous “Lobsterpot” restaurant where they get 700 meals through the door every day, and at 9pm there is beautiful fireworks over the harbour. However, overnight a gale makes our mooring line break around 3am. We only realise what has happened when all 20 tons of *Senta* crash into a motor boat. Very underdressed Peter manages to start the engine before we hit the next moored boat. But we can’t find another mooring in pitch darkness between two hundred moored boats with a huge swell going. Eventually we manage to tie up at the end of a fishing pier behind a trawler where we stay for another two nights to wait out the storm and sort the accident insurance formalities out. Scary!

Our motor through the Cape Cod Canal is without incidents, though. The pilot books try to frighten us and the tide booklet has two pages just on when to enter the canal. Next morning another tidal challenge calls. Woods Hole between Buzzards Bay and Vineyard Sound seems even more threatening than the canal, a bit like the UK’s Portland Bill. Our book says: “Before you enter Woods Hole, consult carefully the large scale chart and be sure of the layout. Once you get into the tide, things are likely to appear confusing, and a great many vessels go aground because their skippers become disoriented by the buoyage and water boiling over ledges that appear to be in the channel.” Boiling water, crikey. We furl in the headsail and on the correct tide enter the channel. A friendly American yachts waves to us to follow him and 15 minutes later we are on the other side, no problem.

Martha’s Vineyard is one of the favourite holiday destinations for the rich and famous in New England. We quickly find it overrated. Its main harbour Vineyard Haven is very crowded and we have to anchor outside.

And the shower facilities are the worst we have seen the whole trip. The famous “Black Dog Bakery” has tons of souvenirs and two types of bread, white or white. Also, it turns out that it is a dry town. Nothing to do with a drought. There are no bars and the restaurants don’t serve alcohol either. Despite dense fog we depart quickly, heading for Oaks Bluff, allegedly the Las Vegas of Martha’s Vineyard.

It turns out Oaks Bluff has nothing of Vegas about it, it is a quaint seaside resort with the typical wooden houses lining the waterfront. But it serves alcohol and is very alive. The Welsley Hotel offers yachtsmen a shower for five dollars, towel, soap, shampoo and bathmat included. The whole family takes up the offer in a flash.

The small island Cuttyhunk, our last stop before Newport, has thirty inhabitants in winter and over 400 in summer. By the evening the tight mooring field is packed with boats and fog sets in. It is a beautiful, serene atmosphere but we wonder how we are going to get out of here. In the morning visibility is about two boat length but with Nobeltec Navigation’s help we carefully edge from mark to mark.

The approach to our final port, the American sailing mecca Newport, is slightly disappointing. We follow a huge car freighter in and can’t see any of the Vanderbilt and Astor’s mansion along the coast due to the dense fog. But that soon lifts and the town is ours to explore. In the Aquidneck Lobsters fish market we see the biggest lobsters ever, they are enormous and have huge claws, so we keep a respectful distance from the tanks. In Newport we move off the boat into a rented house to get ready for a week’s racing in the Swan American Cup. But that’s for another story ... ○

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Runa Khan Marre on the last Malar afloat, a traditional wooden cargo sailing boat, the first that she restored with local craftsman in 1996.

VANISHED BARKS SAIL AGAIN

THE TRADITION OF BOAT BUILDING IN BANGLADESH DATES BACK SEVERAL THOUSAND YEARS. HOWEVER IT LOOKED CERTAIN TO FACE EXTINCTION UNTIL RUNA KHAN MARRE STEPPED IN AND SET ABOUT RESTORING THESE WOODEN RIVER BOATS FOR A LIVING MUSEUM

By Professor Julian Cribb

U p until a generation ago the 24,000 kilometres of Bangladesh's rivers presented a spectacle from another age: hundreds of thousands of wooden sailing boats jostling to move people and goods along the country's vast aquatic network. Lately the country's riverscapes have transformed beyond recognition as steel-built, diesel-powered craft have taken over completely.

Runa Khan Marre, 48, is determined to preserve the 3000-year-old Bangladeshi skill of boat making. She and her husband, Yves, are hard at work supervising the building and reconstruction of more than 40 different types of traditional wooden river and sea craft by a handful of

remaining skilled craftsmen. They want to see them sail once more as a "living museum" on the River Dhaleswari, 20 kilometres north of the capital, Dhaka.

A recipient of the Rolex Award for Enterprise Associate Laureate in 2006, Runa Khan now has the resources to complete her museum, pay for more boats to be restored, employ craftsmen and bring pride and visitors to a nation still largely off the tourist trail.

Bangladesh has 600 named rivers, long enough end-to-end to stretch from Sydney to New York and back, crammed into an area smaller than Victoria. Three major rivers, the Padma (Ganga), Jamuna (Brahmaputra) and Meghna, form the world's mightiest delta.

With a million boats plying its waterways, Bangladesh is thought to have the world's largest river fleet. On average the nation's 147,570 square-kilometre land mass lies just five metres above sea level; during the monsoon nearly two thirds the country can go under water. It is little surprise that power boats, whose hulls cost a fifth of the price of wooden ones, have been so successful, especially given that diesel engines overcome the navigational hazards faced by traditional sailing vessels. But the price of modernization is the loss of the traditional fleet, along with all the skills needed to construct and repair wooden boats. Most of the builders are now over 50 years old in a country where life expectancy is 62.

The vessel construction techniques of the Bangladeshi craftsmen have been passed orally from father to son for more than 3,000 years, since a time when Phoenicians and Arabs first came by sea to trade on the Delta

BELOW: Khan Marre (left) observes carpenters adopt traditional techniques to turn one of only two remaining staple-hulled Palowari boats on its side by using bamboo scaffolding as a winch.

