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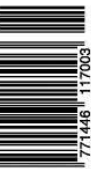
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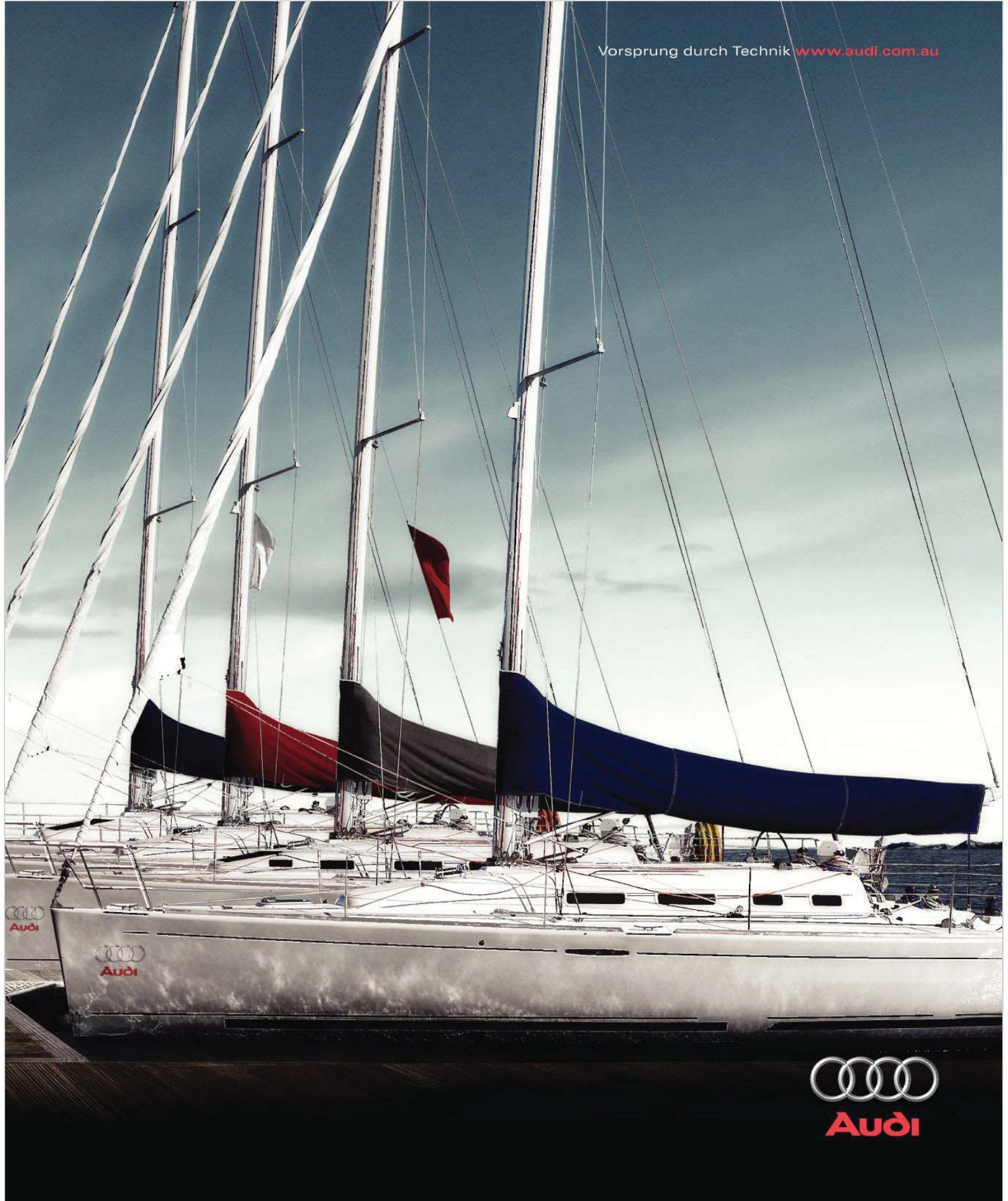
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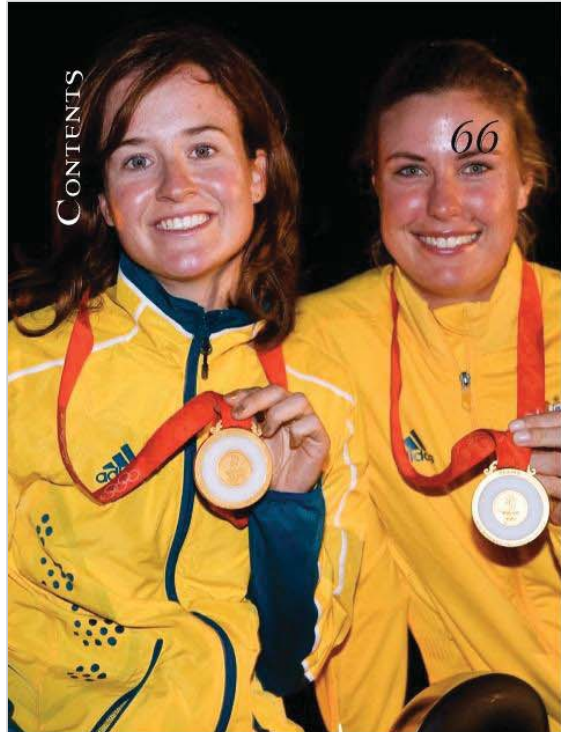
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AT THE HELM

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

I HAVE JUST RETURNED FROM THE 25TH ANNIVERSARY AUDI HAMILTON ISLAND RACE WEEK. WHAT A GREAT WEEK OF RACING WITH GOOD WIND ALL WEEK AND A HECTIC SOCIAL CALENDAR!

Congratulations to *Cougar II* skippered by Alan Whiteley in winning Grand Prix Division 1. They sailed very well all week and impressed everyone with their non-professional crew. Second was CYCA member Bob Steel in *Quest*. Grand Prix Division 2 was won by *Honeysuckle* skippered by CYCA member Ray Harris coming from one point behind in the last race in his new Beneteau 45. PHS Grand Prix was won by Peter Goldsworthy on his Volvo 60 *Getaway-Sailing.com* with our Immediate Past Commodore Geoff Lavis coming good at the right end of the regatta to secure second place in *UBS Wild Thing*.

The regatta goes from strength to strength and the changes made this year to the racing and the Island-based activities were well received by all.

Congratulations also go to *Quantum Racing* skippered by Ray Roberts for winning the Meridien Marina's Airlie Beach Race Week and to *The Philosopher's Club* skippered by Peter Sorensen for winning the Audi Australian IRC Championship by 0.095 points ahead of Bob Steel's *Quest*.

The Australian Open Match Racing Championship was won by Evan Walker, for the second time, and his crew of Will Ryan, Brendan Casey, Kurt Fatouros and Silas Nolan. As the only CYCA crew in the event held at the Royal Perth Yacht Club, it was thrilling for Evan and his crew to come back with the Trophy. Amanda Scrivenor and her crew also impressed by securing second place in the Australian Women's Match Racing Championship ahead of Katie Spithill who is currently ranked 6th in the world in women's match racing.

But let's not forget the very competitive Olympics! Well done to the Australian Sailing Team and Yachting Australia for their inspired strategic planning for these Olympics. I congratulate the 470 crews, Elise Rechichi, Tessa Parkinson, Malcolm Page, Nathan Wilmot and their coach Victor Kovalenko for bringing home the gold medals. I had my fingers crossed for the Tornado crew of Darren Bundock, Glenn Ashby and their coach Mike Fletcher; they did a great job to bring home the silver medal.

For this year's Rolex Trophy Series we have introduced an additional option for IRC and PHS yachts to compete in a pointscore of two passage races as opposed to the four days of windward/ leeward courses. These races will be held on Saturday 20th and Sunday 21st of December. The traditional windward/ leeward courses will be held from Thursday 18th to Sunday 21st inclusive.

I invite all yachts who do not wish to do the windward/ leeward races to join in the passage racing. I will be participating in my Jones 70 *Ichi Ban* and hope to see many yachts who would not normally participate in this series out there enjoying the fun at the club and on the water in the run up to the Rolex Sydney Hobart Yacht Race.

The Rolex Trophy One Design regatta starts for the Farr 40s on Friday 12 of December and for the Sydney 38s and other one-design classes on Saturday 13 December.

The SOLAS Big Boat Challenge will be held on Tuesday 16 December. This invitation-only event will highlight the larger yachts prior to the Rolex Sydney Hobart Yacht Race and will also serve to raise awareness for our own charity CYCA SOLAS Trusts. The annual SOLAS raffle will be on sale from October through until 16 December where it will be drawn at the prize giving of the SOLAS Big Boat Challenge Day. Please dig deep as the prizes are outstanding and the money goes to a great cause.

Whilst we are still some way off from the close of applications for the 64th Rolex Sydney Hobart Yacht Race we are assured of another strong fleet. The interstate and international interest in the race is extremely pleasing and continues to underscore the global status of our race.

We recently hosted a presentation of the Offshore Racing Congress (ORC) international rating rule by Dobbs Davis and David Lyons. It was extremely well received by over 100 people who were in attendance. Currently the CYCA does not have a policy regarding the ORC rating rule or its implementation. However, we have an obligation to our members to communicate any major developments in the world of yachting, including ORC or any rating system that may be of interest to our membership and stakeholder group. The opportunity to learn about ORC was something we see as a great help in making the decision process for yacht owners clearer and easier. It is our intention to monitor the acceptance and subsequent momentum gained by the ORC rule in its international and club forms. The CYCA will cooperate with owners in any way possible including running results from past races, initiating an ORC division in our races when and if that becomes appropriate. Over 8,000 yachts already hold an ORC rating and a world championship was recently conducted under this rule.

On behalf of the Board, I have invited Lou Abrahams to fire the cannon for the start of the 64th Rolex Sydney Hobart Yacht Race as he has decided not to do the race this year. Lou is Australia's elder statesman of ocean racing and is a long standing member of the CYCA. I had the pleasure of sailing with Lou to Hobart on four occasions including 1983 when onboard *Challenge II* we were the first Victorian yacht to win the race. Our preliminary discussions with Council and our landlords regarding our proposed plans for the redevelopment of our site have been encouraging. We intend to hold a meeting of members prior to Christmas to discuss our ideas for the long-term vision for the Club and our premises.

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

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Bring on summer!

Our recent issue of *Offshore Yachting*, delivered together with the Audi Hamilton Island Race Week Official Program, was well received by readers, particularly those lucky enough to be racing in the Whitsundays for the 25th Anniversary of arguably Australia's most enjoyable week afloat.

Like the crews of some 225 other yachts entered in the record-breaking fleet for Audi Hamilton Island Race Week, we got out and gave it our best on the course in our own Jeanneau 36 *Ocean SLAM* chartered through Sunsail. We certainly all enjoyed the competition and camaraderie—both on the water and off and commend Hamilton Island on another tremendous event.

Although many of us have been out on the water all year competing in our local winter series races as well as regattas to the far north, not a few yachts have been spending the winter months in hibernation. With summer approaching, its time to open the hatches, grease the winches, and get that bottom spotless in preparation for the cruising or racing season. To assist you, this issue includes a technical feature on preparing your yacht.

We also review two cruising boats—the Seawind 1160 multihull, which continues to prove itself a great balance of many attributes sought after in boating; and the all-new, world-first example of the Moody 45 Deck Saloon.

Offshore Yachting takes this opportunity to congratulate the extraordinary team spirit of the Australian Olympic Sailing team who represented us so well at Qingdao! Returning to a hero's welcome with a tickertape parade on Hamilton Island hastily arranged during Race Week, the team brought home two gold and a silver, with a further three crews finishing in the top five. A brilliant performance!

This edition reviews a host of races and regattas from around Australia and indeed the world. In the lead-up to the big race weeks to the north, the 23rd Audi Sydney Gold Coast Race started up the coast on 26 July, a postcard perfect day. The opening race of the CYCA's 2008/9 Blue Water Point score Series, with 76 starters for the 384-

nautical-mile classic, the Sydney Gold Coast race was another great success. Other notable big events at the time on the domestic yacht racing circuit were of course the Airlie Beach and Hamilton Island race weeks held in the warmth of the tropics, but spare a thought for the yachtsmen abroad who braved the wet and wild conditions at Skandia Cowes Week. We also cover the Rolex Swan Cup, held in mid-September at Porto Cervo, Sardinia, attracting some 100 owners of Swans who tested their skills in everything from drifters to 40-knot howlers.

This issue also previews the latest Volvo Ocean Race, held every three years, with the eight-yacht fleet due to start the first leg on October 11 from Alicante, en route to the first stopover port of Capetown.

Closer to home, and week-to-week, the summer club racing point score series are commencing around the nation, as is the popular twilight racing season as daylight savings lengthens our days, so we will have plenty to report on in the issues ahead.

Most significant of all, the world-famous Rolex Sydney Hobart Yacht Race has once more come around the wheel and momentum is building for this year's 64th running of the great ocean-racing classic. All expectations are for another strong fleet for this year's race south, so get your entries into the CYCA. *Offshore Yachting* will once again be publishing the Official Program for the race, so don't forget to call us if you want to be on board the next special edition published for December/January.

See you on the start line!

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The 90-foot by 90-foot 'DoGzilla' has the potential to go so fast, any failure could be catastrophic – which is why most of the crew are wearing helmets.



Photos: Gilles Martin-Raget / BMW ORACLE Racing

Surprise twist in AC legal battle

An article in the June/July addition of *Offshore Yachting* explained briefly the intricacies of the legal proceedings between Alinghi and BMW Oracle regarding which club is the valid Challenger of Record and when the event should be held. At that time, it looked likely that there would be a two-horse showdown between Oracle's 90-foot multihull and whatever Alinghi could manage to build in an event to be staged no earlier than May 2009.

The New York Supreme Court had basically ruled that the Valencian Club (CNEV) was a sham club that did not comply with the 1887 Deed of Gift. It ratified the Golden Gate Yacht Club as the CoR. As communication between the Swiss and the Americans had broken down, to say the least, it appeared that all hopes for a multi-challenger event had been dashed. Alinghi appealed and sought to re-argue the merits of the case. In a decision that has surprised most commentators, Alinghi's appeal has been successful, although only by a narrow majority of 3-2 of the bench. Oracle immediately announced that it would appeal the Appellate decision – it has one last shot in the courts.

The crux of the argument is the interpretation of the Deed of Gift wording about a valid challenger. Billions of dollars are at stake as lawyers continue to argue whether "having a regatta" means that the club has already held an annual regatta or whether it is acceptable for it to be planning one. When Alinghi accepted the CNEV challenge, it had not held an annual regatta. A small Optimist regatta was subsequently held, which did not impress the original presiding judge.

Oracle's legal team are taking heart that their appeal has a chance of success given that the Chief Justice, who was not part of the majority, questioned during proceedings how CNEV could be a valid yacht club when it only had five members and did not have any registered yachts.

Outside court the teams' public relations spokespeople point the finger at each other. Oracle claims Alinghi will hold a multi-challenger event that ensures that it will retain the AC for the foreseeable future, even going so far to claim that it should then be re-named the Alinghi Cup. On the other side, Alinghi claim that Ellison is trying to buy his way into

an AC final by forcing out the other competitors in the courts rather than on the water. As the lawyers continue to clock up their fees, decisions must be made by various teams around the world. Do the 10 other challengers who originally signed up to the Valencia regatta recommence their campaigns? Should Alinghi continue to build its 90-foot multihull in case Oracle's appeal is successful? Where does it leave Team New Zealand's legal proceedings against Alinghi for loss of "millions of euros" because it failed to host the planned multi-challenger event in Valencia in 2008?

At the end of the day, the uncertainty surrounding the practical outcome, based on muddy legal arguments, detracts from one of the most prestigious and widely followed yachting events. Disappointingly, the AC has still not left the courtroom.

—Jennifer Wells

DoGZilla is born

BMW ORACLE are pleased with their huge new trimaran, which they have been sea-trialling on Puget Sound off Anacortes, Washington, USA. Once the sea-trials are over, the team will ship the 90-foot by 90-foot machine to San Diego, where they will continue training.

"We're not even at 50 per cent yet and it's already pretty impressive," said Australian James Spithill, one of the team's helmsmen. Frenchman Franck Cammas, long-time crew from the Groupama multihull program, is the helmsman for the Anacortes testing session. "The important part is to take it slow as we continue to learn about the boat. Most of us have not done anything like it. It's a huge credit to the designers and boat builders that everything is working so well at this early stage."

The sea trials are a progression as the team slowly ramps up the boat and its systems. The team sailed the massive multihull for the first time ever on 1 September. The first day, the boat was sailed with two reefs in the mainsail to reduce the sail area and the power. The next day, the boat sailed without any reefs and with a Solent headsail. Progressively the loads on the boat will be increased. "Today is another step forward and we will continue refining the systems," Spithill said before dock out for day two of the Anacortes shakedown. "Each day we will push things a little bit harder and harder," said team tactician, American John Kosteki. "This boat is testing the limits. We are like test pilots and we're taking it gently and carefully so we don't have any majors. We're quite happy with the initial performance of the boat."



THE LATEST ON THE AMERICA'S CUP WITH SEBASTIEN DESTREMAU

Our man on the inside Sebastien Destremau talked to Alinghi's design coordinator Grant Simmer and BMW ORACLE Racing (BOR) spokesman Tom Ehman about BOR's new boat, which many have dubbed DoGZilla.

Sebastien Destremau: We have seen the launch of what might be the sole opponent to Alinghi for the America's Cup, should BMW Oracle win their appeal. What are your first impressions of the American boat?

Grant Simmer: It is a very impressive and powerful boat, the photos we have seen suggest that the boat is extremely well built, it looks like their designers and boat-builders have done a great job.

Tom Ehman: It is an amazing boat. Everyone who sees it for the first time stares in awe and comments on the sheer size of it and how tall the mast is. We enjoyed the first reactions on the yachting websites when we first released pictures of it. I think the word "big" is an understatement.

SD: Were you expecting a boat like this? What do you think of what BMW Oracle has put

together to take on the Defender?

GS: BOR has done an impressive job with the design and construction of this boat. There may be controversy about whether their certificate of vessel describes this boat, but that would be an issue for lawyers, not designers. This boat will always be a credit to its designers and boat-builders.

TE: Yes, we are very pleased with this boat. We are taking things carefully to start with as we build familiarity with how it performs. But our initial impressions are that the boat is very responsive. We are happy with how testing is going.

SD: Tom, multihull designer Marc Lombard was quite critical when he stated, "My first impression was that of a total lack of imagination. The project, as I expected, is nothing other than a super ORMA (ORMA 60, a class of large, ocean racing multihull as defined by the ISAF structure the Ocean Racing Multihull Association). This project does not hold any surprises, except for the accumulation of extreme factors". Do you have any comment to make?

TE: I guess everyone will have his own point of view. Because it was designed with a July 2008 match in mind, we decided to rely on proven technology. But there is still a lot of innovation on this boat that you see once you get up close. We are certainly happy with it.

SD: Grant, the US team managed to build a state-of-the-art multihull in record time—between nine and ten months. By comparison, the new giant multihull *Banque Populaire* took 18 months to build. When did Alinghi start building, and when are we going to see what the Defender has in store?

GS: We started building our DoG boat in Switzerland in April/May and despite the last appeal decision, we are planning to finish the boat and you should see it early next year.

SD: Tom, due to the ongoing court case, an eventual DoG Match is several months away. Wasn't it risky to show your DoG Match boat to Alinghi at this stage? Or are you planning to use her as a research platform before designing/building a second one?

TE: The America's Cup is always full of risks. We were happy to show the world this boat and I think by the reaction we have had from the public and media, people have been very pleased to see it. First we will see how this one goes. After that, anything is possible.

SD: We have recently seen an exchange of letters between SNG and GGYC regarding the Custom House Registry (CHR), and Alinghi is claiming that it "should have been provided during construction, so between four and six months ago". When, in your opinion, should this document have been sent?

TE: The procedures to be followed on the CHR are simple and clear, and we have and will comply with the Deed.

GS: The Deed says the Challenger has to provide the Customs House Certificate "as soon as possible", in the case of this yacht we argued that the Certificate should have been provided during construction so between four and six months ago. ○

ABOUT THE AUTHOR

Sebastien Destremau has written for most of the world's major yachting magazines and is now editor-in-chief of the English-language edition of www.adonnante.com. Since 2001, Sebastien's focus has been on the America's Cup. He was part of the OzBoyz Challenge for the 2007 America's Cup before becoming tactician aboard the first-ever Chinese America's Cup challenger at the same event. He was tactician aboard *Le Défi Areva* from 2001 to 2003. He also participated in the 1995 America's Cup as tactician with *Le Défi d'Antibes*. Having spent most of his life sailing, Sebastien's record includes five world titles, three European titles, numerous national titles and a world match-racing ranking of 12th when he was actively competing on the circuit. He has been tactician for some of the

great racing skippers, including Russell Coutts, Paul Cayard, Syd Fischer, Knut Frostad, Richard Perini, Grant Simmer, Thomas Friese, Thomas Coville, Luc Gellusseau and Pierre Mas. He is known as a tenacious opponent on the international sailing circuit. For all the latest on the America's Cup and other sailing news, visit Sebastien's blog: www.destremausailing.blogspot.com





Photo: Andrea Francolini

Moneypenny out for a test sail on Sydney Harbour in April, 2008.

STP65 fleet growing

The STP65 fleet is building in numbers, with a third boat soon to be launched and three additional campaigns having signed on to create their own versions of the 65-foot Box Rule racing yacht.

At the end of this month, Udo Schütz (Selters, Germany) will launch his Judel/Vrolijk-designed *Container*, built at Germany's Knierim Boatyard. As well, three additional owners have begun the process of designing and building STP65s. They are: Patrizio Bertelli (Arezzo, Italy), with his *Luna Rossa*, another Judel/Vrolijk design; Dario Ferrari (Milan, Italy), with his Reichel/Pugh-designed *Cannonball*; and Carlo Puri Negri, with his Umberto Felci-designed *Atalanta III*. *Luna Rossa* is being built by Richard Gillies of 3DM composite and is scheduled to be launched in November, while *Cannonball*, to be built by Cookson Boats in New Zealand, follows with a launch date sometime in March 2009. *Atalanta III* is scheduled for launch between June and August 2009.

Already sailing are the Farr-designed *Rosebud/Team DYT*, owned by Roger Sturgeon (Fort Lauderdale, Fla.), and the Reichel/Pugh-designed *Moneypenny*, owned by Jim Swartz (Edgartown, Mass.). *Rosebud/Team DYT* was built by California's Westerly Marine and launched in June 2007, while *Moneypenny* was built by Australia's McConaghy's Boat Yard and launched in April of this year.

"Some of the finest designers and builders are involved in this fleet," said Swartz, who along with Sturgeon has taken the lead in keeping lines of communication open among the owners. "It bodes well for a successful, long-lived class." Swartz explained that the Storm Trysail Club (headquartered in New York) and the Transpacific Yacht Club (in Los Angeles) announced in July of 2006 their partnership in developing the STP65 Rule. The goal was to create a boat that could compete both as a Box Rule and an IRC or ORR performer, with tight enough parameters to minimize obsolescence.

Rosebud/Team DYT's project manager and technical guru Malcolm Park says the STP65s "are a subset of the IRC pocket maxis that are the latest phenomenon in the big boat world." The defining difference, however, is that the Box Rule's speed-producing facets, such as construction, length, displacement, draft, VCG and sail area, are controlled. "This means that as the class grows, the STP65s can begin racing within the box without time allowance, effectively as one-designs with an owner/driver rule," he said. The day when the class could ask for its own start could be as soon as early 2009.

Meanwhile, *Rosebud/Team DYT* plans to continue proving she is the hot rod she was designed to be. Among her accomplishments are winning the 2007 Rolex Sydney Hobart Race and both the Block Island Race and New York Yacht Club Race Week at Newport presented by Rolex in 2008. At the 2008 Newport to Bermuda Race, sailing under the ORR rule, *Rosebud/Team DYT* finished third in her class, while *Moneypenny* finished fifth.

As Offshore Yachting went to press, both *Rosebud/*

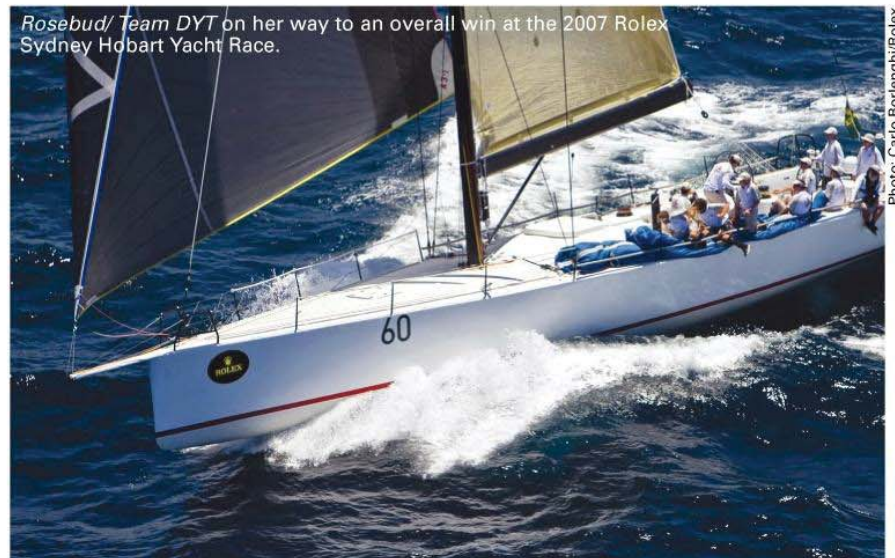
Team DYT and *Moneypenny* were competing in the Maxi Yacht Rolex Cup. *Container's* first scheduled race is the Les Voiles de Saint-Tropez, which starts on 27 September.

OWNERS FORM ADVISORY COMMITTEE

An Owners' Advisory Committee has been formed, the purpose of which is to advise the STP65 Board of Directors (currently comprised of Storm Trysail and Transpacific Yacht Club representatives) prior to transfer of control from the STP65 Board to an Owners' Association. According to STP65 Bylaws, the Owners' Association can be established after five Owners have qualified by being Members in good standing and having a valid STP65 certificate on file with the Chief Measurer.

The first meeting of the Owners' Advisory Committee is to take place at the Maxi Yacht Rolex Cup, held at Yacht Club Costa Smeralda in Sardinia, Italy.

For further information visit www.stp-65.org



Rosebud/Team DYT on her way to an overall win at the 2007 Rolex Sydney Hobart Yacht Race.

Photo: Carlo Borlenghi/Rolex

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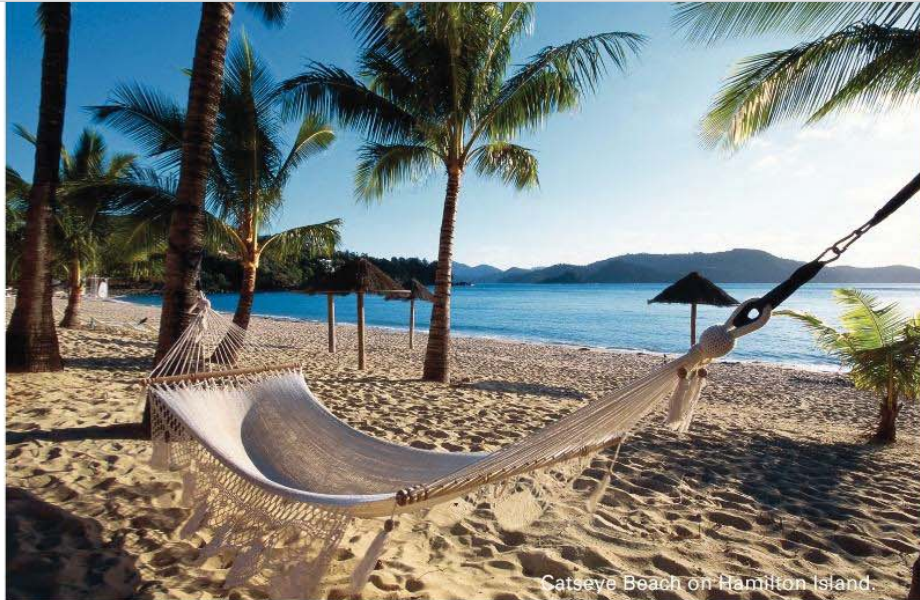
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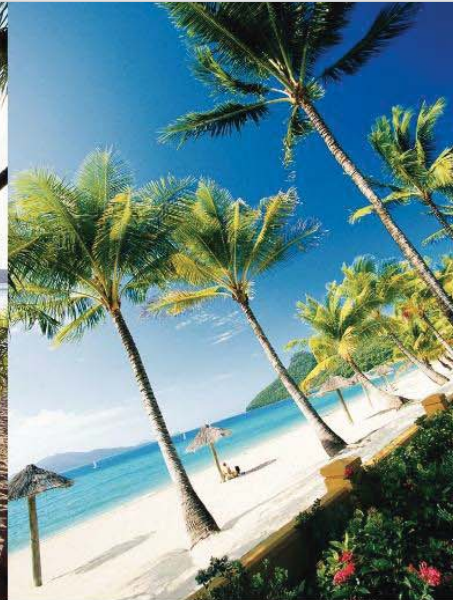
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Carseve Beach on Hamilton Island.



CYCA launches SOLAS Raffle

On 10 September, the Cruising Yacht Club of Australia announced the launch of its annual Safety of Life at Sea (SOLAS) Trusts Raffle with the major prize of five nights on Hamilton Island staying at the Reef View Hotel.

Whether cruising or racing, search and rescue organisations are integral to the safety of our sport and to date, the SOLAS Trusts have donated more than \$430,000 Australia-wide to support those organisations which would come to the aid of all sailors should they strike trouble at sea.

Raffle tickets are now on sale from CYCA Reception for \$5 each. Spend \$50 on tickets and receive one bonus ticket. All prizes will be drawn at the prizegiving of the SOLAS Big Boat Challenge on Tuesday 16 December 2008.

MAJOR PRIZE

Hamilton Island Getaway

Five nights accommodation in a Coral Sea View Room at the Reef View Hotel for two people. The prize includes full buffet breakfast daily, airport/marina to resort transfers, complimentary use of non-motorised watercraft, access to the Kids Stay & Eat Free Program (conditions apply), complimentary use of the Island Shuttle Bus (7am - 11pm daily).

For further information visit www.hamiltonisland.com.au

OTHER PRIZES

Escape for two to Peppers Anchorage, Port Stephens, and an Audi for the weekend

This prize includes two nights' accommodation in an Anchorage Room for two guests with full breakfast daily and an Audi for the weekend.

For further information on Peppers Anchorage visit www.peppers.com.au/Anchorage or call 02 4984 2555

For further information on Audi visit www.audi.com.au

Harken Spinlock Deckvests and tethers

Three prizes to be given away. Spinlock Deckvests are currently the leading selling vest worldwide. The Deckvest is the latest evolution, a compactly

sculptured, front opening lifejacket harness. Soft contoured to fit the body in a clean, cutaway shape. The effect is strikingly comfortable and compact. Valued at \$800 each.

For further information visit www.harken.com.au

Line 7 offshore clothing

Official clothing supplier to the CYCA, Line 7 has donated an Offshore Jacket and Aquatec 2 Trouser valued at \$700.

For further information visit www.line7.com

\$500 Allen & Unwin sailing library

Allen & Unwin, one of Australia's leading book publishers, has donated a sailing library to the value of \$500 for the lucky winner. Books can be selected from Allen & Unwin's extensive sailing catalogue.

For further information visit www.allenandunwin.com

Maxxium gift pack

Monday twilight sponsor Maxxium has created a superb spirits and liqueur pack including Mount Gay Eclipse, Cointreau, Remy Martin Grand Cru, Absolut, Plymouth Gin. Valued at \$500.

For further information visit www.maxxium.com

\$400 wotif.com accommodation voucher

Choose from any one of wotif.com's 11,000 hotels in 44 countries and you could be sunning yourself in Hawaii, indulging in a city escape, a long weekend getaway or a school holiday treat! Wotif.com's great rates, broad accommodation range, easy-to-use site and 24/7 Customer Service Centre have made Wotif.com the most popular way for business and leisure travellers in Australia and New Zealand to book accommodation online. Every month Wotif.com attracts 3.2 million visits, with customers making more than 200,000 bookings through our 28-day booking window.

For further information visit www.wotif.com

GME VHF Radio GX600DSC

YSA Sponsor GME has donated a GX600D VHF Radio. The radio is designed with flexibility as a focus – its impressive compact size, IP67 waterproof rating, colour

choice and range of mounting/second station options which set the GX600D apart from other DSC radios. Equipped with a full function keypad microphone with an extremely simple 'mobile phone style' operating system, the GX600D ensures that operators of every skill level can access the full benefit of the radio's extensive feature list. Valued at over \$400.

For further information visit www.gme.net.au

Weekend away at any Vibe Hotel

Enjoy a two night weekend getaway in a Vibe Room at a Vibe Hotel of choice – Sydney, Melbourne or the Gold Coast.

For further information visit www.vibehotels.com.au

Weekend away at any Medina Apartment Hotel

Enjoy a two-night weekend getaway in a one-bedroom apartment at one of Medina Apartment Hotels' 22 properties around Australia.

For further information visit www.medina.com.au

Sydney Theatre Company – Double Pass

Audi Australia, principle sponsor of the Sydney Theatre Company (STC), has kindly donated one double pass to a Sydney Theatre production of the winner's choice. The Sydney Theatre Company has been a major force in Australian drama since its establishment in 1978. The company presents an annual 12-play program at its home base the Wharf, on Sydney Harbour at Walsh Bay, and at the nearby Sydney Theatre, which STC also manages, the resident theatre company of the Sydney Opera House. Cate Blanchett and Andrew Upton are the STC's artistic directors.

For further information visit www.sydneytheatre.com.au

Pacific Sailing School – Try Sailing

Pacific Sailing School has donated two sessions for two on their 'Try Sailing' three-hour excursions. Based at the CYCA for over 30 years, the Pacific Sailing School has conducted 40,000+ courses and shown people how to enjoy one of the most splendid harbours in the world – Sydney Harbour – onboard a yacht.

For further information visit www.pacificsailingschool.com.au

Sailing coaching session with Neville Wittey

Join renown sailing coach Nev Wittey for an inshore or twilight coaching session to enhance or develop your sailing skills.

Dinner at the Blue Water Grill

Enjoy the fabulous skill and culinary delights of the CYCA's inhouse restaurant team from L'Eat with a dinner to the value of \$100 plus a bottle of CYCA wine to complement your food.

Oatley Wines gift pack

TBC

Ocean Media magazines subscriptions

Offshore Yachting publishers, Ocean Media, are pleased to support the SOLAS Trusts Raffle with the donation of subscriptions to two of our titles – *Offshore Yachting* (valued at \$49.95) and *Ocean Magazine* (valued at \$79.95) as well as the cruising guide *The Great Southern Route* (valued at \$40).

For further information visit www.oceanmedia.com.au

Active Casual shoes

Active Casual (AC) have donated 10 pairs of shoes each valued at \$80. AC's are lightweight anti-slip and non-marking shoes ideal for wearing on yachts. Designed using 21st century E.V.A. technology, they feature a T.P rubber outsole, anti-fungal removable insole with arch support and adjustable medial strap for secure fit.

For further information visit www.activecasual.com.au

'From Ratbags to Respectability'

The definitive book of the history of the Cruising Yacht Club of Australia.

Tickets can also be purchased by downloading a credit card authorisation form from www.cyca.com.au. Terms and conditions available online.

For further information contact Jennifer Crooks, communications manager, Cruising Yacht Club of Australia, Tel: +61 (0)2 8292 7800, Mobile: 0458 211 678 or email: jennifer.crooks@cyca.com.au

Court rejects 49er appeal

On 30 August, the ad hoc Division of the Court of Arbitration for Sport (CAS), based in Lausanne, Switzerland, dismissed the applications filed by the Italian Olympic Committee (CONI) and the Spanish Olympic Committee (COE) against two decisions of the International Jury of the International Sailing Federation (ISAF) related to the gold medal race of the 49er event, which took place on 17 August 2008, in which the Australian team of Nathan Outteridge and Ben Austin finished 5th overall.

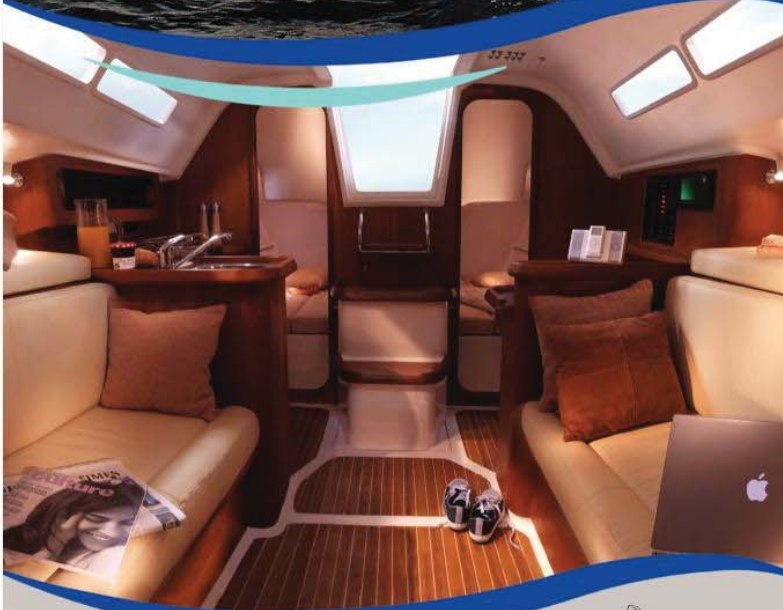
A panel of CAS arbitrators composed of Dr Stephan Netzle, (Switzerland), President, Prof. Richard McLaren (Canada) and Ms Margarita Echeverria (Costa Rica) heard the parties, deliberated, and then announced that both applications were dismissed and that the decisions rendered by the ISAF International Jury concerning that event and dated 18 and 19 August 2008 were confirmed. The CAS decision, along with its grounds are available on the CAS website.

The argument was about an incident that occurred before the gold medal race in the 49er class event on 17 August 2008. Shortly before the start of the race, the Danish team (Warrer/lbsen) was sailing towards the start line in heavy conditions when their mast broke. As a consequence, the Danish team decided to borrow the boat of the Croatian team, which had not qualified for the gold medal race.

The Danish team finished 7th in the gold medal race and first in the overall ranking. The Spanish team, which obtained the silver medal and the Italian team, which came fourth, as well as the Race Committee, filed various protests, all rejected by the ISAF International Jury.

The Spaniards and Italians then requested the CAS to annul the ISAF International Jury decisions, to declare that the Danish team was not entitled to take part in the gold medal race in a borrowed boat, to disqualify the Danish team and to re-allocate the Olympic medals to the Spanish team (gold medal), to the German team (silver medal) and to the Italian team (bronze medal). The court has now rejected all those requests.

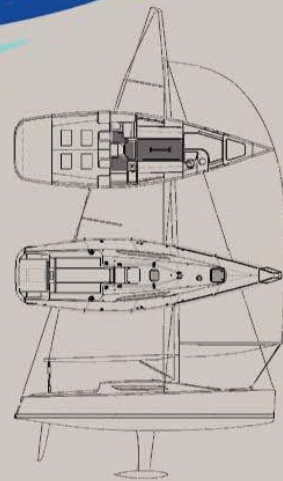
For further information visit www.tas-cas.org



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2008 Hanse Dealer of the Year

At the 2008 Hanse Yachts Dealer Meeting held in Germany at the end of July, Windcraft Australia was awarded the title 2008 Dealer of the Year. Windcraft Australia managing director Peter Hrones said, "To receive this award is a great honour and it is pleasing to see the many years of hard work recognised. This is the second time we have received this award and it gives me great pleasure to be involved with such a successful brand, both here in Australia and throughout the world." Hanse Yachts founder, Michael Schmidt, made the journey down under to celebrate with Windcraft and attend the Sydney International Boat Show. Windcraft had 12 vessels on display at this year's show, including the world release of the new Moody 45 DS (see our review on page 70). Hrones said, "Michael told me many years ago that he would come to Australia once we had sold 100 Hanse yachts. We have well and truly exceeded that now, and with the Dealer of the Year award, the world release of the



Moody 45DS and our biggest ever presence at the Sydney show, all the pieces fell into place."

For further information visit www.windcraft.com.au

Marinas guide for Australia now online

An online Australian Marinas Guide has been launched. This comprehensive free online resource for boaties aims to list every marina in Australia – almost 300 marinas, and even a few safe harbours where conventional marinas don't exist. It promises to be a great passage-planning tool, helping yachtsmen and women find safe harbours. It also provides information about what facilities a marina provides and how to contact the harbourmaster.

The service offers aerial views of every marina, allowing users to zoom in to gain a birds-eye view of marina layouts. An Events Calendar keeps users up to date with boat shows, regattas and festivals. Trip Planners comprise coastal passage and anchorage notes to help with passage planning. On the Waterfront is where boaties can find out what to see and do in unfamiliar destinations. Fiona Harper is founding editor of the online marina guide. With qualifications in travel, journalism and yachting, she has diverse skills and experience across a broad network, ensuring her contacts keep her informed and updated in marine and travel industry trends.

For further information visit www.marinasguide.com.au

New York Yacht Club Invitational Cup

On August 25, New York Yacht Club (NYYC) Commodore Charles H. Townsend announced the inaugural New York Yacht Club World Invitational Cup, an invitational fleet-racing regatta. Its essence is to bring together amateur yacht-club teams to compete against teams from around the world. The sailing will be tough and demanding, allowing each club to demonstrate the skills of its top sailors. Commodore Townsend remarked, "This event will once again bring the Corinthian spirit to the forefront of the sport, and enable us to share the excitement of sailing on the waters of Rhode Island Sound." Invitations have been sent to many of the world's most prominent yacht clubs to compete in this first biennial event, to be held September 15-19, 2009. The NYYC World Invitational Cup is for amateur sailors representing their yacht clubs and their nations. Racing will take place on Rhode Island Sound in the NYYC's newly developed Swan 42 fleet, though

the club anticipates that many teams will bring their own boats. Other teams will have the opportunity to charter boats through the Club. Prizes will be awarded to the top-three teams, and the winning yacht club's name will be engraved on the NYYC World Invitational Cup that will be permanently on display at New York Yacht Club's 44th Street Clubhouse in Manhattan. The entry deadline is November 1, 2008. Yacht Clubs providing their own boats will be accepted for entry into the regatta. The Organizing Authority will award spots to other clubs based upon the availability of charter boats.

"We expect the New York Yacht Club World Invitational Cup to be a friendly competition between the world's most prominent yacht clubs," said Commodore Townsend.

For further information visit www.nyyc.org/worldinvitationalcup



Photo: Daniel Forster/Rolex

Roger Hickman elected President of Yachting NSW

CYCA member and former Flag Officer Roger Hickman has been elected President of the Yachting Association of NSW. Also elected to the Member Advisory Council of YNSW is CYCA Vice Commodore Garry Linacre.

New Senior Vice President is former Olympic team member Geoff Davidson, a member of the Sailing Committee of the Royal Sydney Yacht Squadron. Hickman is a former director and Rear Commodore of the CYCA, and also past chairman of the Sailing Committee. A successful ocean racing yachtsman, he has twice won the Rolex Sydney Hobart Yacht Race and the CYCA's Blue Water Pointscore as well as many other ocean races. He also races an Etchells with the RSYS, which he joined last year. Speaking after his election, Hickman said: "Our voluntary yachting community in NSW is clearly in excellent health given the large number of people who were seeking to represent the sport on the Member Advisory Board. The elected Council has a diverse regional spread and represents a wide sailing demographic from dinghies to keel yacht clubs. "As many of you know, one of the major priorities for me is to continue to build a cohesive and singular focused relationship with Yachting Australia so that we work closely to streamline and improve the many facets of the administration of the sport." Hickman paid tribute to the retiring President for the previous three years, Lyndsay Brown, a past Commodore of RANSA, along with other outgoing members Vice President Brian Tyquin, Director Don Bonnitca and Councillors Frank Walker, Vicki Engert, Julie Hodder and Allan Jones. The new Board of Directors YNSW comprises Roger Hickman (President), Geoff Davidson (Senior Vice-President), Brad Andrew (Vice President), Rob Lowndes (Treasurer) and Fred Bevis (Director). Others members of the Member Advisory Council are Judy Evans, Garry Linacre, Ian Humphries, Garry Williams, Steve Ward, Russell Murphy, Alister Morison and Andrew Kendall.

— Peter Campbell



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Photo: Andrea Francolini

Close action at the Audi Etchells Worlds in 2006 on Cöckburn Sound off Fremantle, Western Australia.

Audi takes naming rights of 2009 Etchells World Championships

On July 29, Audi Australia announced that it had secured Naming Rights to the 2009 Etchells World Championship, to be held at Royal Brighton Yacht Club in Melbourne in March 2009. Audi held the naming rights for the last World Championship held in Australia – in Perth 2006. Audi's Brisbane dealership was also the major sponsor of the Audi Etchells Australian Championship 2008 held in Queensland earlier this year.

The event is the latest in a long list of major annual regattas that Audi sponsors. These include the Audi Sydney Harbour Regatta, Audi Hamilton Island Race Week, and the Audi Series at Skandia Geelong Week.

The 2009 Audi Etchells Worlds promise to be a major event on the world sailing scene, with an array of high profile and talented competitors attending from all over the world. John Bertrand A.M., Patron of the event, said "I am delighted to hear that Audi Australia will be taking on naming rights for this World Championship. Royal Brighton Yacht Club is a fabulous venue, and this event has the ingredients of an exceptional championship." The 2009 Audi Etchells Worlds will take place from 5-14 March 2009.

For further information visit www.audietchellsworlds2009.com.au

ISAF to launch Sailing World Cup in Melbourne

The International Sailing Federation has announced it will stage an inaugural ISAF Sailing World Cup series at the Sail Melbourne Regatta in December this year. International and Olympic sailors from all over the world will converge on Melbourne for the first leg of the series in its new timeslot – December 16-21. ISAF President Göran Petersson is extremely excited about the inaugural World Cup Series, designed to attract Olympic Class sailors headed for the 2012 London Games.

"The ISAF Sailing World Cup will bring a new focus to Olympic sailing, demonstrating the excitement, skill and passion of the sport. It will give Olympic sailors a clear annual competition structure, the media a definitive series to feature and sponsors exposure across a host of top quality events that will be at the forefront of the sailing calendar," Petersson said. Yachting Victoria CEO Ross Kilborn is equally excited about Melbourne's World Cup coup.

"The opportunity to host a round of the Sailing World Cup is a huge compliment to the clubs, volunteers and supporters of Sail Melbourne, who in just a

decade have built its reputation to equal that of the famous, century-old events that are also part of this exciting new ISAF series," Kilborn said.

ISAF's Notice of Series outlines the proposed points and scoring system that will be used for this first season. Thus will be closely evaluated to ensure fairness and competition throughout the year. ISAF Events Committee Chairman, Bjorn Unger said, "ISAF and the Event Organizers have worked hard over the last few months to produce an ISAF Sailing World Cup series we believe will create the best competition for Olympic sailors. We will continue to review all of the components at each stage along the way to ensure it exceeds the expectations of all who participate." The ISAF Sailing World Cup 2008-2009 will consist of the following events:

16-21 Dec 2008 - Sail Melbourne Regatta, Melbourne, Australia
 25-31 Jan 2009 - Rolex Miami OCR, Miami, USA
 04-10 April 2009 - Trofeo SAR Princess Sofia MAPFRE, Palma, Spain

18-24 April 2009 - Semaine Olympique Francaise, Hyeres, France
 27-31 May 2009 - Delta Lloyd Regatta, Medemblik, Netherlands
 21-29 June 2009 - Kieler Woche, Kiel, Germany
 14-19 Sept 2009 - Skandia Sail for Gold Regatta, Weymouth, Great Britain

ISAF Sailing World Cup winners will be presented with a Cup, whilst nations with the highest scoring sailors can also compete for an overall Nation's Trophy. Olympic sailor Krystal Weir has already said that Sail Melbourne would be the start of her 2012 London Games campaign. The 23-year-old skippered an Yngling in Qingdao to a top 10 finish this year, however will jump back into her class of choice, the Laser Radial, for another tilt at an Olympic regatta. Her announcement signals the continuation of one of the most competitive rivalries in her sport – that between 2008 Olympic Laser Radial representative Sarah Blanck and herself.

For further information visit www.sailing.org



BAVARIA YACHTS

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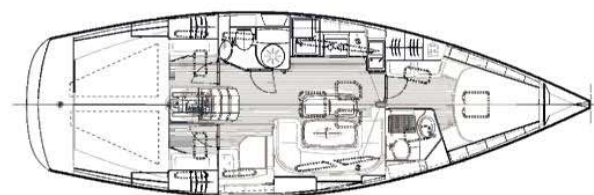


The Bavaria 40. Note the second self-tailing winches near the helm.

Photo: Courtesy Bavaria Yachts Australia

ABS cruising with Bavaria appointment

Aussie Boat Sales (ABS) has been awarded the exclusive Victorian dealership for Bavaria Yachts. Bavaria Yachts has recently launched a new range of yachts, which range from 31 to 50 feet. These were designed to be sailed short handed thanks to a new mainsheet system. Other improvements include larger cockpit areas, premium timber finishes and increased light and ventilation in the cabin. Aussie Boat Sales' (Melbourne) Scott O'Hare said he was thrilled with the opportunity to promote and distribute Bavaria Yachts.



"With 30 years experience as quality boat-builders, Bavaria has long held a reputation for its strong, seaworthy and easily-handled cruising yachts," Mr O'Hare said. "The new direction for 2008 and beyond will no doubt build on the company's long-standing success, particularly with the introduction of a number of practical improvements. Bavaria has opted for a modern solution for handling the mainsheet, which now leads back to two self-tailing winches in the cockpit near the helm. This means the helmsperson can now trim the mainsheets from the wheel – a huge advantage for solo sailors or small crew."

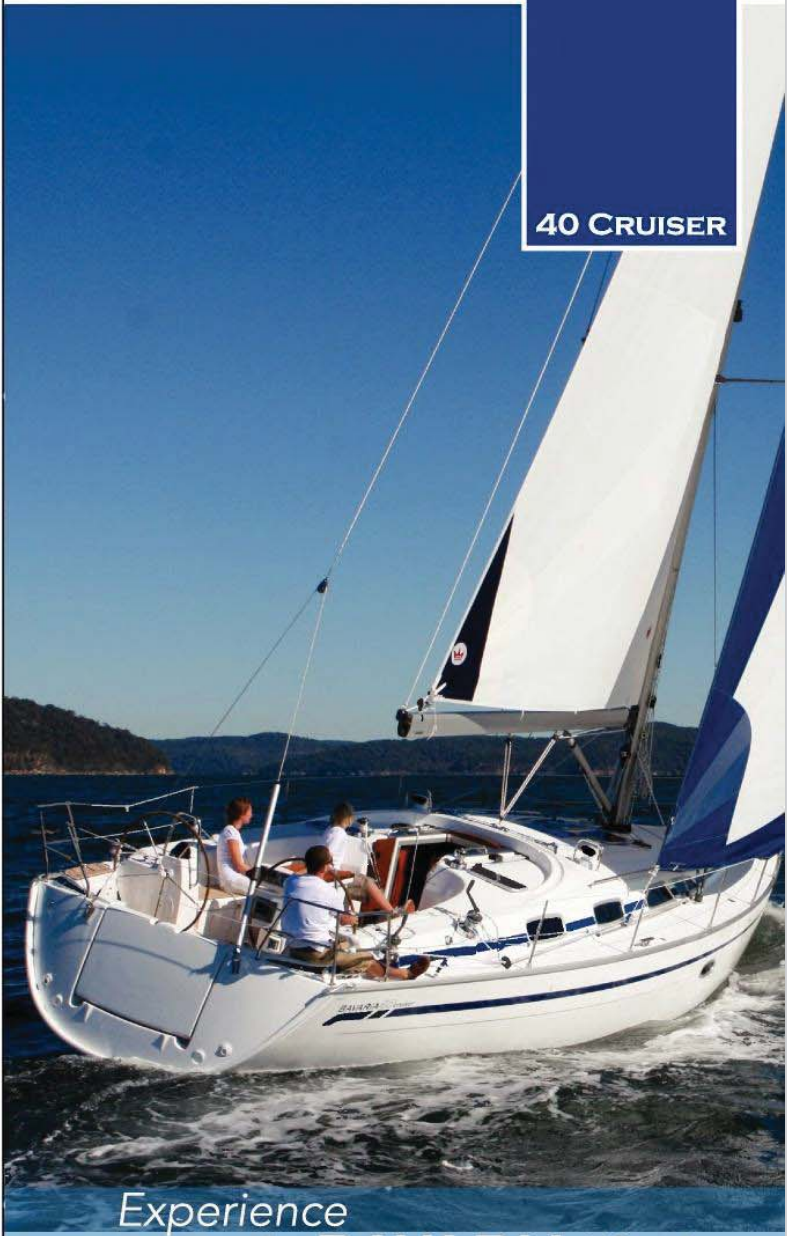
For further information visit www.aussieboatsales.com.au

Yoti online

John Cowpe and Tim Vine have launched Yoti, dubbed "an alternative sales platform for the yachting community". The two yacht sales professionals have mustered a lot of experience over the last decade selling new and used vessels in Australia and overseas. Aiming to deliver a level of sales and service above and beyond the currently accepted levels within the industry, the team are looking to the future with innovative marketing and sales strategies combined with an intimate knowledge of their core market.

Yoti has a large array of quality listings all benefiting from the energy and passion now becoming synonymous with the Yoti brand.

For further information visit www.yoti.com.au



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Eight bells: Olin Stephens 1908-2008

The great American yacht designer Olin J. Stephens II, died in New Hampshire, where he lived, on Saturday, September 13, at the age of 100.

Stephens designed no less than six America's Cup winners: *Ranger*, a 135-foot J-Class sloop that Stephens designed with Starling Burgess for the 1937 America's Cup; the 12-Metres *Columbia* in 1958; *Constellation*, 1964; *Intrepid*, 1967; *Courageous*, 1974; and *Freedom*, 1980. But perhaps his most famous designs was one of his earliest, *Dorade*, a 52-foot yawl that prompted a tickertape parade in New York after winning the 1931 Trans-Atlantic Race, and which went on to win the Fastnet that year.

"When you consider the changes in yacht design throughout Olin's career, it's pretty unbelievable," said Jim Pugh of Reichel-Pugh. "Looking at the history of Olin's designs, it transcends the different eras." On September 15, the final day of the Rolex Big Boat Series on San Francisco Bay, each competitor paid tribute to the Stephens by motoring past the St. Francis Yacht Club, through the 'A' and 'B' marks which would later serve as the finish line, and tossed one single white rose into the Bay before heading out to the race course.

To celebrate Stephens' peerless contribution to yacht design, we reprint here an excerpt from a chapter that first appeared in "The Encyclopedia of Yacht Designers:" "I was lucky. I had a goal. As far back as I can remember I wanted to design fast boats." The first two sentences of Olin Stephens's autobiography, "All This and Sailing, Too", summarize a lifetime's vocation on the part of the most successful and influential designer of the 20th century. He was raised near New York City and, as a boy, was introduced to boats on family vacations at Cape Cod. Along with his father, Roderick, and younger brother, Roderick Jr. (called Rod), he learned to sail in a series of family-owned boats. Fascinated by sailing

and its technology, the boys absorbed all they could from yachting magazines and their own experience and were encouraged and supported by their father. Stephens entered the Massachusetts Institute of Technology in 1926, only to be forced to drop out during his freshman year due to illness. Throughout his life, although he was a pioneer in scientific yacht design, he would say that he regretted his lack of training in mathematics and engineering. Yet Stephens had aptitudes that suited his calling. "I started my career with the tools of observation and intuition to which quantitative analysis has been gradually added," he wrote in his autobiography. "Whenever possible I studied lines and tried to see the way shape was coupled to performance."

By 1926 he was sailing regularly at Larchmont Yacht Club in Six Meters, a restricted-design keel boat of about 34 feet LOA and the hot racing class of the day with top-flight sailor-designers like Clinton Crane and Sherman Hoyt. By 1928 he was working at a drafting table at home and, with the help of Norman L. Skene's manual "The Elements of Yacht Design," was teaching himself how to draw plans. Stephens's on-the-water observations of Six Meters confirmed the value of that rule of thumb. His first published design, a Six, appeared in the January 1928 *Yachting* with these comments by the young designer: "In any design the most important factors of speed seem to be long sailing lines and large sail area, with moderate displacement and small wetted surface. Then comes beauty, by which is meant clean, fair, pleasing lines. Though per se beauty is not a factor of speed, the easiest boats to look at seem the easiest to drive."

To this equation he added stability due to considerable external ballast. Many older designers of offshore boats placed the lead ballast in the bilge in order to ease the boat's motion through a seaway.

Stephens preferred it deep in the keel, where Six Meters and other modern racing boats had it, in order to provide stability and sail-carrying ability for good upwind performance.

After working as a draftsman for Henry J. Gielow, who specialized in large power boats, and Philip Rhodes, Stephens in 1929 went into partnership with Drake Sparkman, a successful yacht broker, to form Sparkman & Stephens Inc. (S&S). The aggressive Sparkman was the salesman; Stephens, by nature a shy man, ran the design office.

In 1928 he raced to Bermuda with John Alden in *Malabar IX*, and, after the finish, the 20-year-old swam from boat to boat to talk to crews and explore design features as his back blistered in the sun. After his grandfather sold the family coal business in 1929, his father commissioned S&S design Number 4, the 52-foot yawl *Dorade*. Her concept was much closer to a Six Meter than a Malabar. She had a tall Bermudian rig, balanced ends, narrow beam, lead ballast deep in the keel and lightweight, sophisticated construction (with steam-bent rather than sawn frames). *Dorade* was built at the Minneford Yard on City Island, N.Y., under the supervision of young Rod Stephens, who developed an efficient deck layout and a new type of deck ventilator (the *Dorade* vent) with a baffle that separated incoming air from spray. In 1931 she won the transatlantic race to England against many larger boats by two days on elapsed time and also won a rough Fastnet Race. When they returned to New York, the Stephenses were given a ticker-tape parade up Broadway. Thinking *Dorade* too narrow and tender, when Stephens had the opportunity to design another ocean racer in 1934 he increased the beam by two feet and the result was *Stormy Weather*, which he regarded as the better boat. These two boats transformed the design of offshore sailing yachts.

Eight bells: Ron Falson – 1928 - 2008

Ron Falson passed away on July 5, aged 80, doing what he loved best: playing music. Ron joined the CYCA in 1964 and became a keen competitor in short offshore races, mainly the Lion Island, Botany Bay, and the Coogee Races. The Coogee Race was his favourite.

A keen participant in the CYCA's early Winter Series Races, he owned three boats over the years, *Opus 1*, *2* and *3*, so named because of his lifetime occupation: music. Inevitably his cruising crew was mostly made up of fellow musicians. The successful racing crew was Brian Gooch, John Read and John Timmony. When *Opus 2* won a Lake Macquarie Race [circa 1970] in record time, Gooch infamously poured a celebratory drink for four with a bottle of OP rum and one can of Coke while they waited for the rest of the fleet to arrive. In later years Ron quit racing, and became actively involved in CYCA Cruising, and participated in many Cruising events.

Ron lived in Sans Souci, where he was a founding member of the Botany Bay Yacht Club. Ron Falson was one of the most respected and accomplished musicians Australia has ever seen. His speciality was trumpet and flugelhorn. A professional musician all his working life, Ron became a resident member of the two big bands that worked at Channel Nine, when television started up in Australia.

The Bob Gibson Orchestra, which was the resident band for Bobby Limb's "Sound of Music" on Monday nights, and on Tuesdays and Thursdays each week, he played lead trumpet in the "Tonight Show" orchestra, initially with Dave Allen as host, and then later with Don Lane and John Laws.

On Wednesdays he worked on "Brian Henderson's Bandstand". More often than not he would find himself playing one of his own arrangements. Somehow he found time for a session or two most weeks to record a few TV ad jingles. He was the chief arranger for the Midday Show for 30 years. He also made regular appearances at clubs and pubs around Sydney on weekends. Ron played all

the big cabaret venues of the '50s and '60s: Chequers, the Latin Quarter, The Celebrity Club, Romanos, the Silver Spade Room in the Hilton at Potts Point and the old Stadium at Rushcutters Bay, where he backed Frank Sinatra on his first visit to Australia.

There would not have been an overseas act that Ron did not get to work with.

As well as Sinatra, there was Sammy Davis Jr., Lionel Hampton, Shirley Bassey, Liza Minnelli, Al Martino and Tony Bennett, to name just a few. Ron collapsed and died while playing a sit-in role with Bob Henderson's band at Tailor's-on-Crown Hotel, Surry Hills, on the evening of Saturday July 5, aged 80, "on the job" doing what he loved!

On July 12th, the jazz community had a wake for him at the same venue. It was huge, with musicians from Melbourne and all over Australia. Brian Gooch made the trip from Noumea to say farewell. Ron's wife Gill, a talented vocalist, made a moving farewell. Ron kept his boat moored at the CYCA for 14 years. The then Commodore, Sir Robert Crichton-Brown was heard to comment on the laughter coming from B deck, "How come the people on smaller boats have all the fun?" Answer: They were on *Opus 2*.