RIGHT: Boats are the main means of transport in Bangladesh, a country with 600 rivers. Khan Marre's project will restore or build over 40 different types of traditional, wooden watercrafts.

LOWER RIGHT: The living Museum aims to preserve and revive the craftsmanship and skills necessary to restore and build traditional boats such as this 18 meter, sea-faring.



coast. They represent a body of human knowledge kept alive since before the time of the ancient Romans. For indigenous river craft they may even date back further.

Leading a project to preserve boat-building is an unusual occupation for a woman from an aristocratic Muslim background. Early in her career Runa demonstrated her resourcefulness by setting up a fashion house and a security firm. Then in 1998, after overseeing a major education program, she established the Friendship Association to provide health care in a floating hospital, flood relief and educational assistance to the impoverished inhabitants of the islands of the Brahmaputra River.

In 1994, she met Yves Marre, who was staying in Dhaka with her parents after sailing a 34-metre river barge from France to Bangladesh. The barge was to be used for humanitarian purposes. Marre brought not only romance into her life but his passion for boats proved contagious. "I discovered a new world," Khan Marre recalls, "and within months I was hooked."

One of their first joint achievements was the restoration of a malar, a 30-metre sailing boat they bought in 1996, which took local craftsmen over a year to bring back to life. She explains that her husband's technical expertise, coupled with her own ability "to get things done", helped them establish a bond of mutual trust with the marginalized river boat-builders.

The couple then set up Contic River Cruise, which runs up-market river excursions on the malar. Established initially to repay the money they had borrowed to restore the craft, the business now attracts influential foreign clients vital to Bangladesh's fledgling tourism industry. In 1999, determined to rescue the country's fast-vanishing boat-building skills, Runa combed Bangladesh for master ships carpenters, commissioning them to build scale models, each about 65 centimetres long, of boats from all over the country according to the old traditional designs.

These replicas (there are now hundreds of them, reproducing 27 different types of boat) are built using the same techniques and materials

as full-size boats.

They provide an accurate record from which carpenters are able to build life-size boats.

"Once we saw the first models, and the success they enjoyed, we realized we had

to do more," Khan Marre recalls. The idea of a living museum was born.

The craft include the palowari, the podi, the shampan - based on a design borrowed from China - the panshi (a boat for running domestic errands) and the dingi, originally one of the commonest small boats on the rivers, whose name has crossed into nautical tradition around the world.

Since 2004 carpenters, blacksmiths, ropemakers and sailmakers have been working at the Living Museum of Traditional Country Boats of Bengal, which opened to the public in April 2007. Carpenters from the Brahmaputra River have restored one of only two remaining 15-metre-long palowari boats, which have stapled hulls, while their counterparts from the Meghna River have reconstructed the world's last remaining patham, a fine example of a smooth-skinned boat. A team of carpenters from an island in the Bay of Bengal is building a sea-faring shampan using techniques forgotten in Bangladesh, but revived with the help of Western marine architects and ethnologists, as well as museum documents and oral history. With her Rolex award funds, Runa Kham Marre says she will be able to rescue more boats. For each vessel, naval architects are documenting every stage of the boat-building, and their records will be made available to marine archives worldwide.

The project has given boatbuilders back their dignity and pride as skilled craftsmen, at a time when it seemed their profession was extinct,

To ensure his skill and knowledge are passed on, each master carpenter at Khan Marre's Living Museum supervises a team of workers and apprentices.

BELOW: At the Living Museum, carpenters from the Bay of Bengal area build from scratch a sea-faring shapman, one of over 40 types of traditional Bangladeshi boats that will be preserved.



Runa says. A local businessman has pledged to finance the construction of several buildings at the museum, including an exhibition area, a model building workshop, shop and research centre. Runa Khan Marre's project is making a vital contribution to her country's heritage.

Annie Montigny, of Paris's Musée National d'Histoire Naturelle says that of all Bangladesh's cultural heritage, "these river boats deserve, more than anything else at present, urgent attention and development. The skills of the boat-building artisans are disappearing, and must be saved."

AN INTERVIEW WITH RUNA KHAN MARRE

Q: What state was boat-building in when you started and what obstacles did you face?

A: When, 10 years ago, my husband and I started discovering the boats of Bangladesh, we realised that the world of the riverine people, who have built these craft for millennia, was totally marginalized – disappearing rapidly, literally in front of our eyes. At the beginning, it took some time to acquire the trust and

confidence of the people of the river, especially being a woman from Dhaka.

Q: How will the recognition and funding from Rolex help your project?
A: Our Rolex Award will help us to save a few more boats for posterity. But what's most important is that it will provide higher recognition, giving us a stamp of international quality.

Q: How many boats is your team managing to build a year?
A: Our teams of carpenters can complete one or two boats [per team] during the eight-month season when the boatyard is not submerged, depending on the size of the vessel. We also manage to produce around 10 to 25 models a month. The technology behind these traditional, wooden boats has reached a level of perfection that speaks for itself.

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Photography Ross Willis



The home of the Rolex Sydney Hobart Yacht Race and Australia's top fleet of ocean racers, old salts and young enthusiasts alike, the Cruising Yacht Club of Australia is also the home of one of the best located hospitality establishments in Sydney. Sitting right on the harbour's edge at Rushcutter's Bay is the CYCA's restaurant *L Eat* owned and run by the charismatic Vicky McKinnon of Elite Catering, with Executive Chef Jesper Hansen steering the all important menu.