– John Keelty



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Noakes introduces compasscard

Noakes has introduced a loyalty program, promising boat owners greater consistency in boat repair and maintenance.

Noakes' compasscard, the only one of its kind in the Australian marine industry, will reward card holders for multiple site uses across Noakes' five boat yards, two sister yards and hospitality venues stretching 1,700 nautical miles along the east Australian coastline from Port Huon in Tasmania to Hamilton Island in the stunning Whitsunday Islands.

To kick the program off, compasscard holders can accumulate points by booking accommodation and

marina berthing at The Kermadie Hotel in Port Huon and making use of the range of boat maintenance and repair services and marina berthing offered at each Noakes boat yard.

Once the historic Woolwich site is developed, the waterfront restaurant and function centre will be incorporated into the program and as it expands, Noakes will form partnerships with other associate companies involved within the marine and hospitality industry.

Noakes managing director Sean Langman believes linking the seven Noakes sites up through

compasscard will provide greater efficiency and enhance the client's experience.

"When a job is booked in at any Noakes site, the yard manager will be able to call up a photo of the compasscard holder's boat and know where to sling the boat, what antifoul is normally applied and what work has been done previously," says Langman.

"As well as the job being more efficient, the card holder can gain points that can be redeemed for services, products, holidays and restaurant experiences."

For further information visit www.noakes.net.au

Cleaner engines from Volvo Penta

Volvo Penta is launching new versions of the D1 and D2, the smallest diesel engines in its program. The biggest news is on the environmental side. Particle emissions have been reduced by as much as 50 per cent. The engines satisfy the new comprehensive US emission regulations to be introduced in January 2009. These regulations are far more comprehensive than the emission requirements in the rest of the world, including the EU. Volvo Penta's policy is to develop engines that satisfy the most comprehensive international emission requirements and then market these clean engines worldwide, even when such low emissions are not required. Six models of the Volvo Penta D1 and D2, ranging from 12hp to 75hp, are available. These engines are used in sailboats and other displacement boats and are bestsellers for Volvo Penta. The same engine family will be installed in all the boats in the next Volvo Ocean Race, where they will be exposed to the toughest imaginable conditions.

"In principle, everything inside the engines is new, about 150 components in each engine. The result is better control over fuel injection and combustion, which has enabled emissions to be reduced from a level that was already very low," said Fredrik Christborn at Volvo Penta's product planning department. The newly developed engines offer the additional bonus of lower noise and fewer vibrations.

The Volvo Penta D1 and D2 come with a very powerful generator – 115 A and 12 V – fitted as standard. In the case of the two largest models, the D2-55 and D2-75, which are often installed in large yachts, additional charging is needed. The engines are now available fitted with additional combinations of 12 V and 24 V generators as options. With a 24 V generator, it is easy to have both a 12 V and a 24 V system on board.

For further information Tel: +61 (0)7 3902 5450 or visit www.volvopenta.com.au





New B&G Deckman software

Race instrumentation brand B&G has released the latest version of Deckman, its tactical navigation software used by raceboats ranging from America's Cup and Volvo Ocean Race contenders to sports boats and club racers.

Version 9 of the Deckman software incorporates the overlay of AIS data, which allows navigators to view the position, course and speed of all leisure and commercial craft within range equipped with Class A and B transceivers.

Not only is this important for avoiding collisions, it gives tacticians a first-hand view of competitors and teammates fitted with AIS systems. Deckman will interface with any NMEA-0183 compatible AIS receivers, such as the Simrad AI50.

Deckman V9 also comes with an enhanced graphics engine with enhanced layline options, including shaded limit layline sectors.

As well as a fully featured tactical navigation interface that gives navigators a clear overview of the racing area, Deckman also provides many additional tools to allow navigators to make accurate decisions on the racecourse.

Key functions include the start display; giving a full tactical overview of the start area including calculations for line bias angles; time and distance data to line intersections and 'time to go' and 'time to burn' options; polar calculations; the most accurate routing algorithm available and much more.

For further information contact Mainstay Marine, Tel: +61(0)2 9979 6702 or visit www.bandg.com

New harness, boot from Burke Marine

With the assistance of champion skiff sailors, Burke Marine have upgraded their spreader bar harness. The harness retains the high-cut back and durable outer shell material, lumber support and closed cell foam padding but now features a stiffer stainless steel spreader bar with new profile hook to facilitate quicker, cleaner hook-ups, a redesigned seat panel for more streamlined shape, easier-to-use, non-slip waist and thigh straps and a two-stage shoulder strap that makes the harness simple to don with faster, more positive adjustment on the water. Its RRP is \$175.00. Burke Marine also has new footwear. For years, when it came to sea boots, there have been two main options: rubber or breathable membrane.

The new neoprene seaboot is designed to fit between these two styles. The boot reduces condensation and keeps your feet dry and warm in even the harshest weather. It has a sticky, rubber razor-cut sole, a stretch three-layer fabric upper consisting of a 500D polyester low water retention outer, neoprene insulation mid layer and a moisture control inner fabric. The lower part has a removable insole and an ergonomic midsole. With a rear pull tag and raised heel getting them on and off is a cinch. With the upper being soft you can roll them down to make a short boot and to help with drying. RRP \$89.95



For further information visit www.burkemarine.com.au or Tel: +61(0)2 9638 43.



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Germanischer Lloyd

Alan Whiteley's TP52 *Cougar II* was the best of the Grand Prix division 1 fleet at Hamilton Island.



Photo: Andrea Francolini/ Audi

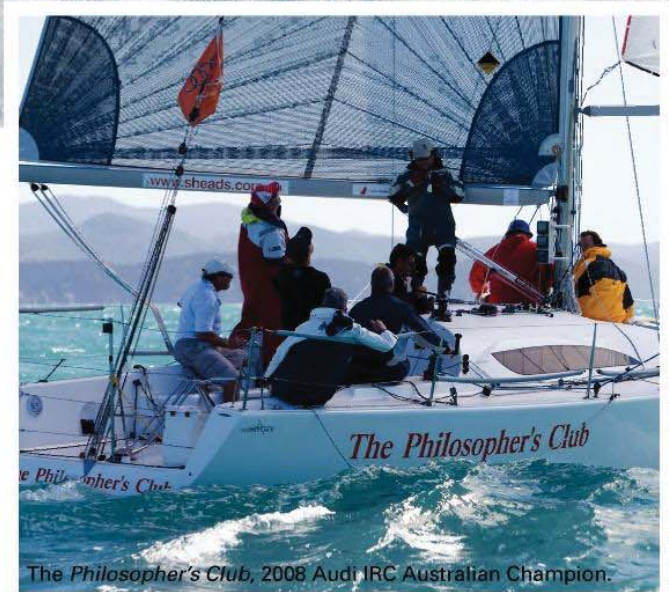
SILVER JUBILEE AUDI HAMILTON ISLAND RACE WEEK

When the skipper of *The Philosopher's Club*, Peter Sorensen, arrived in Geelong, Victoria in January 2008 to contest the opening event of the Audi IRC Australian Championship, he took one look at the Audi Q7 on display and announced to his crew that the car was going to be his.

The fourth and final event of that series, the Silver Jubilee Audi Hamilton Island Race Week finished on Saturday, 30 August and when the final results were tallied, Sorensen's ambition had been realised. At the official prize-giving dinner for the 25th anniversary of Australia's most awarded keel boat regatta, Audi's managing director Joerg Hofmann announced the Audi IRC Australian Champions for 2008, handing Sorensen the keys to his brand new Audi Q7. "Less than one point divided the winner from second place. This kind of down-to-the-wire excitement makes for a great championship series," Audi's Joerg Hofmann said. "*The Philosopher's Club* fought hard, and won. Congratulations."

Late last year Sorensen dipped into his superannuation to buy the Sydney 36CR. He told the audience, "I cashed in my superannuation to buy the boat ... the way the share market is going, this is much better." After looking at a lot of different IRC boats, Sorensen settled on a Sydney 36CR. In the opening round of the Audi IRC Australian Championship, Skandia Geelong Week in January, Sorensen won his division and repeated the result at the next event, Audi Sydney Harbour Regatta in March. In the Audi Sydney Gold Coast, *The Philosopher's Club* finished third in division and in the final round, Audi Hamilton Island Race Week, they placed second in division. Bob Steel's TP52 *Quest* proved a fine competitor and in the end, less than a point separated first and second in the national championship pointscore.

Alan Whiteley's Victorian TP52 *Cougar II*, meanwhile, which placed third overall in the IRC Australian Championship, outsailed a world class



The Philosopher's Club, 2008 Audi IRC Australian Champion.

Photo: Andrea Francolini/ Audi

IRC Grand Prix division 1 fleet at Audi Hamilton Island Race Week.

"It's a better result than we expected," said a delighted Whiteley on August 30, the last day of a week of eventful racing, after winning the series.

"We have been sailing in very esteemed company ... the crew is ecstatic about taking out the grand prix division.

"Logistically it's hard work getting up here from Melbourne but it's been well worth it. The courses are great, the event is well run and it's great fun."

In the overall pointscore *Cougar II* finished two points clear of sistership *Quest* and nine points from the third placed Victorian Cookson 50 *Living Doll*, skippered by Michael Hiatt.

Cougar II and *Quest* faced each other on the start line – and swapped the lead – many times before but on the last day it was Whiteley's turn.

"Congratulations to Alan and his team," said Steel. "We were very

A crewman on *Shockwave* (finished 10th in IRC division 1) getting his feet wet.

Photo: Andrea Francolini/ Audi



Photo: Andrea Francolini/ Audi



Out on the sprit of *Wild Oats X* (finished 9th in IRC division 1).

Photo: Andrea Francolini/ Audi



The crew on *Wild Oats X*.

pleased to come second.”

Eventual IRC Grand Prix division 2 winner *Honeysuckle*, the Beneteau First 45 skippered by Ray Harris, finished the Molle Island Race on the last day, then waited in the wings, scanning the horizon for Rod Jones’ Archambault 40 *Alegria*, their series nemesis.

Once the required gap had passed, in terms of the number of minutes *Honeysuckle* had to put between them and *Alegria*, the crew was confident enough to celebrate their win on board.

“We are very elated ... it was a tough series,” said a relieved Harris. “Apart from having the sails up to check them and the rig, our first proper sail was last Saturday’s opening race. It’s been a roller coaster.

“The boys had the boat flying today. We had a good downwind leg and we opened up a gap on *Alegria* then worked really hard to maintain speed,” Harris added.

Hamilton Island CEO Glenn Bourke helped sail Bob Oatley’s *Wild Oats X* to the perfect regatta finish – line honours and a handicap win in the last race.

“From our perspective we are so pleased with the regatta,” said Bourke. “Sometimes breeze makes or breaks a regatta and we had breeze the whole week. So many have said it’s a further improvement on last year,” added Bourke, who called tactics this week on *Wild Oats X*.

Hamilton Island owner Bob Oatley concurred, declaring it “a fantastic regatta...the best ever”.

The three-time Rolex Sydney Hobart line honours winning crew on *Wild Oats X* has had fickle fortunes on the water while learning how to get the most out of their new swept-back spreader rig. The previous day, their canting keel motor burnt out resulting in the crew having to work



Black Jack, which finished 12th in IRC division 1, chasing Wild Oats X.

Photo: Andrea Francolini/ Audi



Living Doll was third in IRC division 1.

Photo: Andrea Francolini/ Audi



Flirt, racing as Audi Centre Melbourne, finished 11th in IRC division 1.

Photo: Andrea Francolini/ Audi



The Reichel Pugh 46 XLR8 was 7th in IRC division 1.

Photo: Andrea Francolini/ Audi

well into the night to install the spare motor, but it was all smiles on board *Wild Oats X* after they capped off their week with a third and final line honours win – and an outright win – in the 23-nautical-mile Molle Islands Race.

Peter Harburg's slight development of *Wild Oats X*, *Black Jack*, not only proved an excellent sparring partner for *Wild Oats X*, they broke the Reichel Pugh 66's two-year stranglehold on the fastest boat around the track with five firsts from nine races.

Skipper Mark Bradford says the owner is undecided about contesting this year's Rolex Sydney Hobart. "We'll wait for the dust to settle then make up our minds," the skipper said.

In the inaugural South Pacific Cup results, the Aussie team of *Living Doll*, *Yendys* and *Alegria* romped home on 45 points, beating the Kiwi team of *Pussy Galore*, *Wired* and *Carrera* by 29 points.

Graham Jones' *Bluewater*, the IRC Premier Passage winner, almost came to grief in the final race on August 30, after shaving the north-east corner of North Molle Island a little too close and finding themselves stranded on an outlying reef for just under a minute.

"We didn't do any damage ... not that we know of, anyway," said Jones. It was a fine win for the Beneteau First 45, which had been launched just a month before, and which had placed third at Airlie Beach Race Week the previous week.

"I'm sailing a new boat with a pretty regular crew, some of us have been sailing together for 20 to 30 years," said the ecstatic skipper as his crew partied in the background.

Bluewater beat *Spirit of Lexus* (Michael Keough) and Ross Wilson's *Eagle Rock*. The Beneteau was also named Best North Queensland Boat, based on her performance during the six events she contested during the week (in which she claimed three outright first places, an equal first, a second and a sixth place).

In the IRC Passage division, Luke McGrath's Sydney 36CR *Brookwater Golf* sailed to a win, finishing the series on 11 points – just a pinch ahead of Peter Sorensen's *The Philosopher's Club* on 12 points. Matthew Percy's Beneteau First 44.7 *Alacrity* from Southport Yacht Club finished third.

Meanwhile, in the PHS Grand Prix division, *Getaway-Sailing.com* skipper Peter Goldsworthy said his win had been unexpected in what was an exhilarating final race for the former round-the-world Volvo 60.

"The weather was a bit kind to us but it still wasn't an easy race," he said. "The crew really came together today."

Former CYCA Commodore Geoff Lavis finished divisional runner up with his Inglis/Murray 50 UBS *Wild Thing*, just half a point in front of Ian Ford and John Griffin's Beneteau 47.7 *Whalewatchingsydney.net*

In the PHS Passage Divisions 1 and 2, *Local Hero* owner Peter Mosely from Middle Harbour Yacht Club originally thought he had gone from hero to zero in the final race. He was elated to discover later in the day that the team had taken out PHS Passage Division 1.

"We feel phenomenal because we really thought we had gone down the gurgler, then the crew phoned in and found out the results," said Mosely.

Taking out PHS Division 2 also came as a shock for *Just Quietly* owners Sue and Donald Swanson who were scratching for extra crew this week after one of their original crew dropped out.

Sue Swanson said the competition had been exceptional. "There was some good competition from boats of similar sizes. We were very happy with the way our boat sailed."

Full Frontal owner Mark Travis from Newcastle Cruising Yacht Club has claimed the top prize in Cruising with Spinnaker Division 2 in his first Audi Hamilton Island Race Week.

“We just sailed our own race and we won. Of course we couldn't be anything but pleased.”

Audi Hamilton Island Race Week is barely over, yet regatta director Denis Thompson is already thinking about how he and his team can improve for next year.

“The courses won't necessarily stay the same each year. We'll just keep adjusting as we go by looking at the tides and different courses sailed,” said Thompson on the final day.

“This year's record fleet has been great and the level of competition, particularly in the IRC fleet has been strong with results in many divisions going down to the final race.

“The week-long match race between *Wild Oats X* and *Black Jack* has been tremendous to watch, like dinghy racing.

“I'm also very encouraged by the level of competition and camaraderie within the cruising fleets. While the big boats get most of the accolades, the strength of the regatta lies with the huge cruising fleet.”

Next year's event will be held from 21 – 29 August 2009.

For further information and full results visit www.hamiltonislandraceweek.com.au ○



The Beneteau First 45 Bluewater won the IRC Premier Passage division.



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SUNSAILOR'S RACE FOR A GRAND OCEAN SLAM



The OCEAN SLAM crew.

Sunsail Yacht Charters teamed up with OCEAN Media and SLAM Clothing at Audi Hamilton Island Race Week 2008 to stage their own 'comp within a comp' for the second year – the Sunsail OCEAN SLAM regatta.

Hamilton Island Race Week, held in the beautiful Whitsundays every August for the last 25 years, was the grand event of the week. While the 'comp for the charterers' may not have produced the intense rivalry and shattering boatspeeds of the larger IRC racing yachts in the regatta, the competition was still hearty among the Sunsail yachts out on the course. The camaraderie returned quickly upon our return to the marina each day, as the Sunsail crew fired up the barbecue for the great post-race sausage sandwich and sauce! Quickly followed, we might add, by the beers, Bundy and chardy.



Sunsail prizegiving.



Prizegiving on the Sunsail dock.



Whitehaven beach party.

The winner of this year's championship was David Perkins and the crew from *Silvershot*, who beat the other 25 Sunsail yachts competing in the Cruising (with spinnaker and non spinnaker) divisions.

Sunsail marketing manager Kim Lehmann said all Sunsail yachts racing were automatically entered into the internal competition, which made for some great (mostly friendly) rivalry on the water and camaraderie on the Sunsail marina arm.

"Every race morning, the marina was abuzz with activity as all the Sunsail competitors made their way to the start", she said.

"At the end of each race, Sunsail staff guided the yachts in to the marina, checked that all gear on board was fully operational and, if not, repaired or replaced as much as possible of it on the spot.

"What has made this week great has been a wonderful mix of exceptional sailing conditions, interesting and scenic courses, a bevy of off-water events and most of all a great group of Sunsail clients that come back to race with Sunsail year after year." Audi Hamilton Island Race Week 2008 attracted a record fleet of 225 yachts for its silver anniversary.

Sunsail operates a fleet of 40 high-specification yachts, which are tailored to the company's high standards, meaning the best in safety, comfort and performance.

A free berth in Hamilton Island Marina is included with every Sunsail charter, allowing guests to take advantage of the many shops, bars, cafes and restaurants on the island.

Jetstar, Virginblue and Qantaslink flights arrive and depart from Hamilton Island's Great Barrier Reef Airport every day from Brisbane, Sydney, Melbourne and Cairns.

For further information on the 2009 Sunsail Ocean SLAM regatta, phone 1800 803 988 ☉



The OCEAN Media SLAM yacht – proudly finishing 37th overall in PHS division 2!

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Audi Hamilton Island Race Week is, well, a race week; the main game happens on the water. Having said that, a daily schedule crammed with social events, music shows, car races, fashion parades, tennis clinics and more gives landlubbers plenty to do. This year, Collette Dinnigan again showed off her latest collection at the luxury resort qualia – the only show the designer does in Australia. Tennis star Todd Woodbridge, half of arguably the game’s most successful doubles team known as ‘the Woodies’ (they won Wimbledon nine times!), gave clinics, and the Australian Olympic Sailing Team dropped by to show off their medals from Beijing. There’s never a dull moment at Hamilton Island Race Week. **O**



3

1. Hamilton Island applauds the Australian Sailing Team.
2. The tickertape parade gave young sailors the opportunity to get close to the Olympians.
3. Todd Woodbridge gave tennis clinics.
4. Darren Jahn of Oatley Wines and former Wallaby John Eales (right) at the Wild Oats Wine Bar.
5. Jamie Durie and Esther Selvonoyagam arriving at the Collette Dinnigan show, which took place at the qualia resort.
6. Andrew and Kylie Short and daughter Maddison.
7. Marcus Blackmore and Caroline Furlong with Nicky Oatley arriving at the Collette Dinnigan show.



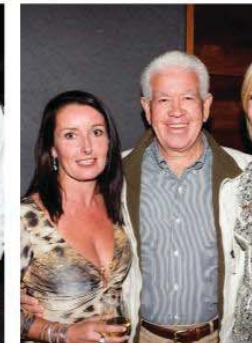
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11



- 8. Hamilton Island CEO Glenn Bourke at the opening night ceremony.
- 9. Chef Matt Moran at work.
- 10. An Audi R8.
- 11. Bookended by beauty, from left: model, Audi Australia managing director Joerg Hofmann, Collette Dinnigan, Bob and Val Oatley, model.



Quantum Racing and Pussy Galore battling it out at Airlie Beach Race Week.

AIRLIE BEACH CLIFF-HANGER

Photo: Peter Campbell

Airlie Beach on the Whitsunday Coast of Far North Queensland is a magnificent base from where to go sailing, be it racing or bareboat chartering or tourist day sailing aboard one of the old maxi racing yachts that have been put out to pasture up north. For the past 19 years, the town has hosted Airlie Beach Race Week, this year sponsored again by Meridien Marinas, owners of the huge Abel Point marina complex.

The 2008 Airlie Beach Race Week in mid-August provided outstanding onshore facilities for the record fleet of 107 keelboats and their 800 crew, close competition in divisions that ranged from 24-foot sports boats through to canting keel 50-foot ocean racers, highly professional race management for a mixture of windward/leeward courses on Pioneer Bay and scenic passage races around the 74 islands that make up the Whitsunday Group, and generally constant south-easterly tradewinds. Above all, Airlie Beach Race Week has maintained the original concept of its founder, local café owner Don Algie – that this is a fun-in-the-sun, ‘tropical shirt’ sailing regatta.

Competitors came from all Australian States and New Zealand to go grand prix racing or enjoy spectacular competition in sports boats, but the biggest divisions were Cruising (with or without spinnakers), making up more than half the fleet.

Nevertheless, the quality of racing was outstanding, with ultimate IRC Division 1 winner Ray Robert describing it “as good a fleet of IRC 50-footers you would find anywhere in the world.” Robert’s canting keel Cookson 50 *Quantum Racing*, from the Cruising Yacht Club of Australia, and Michael Hiatt’s modified conventional keeled Cookson 50 *Living Doll*, from the Royal Yacht Club of Victoria, finishing equal on points after seven races.

A countback of placings gave the IRC division 1 trophy to *Quantum Racing*, which won the final three races on corrected time. Graham Jones’ new Beneteau 45 *Bluewater* from the Port Douglas Yacht Club took third place overall.

IRC division 2 was sewn up with a day to go when *Arajilla*, Geoff



Living Doll finished equal with *Quantum Racing*, but lost the division 1 trophy on a points countback.

Photo: Peter Campbell



Doug Ryan and the ladies from *Magic*.

The crew of *Hans-on*, with their technicolour shorts.

Photos: Peter Campbell



Quantum Sails won the sports boat division.

Pearson's Archambault 35 from Middle Harbour Yacht Club, won her sixth straight race. Steered by Olympic yachtsman Neville Wittey, *Arajilla* won comfortably from *Zen* (Gordon Ketelbey), also from MHYC, third going to *Treasure VIII*, a new Seaquest RP36 skippered by 79-year-old Whitsunday Sailing Club member Harold Menelaus.

Boats and crews from Townsville, Brisbane, Mooloolaba, Southport, Melbourne, Auckland, Sydney and Hobart joined locals from the Whitsunday Sailing Club and the Abel Point Yacht Club in the Cruising divisions.

CYCA member John Clinton combined sailing his big Beneteau Oceanis 523 *Holy Cow!* with entertaining the crews with his band, The Wolverines; Gino Knezic, who won the Sydney Hobart Race in 1988 with *Illusion*, joined the colourfully-dressed crew of *Hans-On*, Nick Cox and Col Thomas' Hanse 370e from Mooloolaba; a crew of Tasmanians sailed *Cyclone*, the former Frers-designed ocean racer from Hobart given a rebirth as a comfortable cruising yacht; New Zealander Keith Munro won the Cruising Non-Spinnaker division with his Bavaria 50 *Time On* in a lead-up to competing in this year's Rolex Sydney Hobart Yacht Race. Then there was the novice crew of students from the Chisholm TAFE in Frankston, Victoria, who sailed with skipper Pauline Cleaver on her Northshore 38 *Mr Bojangles*, finishing third overall in the Cruising with Spinnakers division 2.

Veteran Whitsunday Sailing Club members Charles Wallis and Seddon Cripps had an early return on their re-investment in their MBD42 *Reignition* with an overall victory in the Performance Racing division. Wallis originally owned the boat when it was called *Flame* (hence the new name) and recently he and Cripps bought it back at an auction.

Most popular overall win at the 2008 Meridien Marinas Airlie Beach Race Week was that of Don Algie with his Warwick 66 *Storm 2* in Cruising with Spinnakers division 1. *Storm 2's* dead heat for first place with the Victorian boat *Esprit* in the final race gave the Whitsunday Sailing Club member victory by just half a point from John and Kim Clinton's *Holy Cow!*

Cruising with Spinnakers division 2 was just as close, with Balmain Sailing Club member Arthur King's Adams 12 *Breakaway* just hanging on to beat Mark Travis's Northshore 38 *Full Frontal* from the Newcastle Cruising Yacht Club by just one point.

Airlie Beach Race Week is always popular with sports boats and this year saw a fleet of 19 racing for the first time here under the new SMS (Sports Measurement System). Overall winner was the smallest, oldest and least expensive yacht in the fleet, Graham Sherring's Egan 6 *Quantum Sails* from Southport Yacht Club.

Quantum Sails won four of the seven races, second overall going to *Bendigo Private*, Cam Rae's Thomson 8 from Royal Geelong Yacht Club, third to *Kaito*, Heath Townsend's Melges 24 from Perth.

For further information and full results visit www.airliebeachraceweek.com.au

– Peter Campbell



Photo: onEdition

The Open 60 fleet get underway, led off the line by Mike Golding's *Ecover* at the Artemis Challenge at Skandia Cowes Week.

SKANDIA COWES WEEK 2008

"If you can see Cowes, it is just about to rain, and if you can't, it is already raining". Prophetic words indeed for Skandia Cowes Week 2008.

Cowes week has been held every year since 1826, interrupted only by the two world wars. The first race had seven yachts competing, 2008 saw more than 8,000 sailors aboard 963 yachts competing in more than 40 different classes on 30 different courses over eight days. There was some crowded racing, especially on the start lines. A wet and cold start for the first day racing left the some of the Australians wondering where the English summer had gone. Greg Maughan, who races the classic wooden *Syonara* out of the CYCA, had it all worked out: he had a lay day on the very first day. The rain soon cleared, however, with crew from the northern climes

A couple of Extreme 40s giving monohull sailors at Skandia Cowes Week reason to feel smug.



Photo: onEdition



Photo: onEdition

Kangaroos bounce into Cowes Yacht Haven on Australia Day at Cowes on day five of Skandia Cowes Week.

pulling out their sunscreen to the wry grins of the Antipodeans. Wind was competing against tide on some of the mark roundings, and the cry of “fender” was more common than “protest” as yachts pushed backwards by the ferocious Solent tide collided with one another. Excitement and fine sailing soon followed with the wind increasing to 22 knots. For some, the excitement was not of the fun variety: there was a pan-pan from a Beneteau (a crew member had had a fit) and a Mayday from a Sunsail boat that had managed to get its spinnaker wrapped around its keel while being close inshore. The Extreme 40s lived up to their name each day they went out, racing at speeds that would make your eyes water. For some of them, however, there was just a little too much time with the mast pointing down and the rudders pointing up. On the very first day, racing was called off after collisions and capsizes due to squalls at more than 20 knots caused havoc with the fleet. Not as extreme but one of the most talked about classes were the TP52s, which proved as popular with crews and spectators alike. During the week, they experienced downwind power runs of over 22 knots that provided exhilaration on the water and boasting rights on shore. With those boasting rights in mind, you should spare a thought for the hundreds of keelboats that were overtaken by Mike Slade’s super maxi *Leopard*. Not participating in the race, she cruised past the fleet with reduced sail, providing those of us on 38 footers with an enviable view. Soon it was mid-week and we were celebrating the Australia Day at Cowes, sponsored by Tourism Australia. Unfortunately, it was a light wind day. Light wind means an idle crew and, being the only Australian on the boat, I endured a day during which the crew made polite conversation about how much they were looking forward to me dressing up in a kangaroo suit and singing Men at Work songs (I declined on both counts). Of course, the Skandia Geelong Week organisation was a big part of the day and had great success convincing the crowd that they should make the trip Down Under. For the Australian sailors at the bar, it was a question of convincing the crowd that Bundaberg rum is essential medicine for sailors. It wasn’t a hard job. The end of Cowes Week was now fast approaching, and for those who had been there before, the Friday night is always a highlight. Though restricted by low cloud, the RAF Red Arrows put on a powerful display followed by some spectacular fireworks. Too much fun on the Friday night may have proved the undoing of some on the Saturday, when the wind was consistently above 20 knots. We saw 35 knots true as the skipper and crew worked hard to keep the boat in the race. Out of 18 boats in our class, only six made it across the finish line due to retirements and non-starters. The bowman had bruises from head to toe and the mast man was wet and shivering from being over the side up to his shoulders, but we finished.



Photo: onEdition

Fleet of X-boats at Cowes.

Of the 860 boats that started on the last day, only 325 finished. Rigs were down, sails were ripped, and for us, Skandia Cowes week 2008 was over ... until we were motoring back to Southampton the next day, that is. Four lads had taken a catamaran out and flipped it in the persisting strong winds. After calling it in, we stood by and watched the fellows huddled together, wet and cold on the upturned hull, waiting for the rescue boat. I think maybe I’ll go to the warmth of Antigua next year.

For further information and full results visit www.cowesweek.co.uk

—Andrew Hawkins

ROLEX SWAN CUP

On Sunday, 14 September, after a week of almost every imaginable weather condition—from light breezes to gusts of over 40 knots and from blazing sunshine to thunder storms and pouring rain—the 100 competing owners and crews were delighted to be able to race in almost perfect conditions on the last day of the Rolex Swan Cup 2008, in Porto Cervo. Winners of the event, organized by the Yacht Club Costa Smeralda, were Enrico Scerni’s *Kora 4* (ITA) in the Club Swan 42 division, Roel Pieper’s *Favonius* (BVI) in the Maxi division, John Bainbridge’s *Zen* (GBR) in the Classic division and *Earlybird* (GER), owned by Christian Nagel and Hendrik Brandis in the Swan 45 division. With the event hosting the

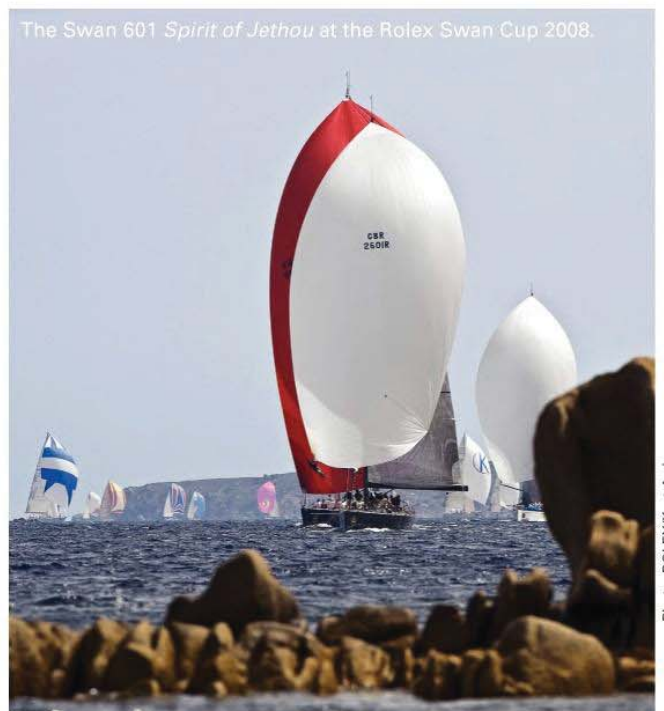
The Swan 601 *Spirit of Jethou* at the Rolex Swan Cup 2008.