As Australia's premier ocean racing yacht club, in an enviable location and close enough to the city to attract not just your typical yachtie but more than the odd business lunch, the restaurant at the club has a high standard to achieve and a wide clientele to satisfy.

On one hand, the restaurant caters for "the deck" crowd where diners favourites can be as simple as the yachtie burger or wedges with sour cream and sweet chilli dip. Hundreds of yacht crew each week spend their time off the water on the famous timber deck of the CYCA, having a bite to eat and a drink with friends, before and after racing or cruising on the harbour. The bistro window at *L Eat* is a popular CYCA attraction, running a very close second behind the Sydney Hobart Bar! What many yachties, and even CYCA members, may not realise is the restaurant also caters for meals aboard yachts, be it a single twilight race or weekend cruise. A full service catering package is available and regularly supplied to racing yachts to supply all their food and beverage needs for the duration of an long ocean race. *L Eat* lives up to its name and can cater a full complement of balanced and fulfilling meals for all crew aboard. With all the preparation required by owner and crew for a ocean race, its not a bad idea to consider letting the local experts cater for you.

The pride of catering at the CYCA is the formal restaurant *L Eat*. With the choice of a stylish and sophisticated indoor dining experience or the preferred alfresco surrounds of dining on the deck over the water, the restaurant's location offers great appeal. It is truly one of the great dining locations in Sydney, with a casual air and tremendous, first class food. What's more, it is available to all, not just club members, so if you're into some seafood by the sea, then you should certainly drop by the CYC. The team from *Offshore Yachting* did just that and we were treated to tasting a range of dishes from starters and entrees to mains and desserts, washed down with a matched wine selection. Tough life isn't it? And we were



not disappointed with the quality of the food and upmarket presentation of the dishes, on par with the quality expected of dining establishments you would find wearing quite a few hats in many a Fine Food or Best Restaurants Guide.

As a little bit of history, Vicky McKinnon opened the doors of *L Eat* in 1993 as a 'boutique style' caterer in the heart of the Eastern Suburbs. Founded on simple principles - a strong customer service focus and exceptional food, *L Eat* expanded rapidly and 10 years later, *L Eat* divested its off-site catering operations to focus solely on a new venture, as exclusive caterer to the CYCA. The goal was to give the club a 'food makeover' which involved reinventing its 70 seat restaurant with a modern, innovative menu to give a 200 person deck area what every deck should have - sunshine, beer and allow fish & chips to rule! Plus of course to create a memorable menu and enjoyable experience for large groups and small, be it on the deck or in the restaurant.

As Executive Chef, Jesper Hansen trained in Copenhagen, Denmark where he started his career in various well known restaurants. He then moved across Europe and the Mediterranean broadening his culinary skills, until finally settling in Australia in 2001 where he took up a position with Blue Rock Catering at Fort Denison, where he was later appointed

as Executive Chef. Jesper joined *L Eat* at the CYCA in October 2006, bringing with him a wealth of knowledge and a passion for utilising fresh Australian produce with a seafood influence.

As an example, try out this dish magnificent dish. We did and we certainly savoured the experience!

CRISPED SKIN SNAPPER WITH MOREL MUSHROOM AND ASPARAGUS RISOTTO

4 snapper fillets
10gms dried morels
60gms butter
200gms arborio risotto rice
1 eschallot finely chopped
1 clove garlic finely chopped
200mls white wine
500mls chicken stock
50gms mascarpone
1 bunch of asparagus trimmed, blanched and sliced
1/2 bunch of chives finely sliced
Red wine sauce to serve (optional)

Soak morels in hot water for 1 hour. Remove and add soaking liquor to chicken stock being careful to leave any sediment behind.

Bring to a boil and leave on a gentle simmer. Meanwhile heat half the butter in a pan until foaming and add soaked morels. Cook for 2 minutes shaking pan regularly. Season with salt and pepper and a dash of lemon juice and drain on kitchen paper. Keep warm. Next, sweat eschallots and garlic in remaining butter without colouring for 3 minutes. Add rice and continue to cook for another 3 minutes. Add wine and stir constantly until evaporated. Add stock a ladle full at a time stirring constantly throughout and ensuring each ladle of stock is absorbed before adding next. Continue until rice is cooked to creamy consistency. You may not use all the stock. Heat a heavy fry pan with a film of oil over a medium high heat. Season fillets and cook skin side down for six minutes or until the edges of fillets just start to colour. Turn fillets carefully and put a small knob of butter into pan. Baste fillets with foaming butter until just cooked and season with a dash of lemon juice. Keep warm. Fold mascarpone, morels, asparagus and chives through risotto and divide between four warm plates. Place on snapper fillets and drizzle with warm sauce and olive oil.

For reservations at *L Eat* phone: (02) 8292 7815

Enjoy! ○



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The Rise and Fall of Koomooloo



INTERNATIONALLY-RENOWNED NAVIGATOR RICHARD 'SIGHTY' HAMMOND PUTS THE RECORD STRAIGHT ABOUT WHO DESIGNED KOOMOOLOO - THE FORMER ADMIRAL'S CUP AND SYDNEY HOBART RACE WINNER, WHICH FOUNDERED IN THE 2006 ROLEX SYDNEY HOBART YACHT RACE.

By Richard 'Sighty' Hammond

Koomooloo was almost a replica of *Mercedes III* and the hull shape and lines were developed by Bob Miller (who changed his name to Ben Lexcen in the early '70s) for Ted Kaufman. Carl Ryves, a close friend of Bob Miller's, who shared a lot of his ideas and thoughts on boat design, says Ted Kaufman asked Miller to design an ocean racer Admiral's Cup boat. Miller was very enthusiastic as he had many pent-up ideas for larger yacht design and was very critical of the boats being developed at that time.