Photo: ROLEX/Kurt Arrigo

Photo: ROLEX/Kurt Arrigo



There was plenty of wind earlier in the week, as the American-owned Swan 45 *Plenty* experienced here.

Photo: ROLEX/Kurt Arrigo



The Dutch-owned *Favonius*, overall winner in the Maxi division.

2008 Swan Gold Cup, Nagel and Brandis now hold the title of World Champions in the Swan 45 class.

The Maxi and Classic divisions set off on coastal courses through the islands of the La Maddalena archipelago in approximately 15 knots of south-easterly breeze while the Swan 45 and Swan 42 classes raced windward/ leewards on the waters off Porto Cervo. The Maxi class followed a 25-mile course that brought them west to round the Secca Tre Monti rock before heading north, around the southerly tip of the Islands of Caprera and rounding the Monaci island. The 29 Nautor's Swan yachts over 18 metres long then headed south of Porto Cervo to round the tiny island of Mortoriotto before finishing just off Porto Cervo. The Classic division completed a 17-nautical-mile course that took them along the same route as far as Monaci and then to the finish off Porto Cervo.

Dutch-crewed *Highland Breeze*, with America's Cup veteran Dee Smith on board, took her second victory in the Maxi division on the last day, but two average results at the beginning of the week meant she finished fourth overall. Second place in the last race was more than enough to

secure overall victory for the Swan 80 *Favonius*. Third place went to Rainer Wilhelm's *Astro* (AUT), which finished fourth overall. Second place behind *Favonius* in the overall classification went to Britain's Peter Ogden with his Swan 601 *Spirit of Jethou* ahead of Australian Leslie Green on *Ginger*, another Swan 601.

The Classic division saw Heinz-Gerd Stein's *Crilia* (GER) take first place over Jochen Oplaender's *Katima* (GER) and Alvis Zanetti's *Vanish II* (USA), competing here in her first ever regatta. *Crilia*, a Swan 53, finished second overall behind the Swan 48 *Zen* and ahead of third-placed *Vanish*, a Swan 56.

In the Swan 45 class Klaus Diedrich's *Fever* (GBR) took her first victory of the event in the first race of the day, race seven. Yukihiro Ishida's *Yasha* (JPN) came in second ahead of Glynn Williams on WISC (GBR). *Yasha* went on to win the second race of the day, also her first win of the event, ahead of Carlo Perrone's *Atlantica Racing* and 2007 Gold Cup winner Alex Roepers on *Plenty* (USA). With a discard coming into play after seven races, the fourth place gained in the last day's first race was enough to assure overall victory for *Earlybird*. *Fever* took second place with *Atlantica Racing* in third.

In the Club Swan 42 class, which completed one windward-leeward on the last day, *Kora 4* continued her almost total domination with another first, bringing her to a total of four bullets and two seconds in the six races run. Nautor's Swan CEO Leonardo Ferragamo took second place with his *Courdileone* (ITA) ahead of Ludovic de Saint Jean's *Kuujjuaq* (FRA). *Kora* took overall victory by seven points ahead of *Courdileone* and Austin Fragomen's *Interlodge* (USA).

Rolex timepieces were presented to each of the four overall winners and a special award was presented in memory of Swan designer Olin Stephens who passed away on 13 September at the age of 100. Francesco Perios' Swan 47 *Dream* took the prize for the highest placed Sparkman & Stephens-designed Swan.

For further information visit www.yccsswancup.com ○



23RD AUDI SYDNEY GOLD COAST HAS IT ALL

Quantum Racing took line honours in the Audi Sydney Gold Coast Race.

Photo: Andrea Francolini/Audi

The opening race of the Cruising Yacht Club of Australia's 2008/09 Blue Water Pointscore series, the Audi Sydney Gold Coast, sent a strong fleet of 76 sailing up the Australian east coast to Southport in strong offshore conditions, for those crews prepared to venture out.

The 384-nautical-mile race, which set off through Sydney Heads at 1pm on Saturday, 26 July, had everything – a delayed start, light breezes, then a wind change as the fleet exited the heads, strong winds offshore on the first night with bitterly cold temperatures, inshore westerlies and offshore sou'westers which forced make-or-break decisions by the tacticians; stunning lightening shows offshore, wind squalls of 40 knots, and lastly, a fresh west sou'wester which picked up the second half of the fleet and hurtled them to Southport. Whales, dolphins and flying fish provided momentary distractions from racing but the big decision all skippers and navigators had to make was whether to go offshore or stay inside the rhumbline. Those that took the offshore decision were the first home.

The original fleet of 76 representing Victoria, Queensland, South Australia, Western Australia and New South Wales set off with spinnakers hoisted in a blaze of colour and close to 63 hours later, 61 boats had finished. The race also showcased the debut of several new boats including, Chris Dare's *Flirt*, Geoff Boettcher's *Secret Mens Business III*, Matthew

Short's *Shortwave* and Graeme Wood's new *Wot Now*. *Black Jack*, a newly imported Reichel Pugh 66, owned by Queenslander Peter Harbug, failed to make the start line due to a collision with a buoy on Sydney Harbour during rig tuning on the day before the race. Her sistership *Wild Oats X* made the start sporting a brand new rig, but was racing for barely an hour before the bowsprit broke when the bobstay gave way.



Photo: Andrea Francolini / Audi

This then made it a race for *Wild Joe*, the 2007 Overall winner, Ray Roberts' Cookson 50 *Quantum Racing* and a fiercely competitive group of modified TP 52s including Syd Fischer's *Ragamuffin*, *Wot Now*, *Shortwave*, Bob Steel's *Quest* and Alan Whiteley's *Cougar II*, some of whom took the offshore gamble to pick up the pace.

For those that took the offshore gamble they were rewarded with south to south-westerly pressure and boat speeds of up to 20 knots. The lead group on the first night included *Quantum Racing*, *Shortwave*, *Yendys* and *Wot Now*. In the wee hours of Sunday morning both *Wot Now* and *Wild Joe* sustained rudder damage and had to withdraw from the race.

Wild Joe's race came to a sudden end when the canting keeled 60 footer ran into a submerged object while running under spinnaker in the darkness. Owner Stephen David reported, "We were surfing off a wave at approximately 1.20am (about 60 nautical

miles offshore) and we had good boat speed of 20-22 knots in 18-20 knots of breeze. We came down off the wave and hit a submerged object. The boat stopped dead and we heard the crack of carbon as we lost the forward rudder. None of the crew was injured and we made it back to Port Stephens.”

By 5am Sunday morning, *Quantum Racing* had taken the lead, where she stayed until she crossed the finish line at 07:19 on Monday morning.

For the twelve crew members onboard *Quantum Racing* it was a tough race. Ray Roberts recalled their race upon setting his feet on dry land “It was a fantastic but tough race. We had a pretty good start and were in a good position with *Quest* and *Ragamuffin* (the early leaders off the start line) and *Yendys*. We continued to battle with the other 50-foot yachts over the first afternoon and evening.”

“During that first evening we had to make a critical decision whether we went offshore or kept inshore. We opted to go with the offshore strategy as we analysed the weather patterns and thought that there would be more breeze offshore. It panned out that we made the right choice early in the race that helped get us into a good position – We needed to continually consolidate our position as we headed up the coast so that when we made our move back inside the rhumbline, we had enough of a lead that if we lost the breeze we would still be able to maintain it.” added Ray.

Ray congratulated his twelve crew members on a great race and also noted that this is probably one of the best fleets he has ever raced against. *Quantum Racing's* crew included Angus Gordon, former Commodore of Royal Prince Alfred Yacht Club, Warren Miller, Steve McConaghy, Jack

Newman, Ben De Costa, Stuart Lee, Mark Gorman and Garry Adshead.

Congratulating his crew, Ray said, “The crew sailed really well and tactics that we used made us come out on top. We made good decisions at the right time and it’s not easy to make those decisions as the weather and current is changing constantly so you have to observe the conditions and the long range weather forecast”.

Quantum Racing's elapsed time was one day, 17 hours, 59 minutes and 26 seconds for the 384-nautical-mile race.

Bob Steel’s TP52 *Quest* finished second across the line an hour and 11 minutes later after *Quantum Racing*, in an elapsed time was one day, 19 hours, 10 minutes and 35 seconds. Third across the line was Geoff Ross’s Reichel/Pugh 55 *Yendys*, followed by three TP52s: *Shortwave*, *Ragamuffin* and *Cougar II*.

A strengthening southwest to southerly breeze help bring the remainder of the fleet home. The last yacht, Andrew Wenham’s SES *Inch By Winch*, finished at 4.33am Monday morning.

Other division winners were Bob Steel’s TP52 *Quest*, Bruce Taylor’s Reichel/Pugh Caprice 40 *Chutzpah* and Michel Spies’ Northshore 37 *Upper Northshore*.

The overall winner of the PHS division was John Simpson’s *Shark Face*, with *Sea Quest* second and *Obsession* third.

In the six-boat Sydney 38 division, *Cockatoo Ridge – The Goat* placed first with Gordon Ketelbey’s *Zen* second and Marc and Louis Ryckmans’ *Tigerspike Yeah Baby* third.

For further information and full results visit goldcoast.cyca.com.au ○

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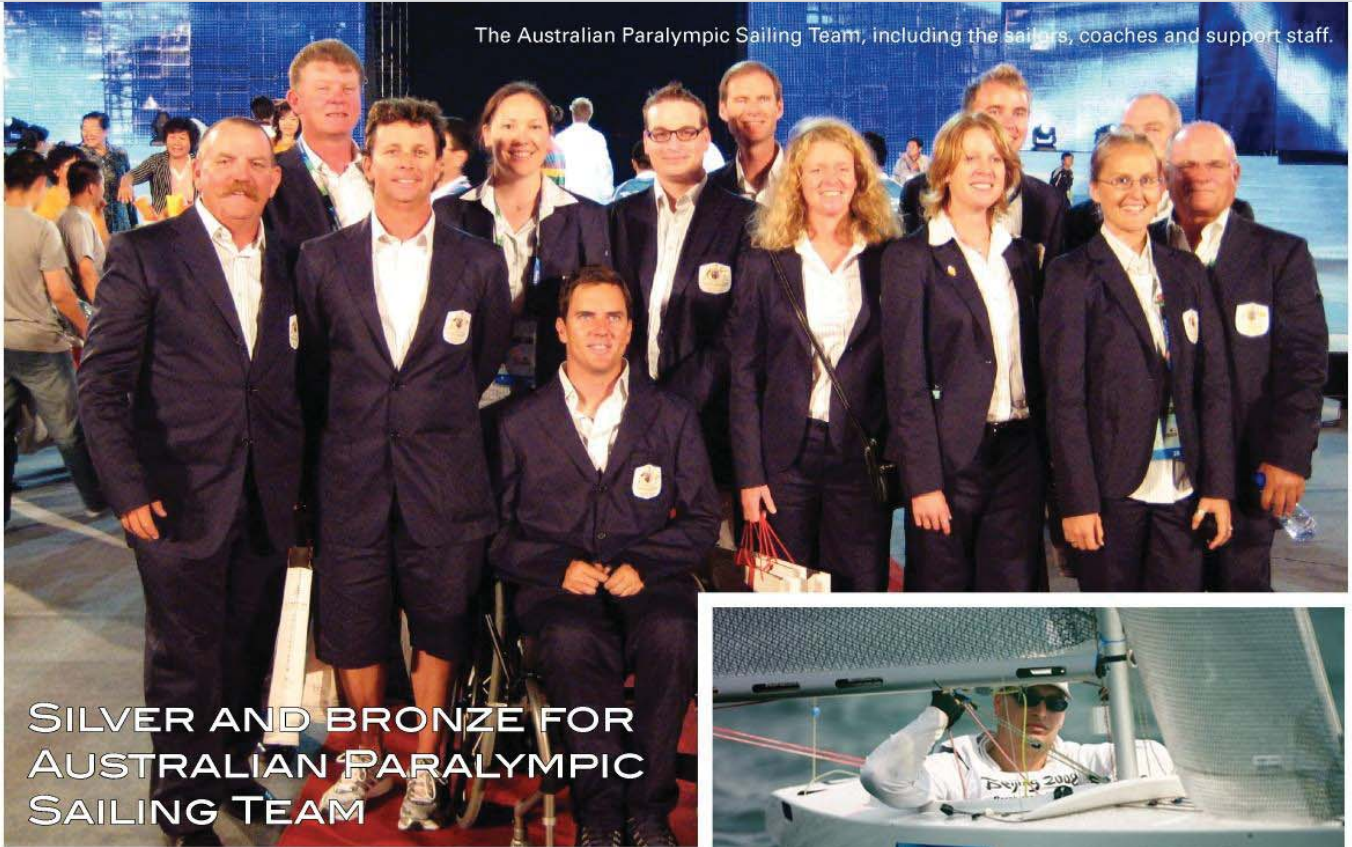
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SILVER AND BRONZE FOR AUSTRALIAN PARALYMPIC SAILING TEAM

It's all over for another four years. Six Aussies wearing the green and gold have come through a week of stiff competition in the 2008 Paralympic Games at Qingdao. Australia is bringing home one silver and one bronze medal.

Five of the six graduated into elite sailing via involvement in Sailability programs.

SKUD 18 Two Person Keelboat

The Australian SKUD 18 crew of Brisbane's Dan Fitzgibbon and Rachael Cox (Sailability@ Royal Perth Yacht Club) won the first race on the final day and finished second in the last race of the series to win the 2008 Paralympic Silver Medal with 18 points. The American crew of Nick Scandone and Maureen Mckinnon-Tucker won gold with 11 points with a day to spare so the battle on the final day was for silver and bronze with the Canadian crew of John Scott McRoberts and Stacie Louttit taking home the bronze with 21 points.

Sonar Three Person Keelboat

In this closely-fought regatta, Australians Colin Harrison, Graeme Martin and Russell Boaden won the bronze medal, missing silver on countback as they tied on 36 points with the French team. After leading the Sonar three-person keelboat throughout the Paralympic Regatta, France missed taking the gold medal by one point from the German crew who finished at 35 points. All three Australians are members of Sailability@Royal Perth Yacht Club.

2.4mR Single Person Keelboat

Competing in a field of 15 boats and in his first Paralympic Games, Aaron Hill of Sailability Gippsland Lakes finished 12th with 73 points. Canada took gold with 21 points, France silver with 25 points and USA Bronze with 28 points. Former Sailability Australia member Zoltan Pegan,



Aaron Hill in the 2.4mR keelboat.



The SKUD fleet underway.

representing Hungary, finished 14th with 93 points.

Australia's good showing was the culmination of many months of training by determined sailors and dedicated coaches Greg Omay and Adrian Finglass. The result was a testimony to the competitive spirit that pervades the community of sailors who compete in the sport of sailing with a disability.

Footnote: In a statement issued recently on the IPC website, IPC and the International Sports Federation for Persons with an Intellectual Disability have stated *inter alia*: "It is envisaged that the inclusion of athletes with intellectual disability in future Paralympic Games, beginning with London 2012, will be formally ratified by the IPC General Assembly in November 2009." ○

ELEGANCE



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The CYCA winning team of Will Ryan (background, head partially obscured), Ted Hackney (middle) and Jay Griffin (foreground) in action.



Photo: David Brogan

WILL RYAN UNDEFEATED IN CLUB MARINE CHAMPIONSHIP

By Justine Kirkjian and Pam Scrivenor

On the first weekend in August, the CYCA hosted the Club Marine NSW Youth Match Racing Championships with the CYCA team dominating the regatta. Will Ryan (CYCA) and his team of Ted Hackney and Jay Griffin won the Championship, having not lost a match during the course of the regatta.

Weather conditions on day one produced some spectacular racing. With a strong wind warning and forecasted 20/25 knots winds prevailing, racing got underway in strong W/SW breeze, testing the young sailors' skills. Four teams represented the CYCA, with Royal Prince Alfred and Royal Sydney Yacht Squadron being represented by three teams each.

The team of umpires, led by chief umpire Andrew Baglin, awarded a high number of penalties. A number of double penalties were given out before flights started and an on-water protest resulted in one boat being penalised one point because they carried a spinnaker in the flight when

the J flag was flying.

Will Ryan and his crew of Ted Hackney and Jay Griffin finished day one's round robin undefeated. Will and Ted represented the CYCA at the Governors Cup in the USA and narrowly lost the final to the home team of Newport. The boys are race fit and all the training and regatta experience they have had recently has paid off.

The Royal Sydney Yacht Squadron's team of David Chapman, Tom Freeman and Tom Scardifield, whose only loss of the day was to Ryan, were close behind.

The CYCA's other team of Keiran Searle, Daniel Watterson, Will Parker and Oliver Hartas finished the day in third place having lost only two races and being penalised one point following the protest.

Day Two arrived and tossed-up weather conditions that were almost opposite to day one, with an 8-10 knot westerly dying out in



The CYCA team of Amanda Scrivenor, Josie Roper, Keats Thomson and Emma Sunderland.



Photo: David Brogan

The CYCA team of Keiran Searle, Daniel Watterson, Will Parker, Oliver Hartas, who took third place in the Club Marine Youth Match Racing Championships.



The Club Marine-sponsored Elliot with the RPA team on board.

the early afternoon that caused the abandonment of the rest of the day's racing.

The final results were determined by the total of round robins 1 and 2 as a result of being unable to finish the semi and final stages of the event.

Will, Ted and Jay won the regatta, the RSYS placed second and the CYCA's second team third. Chapman was due to meet Ryan in the sail-off for first and second after winning 11 races in the round robins but unfortunately this showdown did not eventuate.

The changing conditions made for a trying day for PRO Tony Denham and chief umpire Andrew Baglin, who held all competitors out on the water until the 3.30pm cut off in the hope that racing could be completed. Unfortunately the forecast sea breeze came in from the northeast just in time for a kite race home to the dock.

Ryan was pleased with his win resulting from good crew work, communication and boat speed. His recent overseas regatta experiences and coaching over winter made his team a formidable opponent for other teams. This result leaves them in good stead for the Australian Youth Match Racing Championship to be held at the CYCA 17 – 20 September 2008.

At the prizegiving, CYCA Commodore Matt Allen thanked Andrew O'Reilly from Club Marine for sponsoring the championships. O'Reilly presented medallions to all place-getters and the perpetual trophy to the winners. ○

The winning CYCA team of Will Ryan (3rd from left), Ted Hackney and Jay Griffin (far right) being presented with their trophy by Commodore Matt Allen and Andrew O'Reilly, Club Marine.



Photo: David Brogan

ROLEX SYDNEY HOBART YACHT RACE PREVIEW

The start of the 2007 Rolex Sydney Hobart Yacht Race.

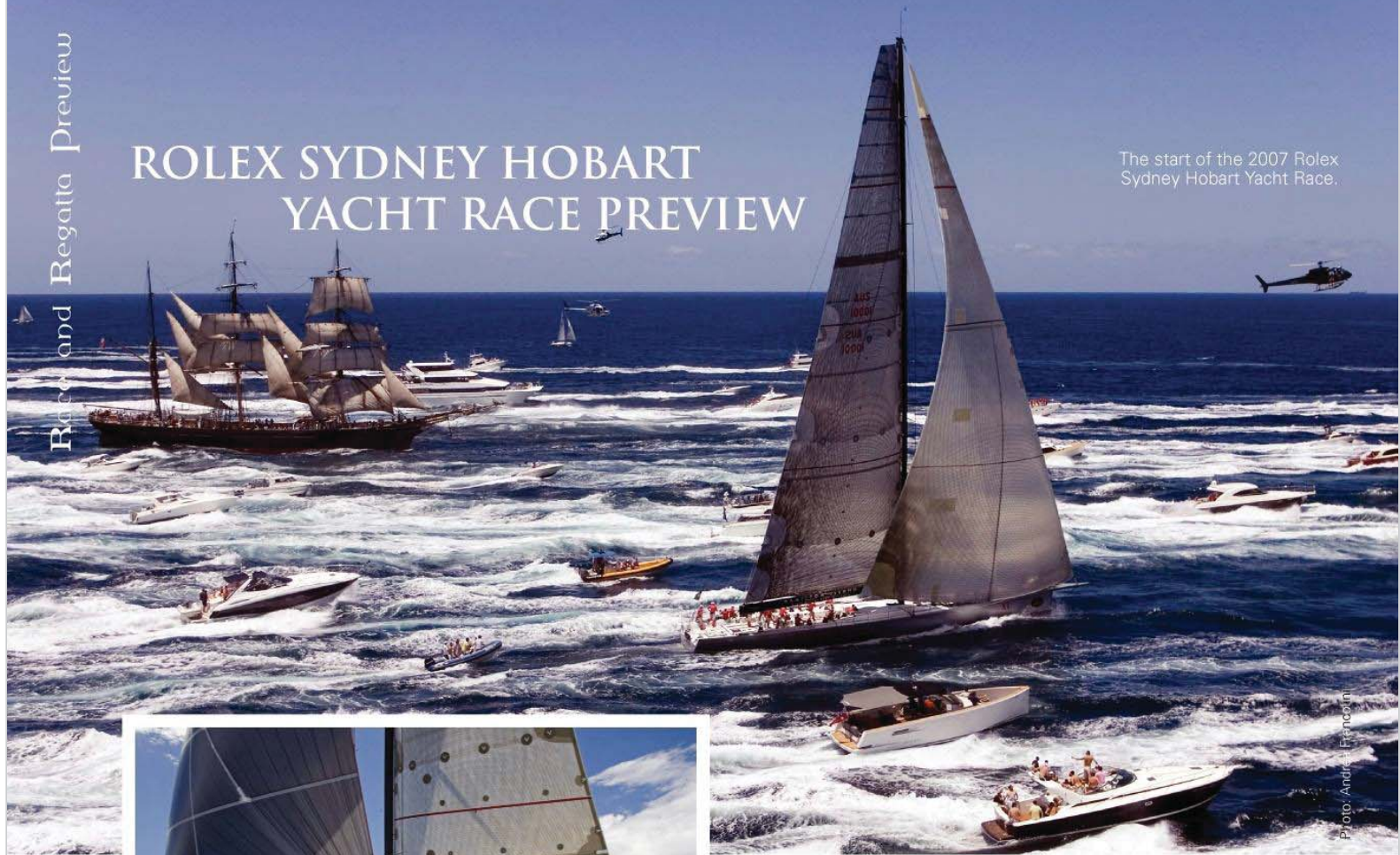


Photo: Andre Franca/In



Photo: Carlo Borlenghi/Rolex

Rosebud, overall winner of last year's race.

One of the biggest fleets in recent years is expected for this year's 64th Rolex Sydney Hobart Yacht Race. More than 27 entries had been received when *Offshore Yachting* went to press, with race organisers hopeful of a fleet size of ninety plus. Strong interest has been shown from several international boats with one of the first entries being received from the Netherlands – *Pinta-M*. Others are expected from France, New Caledonia and New Zealand.

This year may just be a year where records are broken ... *Wild Oats XI* has indicated that they will be back in a bid to become the first boat to achieve an historic fourth consecutive line honours win. Skipper Mark Richards says that *Wild Oats XI* is undergoing some special modifications aimed at making the 30-metre, Reichel/Pugh designed maxi even faster. He says the maxi could sail the 628-nautical-mile race in under 24 hours if the weather conditions are right, beating her race record of one day, 18 hours, 40 minutes and 10 seconds set in 2005.

Joining the fleet will be a number of new boats, including West Australian Alan Brierty's Reichel/Pugh 63 currently being built by Mal

Hart at Mornington, Victoria. The new *Limit* has a conventionally fixed keel, but is the very latest IRC design from the drawing board of the widely successful US naval architects.

Limit will contest a couple of races in Victorian waters before coming to Sydney for the SOLAS Big Boat Challenge and the Rolex Trophy Rating Series in the lead-up to the Rolex Sydney Hobart.

Another new Australian boat will be Michael Hiatt's latest *Living Doll*, a 55-foot, conventionally keeled boat also designed by Reichel/Pugh. Built by Cookson Boats in New Zealand, she was due to be launched in mid-September and then sailed across the Tasman to Melbourne.

"While we can keep close to the canting keel Cookson 50s, we decided a 55-footer would give us that edge to get ahead of them and sail to our rating", Hiatt said recently at the Airlie Beach Race Week, which he contested in his conventional-keeled Cookson 50 *Living Doll*. He has sold the Cookson 50 to Geelong yachtsman Rob Hanna.

Cruising Yacht Club of Australia Commodore Matt Allen with his Jones 70 *Ichi Ban* was among the first entries received. *Ichi Ban* is a strong line honours contender for the tough course, having finished third across the line last year and second to *Wild Oats XI* in 2006.

The first international entry received came from the Netherlands. Owner and skipper Aste Blei will sail his Sparkman & Stephens 41 *Pinta-M* with his eager crew, who were anxiously awaiting the application for entry after missing out on contesting the Rolex Fastnet Race 2007 due to the high number of entries.

Pinta-M was due to be shipped to Australia from Europe in mid-October and is expected to arrive in Sydney at the beginning of

December. Biel and the boat's previous owner will greet the boat in Sydney and begin preparations for her debut race south to Tasmania. "The crew will arrive in Australia approximately one week before the start of the race to finish off preparations and acclimatise", says Biel.

Pinta-M has raced successfully offshore on the North Sea and placed fifth overall in the Rolex Fastnet Race in 2005. Like the S & S 47 *Love & War*, which claimed overall honours in the 2006 Rolex Sydney Hobart, *Pinta-M* performs exceptionally well upwind in a stiff breeze.

Commenting on the high number of early applications for entry, Vice Commodore and chairman of the sailing committee Garry Linacre said, "It is encouraging to see the strong number of entries received thus far. We are anticipating one of the strongest fleets for a number of years.

"The level of international interest has been strong and we anticipate that they will make up ten per cent of the expected 90 plus boat fleet", Linacre added.

The big boats always capture the media focus in the Rolex Sydney Hobart as they duel for line honours or a race record. However, the real prize is the Tattersalls Trophy, awarded to the yacht with the lowest corrected time under the IRC rating rule of handicapping ocean racing yachts.

This year is already shaping up as a sea battle between boats in the 50-foot range, in particular a confrontation between Sydney and Melbourne yacht owners. A Victorian boat has not been overall winner of the Rolex Sydney Hobart Yacht Race since Georgio Gjergja with the Farr 47 *Ausmaid* won the bluewater classic in 1996.

Yachting is booming on Port Phillip and a boost in entries is expected for the Rolex Sydney Hobart, including Michael Hiatt's new *Living Doll*, Rob Hanna's latest *Shogun* (ex Cookson 50 *Living Doll*), Alan Whiteley's TP52 *Cougar II*, Chris Dare's Corby 49 *Audi Centre Melbourne* (ex *Flirt*) and Nicholas Bartels's new Sydney 47 *Terra Firma*. *Living Doll* (now *Shogun*) and *Cougar II* performed most impressively at the August regattas in the Whitsundays.

Applications for entry have already been received from some of the Victorians' arch foes in Sydney, including the TP52 *Ragamuffin*, owned and skippered by the current CYCA Blue Water Champion Syd Fischer who will be sailing his 40th Hobart this year; the family-crewed *Shortwave*, a Transpac 52JV, owned by Matthew Short; and Graeme Wood's new Judel/Vroljik52 *Wot Now*.

Entries are also expected from other CYCA-based boats in the 50-foot range, including Geoff Ross' Reichel/Pugh 55 *Yendys* and Ray Roberts' successful canting keel Cookson 50 *Quantum Racing*.

Other Victorian entries include Bruce Taylor's IRC 40 *Chutzpah* and Grant Wharington's Don Jones-designed 30-metre maxi *Skandia*.

Among other early entries are *Aurora*, owned by husband and wife Jim and Mary Holley from Newcastle Cruising Yacht Club, the South Australian yacht *Doctel Rager*, with owner Garry Shanks making a return to the Rolex Sydney Hobart after a break of several years, and the famous Alan Payne-designed Tasman Seabird *Sanyo Maris*, with long-time owner Ian Kiernan being joined by other partners.

"The 628-nautical-mile Rolex Sydney Hobart is renowned as one of the most significant and toughest ocean races in the world", said CYCA Commodore Matt Allen.

"It is an Australian sporting icon and each year the race throws out the gauntlet of new challenges to participants.

"On behalf of the Cruising Yacht Club of Australia, it is my pleasure

to invite owners and charterers of eligible boats to participate in the 64th running of the event which will start from Sydney Harbour on Boxing Day, 26 December at 1pm."

The Rolex Sydney Hobart will be preceded by the Rolex Trophy to be conducted on the waters off Sydney Heads. The racing for the one-design classes, including Farr 40s, Sydney 38s, and other one-design classes will take place between 12 and 14 December and the IRC and Performance Handicap boats between 18 and 21 December. The Notice of Race for the Rolex Trophy will be published later in the year. The SOLAS Big Boat Challenge will be held on Tuesday, 16 December.

Rolex has been the principal sponsor of the Rolex Sydney Hobart and Rolex Trophy since 2002.

Applications for entry for the Rolex Sydney Hobart 2008 close 3 November 2008 at 1700hrs AEST.

For further information, visit the official race website at www.rolexsydneyhobart.com. The Notice of Race and Application for Entry can be found here. Simply click on 'Information' then 'Race Documents'.

—Jennifer Crooks and Peter Campbell

80-FOOTER ENTERS LORD HOWE ISLAND RACE

Andrew Short has entered his recently acquired Reichel/Pugh 80 for the Hempel 35th Gosford Lord Howe Island Yacht Race, joining record-holder *Getaway Sailing* in a duel for line honours in the 414-nautical-mile ocean race across the northern Tasman Sea. The maxi will be racing as *Andrew Short Marine*, but is more widely known as *Shockwave*.

The Lord Howe Island Race is the only Category 1 ocean race in



Australia waters other than the Rolex Sydney Hobart and is a qualifying event for that race. Fifteen boats are expected to start from Broken Bay on Saturday, 25 October, the size of the fleet being limited by the availability of moorings within the lagoon of the World Heritage-listed semi-tropical island.

Since purchasing *Shockwave* (which was once owned by Neville Crichton) in the USA, Andrew Short has skippered the maxi yacht to a line honours win over a fleet of 123 boats in the St David's Lighthouse division of the Newport to Bermuda Race. Then, in her first series in Australian waters, *Shockwave* competed in the IRC Racing division at the Audi

Hamilton Island Race Week in August, including taking line honours ahead of *Blackjack* and *Wild Oats XI* in the final race, and placing third on corrected time.

"*Shockwave* will give race record-holder *Getaway Sailing* a run for her money," Race Director Mark Greenwood said.

Getaway Sailing, a Volvo 60 skippered by Peter Goldsworthy, set a record of 34 hours, 52 minutes and two seconds for the new course in the 2006 race, but was nearly 15 hours outside that time in last year's race, sailed in much lighter winds.

Shockwave has been nominated for the IRC division of this year's Lord Howe Island Race, *Getaway Sailing* for the PHS division.

Three classic yachts in the IRC division are the classic Alan Payne-designed yawl *Maris Sanyo* (John F Green), the 1970 Sydney Hobart winner *Pacha*, now owned by Gosford Yacht Club member Bill Koppe, and Chris Dawe's Cole 43 *Belmont of Polaris*, also sailing under the GSC burgee.

Among the early favourites for IRC handicap honours are Tony Kirby's X Yacht *Patrice Six* which won the Sail South Race Week in Hobart last January, Warwick Sherman's regular Lord Howe Island Race contestant, the Cookson 12 *Occasional Coarse Language*, both from the Cruising Yacht Club of Australia, and Anthony Paterson's latest *Tow Truck*, a Ker-designed 38-footer from Lake Macquarie Yacht Club.

A newcomer to the Lord Howe Island Race will be Simon Wood's Archambault 40 *Broadsword* from Middle Harbour Yacht Club, while another MHYC member Greg Zyner will be sailing his Radford 12 *Copernicus* in a lead-up to the Rolex Sydney Hobart.

For further information visit www.gosfordsailingclub.com.au

– Peter Campbell

GAFFER'S DAY

The Sydney Amateur Sailing Club is again hosting its famous Gaffer's Day on Sunday, 19 October. This is the premier event in Australia for



'vessels that hoist a spar' and classic Bermudan-rigged yachts, bringing together a unique and spectacular collection of vintage and veteran craft under sail on Sydney Harbour. Some of the expected fleet will be yachts built a century or more ago, lovingly restored by their owners. Some still race regularly in the Amateur's Classic Yachts Division. An innovation for this year's Gaffer's Day is an invitation to SASC members and friends to join the crews of participating yachts to experience the unique thrill of traditional sailing. In addition, the club has chartered the ferry *Radar* to

follow the fleet.

The Gaffer's Day fleet will compete in six divisions, from historical skiffs and gaff-riggers to classic Bermudan cutters. There will be a timed start in Athol Bight, with the fleet due back at the club by 1300 hours.

Festivities will be based at the picturesque Sydney Amateur Sailing Club on the western foreshore of Mosman Bay, starting with breakfast on the wharf at 0800 hours and ending with the presentation of prizes at 1600 hours.

– Peter Campbell

ROLEX MIDDLE SEA RACE

The fleet for the Rolex Middle Sea Race 2008 is shaping up to provide a cracking demonstration of offshore sailing. Boats that have entered include the 100-foot *Rapture* (MAR), the 65-foot Rolex Sydney Hobart winner, *Rosebud* (USA), the Cookson 50 *Lee Overlay Partners* (IRL) (formerly *Chieftain*, winner of 2007 Rolex Fastnet), down to the current mighty minnows, the 10.5-foot JPK 9.6 *Foggy Dew* (FRA), of Noel Racine. The fleet so far is a true cross-section of the distance-racing scene – professional crews, Corinthian crews, stripped out racers, fast cruisers, double-handers and adventurers.

This year marks the 40th anniversary of the first ever race. Line Honours winner in 1968 and 1969, *Stormvogel*, is making a welcome return although she will have her work cut out to repeat her first to finish performance with the likes of the 100-foot super-maxi *Speedboat* slated to compete. The game has moved on considerably since *Stormvogel* was considered cutting-edge.

Interestingly though, whilst the glamour boys at the front of the fleet will attract the headlines, it may well be amongst the 65-75 foot yachts that the real story of this year's race is written. Aptly named pocket maxis, this new breed of boat is appearing in numbers at all the top events around the world this



Start of the 2007 Rolex Middle Sea Race.

Photo: Carlo Borlenghi/ Rolex

year. Roger Sturgeon's STP65 *Rosebud* swept to victory at her maiden Rolex Sydney Hobart last Christmas despite a couple of tense hours in light winds at the mouth of the Derwent; an experience that may hold her in good stead for the Mediterranean's answer to the Hobart Race, when light wind mastery is as important as heavy weather skills. Whilst *Rosebud* is the only STP65 on the official entry list, rumour suggests she will be head to head with Jim Swartz's STP65 *Money Penny* (USA), whom she bested on the water and handicap in this year's Bermuda Race. Swartz, however, has prior experience of the Rolex



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YOUR NEW WORLD
LIES ON THE WATER



Photo: Carlo Borlenghi / Rolex

A yacht sailing past Stromboli during the 2007 Rolex Middle Sea Race.

Middle Sea Race having raced his Swan 601 around the course in 2006.

The 50 - 60 foot range often provides compelling competition too. Although recent editions have seen handicap winners from the front of the fleet – the 90-foot *Rambler* in 2007, the 86-foot *Morning Glory* in 2006 and the 70-foot *Atalanta II* in 2005 – one only needs to look to 2004 to find Greek 50-footer *Optimum 3* on the podium. This year, fresh from his experience in a brutal Round Ireland Race, Irishman Adrian Lee will be on the historic start line beneath the walls of Valletta with his Cookson 50, *Lee Overlay Partners*. “I’m really focused on offshore racing. If I can’t get enough at home I’ll go find it!” says Lee, continuing, “I’ve sailed all my life and the Rolex Middle Sea Race is spoken of very highly by those I respect. *Lee Overlay* is designed for tough offshores, which is why I bought her and my plan is to do all the major grand-prix races, so I’m really looking forward to it.” Given the yacht’s performance when the going gets tough, Lee could be forgiven for wishing for a repeat of last year’s conditions when the fleet encountered two days of gale-force winds and big seas, forcing three-quarters of those competing to retire.

In the throes of marvelling at yet another invasion of foreigners, something Malta has witnessed time and again in her colourful history, the local entrants should not be forgotten. The expansion in race entry numbers has not come without a price for this small, but proud sailing nation. The last Maltese boat to win the race was in 2002, when John Ripard Jr and Andrew Calascione, on the J-109 *Market Wizard*, took home the trophy. Optimism is a central core of the Maltese well being, but there is realism too. Five-time competitor Martin Scicluna will be participating again on his Beneteau 40.7 *AirMalta Falcon*. Scicluna harbours no illusions of winning. For him, especially after last year’s experience when his was one of the 15 boats to finish, participation is enough and completing the course a success. And, this is true for any number of competitors.

The Rolex Middle Sea Race commences on Saturday 18th October 2008 from Marsamxett Harbour, Malta.

Entries close on 11 October. The final prize giving is at noon on 25 October.

George David’s *Rambler* established the current Course Record of 47 hours, 55 minutes and three seconds in 2007.

For further information visit www.rolexmiddlesearace.com



Photo: ThMartinez

Ericsson Racing Team crossing the finish line in Cape Town during the 2005 Volvo Ocean Race.

VOLVO OCEAN RACE

The eight boats competing in the Volvo Ocean Race (formerly the Whitbread Round the World Race), held every three years, are competing in an in-port race on 4 October before leaving on the first leg of the round-the-world classic on 11 October, to Cape Town.

The route for the 2008-2009 edition of the race covers nearly 39,000 nautical miles, and will take over nine months to complete. The race schedule is as follows:

Alicante	In-Port Race	04 October 2008	
Alicante	Leg 1 START	11 October 2008	6,500nm
Cape Town	Leg 2 START	15 November 2008	4,450nm
Cochin (India)	Leg 3 START	13 December 2008	1,950nm
Singapore	Leg 4 START	18 January 2009	2,500nm
Qingdao	Leg 5 START	14 February 2009	12,300nm
Rio De Janeiro	Leg 6 START	11 April 2009	4,900nm
Boston	Leg 7 START	16 May 2009	2,550nm
Galway	Leg 8 START	6 June 2009	950nm
Göteborg	Leg 9 START	14 June 2009	525nm
Stockholm	LEG 10 START	25 June 2009	370nm
St Petersburg	RACE FINISH	27 June 2009	

The Volvo Ocean Race, which lasts nine months, is widely considered one of offshore racing’s toughest events.



Photo: ThMartinez

The eight competing boats are:

DELTA LLOYD (NED)

Designer: Juan Kouyoumdjian

Builder: Killian Bushe

Skipper: Ger O'Rourke IRL

ERICSSON RACING TEAM INTERNATIONAL (SWE)

Designer: Juan Kouyoumdjian

Builder: Killian Bushe

Boatyard: Kista, Stockholm

Skipper: Torben Grael BRA Navigator: Jules Salter GBR

ERICSSON RACING TEAM NORDIC (SWE)

Designer: Juan Kouyoumdjian

Builder: Killian Bushe

Boatyard: Kista, Stockholm

Skipper: Anders Lewander SWE Navigator: Aksel Magdahl NOR

PUMA OCEAN RACING (USA)

Designer: Botin Carkeek

Builder: Goetz Custom Boats

Boatyard: Newport, Rhode Island

Skipper: Ken Read USA Navigator: Andrew Cape AUS

TEAM RUSSIA (RUS)

Designer: Rob Humphreys Yacht Design

Builder: Green Marine

Boatyard: Lymington, England

Skipper: Andreas Hanakamp AUT Navigator: Wouter Verbraak NED

TELEFONICA BLACK (ESP)

Designer: Farr Yacht Design

Boatyard: Southern Ocean Marine, New Zealand

Skipper/Patron: Fernando Echavarri ESP Navigator: Roger Nilson SWE

TELEFONICA BLUE (ESP)

Designer: Farr Yacht Design

Boatyard: King Marine, Valencia

Syndicate Management: Pedro Campos

Skipper: Bouwe Bekking NED Navigator: Simon Fisher

GREEN DRAGON RACING (IRL)

Designer: Reichel Pugh Yacht Design

Boatyard: McConaghy Boats, China

Skipper: Ian Walker (GBR) Navigator: Ian Moore (IRL)

While there's no Aussie team, there's a strong contingent of Antipodeans aboard the boats. The two Ericsson boats alone have five Kiwis (Brad Jackson, Dave Endean, Stuart Neil Bannatyne, Tony Mutter, Phil Jameson) and Aussie Ryan James-Godfrey aboard. The Irish boat, built by McConaghy's yard in China, includes Aussies Tom Braidwood, Phillip Harmer and Anthony Merrington and Kiwi Andrew McLean.

There will be a television journalist embedded on each boat, and

organisers expect to draw a huge television audience. For a look inside a round-the-world sailor's mind, be sure to check out Dutch sailor Bouwe Bekking's personal website. Skipper of one of the Spanish boats, Bekking will be competing in his sixth Round The World Race after participating in three Whitbread Races (1985/86, 1993/94, 1997/98) and two Volvo Ocean Races (2001/02, 2004/05).

For further information visit www.volvoceanrace.org and www.bouwebekking.com

THREE RACES FROM MELBOURNE TO TASMANIA

Yachtsmen will have the choice of competing in three races from Melbourne to Tasmania this summer:

The traditional Westcoaster to Hobart, which resumes after a break last year. This race covers 450 nautical miles across western Bass Strait and down the rugged west coast of Tasmania to finish at Hobart. Competitors are sailing for the Heemskirk Trophy and the race is part of the Sovereign Series

The Rudder Cup, a 198-nautical-mile overnight race across the Strait to finish off Low Head, at the mouth of the Tamar River

A new Eastcoaster race of 470 nautical miles sailing across eastern Bass Strait and passing north of Flinders Island before heading down the Tasmanian east coast to Hobart.

The fleets in all three offshore races will start from off Portsea, just inside Port Phillip Heads, at 12 noon on Saturday, 27 December. Most yachts will race down the bay together in the Cock o' the Bay Race the previous day, Boxing Day.

The Ocean Racing Club of Victoria has elected to conduct the three races as a direct result of the success of last year's highly successful event to commemorate the centenary of the Rudder Cup race across Bass Strait.

The Ocean Racing Yacht Club of Victoria's (ORCV) traditional Westcoaster race was not held last year to enable the entire fleet sailing from Melbourne to Tasmania to contest the Rudder Cup, finishing at or sailing through a line off Low Head at the mouth of the Tamar River in northern Tasmania.

Boats could then finish the Melbourne to Launceston Race or continue on to complete the Melbourne to Hobart, a 'one-off' race down the Tasmanian east coast.

Once the euphoria of the successful, well supported and relatively calm east coast voyage died down, ORCV members began discussing the merits of retaining this race while agreeing that the 35-year tradition of the Westcoaster could not be ignored.

An exhaustive analysis of a survey of ORCV members acted only to polarise opinion within the club, favouring both events. The end result is that the committee has decided to start three races simultaneously from Portsea. Heemskirk Consolidated Insurance will sponsor both the Westcoaster and the Eastcoaster races.

For further information visit www.orcv.org.au

— Peter Campbell





Photo: Neil Richardson, The Examiner

Jeff Cordell and crew aboard his Mumm 36 *Host Plus Executive* on their way to winning the inaugural Launceston to Hobart race.

LAUNCESTON TO HOBART RACE ON AGAIN

The successful debut last year of the Clive Peeters Launceston to Hobart (L2H) Yacht Race stimulated remarkable interest, and race organisers predict as many as 50 boats will compete in the second staging of the race, a 280-nautical-mile race down Tasmania's east coast.

After a successful debut last year, the L2H has become the premier offshore sailing event on Tasmania's sailing calendar. The three clubs involved—the Geilston Bay Boat Club, the Derwent Sailing Squadron and the Tamar Yacht Club—have modified this year's race, including starting a day earlier on the 27 December from a line off Low Head at the mouth of the Tamar River in northern Tasmania. The race has stirred extensive interstate interest, luring at least two entrants from across Bass Strait, with hopes for more interstate entries to follow. A dozen local Tamar River entries had already been received by early September. Inaugural race champion Jeff Cordell from Hobart's Bellerive Yacht Club was one of the first entries when the Notice of Race and Entry Form were posted online. Cordell's Mumm 36 *Host Plus Executive* made a clean sweep of the 280-nautical-mile race last year, claiming line honours and IRC titles. The Mumm 36 completed the Category 3 race in just 43 hours. Twenty-three yachts lined up for the inaugural L2H on 28 December last year. Derwent Sailing Squadron sailing manager and L2H race committee member Tony Nicholas said the race's popularity was expected to lure more than double the entries this year. "We already have 12 entries and I know of a further 20-odd who are set to enter over the next couple of weeks," he said. "I won't be surprised if we see more than 50 lining up this year including locals and interstate competitors." On 27 December, competitors will line up at the entrance of the Tamar River, head towards the tide-driven Banks Strait, then sail down the Tasmanian East coast, passing unpredictable Tasman Island and onwards to the often-gusty Storm Bay. The finish line will be set at Castray Esplanade in Hobart. L2H competitors will be sharing the line with boats in the Heemskirk Consolidated Melbourne to Hobart Westcoaster and Eastcoaster Races and Rolex Sydney to Hobart Yacht Races. For further information visit www.l2h.com.au

— Peter Campbell



The fast, light multihull *Timberwolf* has every chance of winning line honours over its bigger rivals in this year's HSBC Premier Coastal Classic.

HSBC PREMIER COASTAL CLASSIC

It's 12 years since all of the possible race records in the HSBC Premier Coastal Classic were broken in one clean sweep. This year, up to 250 yachts of all types will be lining up at the start in Auckland, each hoping to make it to Russell and into the record books in first place.

Starting at 10am on Friday 24 October, the 119-nautical-mile HSBC Premier Coastal Classic is considered one of the world's classic yacht races, and while handicap and line honours prizes are much respected, the prize that is most coveted is the one that takes a place in New Zealand yachting history for setting a new race record.

Current record slots are shared by the supermaxi *Konica Minolta*—which set a new monohull speed record in 2005, the multihull *Split Enz* which sailed to victory in seven hours, 20 minutes and 51 seconds in 1996, and four other boats that set records for their size in the same year—*Satellite Spy*, *Mumm 30*, *Extreme* and *Redken Cat*.

"Last year's south-easter was the most promising in a long time," says Jon Vincent of the New Zealand Multihull Yacht Club. "But it fizzed early in the day and we're still waiting for another year like 1996 and we are all aware that some of the new boats are very capable of setting a record, given the chance."

These include last year's winner *Taeping*, Vincent's own boat, *X-Factor*, and the fifty-foot keelboats that would need to average just over 14 knots for the duration of the course, something they could easily do if the wind is strong enough and from the south-east quarter. New and modified

boats within each division, as well as previous winners, will be eagerly anticipating this year's race.

HSBC has returned for its fifth year of sponsorship.

"As always at Labour Weekend the HSBC Premier Coastal Classic is an event that celebrates much that is fantastic about the New Zealand way of life and community spirit and one that HSBC is very proud to be a of," said David Griffiths, HSBC CEO.

The HSBC Premier Coastal Classic is the biggest coastal yacht race in New Zealand, and one of the biggest in the world. It started life 26 years ago as a drag race between Auckland and Russell for just a few boats, and over the years attracted a bigger and more diverse fleet, consisting of grand prix racers, America's Cup boats, and small family cruisers.

Organised by the New Zealand Multihull Yacht Club, it is a race designed for speed: except for at the beginning and the end of the race, there are few opportunities to use tactics to overtake, and success can often depend on getting a good start. The race can take as little as seven or eight hours for the very fastest boats, or as long as two days for the slowest boats in light conditions.

For further information visit www.coastalclassic.co.nz

SKANDIA GEELONG WEEK

Skandia Geelong Week 2009 is attracting more interest and will again see a mass roll up of yachts from across Australia and beyond. Following last year's successful event, organisers are expecting a record fleet of yachts.

This year's advertising campaign revolves around Old & Bold. Old

because the host club, Royal Geelong Yacht Club (RGYC), is celebrating 150 years, and bold due to the sheer size of Skandia Geelong Week. 150 years is a monumental milestone. To mark the occasion Skandia Geelong Week will be housing a museum in a marquee adjacent to the entrance of the club, with memorabilia from the past.

The major change of the 2009 program sees the Skandia Docklands Invitational program now linking directly to Geelong Week with the two day event programmed for Wednesday 21 and Thursday 22 January. The prestigious Audi Series will commence on Friday 23rd before Saturday's historic passage race from Williamstown to Geelong. Racing will then continue in Geelong on Sunday and Monday.

This change is designed to make the package more attractive to interstate/international owners.

A quality fleet is expected to line up for invitation-only Docklands Invitational that precedes Skandia Geelong Week. Thirty-six yachts have been invited to express interest – a maximum of twenty boats will be selected.

Skandia Geelong Week will again host several state and national championships, including first-time visitors the Moth National Championships. The Moth Association is expecting up to 75 entrants, including a number of international visitors. Other championships programmed include: Leg 1 Audi IRC Australian Championships, the Bundaberg Rum Australian Sports Boats Championship and the Morris Finance Victorian Sydney 38 Championships. Royal Geelong Yacht Club is also expecting to host the Victorian Trailer Yacht Multihull Championships and the RSX Nationals.

For further information visit www.geelongweek.com.au ○

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TEAM SPIRIT

DISAPPOINTMENT AT ATHENS LED THE AUSTRALIAN SAILING TEAM TO DEVELOP A LONG-TERM PLAN DESIGNED TO IMPROVE EVERYTHING FROM TECHNOLOGICAL INNOVATION TO TEAM COHESION. THE PLAN'S ULTIMATE TARGET IS LONDON 2012, BUT GOLD AND SILVER MEDALS AT BEIJING 2008 PROVED THAT IT IS RIGHT ON TRACK. THE TEAM'S OLYMPIC PROGRAM MANAGER GAVE *OFFSHORE YACHTING* THE INSIDE SCOOP ON ALL THE ACTION IN QINGDAO, PLUS A LOOK AHEAD.

By Rob Brown

Photo: Clive Mason / Getty Images



Nathan Outteridge and Ben Austin competing in their 49er during day two of the Beijing Games.



Photo: Andrea Francolini / Audi

Nathan Wilmot and Malcolm Page (gold medal in men's 470), Elise Rechichi and Tessa Parkinson (gold medal in women's 470), Darren Bundock and Glenn Ashby (silver medal in Tornado) at Hamilton Island after the Games.

The Australian Olympic Sailing Team arrived home from the Beijing Olympic Games to a hero's welcome, returning with three medals to their credit; gold to our 470 men's and women's crews, and silver to our Tornado crew. A further three crews finished in the top five.

The Australian Sailing Team has produced very good results over the last few years, and we expected to win medals in Qingdao. Having said that, we know that excellent results don't always convert into medals in the heat of battle at the Olympic Games, so the results in China were extremely satisfying. The results justify the ambitious and innovative approach taken by Yachting Australia to transform Olympic sailing following our very disappointing results at the Athens Games, when we came home empty handed.

The Australian Sailing Team went into the 2008 Olympic Games ranked number one in the world on ISAF's rankings. Yet just 36 months prior, the team was languishing in 12th position. Those members of the team expected to do well in Qingdao included three current world champions: Tom Slingsby in the Laser class; Darren Bundock and Glenn Ashby in the Tornado class; and Nathan Outteridge and Ben Austin in the 49er class. Also in contention for medals were: Nathan Wilmot and Malcolm Page in the men's 470 class, who were ranked number one in the world; Sarah Blanck in the Laser Radial, ranked number two; Jessica Crisp in the Women's RS:X; and Elise Rechichi and Tessa Parkinson in the women's 470 class. Furthermore, sailors in the other classes—Star, Finn and Yngling—were all capable of a top 10 performance, so expectations were high.

So how did the team go from 12th to first in such a short time? Essentially, more resources were applied to areas such as coaching, technology and sports science. On top of that, a concerted effort was made to develop a team environment in all areas of the program.

Following Athens, Yachting Australia undertook a very extensive debris involving athletes, coaches and management. Feedback revealed a lack of team cohesion. We also fell short in other areas such as technological development, sports science, coaching resources and understanding of the prevailing conditions at the venue.

An expert panel considered the feedback and formulated a 'Gold Medal Plan'—a new professional, no-stone-unturned approach to transform Olympic sailing in Australia. This plan was ambitious and was not expected to reap immediate rewards but was instead targeted at the 2012 Olympic Games. Vital to the plan was to appoint a professional management team that could deliver successful results.

The 2008 results show that the plan is on schedule. The execution of the plan over the past three years has led to this dramatic improvement. This in itself will prompt a further revision of the plan to bring it in line with the current status. The 2008 results is a very good foundation to work from as we embark on our journey to the next Olympiad. The aim is for continuous improvement; we want to create a more effective program, one with clear pathways and improved support that will develop the skills in our athletes so that they can win more medals in 2012 and beyond.

Looking at what occurred in Beijing, it all wasn't plain sailing. The efforts of Nathan Wilmot and Malcolm Page in the 470 dinghy class is a testimony of hard work and dedication driven by previous disappointment. This was their third attempt at winning an Olympic medal, with Athens going down as a low point in their lives. Turning that around with an emphatic gold medal performance typifies the true Olympic spirit of not giving in.

Elise Rechichi and Tessa Parkinson also had a golden run in the women's



Elise Rechichi and Tessa Parkinson enjoying the tickertape parade on Hamilton Island.

Photo: Andrea Francolini/ Audi

THE TEAM RECEIVES FINANCIAL SUPPORT THROUGH CORPORATE SPONSORSHIP FROM AUDI AND HAMILTON ISLAND, GILL AND RONSTAN AND ALSO GENEROUS PRIVATE DONATIONS FROM THE TEAM'S PATRONS. IT IS WORTH POINTING OUT THAT THE AUSTRALIAN SAILING TEAM IS FUNDED TOTALLY THROUGH THESE SOURCES AND NOT ONE CENT COMES FROM FEES RECEIVED BY YACHTING AUSTRALIA FROM MEMBER ASSOCIATIONS.

470 dinghy class, winning gold after a dominant display of consistent results through good percentage sailing. Both 470 teams have travelled a rocky road over the last two years, with some inconsistent results, but to their credit they got that out of the system to put in a very dominant display in the finals.

In the Tornado class, Darren Bundock and Glenn Ashby did an outstanding job to come away with the silver medal. They were expecting the ultimate glory, but it wasn't to be this time. It all came down to the wire in the medal race, where a very small mistake at the start and a broken rotation lever on the mast cost them the gold medal.

Some didn't quite live up to pre-Games expectations. Of note Tom Slingsby, two-time and current world Laser champion, had a regatta he would rather forget, finishing 21st. This was Tom's first Olympic Games, and I am sure he will gain from this experience and come back harder and



Darren Bundock and Glenn Ashby on their way to a silver medal in the Tornado class during day 13 of the Olympic Games in Qingdao.

Photo: Clive Mason / Getty Images

tougher than ever.

Nathan Outteridge and Ben Austin led most of the way through the 49er regatta, but went into the medal round in third position after some very tough, light and variable weather races where massive wind shifts turned results upside down. Medal-race day saw conditions turn for the worse with wind gusts up to 25 knots and huge seas whipped up through wind against current. Several classes were abandoned this day due to the strong winds and sea conditions considered unsailable. Yet the race organizers decided to send the 49ers out to race. Rain squalls battered the fleet, with several competitors breaking gear before the start, including the eventual gold medallist Danish team, who broke their mast. Racing started and all the fleet except the Australians and Italians had a capsize on the first

two laps of the course. Outteridge and Austin worked their way through the field to lead around the last turning mark with the Italians in second position. With only a spinnaker run to the finish, they were looking good for a medal. Had they finished in that order, the Italians would have taken gold and our boys would have finished with silver. But a quarter the way down the run, the Italians nosedived off a huge sea, capsizing and leaving the Australians with the line wide open and glory beckoning. Then, with 150 metres to go, with the spinnaker flagging to de-power the rocketing skiff, they too came off a huge seaway and nosedived in a similar fashion to the Italians. After a desperate attempt to right the skiff, they finally got the mast pointing to the sky, but capsized again trying to race for the finish. The lost time allowed four other skiffs to pass, and take away any medal



Photo: Andrea Francolini/ Audi

The Australian Sailing Team on Hamilton Island just after the Games.
 Standing, from left: Iain Murray, Anthony Nossiter, Nathan Outteridge, Ben Austin, Angela Farrell, Tom Slingsby, Andrew Palfrey, Glenn Ashby, Krystal Weir, Jessica Crisp, Karyn Gojnich.
 Seated, from left: Elise Rechichi, Tessa Parkinson, Nathan Wilmot, Malcolm Page, Darren Bundock and team director Michael Jones.

chance for the Aussies. The Danes, who had controversially gone ashore and borrowed another competitor's boat, came out and started behind the fleet. They finished last, but that was enough for them to take the gold.

Sport can be cruel. All in all, it was a very disappointing day for the 49er boys and the team. But they are young and hungry and will certainly hit back after their first Olympic experience.

Sarah Blanck and Jessica Crisp didn't have their fairytale come true as both went into the medal round well in contention. An average last day performance cost them a podium position. They finished 4th and 5th respectively.

Darren Bundock and Glenn Ashby had dominated Tornado racing all year and went to Qingdao with a slight advantage over the field. But then they had to deal with a last-minute design innovation: one week before the games, the US and Netherlands teams introduced a revolutionary gennaker that could be used upwind in 0-6 knots of wind. This sail increased the performance of the US team significantly, forcing a number of other teams to follow suit. Fortunately, the weather forecast for slightly stronger than average winds allowed the field to choose conventional spinnakers over gennakers, thus nullifying the advantage that could have been gained going down that path.

The question now is, where to from here?

A QUARTER THE WAY DOWN THE RUN, THE ITALIANS NOSEDIVED OFF A HUGE SEA, CAPSIZING AND LEAVING THE AUSTRALIANS WITH THE LINE WIDE OPEN AND GLORY BECKONING. THEN, WITH 150 METRES TO GO, WITH THE SPINNAKER FLAGGING TO DE-POWER THE ROCKETING SKIFF, THEY TOO CAME OFF A HUGE SEAWAY AND NOSEDIVED IN A SIMILAR FASHION TO THE ITALIANS.

After such a significant improvement in results over the last four years, and with good Olympic results this year, the team will now once again have a serious debrief and analyse all areas of the program. We will look at key issues such as developing the depth in some classes, maintaining the most efficient management and support network behind the team and how to meet the ever-increasing costs. This obviously will

be impacted by the level of government funding through the Australian Sports Commission and Australian Institute of Sport.

The team receives financial support through corporate sponsorship from Audi and Hamilton Island, Gill and Ronstan and also generous private donations from the team's Patrons. It is worth pointing out that the Australian Sailing Team is funded totally through these sources and not one cent comes from fees received by Yachting Australia from member associations.

We now look forward to 2012 and are reminded that, though we cannot rest on our laurels, it's important that we stop and smell the roses. The Australian Sailing Team's achievements are significant and should not be understated. These include the best ever performance by an Australian Sailing Team competing in an overseas Olympic Games; the second best result for Australian Olympic team, behind swimming (tied with rowing); and the second best medal haul ever at an Olympic Games (The best was Sydney 2000). Bring on 2012. ○

Photo: Andrea Francalini

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Photo: ROLEX / Daniel Forster

Keeping the kite working aboard *Bear Necessity* during the 2007 Rolex Sydney Hobart Yacht Race.

SAILING IN THE GROOVE IS NOT A CLICHÉ, IT'S SOMETHING THE BEST TRIMMERS WORK HARD TO ACHIEVE AS THEY COMBINE WITH THE HELMSPERSON TO GENERATE CONSISTENT ANGLE OF HEEL AND BOAT SPEED.

By Lisa Ratcliff

Some of the best in the trimming business are, not surprisingly, sail makers by trade. Alby Pratt and Richie Allanson, who both work at North Sails at Mona Vale and grew up on Sydney's northern beaches, are highly respected for their trimming experience and flair.

Pratt's sailing resume lists three Volvo Ocean Races, 17 Rolex Sydney Hobart Yacht Races, Admiral's Cups and TP52 and Farr 40 one-design short and long-course racing. With 15 years trimming experience sailing on the upper echelon of Australian grand prix racers including *Wild Oats X* and *XI*, *Alfa Romeo* and *Wild Joe*, he is highly sought after by the top crews.