Carl continues: "Ted specified the size of the yacht to suit his budget. Bob was keen to design a very 'fast' boat, about 38ft long, with a separate

rudder and fin keel with bulb. Ted also wanted a conservative boat, like the Swanson development of the original Ward-designed *Carmen*."

So Miller's ideas were to refine everything, straighten waterlines forward, create a beautiful keel, low ballast, perfect streamlines, streamlined prop aperture and sharp fine trailing edges. The hull was to be a strong, lightweight, multi-skin moulded construction, which allowed more ballast for the same all-up weight.

Miller had seen boats built this way in New Zealand, while the Sydney boat-builder, Cec Quilkey, was an earlier developer of this method of construction. Miller and Kaufman spoke to him about their new yacht.

Quilkey's construction produced a weight-strength and stiffness advantage, with added bonuses of tight rigging, straight forestay, no leaks and a virtually indestructible yacht.

Bob Miller, with help from Carl Ryves, drew *Mercedes III*'s lines full size from his early sketches and plans at Fairland Hall in Hunters Hill, NSW. Miller then used the full sized drawings, which he modified as he went along. The final lines, plan and shape evolved during just one weekend.

Cec Quilkey was present and the offsets for the frame shapes were taken from Bob Miller's lines, although Quilkey may have marginally modified these offsets during the hull lofting.

Kaufman's son Scott, a US-based naval architect, was recently asked who he considered had designed and drew the lines of *Mercedes III*.

His reply: "There is no doubt in my mind that Bob Miller drew the lines (of *Mercedes III*)."

I sailed in *Mercedes III* from the day it was launched. We were never out of a place for 14 races and won nine in a brilliant debut. We were the top scoring yacht in the Admiral's Cup trials and joined the 1967 Admiral's Cup team in England with *Caprice of Huon* and *Balandra*. We went on to win the Admiral's Cup that year by a large points margin; *Mercedes III* was the outstanding yacht and top individual points scorer having placed 3, 3, 1, 3.

Mercedes III was 40 foot in length and superior in all strengths and directions of wind. She planed on three occasions in England and beat the Cal 40 in all races. The Cal 40 had been previously regarded as the fastest yacht for her size in the world, but she was no match for *Mercedes III*.

Mercedes III's brilliance must be attributed to several factors: the hull shape created by Bob Miller, the strong and light hull construction by Cec Quilkey, the sails by Joe Pierce and initiative of the owner Ted Kaufman in cleverly putting it all together with a fine crew.

It's no wonder that Denis O'Neil approached Ted Kaufman to design him a yacht as good as or better than *Mercedes III*.

From the beginning Colin Betts was put in charge of co-ordinating the project for O'Neil. He was also nominated as sailing master. Due to my experience on *Mercedes III*, I was asked to be navigator and general advisor. And so began an amazing set of incidents, which almost ended in disaster and disappointment for everyone.

The idea to closely follow *Mercedes III* design principles was a clever move on owner Denis O'Neil's part. O'Neil wanted a nicer-looking coachhouse and asked to dictate the below-deck layout and finish. Betts, in conjunction with Cec Quilkey, altered the position of the wheel further aft to create a better all round working layout for helmsman and crew.

O'Neil invited Colin Betts, Richard Hammond, Dick Norman, Jim Burke, Norm Hyatt, Garry Wheatley and Max Ingram to join him in sailing the new *Koomooloo*, an Aboriginal word without a meaning, which O'Neil chose simply because he liked the sound of it.

Cec Quilkey was undoubtedly the best boat-builder in Australia for this type of construction, and was commissioned to build *Koomooloo* because of his experience with *Mercedes III*.



RAY WHITE KOOMOOLOO AUS
RQ68 SKIPPER Mike Freebairn
KAUFMAN 41 Rolex Sydney Hobart
Yacht Race 2006

ROLEX-Daniel Forster

Quilkey still had the *Mercedes III* frames; and it was decided to use them to build *Koomooloo* but spread them out slightly to develop a hull approximately 1 foot longer than *Mercedes III* at 41 foot.

The beautiful shape and lines created by Bob Miller would be replicated in *Koomooloo*.

Koomooloo took shape with the new look coachhouse, more workable relocated steering and updated interior design.

There were no plans drawn and Quilkey built a perfect hull and Ted set about calculating the weight and centre of gravity to determine the balance of the hull, as he had done with *Mercedes III*.

The keel designed was lighter due to an incorrect assumption that the interior fit-out would be heavier than *Mercedes III*.

The yacht was now ready for launching and a shakedown sail. The wind strength was approx 12 knots. However, *Koomooloo* could not carry her No. 1 head sail and full main in this weight of breeze. She was on her side with the gunwale almost in the water — nothing at all like *Mercedes III*.

Koomooloo did not have sufficient ballast to be competitive! “Where are you Cec?” we all asked.

Quilkey was only able to position some of the additional lead required towards the after edge of the keel, and we carried out further sailing trials with heavy duty chain in the forward bilge to make up the difference.

We knew from experience that if we could carry full sail to windward in 18 knots then the boat would be competitive. We eventually reduced the mainsail area by shortening the foot of the mainsail approximately two feet.

In effect, *Koomooloo* was finished by trial and error, and some of our earlier worries had been solved. With these modifications, and some fine tuning, we felt the boat could be competitive.

The hopes of the owner and crew were rewarded when *Koomooloo* was selected in the 1969 Admiral’s Cup team, and again for the 1971 Admiral’s Cup team with new owner Norman Rydge Jr.

Koomooloo also won the 1968 Sydney-Hobart race for owner Denis O’Neil, a reward for his patience and belief in this beautiful boat.

When *Mercedes III* was built, it was a well known and accepted fact that it was a Kaufman/Miller design. This fact was recorded by at least three respected writers experienced in marine journalism: Bob Fisher, ‘The Admirals Cup’ p.62; Bob Ross, ‘The Sailing Australians’ p.44; and Lou d’Alpuget, ‘Yachting in Australia’ p.252.

As sometimes happens, facts get forgotten and an abridged version creeps in, one writer destroys the true story and others follow. And before you know it, others stray off the facts and this is what seems to have happened in the case of *Mercedes III* and, in particular, *Koomooloo* where only Ted Kaufman was recorded as the designer.

In my opinion it would be extremely unfair to delete Bob Miller’s (or Ben Lexcen’s) name, as co-designer of these two yachts. It is also a shame that Cec Quilkey is not included.

LETTER FROM TED KAUFMAN: SETTING THE RECORD STRAIGHT

I wish to clear up a few anomalies that have crept in over time regarding *Mercedes III* and *Koomooloo*.

Bob Miller was a great friend of mine and he lived with me in the early ‘60s and we sailed together in my Star class yacht and were close friends.

I had decided to build a new Admiral’s Cup yacht and asked Bob what he thought about such a yacht, and also asked him to design one for me. He drew the lines for *Mercedes III* and the brilliance of the yacht was attributed to Bob’s involvement with me, and it was known as a Kaufman/Miller designed yacht.

When Denis O’Neil decided to build an Admiral’s Cup boat in 1969, he asked me to design him a yacht like *Mercedes* with the same qualities that *Mercedes* had, or better.

The frames for *Mercedes* were still in Cec Quilkey’s shed and it was decided to use them on this new boat. They were spaced further apart to produce a yacht 1 foot longer than *Mercedes*, but incorporating the same lines developed by Bob Miller.

This yacht, *Koomooloo*, has been recognised by some journalists and yachtsmen as a Kaufman/Miller designed-boat but not by all, and the true description has been wrongly shortened to “designed by Ted Kaufman.”

To set the record straight, I request that both *Mercedes III* and *Koomooloo* be referred to as Kaufman/Miller(Lexcen) designs.

It was a sad day for all of us, who sailed on *Koomooloo*, to witness such a tragic end when she foundered in the 2006 Rolex Sydney Hobart Yacht Race. She gave us so much pleasure and excitement and she didn’t deserve that.

I have written this article to record the series of events that took place in the design of *Mercedes III* and *Koomooloo*. While Bob Miller was initially acknowledged as the yachts’ co-designer, his name has been deleted over the years for some reason.

That is not considered a good thing among “yachties” and I am pleased that Ted Kaufman has acknowledged this fact in his letter (see the break-out on this page).

Bob Miller drew the lines of *Mercedes III* and Ted Kaufman/Bob Miller designed *Mercedes III* and *Koomooloo*.

I was a close friend of Bob Miller and was involved in the development with some of his various yachts - *Mercedes III*, *Koomooloo*, *Ginkgo*,

Apollo, *Apollo III* and *Ballyhoo*. We sailed together a lot and his yachts had something exciting and special about them, and *Koomooloo* was certainly one of those.

- Richard ‘Sighty’ Hammond competed in 40 Sydney Hobart Yacht Races before retiring from ocean racing.
- *Mercedes III* was a member of the winning Australian team at the 1967 Admiral’s Cup in England and was again chosen for the 1969 Cup along with the new *Koomooloo*. The Australian team placed 2nd. *Mercedes III* competed in 12 Sydney Hobarts between 1967 and 1995.
- *Koomooloo* represented Australia in the 1969 and 1971 Admiral’s Cups, having also won the Sydney Hobart Race in 1968. She raced to Hobart 10 times between 1968 and 2006.
- The late Bob Miller (Ben Lexcen) went on to design many successful ocean racing yachts, including two more Sydney Hobart overall winners, *Ceil III* (1973) and *Rampage* (1975) as well as the line honours winners *Ballyhoo* (1976) and *Apollo* (1978). However, he is best known as the designer of *Australia II*, winner of the America’s Cup in 1983. ○

LEFT FOR DEAD

THIS YEAR'S ROLEX FASTNET RACE BROUGHT INTO SHARP FOCUS THE MEMORIES OF MANY SAILORS FROM AROUND THE WORLD WHO COMPETED IN THE TRAGIC 1979 FASTNET, IN WHICH THE DEADLIEST STORM IN THE HISTORY OF MODERN YACHT RACING STRUCK THE HUGE FLEET OF 303 YACHTS AS THEY SAILED INTO THE CELTIC SEA BETWEEN LAND'S END AND FASTNET ROCK. IN ITS WAKE IT LEFT 15 SAILORS DEAD AS YACHTS FOUNDERED OR WERE ABANDONED BY THEIR CREWS.

By Peter Campbell

There were remarkable similarities between the two Fastnets. In August 1979, a fleet of 303 boats set sail on schedule on 11 August, to be decimated by the storm. In 2007, more than 300 boats again entered the Fastnet but the starters were reduced to 271 boats when the Royal Ocean Racing Club wisely delayed the start for 25 hours because of forecasts of severe weather in the Celtic Sea.

Fortunately, this year most skippers exercised prudent seamanship and retired before they passed Land's End and, while more than 200 retired from the race, no boats were lost or even badly damaged. Obviously, there had been many lessons learned from the 1979 Fastnet and, later, from Australia's tragic 1998 Sydney Hobart Race.