Pratt works from a comprehensive checklist and, like any good tradesman, he carries his own toolkit, albeit small, of a good pair of gloves and a wet notebook.

Alby was kind enough to share his checklist with *Offshore Yachting*:

RIG

- Middle of boat
- Set up to base settings
- Rig spanners on board
- Jacks – dock or boat?
- Step set for day
- Max headstay tension

MISCELLANEOUS

- Jib halyard mark
- Car position mark
- Weather
- Hat
- Sunglasses
- Cream

SAILS

- All sails on board
- Sail limitation checked
- Spare sails in tender
- All battens in? Hand-sewn?
- Light / heavy main battens on board
- Spare battens on board
- Spare battens on tender
- Camera
- Wet notes
- Sail selection chart (see diagram)
- Sail repair kit
- List of first sails to go in tender to lighten boat
- Sail loft contact number
- Sewer packed



Photo: Andrea Franzoni

Alby Pratt pleased with the set of his sail aboard *Wild Joe* at this year's Audi Hamilton Island Race Week.

In the pre-start, the trimmer should be monitoring the conditions by looking up the track in order to decide which jib to use up the first beat. Close to the starter's gun, the trimmer works with the helmsperson and mainsail trimmer to control the speed of the boat and ensure it is positioned correctly.

Once off the start line, the trimmer needs to be dynamic and reactive to where other boats are positioned. Until the fleet thins out – except in the case of one-design racing when close-quarters racing means gauging your boat speed and height against your class mates, and you can start working off target speeds – boats to weather or under the lee bow have to be factored into the trim.

“Work in conjunction with the mainsail trimmer to ensure the right groove and make sure there is enough entry in the jib to make it easy for the helmsman to steer,” says Pratt.

The car position has to be monitored constantly to ensure the correct depth at the bottom of the jib and the right twist in the head.

Upwind, the jib trimmer shouldn't take their eyes off the tell-tales for too long while the draft stripes give a reference to the depth in the sail.

On a reach the trimmer should be looking at the tell-tales, the amount of twist in the jib and the heel angle of the boat.

If the trim is too tight, the woollies will stall, there will be too much backwind in the mainsail and the helmsperson will be struggling to steer.

“IN THE BIG PICTURE IT IS PART OF THE TRIMMER’S JOB TO REVIEW EACH SAIL CHOICE AND WHILE ON THE WATER – WHETHER TRAINING OR RACING – KEEP A GOOD EYE ON WEATHER CONDITIONS, OTHER BOATS’ POSITION AND SAIL CHANGES, CREW HIKING AND CREW FATIGUE, AND LISTEN FOR THE TACTICIAN’S CALLS AS PART OF YOUR CONTRIBUTION TO THINKING AHEAD.”

Likewise, if the trim is too soft, the front woolly will be lifting and the boat will be too fast and low. If the helmsperson is struggling to hold a lane and match another boat's speed and height, fingers may be pointed at the trimmer.

“When the trim is perfect, the inside telltale will be lifting slightly, the helmsperson won't have too much helm and the boat will have consistent speed and angle of helm,” says Pratt.

Good communication between the trimmers and the tactician is vital. So is being able to filter. “There is so much information coming in, you have to be able to filter out what's relevant,” adds Pratt.

Being light-footed and having good balance are important assets, and being conscious of weight by returning to the weather rail as soon as possible once the sails have been adjusted is another mark of a good trimmer.

Thirteen-time Rolex Sydney Hobart sailor Richie Allanson is a key member of Lang Walker's international Farr 40 *Kokomo* campaign but also has a regular guest spot on Geoff Ross' *Yendys* as the mainsail trimmer, most recently at the Silver Jubilee Audi Hamilton Island Race Week.

Pre-race the mainsail trimmer needs to make sure the battens are in and tensioned correctly. Allanson also takes responsibility for checking the forecast and checking the rig is set up for the expected conditions.

“Once racing, it's the mainsail trimmer's job to work on boat speed,” says Allanson. “You have to have your blinkers on and should aim to spend more time looking in the boat rather than out. This means you'll have limited tactical input because you don't get to see the whole picture.

“The mainsail trimmer works with the jib trimmer to get the balance right, and works with the helmsman to keep a constant angle of heel, which in turn generates consistent speed.

“Look at the tell-tales for the initial set up then trim based on feel and feedback from the crew as well as how your speed measures against other boats.”

In light air (less than 14 knots), Allanson relies on the traveller for his mainsail trim. Above 14 knots, he leaves the traveller in the middle and trims using the mainsheet, which, he reminds us, should never be cleated when working up the beat.

As well as the traveller and mainsheet, the vang, cunningham, outhaul and backstay typically fall under the mainsheet trimmer's key responsibilities.

Allanson says common mistakes in light air include pulling on the cunningham too early, under-utilising the outhaul – “it really can change the sail shape quickly” – failing to maximise the leech pressure to generate horsepower, missing a certain amount of twist in the sail and being impatient.

In heavier air, the mainsheet trimmer needs to find the balance before the sail starts to flog because the mainsail helps support the mast and forestay tension.

A trimmer, and the rest of the crew, should recognise they are trimming too hard upwind when the boat slows and the helmsperson has a narrower



As with all crew positions, clear communication is vital. The trimmer on *Pussy Galore* keeping an eye on the foredeckman.



Photos: Andrea Francolini/Audi

A headsail trimmer should keep a close eye on the tell-tales. Pictured here is *Quest* during the Audi Winter Series.

WHEN IT COMES TO TRIMMING, CRAFER ABIDES BY THE THREE 'C'S': CONCENTRATION; COMMUNICATION AND CONTRIBUTION TO THINKING AHEAD, WITH THE EMPHASIS ON THESE THREE POINTS VARYING DEPENDING ON THE EXPERIENCE AND LEVEL OF THE WHOLE TEAM, EXPERIENCE AND LEVEL OF THE HELMSPERSON AND THE ULTIMATE GOALS OF THE DAY OR EVENT.

groove. "The more comfortable the helmsman feels, the better off you'll be," Allanson adds.

Too loose and the boat will sacrifice height to windward and will have trouble holding a lane.

Allanson also trims the spinnaker and ranks as importantly as the person with the wheel at their fingertips for the downhill slides.

"Downwind, it's more about crew weight and tracking with minimal amount of rudder in the water to reduce the drag.

"You should be constantly talking with the helmsman about the pressure in the spinnaker sheet and the target true wind angle as well as communicating with the guy on the brace to achieve the correct pole angle. "Because you are the first to feel a change in pressure, the spinnaker trimmer should also communicate with the crew about whether the weight should be in or out," Allanson adds.

Australian boat owners putting together a serious tilt at a world-class offshore race, international one design or maxi regatta will pay good money for the advice and expertise of professional crew. For the majority of boat owners, a healthy pool of amateur sailors who bring their own standards and vast experience to a campaign can also deliver an owner plenty of silverware.

Sports physio (specialising in sailing injuries) Sue Crafer is an amateur sailor with a spectacular sailing CV spanning 15 years and boasting Whitbread, Rolex Sydney Hobarts, TransPacs and TransAtlantic races.

When it comes to trimming, she abides by the three 'c's: concentration; communication and contribution to thinking ahead, with the emphasis on these three points varying depending on the experience and level of the whole team, experience and level of the helmsperson and the ultimate goals of the day or event.

"Levels of concentration need to be 110 per cent, 100 per cent of the time," she says. "Way before the start I have locked in to the overall forecast and to conditions out of the boat that are changing on the way to the start line, including instrument wind direction and strengths, to decide which sails to use.

"During the pre-start manoeuvres and racing, I maintain concentration to visualise the helm's reaction to the conditions, putting myself into their physical and mental role and trying to lock in the tactician and navigator's call on what he or she wants the boat to achieve.

"For short course racing, never assume that the boat is set back up in the groove from the last start. Always keep an eye on details and remember that the wind/boat speeds and angle targets will need updating continually depending on conditions, sailing in the groove, age and state of the sails and boat set up.

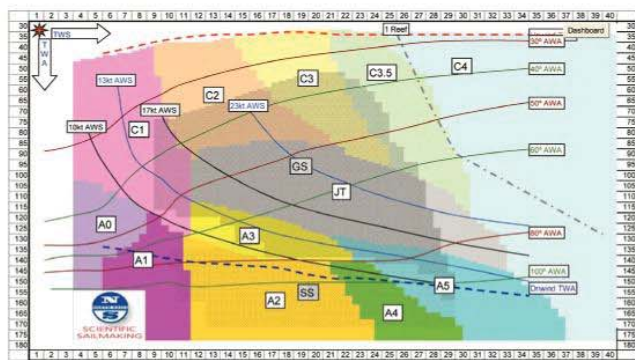
"The second rule is communication. If it's your first time on the boat, before leaving the dock set up a good grassroots relationship with the steerer, other trimmers, navigator and tactician.

"Finally, the boat dynamics and crew experience and goals for each event allow the trimmer to maintain an appropriate 'thinking ahead' program.

"In the big picture it is part of the trimmer's job to review each sail choice and while on the water – whether training or racing – keep a good eye on weather, conditions, other boats' position and sail changes, crew hiking and crew fatigue, and listen for the tactician's calls as part of your contribution to thinking ahead," Crafer suggests.

Trimmers can make a boat's performance around the track and the person at the helm look famous or ordinary. Harnessing the wind's energy to generate maximum power, or 'sailing in the groove' is, after all, why Australian waterways are dotted with racing fleets most weekends, from the tiny to the titanic, all wanting to look famous when the finish gun fires.

This feature is the third in our series on the different crew positions aboard a racing yacht. In our next issue – the Rolex Sydney Hobart official program – Offshore Yachting will look at the vital role of tactician. ○



The sail selection chart used by Alby Pratt.



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Grand-prix DELIVERY

Photo: Carlo Borrelli/Rolax

HELPING DELIVER RACING BOATS PROVIDES EXCELLENT EXPERIENCE AND AN OPPORTUNITY TO LEARN FROM SOME OF THE BEST IN THE GAME.

By Jenifer Wells

Delivering boats for regattas and races held up and down the coast, or across the Pacific, is a great way for sailing novices to gain valuable experience and sea miles. It is also a chance for relative newcomers to sail on some of the top ocean racers and learn from leading skippers and crew.

Sailing with an experienced yachtsman like Roger 'Hicko' Hickman is a fabulous opportunity to improve seamanship aboard either the Sydney 38 or Corby 49 *Limit* or on his own Farr 43 *Wild Rose*. It increases your competency as a crew member and may lead to racing opportunities for aspiring young and/or new sailors.

"Deliveries are a good opportunity to learn because you get to do lots of things that you can't do elsewhere. It's hard, if not impossible, to teach during a race," says Hickman. The two-times winner of the Rolex Sydney Hobart Yacht Race sailed his first ocean race at three and loves to pass on his knowledge to novice crew who are eager to learn.

While there is often scope for a nice holiday along the way, deliveries can also be an intensive coaching clinic.

BOAT PREPARATION AND SAFETY

If time permits, helping prepare the boat for delivery and racing is a great learning opportunity. Meticulous planning and preparation, including stowing safety equipment, tool boxes, sail wardrobes, first aid and charts along with fuel and food provisioning is essential for a safe delivery to and from the race track. Becoming familiar with the boat including where everything is stowed is essential when you are inevitably asked to urgently find something while at sea.

It is also a way to put theory into practice regarding the Yachting Australia safety requirements. "Even if you are cruising, you should always comply with the Category 2 requirements – otherwise you shouldn't be offshore," says Hickman.

DO YOUR HOMEWORK BEFORE HITCHHIKING

As an inexperienced offshore sailor, it pays to check out the credentials of your skipper, fellow crew and the boat – as recommended by the

CYCA Sailing Office. Life-threatening situations can, and unfortunately do happen during deliveries. It is vital that your skipper has the experience to anticipate and lead in challenging situations.

“I tell my students to make sure they get references before agreeing to help deliver a boat,” says Terry Wise, principal of the Pacific Sailing School. “While it is unlikely on the top racing boats, some delivery stories make your hair stand on end. One young woman was basically left on her own when the rest of the crew, including the skipper, got sea sick. She went across a bar in 35 knots thinking it was best to try to find shelter from the storm.”

“Before leaving, the skipper should always give a safety briefing to new crew. If they don’t, you should ask for one. If they tell you not to worry about it, I advise students to get off the boat,” says Wise.

DELIVERY STRATEGIES

Don’t be surprised if your skipper decides to leave the dock at midnight. Conditions may favour a late night push off including the abatement of unfavourable winds or the onset of perfect sailing conditions.

“If you don’t have overly constrained time considerations, there is no point bashing into a headwind,” says Hickman. “After all, the ultimate aim of delivering a boat for a race is to get it there, or back, in one piece.”

Indeed, damage during deliveries can impact racing performance and even lead to withdrawal from the regatta or race. For example, last year Maximus suffered severe damage during delivery from New Zealand – repairs could not be carried out in time for the Rolex Sydney Hobart start. Recent deliveries for the Audi Hamilton Island Race Week resulted in a number of casualties. Quest ran aground after refuelling at Gladstone, though she managed to take out second place in her division after last minute repairs.

HELMING AND SEAMANSHIP

Steering experience is rare to come by outside deliveries – and with small crews, there is a lot of opportunity to improve your helming in variable conditions. Being up on deck solo for the first time can be a daunting experience. After a while, it is very enjoyable – provided you are not stuck with a questionable CD repeating itself. Tip – bring an MP3 player with a radio attachment or turn off the music before your watch.

Most racing boats don’t have an autohelm – which can make the night watches a little long. Reportedly, the crew delivering *Shockwave* from Bermuda asked owner Andrew Short to install one – he refused! A brand-new autohelm on *Wild Rose* went astray on the way up to Brisbane. A quick-talking race crewmember managed to ferry an old one in his carry-on cabin baggage – only for it to fail on the return trip. However, hours of manual steering is great experience for those new to the game.

Weather forecasting, constant attention to the changes in clouds, wind, current and sea-state, passage planning and general boat maintenance are just a few subjects on the potential curriculum. All great skills for general boating or racing.

ENJOY THE RIDE

If not pressed for time, deliveries are a great way to see our spectacular coastline and enjoy some of the anchorages along the way. A swim, happy hour and a good night’s sleep at various anchorages is a delight. And you

can wake up to some surprises – like the man-made reef built by half sunken ships of Tangalooma in Moreton Bay, which Hicco aptly likened to “something out of Mad Max.”

However, time constraints or weather windows may mean a sail or motor straight to the delivery destination.

ROUGHING IT

Grand-prix ocean racers are not luxury cruisers – don’t expect a floating hotel. Depending on the priorities and tastes of the owner, delivering a racing yacht is often akin to a basic camping trip.

Obsessed with a desire to reduce weight, ocean racers are not likely to include creature comforts such as cabins, stoves, fridges, comfy berths, showers or even a door on the head!

While some delivery crew may survive on muesli bars and lollies, most have a metho stove-top burner, which can produce credible meals. The 49-foot Limit has a permanent microwave – handy for steaming veggies. There are also a few amenities that may be reserved for delivery crew, for example a gas barbecue lashed to the stern and a portable fridge. Yendys has a demountable oven and the delivery crews reportedly feast on full roast dinners while at sea.

A little creativity can also make a comfortable cruise. Portable shower bags heated on deck provide a small luxury while swimmers winched from the water in lieu of a swimming ladder also serves as a useful safety drill.

SOAK UP THE OPPORTUNITY

There is so much to learn from a master seaman like Hickman who has literally spent most of his life offshore. It can seem overwhelming to newcomers. However, Hickman recently provided encouragement over a bottle of red while teaching the crew to splice off Tangalooma.

“A good seaman is not just an old man with a white beard and a pipe. You don’t need to be 50 to have good boat awareness. You must have an open mind, and listen and learn at every opportunity. Make every moment count.”

TOP FIVE TIPS FOR SCORING DELIVERIES

Undertake a Yachting Australia approved Safety and Sea Survival Course. Although everyone hopes never to need it, the information is invaluable for dealing with emergency situations at sea.

Consider other sailing courses. Navigation may not seem essential given the relative user-friendly GPS software, but what happens if the system goes down? Courses also teach inshore pilotage, which is particularly valuable when negotiating difficult anchorages – especially at night. First aid is useful on land and water – one young CYCA sailor recently resuscitated a heart attack victim at a train station, and then apologised to his skipper for being late!

Sign up with your sailing office crew register which passes on email requests for delivery and racing crew.

Sail in as many races as possible. Arrive early as boats are often looking for last-minute crew. The more people you meet around the dock, the more delivery opportunities you’ll get.

Learn as much as you can on each delivery. Don’t be afraid to ask for advice or call for help when uncertain how to handle a situation – it is better to ask than risk colliding with a container ship off Newcastle! ○

DEVIL IN THE DETAILS

NOW THE WEATHER IS WARMING, SUMMER'S ON THE WAY AND IT'S TIME TO START THINKING ABOUT TAKING YOUR YACHT CRUISING AGAIN. BUT IS SHE READY?

By Nancy Knudsen

A heavily fouled rudder shaft.

Hibernation is tough on sailing boats. An environment of salt air and damp is anathema to electronics, an unused engine or even folded sails.

Whether you intend cruising to the South Pacific, Tasmania or just the nearby coastline, an engine failure or a blown main with no close-by assistance can be counted on to ruin any sailor's day, and a sunset anchorage loses much of its magic when the champagne's warm.

So before you take her cruising again, here's a five-step checklist of procedures that will help to make sure she's just as seaworthy as ever. How much you do yourself is a matter of preference, budget and time. But no matter what the split, the smart money is on knowing precisely what is done to your boat, and to what standard. This means you need to know enough to keep control of the quality.

Here are the five steps:

1. DECK WALK

An important precursor to specific checks is the 'deck walk'—before it's cleaned, and before workmen arrive—to search for small articles. It's amazing how many problems can be identified by what you find on your deck—small screws, pieces of Windex or wind vane (picked apart by birds), etc. For instance, in one pre-season check, we were puzzled by tiny shards of plastic. After a very long search, we discovered they were from the spinnaker pole mast attachment, damaged by UV, causing the slide to be inoperable. Better to discover it then, than later at sea.

2. TECHNICAL SERVICING OR REPLACEMENT OF SAFETY GEAR

Next, check the expiration date on gear and batteries that require regular servicing or replacement. For example, life rafts, EPIRBs, fire extinguishers, flares and life jackets. Any items that require servicing should be sent away now, so that they're back when you're ready to sail. At the same time, check current compliance.

3. ROUTINE CHECKS

Above deck

- Check standing rigging, turnbuckles and clevis pins for signs of wear, corrosion or fraying strands. If uncertain, have a rigger do an inspection and report
- Run an eye over all the stainless steel gear—stanchions, pulpits, transoms, life rails, chainplates, cleats—for signs of wear and rust
- Tape or retape the turnbuckles, cotter pins, and spreaders
- Inspect the windlass, and test run it
- Check operation of furler mechanisms and lubricate if required. (Some furler system bearings require no lubrication)
- Inspect antennae for integrity, particularly connection points for corrosion
- Put the dinghy in the water, outboard attached, and test both.

Like messy jobs? Then it's time to service your winches. Sitting in the cockpit doing small chores is not a bad way to spend a sunny day, as long as you don't end up with bits left over. Alternatively, have someone else get



A fouled hull with paint build up.



The corroded fitting and crack in this boom could lead to boom failure in heavy weather.

AN IMPORTANT PRECURSOR TO SPECIFIC CHECKS IS THE 'DECK WALK'—BEFORE IT'S CLEANED, AND BEFORE WORKMEN ARRIVE—TO SEARCH FOR SMALL ARTICLES. IT'S AMAZING HOW MANY PROBLEMS CAN BE IDENTIFIED BY WHAT YOU FIND ON YOUR DECK—SMALL SCREWS, PIECES OF WINDEX OR WIND VANE (PICKED APART BY BIRDS), ETC.

his or her hands oil-covered.

Lines looking tired? Halyards and furling lines, vital to quick responses at sea, should be replaced regularly and never left with a fray. Maybe end to end them if appropriate.

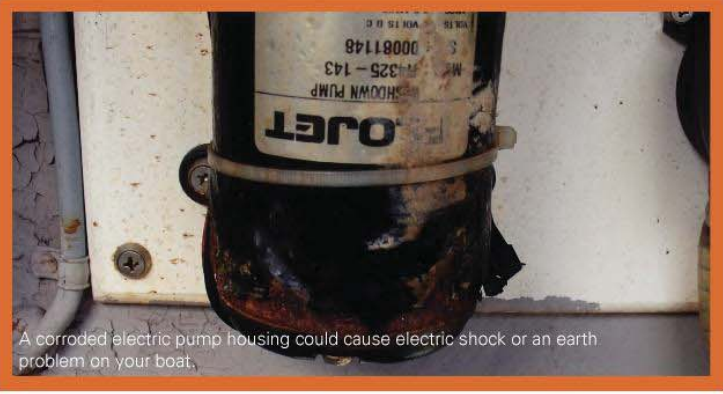
Climb the mast and check the masthead antennae, standing rigging attachments, swages, spreaders, radar reflector, Windex and the mast itself.

Sails and sailing gear

- Check the sails, harnesses and jack stays for wear and chafing
- Check battens and batten pockets, all sail attachments, reefing points and reefing gear and the bolt rope
- Clean all sail tracks.

Electrical system and components

- Check the water level if your batteries are battery acid type, and



A corroded electric pump housing could cause electric shock or an earth problem on your boat.

generally examine all batteries for integrity

- Turn on electronics and test for correct operation—radar, GPS and electronic charting
- Disconnect shore-power and check that wind, solar or any other 'green' charging apparatus are powering to capacity
- Check all lights are working—navigation, bow, spreader, etc.
- Check all possible electrical connections for corrosion and integrity
- Check that the various pumps are working—both automatic and manual, bilge and galley.

Engine checks

To avoid regular engine runs during winter, you may have used a fresh-water flushing system. If so, open the saltwater inlet valve, run the engine and ensure that cooling seawater flows adequately.

Check the service status on your records. If your engine is due for a service, make sure that the following items are covered:

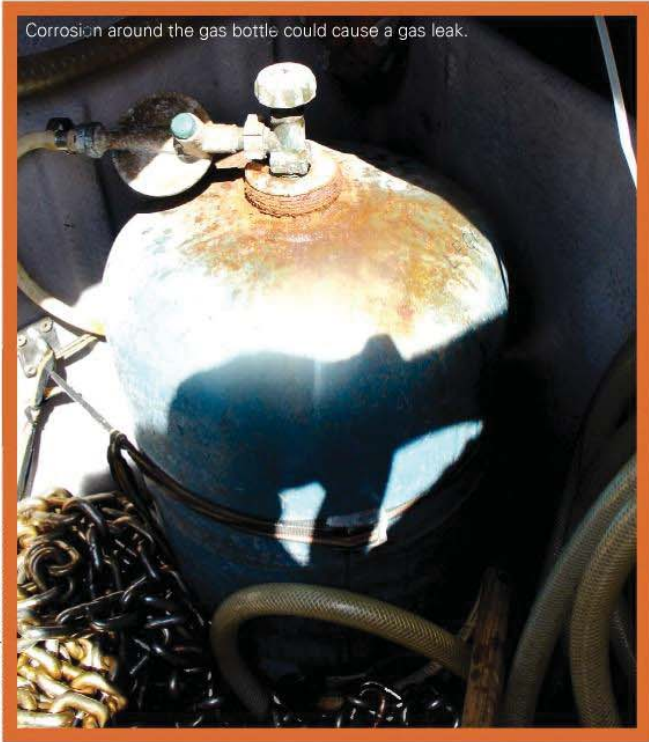
- Check and change fuel filters, coolant and engine zincs, if applicable
- Check transmission fluid and all belts for tension
- Replace oil filters and raw water pump impeller.

Meanwhile, you can visually check your engine's hoses, engine mounts and all attachments for corrosion, leaks or breakages, and check the bilge for oil/fuel slicks. Run the bilge blower and check and clean the water strainer.

Below deck

- Test and lubricate seacocks, and make sure that there are correctly sized wooden plugs tied close
- If you have them, check keel-bolts for tightness and integrity
- Check the condition of all hoses and clamps, and ensure all below-waterline hoses are double-clamped
- Check limber holes and ensure they are clear of debris
- Check that the hand pump operates correctly
- Check that the heads work satisfactorily and lubricate the hand pump by flushing it with vegetable oil. If you have not pickled them with white vinegar over winter to prevent calcification, do it now. Close the seacocks, fill the heads with vinegar, and leave them for at least a week
- Have all your chemical or electrical systems serviced.
- Check your holding tank's Y-valve operation and ensure the valve is labelled and secured.

Photo: Courtesy Waddilove Yachts



Water system

- Check water system and pump for leaks and proper operation, and check that tank-cap keys are there
- Check that the hot-water tank is working on both shore and engine power
- Check and clean the shower-sump pump screens
- You will have pickled the watermaker over winter, so this must now be reversed.

Galley

Fill the gas bottles, check the electric and manual valves, and check the storage box ventilation. Check the operation of any refrigerator, deep freeze, stove, and microwave.

LIKE MESSY JOBS? THEN IT'S TIME TO SERVICE YOUR WINCHES. SITTING IN THE COCKPIT DOING SMALL CHORES IS NOT A BAD WAY TO SPEND A SUNNY DAY, AS LONG AS YOU DON'T END UP WITH BITS LEFT OVER. ALTERNATIVELY, HAVE SOMEONE ELSE GET THEIR HANDS OIL-COVERED.

First aid

Check that all necessary items are on board, and check the currency of drugs and antibiotics.

Rotables

Make sure you have a plentiful supply of rotables such as fuses, fuel and oil filters, engine belts, chemicals for the head system, bulbs for all lights, coolant, engine and gear box oil, penetrating oil and torch batteries.

4. SEA TRIAL

This is important to test the autopilot, depth gauge, wind instruments, log (run the measured mile) and anchor alarm. Swing the compass, and if you find discrepancies, have it professionally checked. Do a compass test on the autopilot. When in clean seawater, test the watermaker to ensure it is producing sweet water to capacity.

5. SLIPPING AND ANTIFOULING

Once you've had any work required carried out, it's time for this final step. Choosing the correct antifouling is crucial and your supplier should be able to help you with this. Here's a tip: consider paying more for purpose-designed propeller antifouling. It is remarkably effective.

When choosing antifouling, consider the following:

- How often you use your boat
- How fast you normally go
- Hull material
- Current paint
- Temperature of the water where your boat will usually sail.

After you've run through this comprehensive series of checks and carried out any necessary servicing and reparation, you'll be ready to put to sea. This won't guarantee you trouble-free cruising—one of the wonderful aspects of sailing is the glorious unexpectedness of it—but you'll know you did everything you could not to scare your crew, or, most importantly, yourself! ○



Photos: Courtesy Waddilove Yachts

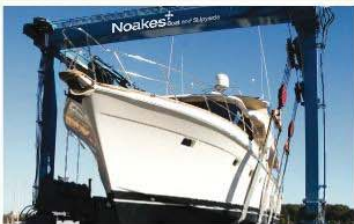


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Golden girls

Photo: Rob Brown

ELISE RECHICHI SKIPPED THE WOMEN'S 470 TO A GOLD MEDAL AT THE BEIJING OLYMPIC GAMES. THE 22-YEAR-OLD, WHO ATTRIBUTES HER SUCCESS TO FINDING THE RIGHT TEAMMATE, LONG YEARS OF DILIGENT TRAINING AND LEARNING TO MAINTAIN HER SANITY IN THE MIDDLE OF THE OLYMPIC CIRCUS, IS TRAINING TO BECOME A COMMERCIAL AIRLINE PILOT; APPROPRIATELY, *OFFSHORE YACHTING* CONDUCTED THIS INTERVIEW AT AN ALTITUDE OF 10,000 METRES EN ROUTE FROM HAMILTON ISLAND TO SYDNEY.

By Alexander Gilly

Offshore Yachting: When did you become passionate about sailing?

Elise Rechichi: I didn't enjoy sailing when I started. I was very young and very small and like every other eight year old, I was scared! But I can remember early on what it felt like to win, to beat the boys. I must have some innate competitiveness that was independent of any particular sport. I just like winning! I liked beating the boys back then, and I still do today.

But still, I don't think I've fully grasped that, after having worked for so many years, through so many highs and so many heartbreaking lows, we've finally done it. You know when you go to the Olympics that you're after something that everybody is after, something that's difficult to attain, which is why it's so special. But grasping the fact that we've won not just a medal but a gold medal is really hard to comprehend. You have to be passionate and you have to want it a lot because there are a lot of times when you're kicked down and you have to force yourself to get up. If you don't want it that much, you just won't get up.

OY: How did you end up in a 470?

ER: I was 420 world champion, I'm pretty limited because of my size as to what I can sail and I enjoy skippering, so it was always going to be a skiff. Going from the 420 to the 470 was a natural progression. As my coach Victor Kovalenko says, sailing a 420 is like playing a kid's keyboard, whereas sailing a 470 is playing a grand piano. I really enjoy the technical side of the boat. The sail trimming, for instance, is very technical. Having said that, it's also a tactical boat to race because it doesn't go too fast, so no one gets too far ahead.

OY: Can you tell me a bit about your preparations for Qingdao?

ER: We were wary that this was our first Olympics. We were acutely aware of what happened to Nathan and Malcolm in Athens as the result of being overwhelmed. So we spent a lot of time getting information from people, trying to frame ourselves as much as we could so that it was like we'd been



Photo: Richard Gladwell

Out on the course at Qingdao.

there before from other people's experiences.

Part of that was realising that we had to be clinical about our racing, that we had to stay calm and look at things systematically rather than being overwhelmed and thinking, "Oh my god, I'm at the Olympics!"

So during the games we stayed very, very calm. We'd get confidence from our good races, but we never celebrated our performances. Some people would cross the line first and jump into the water be really excited about it, but we contained our emotion right to the end. It was hard, especially on day five, when we were 18 points ahead; it was hard to stay calm and to think, "one more race to go."

When we did finally win, all that emotion came out. Everyone's told me that I was like a little kangaroo on the podium, jumping up and down. I was pretty excited.

OY: What did you do to stay focused during those last 24 hours?

ER: We didn't want to see anyone. All the media wanted to congratulate us, but we politely said no thank you. We went to get a foot massage; we just tried to have a nice day. We were almost locals in Qingdao by then, so we knew what we enjoyed doing. We allowed ourselves time to process the information about tides and our strategy for the next day, then the rest of the day we tried not to think about the race. It was quite difficult – I couldn't eat or sleep!

OY: You didn't eat?

ER: I barely ate for seven days, but particularly my breakfast before the medal race. It took me about an hour to eat one piece of pineapple.

OY: What was your strategy for that medal race day?

ER: We had to make sure the Dutch weren't first and we weren't last. So our goal was to push the Dutch as far back as we could in the first upwind; our aim was to round the top mark last and second last, so that if anything happened to us – capsize, disqualification – the Dutch would never be able to recover to first. They're a fabulous team, obviously – three-times world champions – so we just never let them go. It wasn't the prettiest of races, and we probably sailed pretty nervously, but we did the job. We rounded

the top mark last and second last, and we shouted to every boat that came up on us, "Go go go!" By the top mark, the job was done; everyone was a long way ahead and we just made sure to stay near the Dutch and not to do anything stupid for the rest of the race.

OY: Were the Dutch your greatest rival for the race?

ER: the Japanese and the Swedish surprised me. I had thought the Japanese would win medals for sure. Maybe they were victims of the 'first Olympics syndrome'. The Dutch weren't the team I would've picked to get a medal, purely because they're not suited to those conditions in Qingdao. But then it became clear how hard they've been working and that it was going to be a two-horse race between them and us. Every time we thought we were clear, we'd look back and we'd see the Dutch. Even when they were a long way back, we'd look again, and say 'there's the Dutch *again!*'

The second last day of racing, we came from a long way back in both races to finish second and fifth, and I think that broke their morale. The last day, they were using quite extreme tactics when we were following them. We just played our game and never let them out of our reach. Sometimes their extreme tactics paid off and they would gain a lot from a long way back; we had to be careful, because in the Europeans we tried to get more points on them on the last day and ended up blowing it all together, so it's a real trade-off banking what you've got and trying to get a little bit more.

OY: What kind of extreme tactics?

ER: They were very extreme left or right, one way or another, whatever our position, they would go for the big gains. In the 2nd last race, I think they went from 15th to 4th...

OY: ...That must've given you a shock...

ER: ...yeah, I couldn't believe it. Luckily we finished 3rd. I'd thought, 'Yep, we've got them, they're way back', then all of a sudden, out of nowhere, here come the Dutch *again!*



The beaming gold medallists at Hamilton Island.

Photo: Andrea Francolini / Audi

OY: Tell me about what you did to prepare your mental state.

ER: The Olympics are a psychological game, there's no doubt about that. Six months out, we were meeting with the team psychologist. There's a stigma attached to dealing with psychologists but it's not about being crazy; it's about identifying your weaknesses and turning them into strengths. We said to her, "We don't want anything to surprise us when we get to the Olympics."

Because it was our first Olympics, there was the danger of being overwhelmed. So we talked about learning to trust that we'd done all the work over the last five years. The psychologist kept telling us, "You have the expertise to do the job. Every situation that may come up at the Olympics, you would've been in it before, so your expertise and nothing else should guide you in your decisions".

So that's what we tried to do. It was amazing, I don't think we've ever raced better. Everyone tells you you're going to race worse at the Olympics but for us it was the reverse. Psychologically, I felt like we were in much better shape than anybody else, that we had a much better approach than anybody else and that nothing frazzled us. Regattas are never won when you're coming first and finish first. On the 2nd last day, we were 15th or worse in both races, but we finished 2nd and 5th, and that was really the day that won us the event, I think. You have to have the ability not to give up. It's very easy to resort to extreme tactics in those conditions and just hit a corner, in sailing-speak. But we had learned to trust our decisions and trust our speed and we would peg the boats back slowly and end up finishing in a good position.

OY: Tell me about your relationship with your crew Tessa Parkinson.

ER: We'd known each other for 10 years before we started sailing together. We were rivals: two of the best girl sailors in Western Australia, both sailing for rival private girls' schools. But finding the right team to work is the

single most important thing that you can do. The bond between us is one of our biggest strengths.

OY: Australian women athletes did particularly well in Beijing and I wonder whether that's by chance or whether they had a mental attitude that the men didn't.

ER: I'm not sure. The women who did well in Beijing were young, and I wonder whether girls have a more mature approach to things. I feel like my career in sport is potentially shorter than it is for men, and that women have more limited opportunities – for example, much as I would like to sail the America's Cup, the reality is it would be difficult for me to do something like that because of my size and also, I think, there is a bit of a gender bias in that sort of sailing. So maybe, and this is only speculative, but maybe we put a little more into it, and maybe women are a little more pragmatic about it, knowing that we've got a smaller window of opportunity. It's great we gave Stephanie Rice the honour of carrying the flag. I heard it was the first time that a woman's carried it, and if so that really surprises me. I think it's an appropriate acknowledgement of the fact that the women did well.

OY: A gold medal at the Olympics is the highest accolade in sport. So what next for you?

ER: Having enjoyed the Olympics that much, and being so young, I'll certainly be looking at London closely. Right now, though, I'm taking a year off. There're a million other things I want to do with my life and there's more to life than sailing. Having said that, I will definitely sail the Worlds in Copenhagen next year. Then, hopefully, we'll be in London in four years. ○

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Moody 45DS



Photo: Courtesy of Windcraft Australia



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FROM A BRAND THAT EMBODIED TRADITION COMES A NEW BOAT AS UN-TRADITIONAL AS YOU CAN GET.

By Barry Tranter

Peter Hrones can't believe his luck. When he began importing Hanse yachts, a little-known German brand, he knew it would take a while for the Australian public to get to know the name and to accept Hanse's dramatic styling. In time, they did both.

The Hanse company became very successful in a very short time. They bought up the Fjord powerboat company and, more recently, Britain's Moody Yachts, who have been messing about in boats for 150 years or so.

Moody had built classic, expensive cruising yachts designed by Bill Dixon. But Hanse decided to pursue a modern look in the Hanse style. So, after consulting with Moody owners, Bill Dixon designed the Moody 45 DS (Deck Saloon).

The 45 straddles a lot of design concepts. The deck saloon is pure powerboat; galley and saloon are set aft for instant access to the cockpit through sliding glass doors. On the lower deck, she has three cabins and two heads.

Beneath the cockpit is an engine-room, not a big one, but a room nonetheless. The designer gave her Hanse's trademark rig with self-tacking headsail.

The Moody's aggressive looks are unmistakable. The sight of the Moody's bow charging at him intimidated one photographer working from a runabout. The similarly assertive Fjord powerboat looks like Darth Vader's gunship.

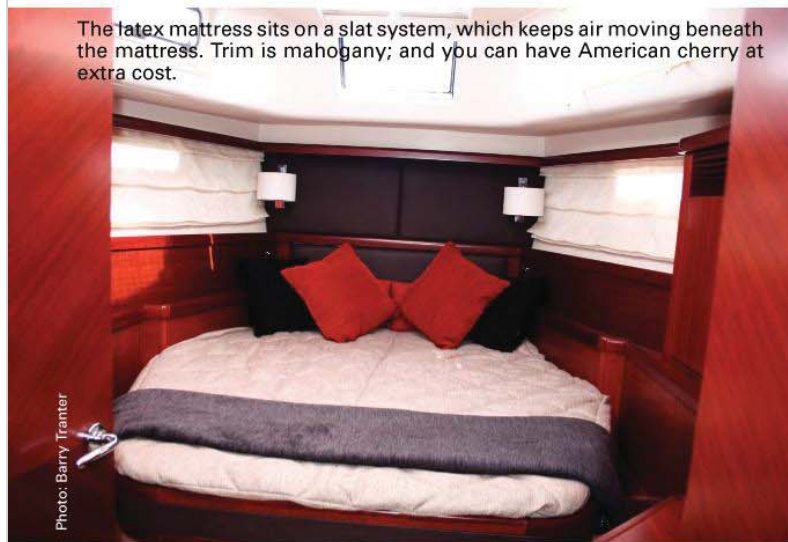
The Moody's hull is an unusual combination of features. It is beamy with a wide stern. She has a relatively shallow keel (1.99 metres) with low aspect ratio (a lifting keel is listed) and twin rudders. An old-fashioned, full-length

THIS BOAT IS IMPOSSIBLE TO SUMMARISE BECAUSE IT CROSSES SO MANY BOUNDARIES. IT IS A LUXURIOUS PLATFORM FOR SOCIALISING OR FAMILY SAILING, IT IS VERY EASY TO USE AND IT IS SWEET TO SAIL. IT HAS ATTRACTED THE ATTENTION OF POWERBOAT PEOPLE AND CATAMARAN OWNERS BECAUSE IT OFFERS SUCH GREAT SOCIAL BOATING.



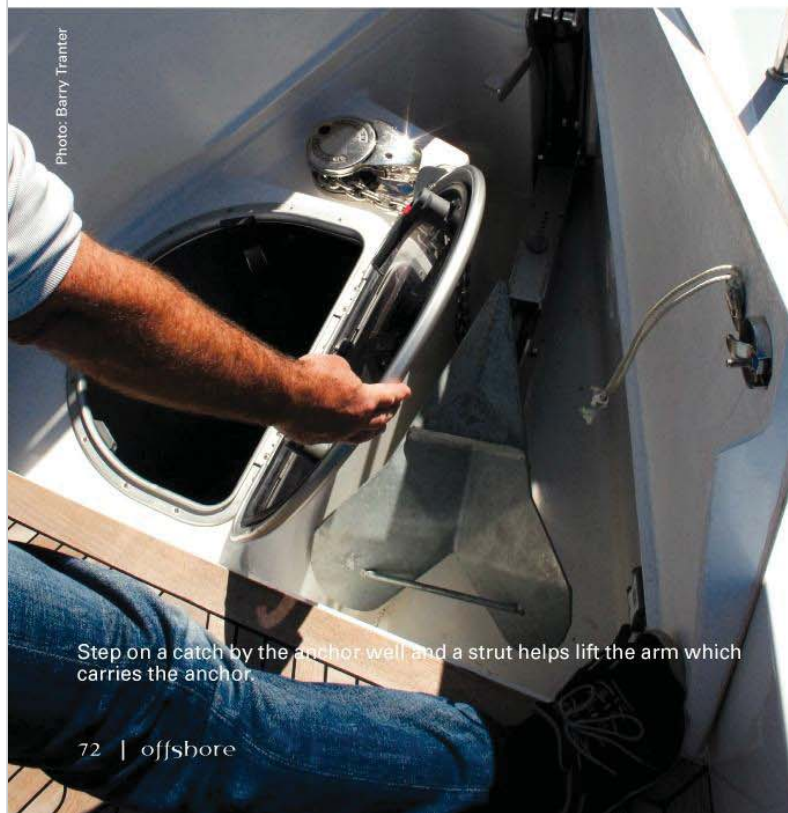
The dinette table folds up; the centreline seats have a mechanism that allows them to be slid in and out. Red upholstery is standard.

Photos: Barry Tramer



The latex mattress sits on a slat system, which keeps air moving beneath the mattress. Trim is mahogany; and you can have American cherry at extra cost.

Photo: Barry Tramer



Step on a catch by the anchor well and a strut helps lift the arm which carries the anchor.

skeg houses the prop shaft. The coachroof provides so much buoyancy that the boat has no stability when capsized; if knocked down it will pop straight up again, though presumably you should have the sliding doors closed. The safety glass is laminated at extremely high pressure for safety.

This is one European boat whose layout may have been designed for warm climates. As on some powerboats and many catamarans, the Moody's galley and bar are aft, so saloon and cockpit become one large entertainment area, all on one level, a phrase that crops up often in the promotional literature. Peter Hrones tells me some owners have asked for clears to be fitted to the coachroof 'wings' to shelter the cockpit sides. Overhead in the cockpit is a large, sliding sunroof, electrically powered if you tick the right options box.

On the lower deck are the three cabins and two bathrooms. The master cabin is forward, with island double, makeup/office desk and plenty of stowage. You can lie in bed and watch the heavens (or the sails) through the overhead strip of glass (windows and hatch). You can have 50 per cent shade or a full blind.

The ensuite bathroom has the best shower recess in the business; the wall is curved so you can brace yourself comfortably if you want to shower at sea.

The portside cabin has a longitudinal double berth. In the starboard cabin the double berth is athwartships, but you can order a longitudinal double with a cutout for easy access. This cabin shares the boat head, where the shower is of the pull-out variety. Both toilets are electric. Fresh- and salt-water flushing is available. This is a clever idea; salt water gets on the nose after a while, so it makes sense to flush with fresh occasionally.

In the saloon, the navigation area has a half-chart table forward. Peter and Bob Vinks tell me this is where they skippered the boat on a cold night-time delivery trip. The boat shown here (hull #1, incidentally) has the optional triple engine controls (standard is a single lever aft) so you can sit at the comfortable seat and steer with the autopilot repeater.

The deck area and detailing are pure superyacht. Sculpted cleats – three each side – pop up from the gunwale. The jib-furler is out of sight, the chainplates are recessed, and all control lines run beneath mouldings. The anchor – a 55-pound Lewmar plough – is out of sight. Open the anchor locker hatch, step on a catch and a strut helps lift the arm which carries the anchor. You swing the arm through 270 degrees till horizontal, then lower and retrieve in the usual way, with an electric windlass if needed. The arm helps keep the flukes clear of that vertical bow. Standard equipment is 60 metres of stainless steel chain.

The mast is by Selden, as is the rod kicker. Deck gear is by Lewmar; so are the winches, #54 self-tailers.

The cockpit is perfect. You can sit three either side on the upholstered settees, plus two in the helm seats. The cockpit table is moulded, with a



Photo: Barry Tranter

To steer, you can sit in a comfy seat or right out on the gunwale. Note the instruments in the coachroof's trailing edge.



Photo: Courtesy of Windcraft Australia

THE DECK AREA AND DETAILING ARE PURE SUPERYACHT. SCULPTED CLEATS – THREE EACH SIDE – POP UP FROM THE GUNWALE. THE JIB-FURLER IS OUT OF SIGHT, THE CHAINPLATES ARE RECESSED, AND ALL CONTROL LINES RUN BENEATH MOULDINGS.

very large drop leaf either side. Handholds are plentiful.

The skipper has two cushioned seats. The plotter is mounted on the aft face of the cockpit table but the instruments are in the lip on the coachroof immediately in front of each helm station on the skipper's eye level. Very neat.

Between the helm stations are two huge locker lids. Open them, lower the boarding platform, and there is the dinghy garage spanning the width of the hull. One reviewer managed to fit a 2.8-metre RIB in there with the tubes deflated. The outboard goes in a locker on the portside. Teak chocks under the starboard helm seat hold the life raft.

How does she sail? Remarkably well. You use the electric sheet winch to hoist the mainsail from its boom bag. Unfurl the headsail. All controls are led to a bank of clutches on the gunwale, so two winches are all you need; the self-tacking jib looks after itself unless you want to adjust the trim.

The sails, German Hoods, looked good. The latest generation of furling headsails with vertical leech battens set well and look better than the hollow leech style.

We saw 5.8 knots on the wind in 9.6 knots true, a figure supported by the polar diagrams. In a 20-25 knot breeze, Team Windcraft recorded 9.6 knots reaching under the asymmetric. They also got 7.9 knots at 40 degrees under full sail, a figure also confirmed by the polar figures.

The standard spinnaker pole stows on the mast but, as Bob Vinks points out, why would you use a conventional spinnaker when the asymmetric works so well?

As always with self-tacking headsails, the act of sailing is very, very simple, very restful. The twin helm-seats are comfortable. The only blind spot comes from the cabin wall nearest the helmsman; visibility through the windows is

very good. You can sit right outboard and watch the tufts, too.

The steering is unbelievable. Twin pedestals tend to add friction and twin rudders add weight; this Jeffa rack-and-pinion system manages to be light while retaining great feel.

This boat is impossible to summarise because it crosses so many boundaries. It is a luxurious platform for socialising or family sailing, it is very easy to use and it is sweet to sail. It has attracted the attention of powerboat people and catamaran owners because it offers such great social boating. But experienced ocean sailors and ocean race veterans have also shown interest in the Moody 45 DS.

This is a 60-footer in a 45-footer's body, with one-level living area and a separate deck for sleeping. It's safe for kids, gentle on older folk, and sails so well the skipper will always be entertained. As I said at the start, Peter Hrones cannot believe his luck. But, he may retort, luck has nothing to do with it.

For further information contact Windcraft Australia Tel: +61(0)2 9979 1709 or visit www.windcraft.com.au ○

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6+	BERTHS
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60l	FUEL
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SPEED, SPACE AND *style*

SEAWIND'S FOUNDER BEGAN MAKING CATAMARANS IN 1982. HIS 26 YEARS' EXPERIENCE IS EVIDENT IN SEAWIND'S MOST-ADVANCED BUILD TO DATE, THE SEAWIND 1160.

By Rob Mundle

THIS IS A PRODUCT THAT IS VERY LOGICAL FOR THE MARKET, AND APPEALING IN MANY, MANY WAYS. I WAS DESTINED TO REALISE THAT THE 1160 WAS LIKE A GOOD WINE IN A VERY DIFFERENT BOTTLE.



The 1160 combines the best features of the 1000 and the 1200.

You walk into the local wine shop and scan the shelves, all heavily laden with wines ranging from excellent to far from excellent, and one label emblazoned with gold medals leaps at the eye. However, while the medals are reassuring, there is no guarantee that this particular wine will satisfy your palate; you need to sample it. So you buy it and try it.

It's a similar set of circumstances when it comes to the Seawind 1160 cruising catamaran. The front cover of the brochure promoting this yacht features six gold accolades from Australia and the USA, all recognising it as one of the best boats going around. That in itself is impressive, as is the fact that more than 80 have been sold since its release four years ago (numbers that would certainly please any monohull yacht builder or distributor in this country). But, as was the case with the wine, the question remained: Would the Seawind 1160 live up to its credentials?

I had to try it.

First up, it must be said that some people, including me, might not see the proportions of the Seawind 1160 as totally appealing, but as I was soon to discover, you have to look way beyond that. This is a product that is very logical for the market, and appealing in many, many ways. I was destined to realise that the 1160 was like a good wine in a very different bottle.

This yacht is part of a remarkable success story in production yacht building in Australia, all because of the energy, dedication and vision of one man, the company's founder and managing director, Richard Ward. Since 1982, when he started building the small Maricat off-the-beach catamarans, he has concentrated on the multihull market. He has seized opportunities, survived the downturns that have ended the run of so many other boat builders, and created a palatable range of cruising yachts that the market wanted.

Ward, a man who in his younger years gained considerable experience racing and cruising monohulls to many points of the globe, moved into producing larger cruising catamarans in 1987 with the Seawind 24, a design that was soon recognised as an international success with some

350 sold in Australia and beyond. The Seawind 850 came in 1991, the Seawind 1000 in 1994, and then the 1050 and 1200 in 1998.

In 2004, with nearly 600 Seawinds from across the range already launched, Richard Ward packed all his expertise and knowledge into one boat, the Seawind 1160. It was a concept that the market was obviously waiting for; it enjoyed instant success and now, four years later, one 1160 is being delivered every two weeks.

For the most part, the 1160 represents a blend of the best design features to have come out of the 1000 and the 1200. It also reflects Ward's ongoing desire to listen to his clients and then incorporate into the planned product qualities that would hold wide market appeal.

On the latter point, it was very satisfying to step aboard the 1160 on Sydney Harbour and immediately realise that this boat displayed many of the ideas that I would today incorporate into a new offshore cruising catamaran, having already built a 43-footer some years ago. *Catamundle pigeons*, a fast cruiser/racer, was my first venture into large multihulls after years of racing monohulls offshore. It was a boat that incorporated many efficient monohull ideas, particularly when it came to rig, deck layout and sails, but in being a multihull first-timer the one thing I didn't do was take full advantage of the potential that a cruising catamaran design offered, especially when it came to internal volume. The Seawind 1160 certainly does this.

With Seawind Catamarans' marketing manager, Brent Vaughan, as my host, it proved to be an ideal day for a sailing test – there was a brisk 15-20 knot south easterly blowing across Sydney Harbour. Also on board were Royce Black, (who is the full-time delivery skipper for Seawind) and the owner of this newest Seawind 1160, John Walker, from Melbourne, along with his family. Our outing was to be the yacht's final shakedown before it turned right out of Sydney a few days later and headed for its new home port.

Space, glorious space, and light, lots of light, were the immediate impressions that claimed my attention after I climbed the aft stairs leading



Plenty of space in the saloon, and plenty of light through the big windows.



Putting the galley in the starboard hull means the owner gets the entire port hull to him/herself.



The triple doors between the saloon and cockpit can be retracted into the cockpit roof, creating one huge, level living area.

to the cockpit. There were many reasons for this – a sensibly planned and uncluttered cockpit with nicely located dual helm stations, but more importantly a 2.3 metre wide entrance into the main saloon – it was indoor/outdoor living as you want it; an outstanding feature that was created through the cleverly designed triple doors leading to the saloon. The two outside doors fold over the middle one so they can then be retracted ever so neatly into the cockpit roof. Equally impressive was the size and area of the windows in the main saloon. They let the outside world come into the boat and delivered 360-degree views no matter where you were located in the cockpit or main saloon.

Once inside the saloon the spaciousness of this design was quite enthralling. Ward and his designers have fully embraced the benefits that can come from gunwale to gunwale accommodation, and it all leaps to life with the use of large windows wherever possible.

I was immediately in a comfort zone – images of being laid back and totally indulgent in a secluded tropical anchorage came to mind, but there was a nice breeze beckoning there and then; it was time to sail...

Hassle-free was the only way to describe the sail setting procedure. With the mast having an external track, and each full length batten carrying a batten car on the luff, the mainsail snaked its way aloft ever so easily – there was an electric winch fitted to make life even easier. Next, the self-tacking jib was unfurled and we were off.

I could go into a lengthy dissertation about how nicely the yacht handled on the day – surprisingly responsive to the helm; satisfying when it came to speed; very well balanced, as was apparent by the smooth and effortless way it tacked; and it went upwind in a very efficient manner. Later, a smart run under gennaker from Rose Bay, west towards the

harbour bridge, brought more pleasure. But even more notable was how effortless it was to reef the mainsail; using an uncomplicated single line system, Royce had a reef in place in 35 seconds. And, there was never any need to leave the cockpit as all control lines lead aft.

What about a real test, though, a trans-ocean experience with an 1160? Well, in recent months there have been two achievements of note. In August the Seawind 1160, *Caprice*, owned by Americans Dan and Carol Siefers, docked in Sitka, Alaska, after a cruise of more than 10,000 nautical miles from Sydney that took in nine tropical islands dotted across the Pacific. They described the last leg, covering 2,700 nautical miles and taking 18 days from Hawaii to Sitka, as “the perfect crossing”, and “relatively uneventful ... days of great sailing in 20 to 28 knot winds.”

At the other end of the scale was the 200-nautical-mile passage experienced by Alec and Ann Waring with their 1160, *Shamal*. It took them from Napier, on the east coast of New Zealand's north island, around to Wellington, and they found themselves trapped by some unexpected bad weather. They copped one gust of 53 knots while offshore, but it was coming into the harbour at Wellington in huge seas that things became really interesting: “We turned to starboard and commenced our approach”, said Alec, who is a commercial jet pilot. “With the engines at idle, bare poles and 50 knots plus up our stern, *Shamal* was doing 10 knots. Surfing off one wave we got up to 20 knots plus, and we were on that wave for several hundred metres. We don't know what our maximum speed was, however the maximum wind gust was 60.8 knots. We were never in danger of pitch poling as the bows never dug in, even a little. I made sure to keep up our speed by catching a wave and veering off. After a few more big waves we were inside the harbour. The good news is that Ann still



wants to go sailing, but not quite in those conditions”.

That tells you plenty about the Seawind 1160 when it comes to being offshore. Without doubt, one of the reasons for it not nose-diving is the step that is built into each hull to provide greater reserve buoyancy, and the shape of the underside of the wing deck.

The design comes in three models – the three-cabin island bed layout, the three-cabin regular layout, and the four-cabin charter layout. The test boat was the island bed layout, and for me this is the best. It means that the owner gets his/her privacy by having an entire hull as dedicated accommodation. It's roomy, comfortable and functional, and the island bed in the forward

cabin can be accessed from either side. In this configuration the entire aft cabin becomes a large bathroom/toilet while in the starboard hull there are two queen-size doubles, a well-planned galley amidships and a bathroom with shower and toilet forward. Another nice feature is that the layout makes it possible for whoever is in the galley to remain in touch with social activities in the main saloon and cockpit. The table in the saloon is also a smart element in this yacht; it's multi purpose – dining table or coffee table, and it also converts into a neat double bed, should that ever be needed.

Cross ventilation is another big plus. There are two large forward opening hatches fitted into the windows in the main saloon and two big hatches in the windows of each hull – just what you need to keep those refreshing summer breezes fanning through the boat.

Access to the foredeck from the cockpit is excellent, and there is plenty of space forward for sunning oneself, or just lazing about while enjoying cocktails at sunset.

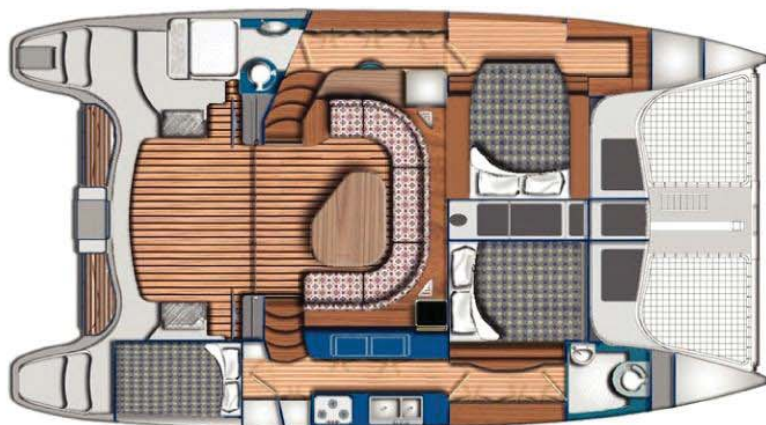
The 1160 also gets another big tick for having dual helm stations, and there is the ideal amount of vision through the saloon windows to both bows, a feature that makes docking even easier. Engine propulsion comes from two 29hp Yanmar diesel Sail Drives.

Yes, it was a nice day at the office the day I sailed the Seawind 1160 as I came away all too aware of why there are already 80 happy owners across the world.

Those accolades on the brochure were certainly justified.

For further information, Tel: +61 (0)2 4285 9985 or visit www.seawindcats.com

TECHNICAL SPECIFICATIONS



11.6m	OVERALL LENGTH
11.3m	WATERLINE LENGTH
6.5m	BEAM
1.1m	DRAFT
7 tonnes	DISPLACEMENT
0.73m	UNDERWING CLEARANCE
Cable Steering	STEERING TWIN HELMS
2 x 29hp Yanmar	DIESEL SAIL DRIVES
360l	FUEL
700l	FRESH WATER
240l	HOLDING TANKS
\$570,000	PRICE INC.GST

Sailing Maine

Camden schooners.

SHELL HEAPS REVEAL THAT INDIANS HAVE BEEN VISITING MOUNT DESERT ISLAND OFF THE COAST OF MAINE IN THE US FOR ABOUT 6,000 YEARS, AND WITH GOOD REASON: THE ISLAND'S MIX OF HISTORY, SEASONAL COLOURS, PINE TREES AND LOBSTERS GIVE IT A CHARM ALL ITS OWN.

Words and photos by Karen Eriksen

We didn't actually eat a moose burger in our four weeks in Maine, but were told that the cute moose's meat is very lean and apparently a staple fare for some families on the outer islands of Penobscot Bay. It is a different world out there, real, completely removed from the glitz and glamour of New England's lower reaches. Rocks, pine trees, wooden houses and lobsterpots. Lots of those. And fog.

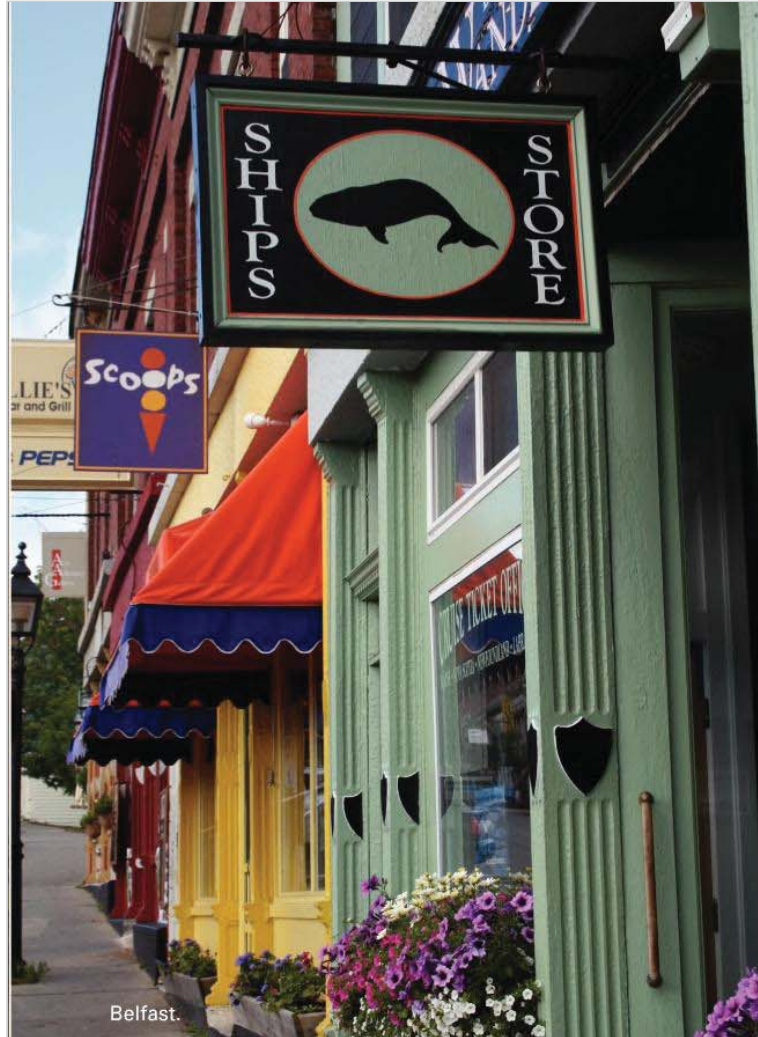
Maine's waters are some of the most spectacular cruising grounds in the world, where sailors can enjoy thousands of rocky islands, protected anchorages, charming towns and sheltered passages comparable to the Croatian coast or the Swedish archipelago. Kids and adults alike were thrilled to see ospreys, sea eagles, big seals, dolphins and pilot whales.

My husband John and I set off from the lovely Maine town of Camden with seven people on our Swan 46 *Senta*—our family of four including Finn, six, and Lizzie, three, my parents, and our friend Peter. We cast the lines off at midday

on a Friday at the end of June and in a gentle, 12-knot breeze, under big genoa and main, beam-reached all the way to Pulpit Harbor on Northaven Island just 10 miles away.