Coincidentally, only a couple of weeks before the start of the 2007 Rolex Fastnet Race, one survivor of the 1979 Race published his previously untold story of that horrific event. As the 2007 Fastnet Race finally got under way I began reading Nick Ward's 'Left for Dead', an incredibly emotional story of his survival - against the odds:

BOOK REVIEW

On the eve of England's 2007 Fastnet Race an extraordinary book was published. It tells the emotional, graphic and inspirational story of a sailor who was literally left for dead, with another dying crew member, aboard the Class V yacht *Grimalkin* in the storm-swept Celtic Sea at the height of the tragic 1979 Fastnet Race.

Englishman Nick Ward somehow survived to tell the tale. After 26 years of silence, he recounts the remarkable story of how the *Grimalkin* capsized over and over again in colossal waves and unrelenting gale force winds and eventually pitch-poled and dismasted; her injured skipper swept overboard, his body never to be found.

It tells of how after hours of exhausting struggle, three of the crew abandoned the boat for a life raft, leaving behind the injured and unconscious Nick Ward and another crew member Gerry Wicks, apparently presuming the pair were dead. Gerry Wicks did die, but Nick Ward survived to be the last sailor rescued alive from the stricken Fastnet fleet by a British Navy helicopter.

The horrific storm that swept across the North Atlantic in August 1979 left 15 sailors dead, five yachts sunk and 19 abandoned but later recovered. Of the 303 starters only 85 completed the 608 nautical mile race, including the three boats comprising Australia's winning Admiral's Cup team. It was a victory overshadowed by the horror of the storm.

I have read, and written, much about the 1979 Fastnet and, of course, the tragic 1998 Sydney Hobart. But Nick Ward's book, written in collaboration with young Irish film-maker Sinead O'Brien, has had the most emotional impact on me.

Nick Ward was born in Hamble and was taught to sail, at age 4, by his father on the Hamble River and the Solent. A keen dinghy sailor in his youth, he went to work in the marine trade and delivered and raced bigger yachts of all kinds. His earliest ambition was to compete in a Fastnet Race and at the age of 24, his solid experience earned him an invitation to sail aboard *Grimalkin*.

Following his dramatic rescue and hospital rehabilitation, Nick wrote down the story of that tragic Fastnet Race in simple terms and gave the notes to his "Pa".

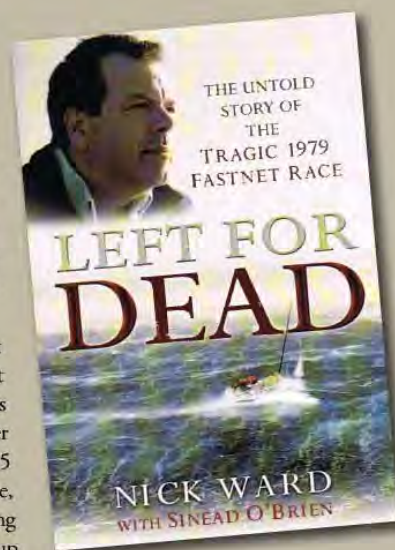
After decades of silence, Sinead O'Brien encouraged him to turn those notes into the moving and inspirational story that is 'Left for Dead'.

It tells of how *Grimalkin* survived knockdown after knockdown as Nick and his fellow helmsman steered her downwind. And how the skipper was injured when he went below to send out a 'May Day' call and how Nick and the others were washed overboard, but climbed back.

At the height of the storm an argument broke out among the crew who wanted to take to the life raft. Nick recalled his Pa's advice, 'never leave the boat', and tried to reason with his fellow crew members.

"Even as I recalled his (father's) words I was helping with the raft's preparation, checking its tethered position.with every passing moment, *Grimalkin* was close to foundering or capsizing again. With everyone's eyes full of terror - how the hell could I argue?" he recalls in his book.

Then came the telling blow that would change it all. "...within a blink of





Nick Ward
being winches
to safety from
Grimalkin in the
1979 Fastnet
Race.

Photo: Royal Navy

an eye, unseen by any of us, a huge wall of water, far bigger than any other wave we had encountered so far, advanced on us. I felt *Grimalkin* lifting, being thrust upwards. This overwhelming, half-obscured, unforeseen rogue wave was iridescent at its top – what little light radiated through its curling top.”

Nick was apparently knocked out, and when he regained consciousness found himself being dragged along the side of the hull by his safety harness, partly underwater. Remarkably, he hauled himself back aboard by grabbing the starboard primary winch. *Grimalkin* had been dis-masted, the life raft had gone, the cockpit and cabin were a wreck. Two safety harnesses were empty, a third had clearly been cut!

Then he noticed the red head of his crew mate Gerry Wicks, floating alongside the boat, supported by his life jacket, still attached to the boat by his harness.

In an extraordinary effort, Nick pulled Gerry, who was barely alive, back on board. Despite Nick's efforts to resuscitate him, Gerry died soon after.

“I tried in vain to thump some life back into him, but with no results. Gerry was gone.”

But for the next 12 hours Gerry Wicks would remain a symbol of hope and the reason for Nick Ward's amazing survival.

Nick constantly talked to his dead companion as the body of the large

Irishman rolled around in the cockpit. And hour after hour he baled water from the cabin, which was a shambles of batteries, radios torn from their fittings, cans of food and clothing.

For hours the lifeless Gerry Wicks became Nick's sounding board. “Should I go below?,” he would ask him. “Can you feel the pressure change? The weather is turning, Gerry...I'm sure of it.”

At one stage he thought he heard a Nimrod search aircraft overhead, hidden behind clouds, and deliriously blamed his dead companion for not keeping a proper watch when he was below baling with a blue bucket.

When the wind finally subsided, leaving a huge swell in the Celtic Sea, Nick turned to his dead companion excitedly: “It's a yacht! I can't see any crew, but it's there alright...it's there.”

Then for the briefest moment two yachts came into view simultaneously, and then disappeared behind the swell. One emerged again, close enough for Nick to clearly see the hull and least two people on board. And they saw him! He shook Gerry's hand. “It was colder than it had ever been before,” he recalls in the book.

Close to death himself, Nick waited and prayed for rescue all that day. “I was as cold as death. My breath had become quick and shallow. My brain seemed to be shutting down, along with other vital organs. I told myself ‘I must not fall asleep, I must not fall asleep.’”

He began to drift off, hearing a “wonderful symphonic tune.” Then the tune became a pulsating beat, an unwanted mechanical sound effect. Nick opened his eyes to see a blurred light-grey thing hovering, suspended in the sky. A Royal Navy Sea King helicopter had arrived, swiftly dropping a crewman on *Grimalkin's* deck, which was still rising 20 to 30 feet in the swell.

They lifted Gerry Wicks' body from the stricken yacht first, just before dark on August 14, 1979. A few minutes Nick Ward was plucked to safety; the last man to be rescued alive from the Celtic Sea that fateful 1979 Fastnet Race.

Nick Ward has had little or no contact with the three crew men who took to the life raft, other than going with Matt (the son of the lost skipper, David) to view *Grimalkin's* damaged hull in an Irish port where it had been towed. Matt tried to explain their actions in taking to the life raft, and he revealed that one of them had had to cut the lifeline of the semi-conscious skipper, who was trapped beneath the boat after a capsizing. They could not keep hold of him and Matt told how his father drifted away to his death.

Until he began writing the story, Nick held a deep bitterness towards his former crew mates. But in the final writing of ‘Left for Dead’ he came to understand their actions. “Survival in a force-10 storm is determined by each second that passes. Rash decisions are made when your life is in danger. They were quite simply terrified; I can see that clearly now,” he writes. “My crew mates had gone through a hell of their own, of this I am now convinced. And apart from the horror of the storm, one of them has had to live with the consequences of cutting David's line. They were blameless, and I bear them no ill-will.”

In July 2005 Nick accepted an invitation from *Grimalkin's* new owner to sail aboard the restored yacht. “Then, in the following August, I went out to watch the start of another Fastnet Race, the first since that fateful day in 1979.”

Some day, Nick says, he may sail west of the Solent again. “Who knows? Never say never,” he writes in the final chapter.

“Left for Dead: the untold story of the tragic 1979 Fastnet Race” by Nick Ward with Sinead O'Brien. Published by A&C Black and distributed by Allen & Unwin. RRP \$29.95 Tpb **O**

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OFFSHORE RACING CALENDAR

AUSTRALIAN

OCTOBER

- 4 Telco Regatta 2007
- 5 Short Haul Night Harbour Race, CYCA
- 5 Blue Water Race CYCA- Bird Island
- 6 Ocean Pointscore Race, CYCA
- 12-14 Peppers Port Stephens Farr 40 Regatta
- 18 Starlight Foundation Regatta
- 19 Blue Water Race CYCA- Flinders Islet
- 20 Ocean Pointscore Race, CYCA
- 20 Short Haul Race, CYCA
- 20 160 nm Shorthanded Islands Race, Sydney
- 26 EME - IT Corporate Challenge
- 26-28 Oct Farr 40 Regatta, RPAYC
- 27 Hempel Gosford Lord Howe Island Race, GSC

NOVEMBER

- 2 ASX-Reuters Regatta, MHYC
- 3-4 Rarr 40 Class regatta Hobart, RYCT
- 3 Short Ocean Race, RSYS
- 8 Beneteau Cup - Peugeot Regatta
- 9 Short Haul Night Harbour Race
- 9 Blue Water Race CYCA- Cabbage Tree Island
- 10 Ocean Pointscore Race, CYCA
- 14-18 Bavaria International Youth Match Racing Regatta
- 16 Rotary Charity Regatta 2007
- 17 Short Haul Race to Pittwater
- 17 Farr 40 Regatta, CYCA
- 18 Short Haul Race, CYCA - Pittwater to Sydney
- 24-25 Savills SORC, MHYC

DECEMBER

- 1 Short Ocean & Ocean Pointscore Race, CYCA
- 1-3 Go for Gold Regatta, Melbourne
- 6-9 Etchells Queensland Championship, Brisbane
- 7-9 Rolex Trophy One Design Series, CYCA
- 8-12 Sail Brisbane
- 11 Big Boat Challenge Harbour Race, CYCA
- 13-16 Rolex Trophy Rating Series, CYCA
- 15-18 Sydney International Regatta
- 26 63rd Rolex Sydney Hobart Yacht Race, CYCA
- 27 Heemskirk Melbourne to Hobart Race and 100th Anniversary of the Rudder Cup, ORCV

JANUARY 2008

- 2 Pittwater- Coffs Harbour Race, RPAYC
- 2-9 29er World Championship, Sydney
- 2-9 49er World Championship, Sydney
- 3-5 Sailing South Regatta, RYCT, Tasmania
- 6-10 Australian Youth Championships, Victoria
- 14-19 Sail Melbourne International Regatta
- 19 Short Haul Race, Botany Bay, CYCA
- 24-28 Skandia Geelong Week, Victoria
- 26 Australia Day Short & Ocean Pointscore Race, CYCA
- 26 173rd Australia Day Regatta, Sydney and other waters, RSYS

FEBRUARY

- 1 Short Haul Night Harbour Race, CYCA
- 1 Blue Water Race - Newcastle Race, CYCA
- 2 Ocean Pointscore Race to Newcastle, CYCA
- 4-11 Intl Laser World Championship, Terrigal NSW, GSC
- 7 Cure Cancer Australia Harbour Race, CYCA
- 8 Institute of Chartered Accountants Harbour Race, CYCA
- 9-10 Sydney 38 Match Racing Regatta, YSA
- 11-14 Hardy Cup, RSYS
- 16 Short Ocean Race, MHYC
- 16-17 Farr 40 Sprint Series, RSYS
- 22 Insurance Industry Sailing Regatta, CYCA
- 22-24 Farr 40 National Championships, RSYS
- 24 RANSA Regatta, Sydney
- 27 Italian Cup Harbour Race, CYCA
- 29 EME Media Challenge Harbour Race, CYCA

MARCH

- 1 Audi Sydney Harbour Regatta, MHYC
- 1-2 Marinassess Womens Fleet Racing Regatta
- 6 Stepping Stone House Charity Regatta, RSYS
- 7-10 Adelaide International Regatta, West Beach
- 8 Audi Sydney Southport Yacht Race
- 14 Property Industry Regatta, MHYC
- 15-19 Harken International Womens Match Racing Regatta, CYCA
- 2 160th Brisbane to Gladstone, QCYC

APRIL

- 18 WaterAid 'Sail for Water', CYCA
- 19 Mount Gay Rum Top Jocks Regatta, CYCA



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INTERNATIONAL

OCTOBER

- 1-6 Cento Cup, ITA
- 1-7 Raceboard World Champion, BRA
- 5-7 Polish Match Racing Championship, POL
- 5-7 Europa Cup & Youth Grand Prix, POR
- 6-7 Water Tribe Challenger, ITA
- 9-12 Hobie 16 Youth World Championships, FIJ
- 13-20 International One Metre World Championships, FRA
- 14-14 GKSS Match Cup 5, SWE
- 18-21 Rolex Osprey Cup, USA
- 19-21 US Team Racing Championship, New York, USA
- 19-22 Brasil Women's Cup, BRA
- 20-20 Autumn Races, ITA
- 20-21 Autumn Match in Minami-Ise, JPN
- 24-28 Brasil Sailing Cup, BRA
- 27-28 GSYS October Match Race, SWE
- 27-2 Marmaris International Race Week, TUR
- 27-3 SYWOC - Students Yachting World Cup, FRA
- 27-3 Mistral World Championship, TUN

NOVEMBER

- 1-4 Grand Prix de l'Armistice, FRA
- 2-4 Laser Central-West Brazilian Championships, BRA
- 2-4 Ladies Only Match Race, GER
- 2-4 Meeting Internazionale, ITA
- 2-4 Doyle Match, ITA
- 3-4 Mercosur Cup, ARG
- 5 Transat Jacques Vabre, FRA
- 9-18 Soling World Championship, ARG
- 10-11 National Qualifier Norte, POR
- 11 -1 Mar Barcelona World Race, ESP
- 15-18 Laser South Brazilian Championship, BRA
- 16-18 Cup Opatija, CRO
- 17-18 November in St Quay, FRA
- 22-25 All Japan Yacht Match Race Championships, Hayama
- 24-25 Campionato Zonale Match Race V Zone, ITA
- 28-2 Monsoon Cup, MAS

DECEMBER

- 1-2 IV R22 Match Cup 2007, BRA
- 1-2 Xmas Races, ITA
- 1-14 A Class Catamaran World Championship, USA
- 2-9 Imperia Winter Regatta, ITA
- 8-14 South East Asian Games, THA
- 9-9 Under 25 Championship, JPN
- 14-22 J/22 World Championship, Durban, RSA
- 17-22 Christmas Race, ESP
- 27-30 Star Christmas Race, Nice, FRA

JANUARY 2008

- 10-14 New Year International Regatta, Limassol, CYP
- 10-20 RS:X World Championship, Auckland, NZ
- 19-20 Lion Cup Youth Match Racing Challenge, Auckland, NZ
- 24-27 Youth International Match Racing Challenge, Auckland, NZ
- 27 Jan - 2 Feb Rolex Miami OCR, USA

FEBRUARY

- 4-9 Andalusian Olympic Week - Carnival, Cadiz, ESP
- 4-11 Intl Laser World Championships, Terrigal, NSW, AUS
- 6-9 Algarve Cup Match Racing, Vilamoura, POR
- 8-10 JPMorgan Asset Management Winter Challenge, Staines, GBR
- 9-15 Yngling Women World Championships, Miami, USA
- 21-24 JPMorgan Women's Winter Challenge, Staines, GBR
- 25-29 470 South American Championship, Buenos Aires, ARG

MARCH

- 6-9 JPMorgan Asset Management Winter Challenge, Staines, GBR
- 7-9 New Zealand Womens Match Racing Championship, Auckland Harbour, NZL
- 7-11 XI Barcelona Olympic Sailing Week, Port Forum-Besos, ESP
- 13-20 Laser Radial Woman World Championship, Auckland, NZL
- 13-20 Laser Radial Youth/Male World Championship, Auckland, NZL
- 15-21 HRH Princess Sofia Trophy, Palma de Majorca, ESP
- 18-23 Split Olympic Sailing Week, Split, CRO
- 22-30 49er European Championship, Palma, ESP
- 31 Mar-5 Apr Yngling Women European Championship, Masnou, ESP

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