With *Senta* safely on a mooring, Finn drove the dinghy and us onto a pebble beach for some driftwood gathering. The sun had disappeared and it was bitter cold, confirming the local saying that 'if you don't like the Maine weather, wait ten minutes.' Right on dusk, the Camden schooners arrived one after another under full sail for the last night of their weekly tourist cruise. Anchoring an original 19th century schooner without an

MAINE'S WATERS ARE SOME OF THE MOST SPECTACULAR CRUISING GROUNDS IN THE WORLD, WHERE SAILORS CAN ENJOY THOUSANDS OF ROCKY ISLANDS, PROTECTED ANCHORAGES, CHARMING TOWNS AND SHELTERED PASSAGES COMPARABLE TO THE CROATIAN COAST OR THE SWEDISH ARCHIPELAGO.



Belfast.



THE THICKEST FOG ANY OF US HAD EVER SEEN HAD SETTLED ON THE HARBOUR. A DINGHY EXPEDITION WAS MOUNTED AND THE BRAVEST OF US VENTURED ASHORE. THERE WAS FOG IN THE STREETS, ON THE HARBOUR PARKING LOT; YOU COULDN'T SEE A THING.

engine in a tight spot requires a lot of skill and was exciting to watch.

Perry Creek on Vinalhaven Island, our next stop, was highly recommended by the locals for its natural beauty. In the entrance, an osprey nest with bird in residence fascinated everyone. However, a few minutes later when we were safely on the mooring, we agreed it was too cold to enjoy the scenery.

The next morning, we had our first taste of the big, white nothing. Apparently due to the long, cold winter, it was a bad fog season. The fog was thick and we were nervous. Peter and I were peeping into the fog air in the cockpit when another boat confidently motored past us. We weren't too proud to ask for help, and without hesitation made a quick inquiry about their destination, which turned out to be close to ours, so we dropped the mooring and were on their tail. Our guides, an elderly couple, slowly motored from buoy to buoy close to the shore. It was scary to us fog novices. We could have stayed, but the German half of our crew wanted to get back to Camden to watch Germany lose against Spain in the final of the European Soccer Championship.

The dense fog in Camden's harbour delayed our start again the next day and it wasn't till around 11 that we set off into a misty sunshine. The cruise to Carvers Harbor on Vinalhaven Island was only 12 miles, and we tacked into a nice, fresh southeasterly breeze all the way there. The guidebook described it as "essentially a lobstering town, not a yachting town or a vacation town. No effort is made to accommodate yachts or yachtsmen", which was fine by us. We wanted to see the real America. Later in the trip,

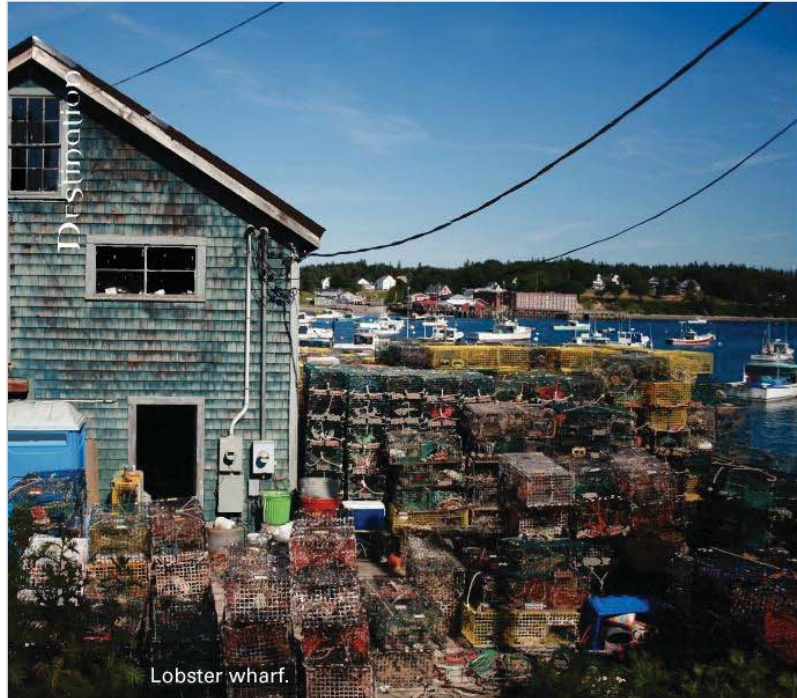
a fellow yachtie incredulously asked us, "You went into Carvers Harbor? Nobody I know has ever gone in there. What was it like?"

It started out fine but by day two it had the feel of "Deliverance". Entering the harbour, we had a lucky break in a packed bay with wall-to-wall lobster boats. A lobsterman called Derek came out in his tinny and showed us a seaweedy mooring that hadn't been used in a while. When \$30 had changed hands, Peter hopped into our benefactor's dinghy and a few minutes later came back with a bucket full of fresh lobsters, caught that day, for \$5 a piece.

Carvers Harbor in sunshine was beautiful and quintessential Maine. A racing green Hinckley picnic boat drove by, passing wooden wharfs on stilts, clapboard houses with mountains of lobster pots on front of them. A seal swam past *Senta* and looked at us curiously with his round brown eyes.

Next morning, no picnic boats in sight. No boats in sight, really. The thickest fog any of us had ever seen had settled on the harbour. A dinghy expedition was mounted and the bravest of us ventured ashore. There was fog in the streets, on the harbour parking lot; you couldn't see a thing. Motoring back along the grey, forlorn wharfs, John was trying to keep a steady direction in order to find *Senta* out there in the bay, somewhere. "For future reference take a compass", the skipper admitted. Finally, we found her. We decided to stay put until the fog lifted, having seen substantial reefs on the way in. Not even the lobstermen went out that day.

A lot of agonising went on about where to spend the 4th of July, Independence Day in the USA. Nothing could compare to the circus we'd



Lobster wharf.



RIGHT ON DUSK, THE CAMDEN SCHOONERS ARRIVED ONE AFTER ANOTHER UNDER FULL SAIL FOR THE LAST NIGHT OF THEIR WEEKLY TOURIST CRUISE. ANCHORING AN ORIGINAL 19TH CENTURY SCHOONER WITHOUT AN ENGINE IN A TIGHT SPOT REQUIRES A LOT OF SKILL.

experienced at Provincetown, Cape Cod the previous year, but still, we thought it would be nice to find some celebrations up here. In Southwest Harbor on Mount Desert Island there might be the chance of a party. It was a long day in variable winds and a choppy sea to get there.

Mount Desert Island (some pronounce it the French way: de-ZERT) had been the local Indian population's summer holiday camp even six thousand years ago. It later became a favourite destination for artists, journalists and certain affluent families like the Rockefellers. Today Acadia National Park offers holiday pleasures to everyone. Southwest Harbor is the home of the famous Hinckley yard and Dysarts Great Harbor Marina is one of the few sizeable marinas in the area. At the 4th of July barbecue at the marina we met a lot of nice power boaters from Florida and Carolina, ate hot dogs and ribs and soon sang Happy Birthday for a blonde labrador named Uncle Sam, followed by birthday cake for the dog.

From Northeast Harbor, we took a bus across the fjord-like Somes Sound to Bar Harbor, the main tourist centre of Mount Desert Island, if not Maine. From the bus we could see some of the island's impressive mountains and lakes and admire the summerhouses of the rich and famous.

The next day, we had another sail in bad visibility. In Winter Harbor, the fog settled in. The yacht club's heated pool was included in the mooring fees and immediately became a hit with kids and adults alike. On day two in thick, chilling fog the decision had to be made whether to continue in the mostly foggy conditions into the notorious Bay of Fundy with its ripping tides toward Nova Scotia or head back and hope for less fog and some sunshine closer to the mainland. Setting out without visibility didn't make us nervous any longer. Radar and computer navigation worked well.



Camden schooners.

But motoring around in damp, cold fog dodging lobster pots without even seeing the lovely islands was not our idea of a summer cruise. We wanted balmy evenings in the cockpit, not huddling under the back dodger like penguins. So back it was. Returning to Southwest Harbor, the managers of Great Harbor Marine Jane and Micah and their son Jacob, who is Finn's age, greeted us like family and soon we were in Jane's car on the way to Echo Lake for a very cold swim.

The fog had lifted and Frenchboro on Long Island turned out to be another highlight of the trip. With only one ferry connection a week, it attracts no tourists and has only 65 inhabitants all year round. There was lobster wharfs, lobster boats and lobster pots. To get there, we motored into a solid 30-knot headwind. The skipper was not happy to see other boats beam reaching to other destinations.

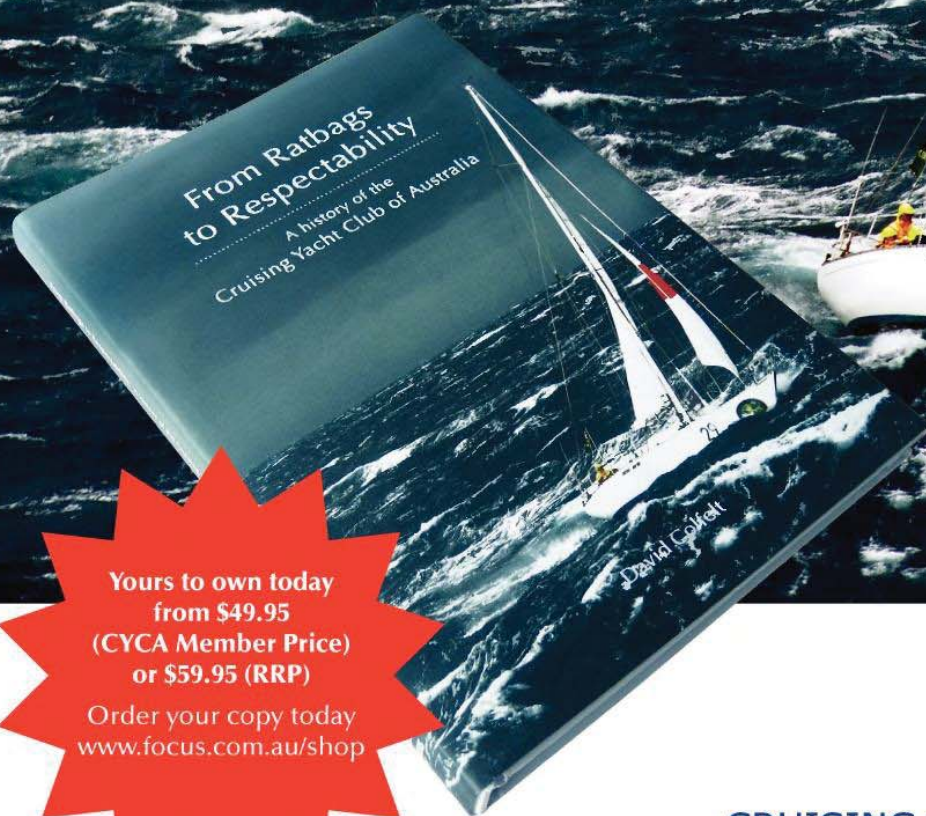
The little community with its museum, white church and schoolhouse and a tiny shop was extremely welcoming, we ended up sitting in front of the shop with lobsterman Ski and his colleagues all afternoon, hearing about lobster fishing and moose shooting while the kids played with the local gang. Ski told us that he went moose shooting once a year with a friend and one animal cut up into moose burgers and steaks lasted two families a whole year. A different world. ○

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The *Wolf*. You can see the *Wolfchen* ('wolf cub'), the seaplane she carried for spotting enemy shipping, in the air above her.

PROWLING WOLF

By Jenifer Wells

Photo: Australian War Memorial Negative Number H13505

NOT MANY AUSTRALIANS REALISE THAT AN ENEMY MERCHANT RAIDER WAS STALKING THE EASTERN AUSTRALIAN COASTLINE DURING THE FIRST WORLD WAR.

The distinctive red granite lighthouse marking Gabo Island is a welcome sight for many sailors completing a passage across Bass Strait on their way to Eden. However, next time you are sailing past the southeast tip of Victoria, spare a thought for the little-known fact that it is the place where World War I came closest to the Australian home front.

Merchant vessels were vital to Australian commerce during the period because of the lack of alternative infrastructure. Most vessels had also been commandeered for the various European war fronts. The loss of a precious freighter could have a major impact on the ferrying of essential supplies around the nation; particularly to Western Australia, which was heavily dependent on sea cargo from the eastern states.

One of the few freighters still plying Australian waters, the SS *Cumberland*, was sunk off Gabo Island on 6 July 1917. Initially considered to be the result of an internal explosion, it took two months for authorities to investigate due to the lack of available vessels. During this time, news arrived that two vessels had also been sunk in New Zealand waters and that the passenger ship *Mutanga* had disappeared en route from Australia to New Guinea.

Wartime authorities started to piece the puzzle together and suspect that an enemy ship was operating in the South Pacific. Suspicions were furthered when it was discovered that the partially submerged *Cumberland* was the victim of an enemy minefield laid off Gabo Island.

Armed merchant raider ships were used by the German navy to surprise and attack commercial vessels in allied waters during WWI. Disrupting commercial trade could have a significant effect on the allied home fronts as well as securing vital supplies such as coal and much needed metals to contribute to the German war effort. The merchant raiders were disguised as non-combatant vessels so that they could approach commercial ships

until it was too late for their prey to flee from their concealed cannon, guns and torpedoes.

In order to avoid panicking the nation with news that an enemy vessel was operating in the South Pacific, relatives of the 46 crew and passengers on *Mutanga* were told that she had probably been lost due to savage storms. However, secret news that she had been captured by German raider *Wolf* arrived via a message in a bottle found in the Celebes. Remarkably, prisoners threw the bottled message overboard, describing how the enemy merchant raider had stalked *Mutanga* up the northern Australian coast. Once captured near New Guinea, prisoners and her cargo of coal and liquor were transferred to *Wolf* and *Mutanga* was scuttled off a remote island.

The tale contained in the castaway bottle detailed the German raider's voyage across the Pacific and outlined that *Mutanga's* fate was not unique. *Wolf* was very successful in its mission, sinking over 35 trading vessels and two warships. She laid extensive minefields off Sri Lanka, India, New Zealand and Australia. She managed to evade the British blockade a second time, returning to Germany near the end of the War in 1918 with 467 prisoners and a rich prize cargo of precious metals. All crew were hailed as heroes and the Kaiser decorated the Captain with Germany's highest honour.

Wolf was also unique as she was the first merchant raider to use a scout plane, nicknamed 'Wolfchen' ('wolf cub') by the crew, to search for victim vessels to intercept and attack for valuable coal and cargo.

A history detailing the extraordinary voyage of the German Raider *Wolf*, which completed the longest voyage of any ship during WWI, is soon to be published by Random House. Peter Hornan, whose uncle was a prisoner of war on *Wolf*, has joined forces with journalist Richard Guilliat to bring the fascinating story to life. ○

THE WING KEEL WONDER FROM DOWN UNDER

– 25 YEARS ON!

By Peter Campbell

Many Australians can clearly remember (perhaps hazily for some, after the nation-wide celebrations) where they were on that historic day, 26 September 1983, when *Australia II* sailed to victory in the America's Cup off Newport, Rhode Island.

I can vividly recall where I was: aboard a rusty vessel called the *Hell Cat*, packed with journalists and commentators from around the world to watch the seventh and deciding race of the 25th Challenge for the America's Cup between John Bertrand at the helm of *Australia II* and Dennis Conner, steering *Liberty*.

The final race out on Rhode Island Sound was an extraordinary climax to an extraordinary summer in the historic seaport town of Newport that predates the American Revolution by one hundred years, and on the open waters of Rhode Island Sound. It was a summer of great secrecy, alleged spying, legal challenges, vitriolic attacks on the credibility of designer Ben Lexcen, suggestions that the New York Yacht Club might withdraw from the Cup, climaxed by the remarkable final race comeback by *Australia II* to win on the water.

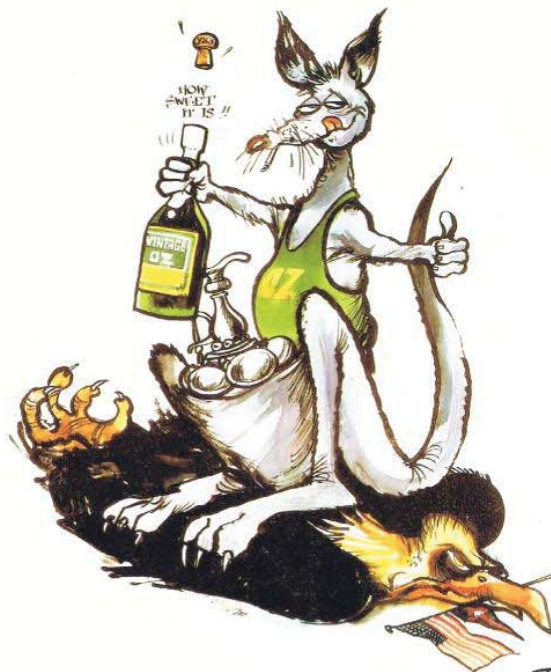
Alan Bond, back for his third tilt at the 'Auld Mug', his skipper John Bertrand and his designer Ben Lexcen headed an Aussie assault that had never reached such heights of intensity and fierce rivalry. The cloak of secrecy that surrounded the controversial keel allowed the Australians to keep the tension and pressure on the Americans at fever pitch.

After losing the first two races, *Australia II* fought back to level at three-all in the best-of-seven Challenge Match. Newport, Rhode Island erupted, as did Australia and the world media. After two windless days, the "race of the century" got underway in a light breeze at 1.05pm on 26 September 1983 with some 1500 spectator craft surrounding the course area.

Aboard the *Hell Cat*, the media had a privileged place astern two Coast Guard cutters, giving us a relatively close view of the race tactics as these two magnificent 12-metre yachts and their crews duelled for the world's oldest sporting trophy.

With *Liberty* 57 seconds in front at the last windward mark, all looked lost for *Australia II*. Then, we watched in awe as the Australians performed a beautiful bear-away spinnaker set and, sailing faster almost dead square, began to close the gap.

I will never forget that moment as the big white kite with its green and gold bars slid past *Liberty's* red, white and blue. Along with those back in Australia who had stayed up all night to watch the spectacle on television or listen on radio, I sensed



© Paul Roby, New York Post, 1983

PAUL ROBY ©1993

we were all part of history in the making.

But there was still another 4.5 nautical miles to sail and Conner launched a desperate and sustained tacking duel – 47 times he put *Liberty* about and 47 times he was met by the grim Australian defence.

Bertrand kept his cool and with tactician Treharne and navigator Grant Simmer accurately calling the layline, he spun *Australia II* into her final and winning tack of the 25th Match for the America's Cup Match – *Liberty* 41 seconds astern as the cannon fired aboard the finishing vessel *Black Knight*.

The "wing keel wonder from Down Under", representing the Royal Perth Yacht Club, had ended the longest winning streak in world sporting history – after 132 years, the New York Yacht Club had lost possession of the ornate silver urn won by the schooner *America* in 1851.

With the boxing kangaroo flag flying from her forestay, *Australia II* arrived back at her dock at Newport just after dusk amid incredible scenes of celebration. In a dramatic moment, the yacht was lifted out of the water and Ben Lexcen's winged keel was unveiled for all to see. One man paddled in on a surf ski, dressed in a tuxedo, plonked a bottle of champagne on the portside wing and raised his glass in salute.

Alan Bond and his team then trooped down narrow Thames Street to the Armoury, the media centre for the America's Cup. Surrounded by the racing crew and all the back-up men and women who had played such a key role in *Australia II's* win, Bond, Bertrand and Lexcen waited until a solitary figure came through the crowd to shake Bertrand's hand – the vanquished and lonely Dennis Conner.

While the five thousand Australians at Newport, Rhode Island, celebrated at famous watering holes such as the Black Pearl, Christie's and the Candy Store, the Aussie media worked on through the night to satisfy the demands of editors for story after story.

It was worth the wait for a celebratory drink, having reported on one of the greatest achievements in Australian, indeed, world sport. And I still have a commemorative tee shirt with my front-page story in a special 7am edition of the Melbourne *Sun-News Pictorial* printed on it! ○

The keel flap



AUGUST 25, 1983

THE PROVIDENCE JOURNAL, RHODE ISLAND, USA
FRANK GERARDI



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MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS

INTERNATIONAL RACES AND REGATTAS

JANUARY

Circuito Atlantico Sur Rolex Cup 16-25 January 2009 Buenos Aires, ARG & Punta del Este, URY
 Acura Key West 19-23 January 2009 Florida, USA
 Louis Vuitton Pacific Series 31 January - 14 February 2009 Auckland, NZL

MARCH

International Rolex Regatta 27-29 March 2009 St. Thomas, VIR

APRIL

Rolex San Fernando Race April 2009 Hong Kong, HKG

MAY

Tahiti Pearl Regatta 7-16 May 2009 Tahiti, FWF
 Top of The Gulf Regatta and Coronation Cup 1-5 May 2009 Jomtien Beach, THA

JUNE

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

JULY

Rolex Baltic Week 5-12 July 09 Kiel, DEU

AUGUST

Rolex Fastnet Race 9-14 August 2009 Cowes/ Plymouth GBR

OCTOBER

Les Voiles de Saint-Tropez 1-15 October 2008 Saint-Tropez, FRA
 M30 World Championship 1-4 October 2008 Newport, RI, USA
 Bermuda Gold Cup - World Match Race Tour 7-12 October 2008 Hamilton, BMU
 China Coast Regatta 10-12 October 2008 Hong Kong, HKG
 Rolex Middle Sea Race 18-25 October 2008 Valetta, MLT
 Rolex Osprey Cup 22-25 October 2008 St Petersburg, FL, USA

NOVEMBER

ISAF Rolex World Sailor of the Year Awards 11 November 2008 Madrid, ESP
 Transatlantic Maxi Yacht Rolex Cup 4 November 2008 Santa Cruz de Tenerife, ESP
 Raja Muda Selangor International Regatta 14-21 November 2008 Selangor, MYS
 Phuket King's Cup Regatta 29 November - 6 December 2008 Phuket, THA

DECEMBER

PIMEX 2008: Phuket International Marine Expo 4-7 December 2008 Phuket, THA
 Monsoon Cup - World Match Race Tour 9-14 December 2008 Kuala Terengganu, MYS
 Rolex Sydney Hobart Yacht Race 26-31 December 2008 Sydney, AUS

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AUSTRALIAN RACES AND REGATTAS

EVENT	DATE	YACHT CLUB	EVENT	DATE	YACHT CLUB
JANUARY			OCTOBER		
Rolux Sydney Hobart Yacht Race Prizegiving	1 January 2009	RYCT	Wednesday Summer Series begins	October 2008	RPEYC
Prince Philip Cup, International Dragon class	2-14 January 2009	RSYS	St Arnou Wednesday Twilight Series (non-spinnaker) begins	October 2008	CYCA
Pittwater to Coffs Harbour Race	2 January 2009	RPAYC	Spring Twilight Regatta	3-6 October 08	RSYS
Wrest Point King of the Derwent	2 January 2009	DSS	Sydney 38 & Sydney 32	3-6 October 08	RSYS
United Financial Services Sailing South Regatta	2-5 January 2009	RYCT	Rolly Tasker Sails Pittwater to Port Stephens Race	3 October 2008	SSAA
Etchells Australian Championship, Adelaide	9-16 January 2009	RSAYS	Short Ocean Pointscore Race	3 October 2008	MHYC
Mount Gay Monday Twilight Series resumes	12 January 2009	CYCA	41st Rubber Kellaway Plate	3 October 2008	MHYC
St Arnou Wednesday Twilight Series resumes	13 January 2009	CYCA	Blue Water Pointscore Race	10 October 2008	CYCA
RSYS Harbour pointscore resumes	17 January 2009	RSYS	48th Rob Robertson Memorial	10 October 2008	CYCA
Skandia Docklands Invitational	21-22 January 2009	RGYC	60th Kings Birthday Cup	10 October 2008	CYCA
Skandia Geelong Week	23-26 January 2009	RGYC	Flinders Island Race	10 October 2008	CYCA
173rd Australia Day Regatta, Sydney Harbour	26 January 2009	RSYS	Peppers Port Stephens Farr 40 Regatta	10-12 October 08	RSYS
Short & Ocean Pointscore Races for City of Sydney Cup	26 January 2009	CYCA	Twilight Series begins	10 October 2008	RSYS
Short Ocean Race	31 January 2009	CYCA	Ocean Pointscore Race, Port Hacking	11 October 2008	CYCA
FEBRUARY			Mount Gay Monday Twilight Series (spinnaker) begins	13 October 2008	CYCA
Hardy Cup Under 25 ISAF Grade 3 Match Racing	1-5 February 2009	RSYS	Gaffers Day	19 October 2008	SASC
Bluewater Pointscore Flinders Island Race	6 February 2009	CYCA	Short Ocean Race	22 October 2008	CYCA
Ocean Pointscore Race, Sydney Newcastle Race	7 February 2009	CYCA	X-Yachts & Bavaria Sydney Harbour Regatta	24 October 2008	CYCA
Milson Memorial Cup SOPS Race	12 February 2009	RSYS	Farr 40 Regatta	24-26 October 2008	RPAYC
Short Haul Race to Pittwater	13 February 2009	CYCA	Sydney 47 Regatta	25-26 October 2008	CYCA
Farr 40 Sprint Series	14-15 February 2009	CYCA	Hempel Paints Gosford to Lord Howe Island Race	25 October 2008	GSC
SOPS Race	21 February 2009	MHYC	Farr 40 Regatta	25-26 October 2008	CYCA
HANSA Regatta	22 February 2009	RANSA	NOVEMBER		
Farr 40 National Championship	20-22 February 2009	RSYS	Gascoigne Cup Short Ocean Race	1 November 2008	RSYS
SOPS Race	27 February 2009	CYCA	Beneteau Cup - Beneteau Regatta	6-7 November 08	
MARCH			Blue Water Pointscore Race	7 November 2008	CYCA
Stepping Stones House Regatta	4-11 March 2009	RSYS	46th Halvorsen Brothers Trophy	7 November 2008	CYCA
Audi Sydney Harbour Regatta, IRC/inshore classes	7-8 March 2009	MHYC	36th Woollahra Cup	7 November 2008	CYCA
SOPS Race	13 March 2009	RSYS	Cabbage Tree Island	7 November 2008	CYCA
Marinassus Women's Match Racing Regatta	14-15 March 2009	CYCA	Ocean Pointscore Race, Botany Bay	6 November 2008	CYCA
Mt Gay Round Top Jocks Regatta - invitation only	2 March 2009	CYCA	Rotary Regatta	13 November 2008	CYCA
Audi Sydney Offshore Newcastle Race			Short Haul Race to Pittwater in conjunction with RSYS Moma Cup,	13 November 2008	CYCA/RSYS
Tra le Winds Trophy, Four Jers Trophy	28 March 2009	CYCA	AUSPAC Yngling Women's Regatta	15-16 November 2008	RSYS
APRIL			Farr 40 Regatta	15-16 November 2008	CYCA
Final St Arnou Wednesday Twilight Race	1 April 2009	CYCA	Short Ocean Race	21 November 2008	MHYC
Final RSYS/RPEYC Saturday pointscore	4 April 2009	RSYS/RPEYC	Bavaria Yachts International Youth Match Racing Regatta	24-26 November 2008	CYCA
Autumn Championship Regatta, Eaton Cup, Etchells, Sydney 38s, Sydney 32s	4-5 April 2009	RSYS	Etchells NSW Championship	28-30 November 2008	GSC
Harken International Womens Match Racing Regatta	4-8 April 2009	CYCA	Short Ocean Racing Championship	29-30 November 2008	MHYC
International World Championship, Port Phillip, Melbourne	5-14 April 2009	RBVC	DECEMBER		
61st Brisbane to Gladstone Race	10 April 2009	QCYC	Final Mount Gay Monday Series before Christmas	1 December 2008	CYCA
MAY			Final St Arnou Wednesday Twilight Series before Christmas	3 December 2008	CYCA
Audi Winter Sunday Series begins	2 April 2009	CYCA	Short Ocean & Ocean Pointscore Races	3 December 2008	CYCA
JUNE			David Burke Memorial Trophy	3 December 2008	CYCA
Audi Winter Series continues	June 2009	CYCA	SIR Regatta	6-9 December 2008	YNSW
Gill Two Islands Race	June 2009	SSAA	Olympic & Youth Classes	6-9 December 2008	YNSW
Combined Clubs Winter Race	June 2009	RANSA	Rolux Trophy - One Design	12-14 December 2008	CYCA
Australian Women's Keelboat Regatta	6-8 June 2009	RMYS	SOLAS Big Boat Challenge	16 December 2008	CYCA
JULY			Rolux Trophy - Rating Series	18-21 December 2008	CYCA
Audi Winter Series continues	July 2009		Rolux Sydney Hobart Yacht Race	26-31 December 2008	CYCA
Melbourne to Vanuatu (Port Vila) Race	July 2009	ORCV	Christmas Regatta	27-29 December 2008	RSYS
Inner Circle Polar Challenge	July 2009	SSAA	KEY		
Vanuatu (Port Vila) to Mackay, Qld Race	July 2009	ORCV	CYCA	Cruising Yacht Club of Australia	RPYC Royal Perth Yacht Club
Audi Sydney Gold Coast Race and Audi Sydney Mackay Race	July 2009	CYCA/MYC	DSS	Derwent Sailing Squadron	RPEYC Royal Prince Edward Yacht Club
AUGUST			GSC	Gosford Sailing Club	RGYC Royal Geelong Yacht Club
Sydney to Pittwater	August 2009	SSAA	HIYC	Hamilton Island Yacht Club	RSAYS Royal South Australian Yacht Squadron
Pittwater to Sydney	August 2009	SSAA	MHYC	Middle Harbour Yacht Club	RSYS Royal Sydney Yacht Squadron
Meridien Marinas Airlie Beach Race Week	August 2009	WSC	MYC	Mackay Yacht Club	RYCT Royal Yacht Club of Tasmania
Audi Hamilton Island Race Week	August 2009	HIYC	ORCV	Ocean Racing Club of Victoria	FSC Fremantle Sailing Club
SEPTEMBER			QCYC	Queensland Cruising Yacht Club	TYC Tamar Yacht Club
Magnetic Island Race Week	September 2009		RANSA	Royal Australian Navy Sailing Association	SASC Sydney Amateur Sailing Club
			RBVC	Royal Brighton Yacht Club	SSAA Shorthanded Sailing Association of Australia
			RMYS	Royal Melbourne Yacht Squadron	WSC Whitsunday Sailing Club
			RPAYC	Royal Prince Alfred Yacht Club	YNSW Yachting NSW
			RFBYC	Royal Freshwater Bay Yacht Club	



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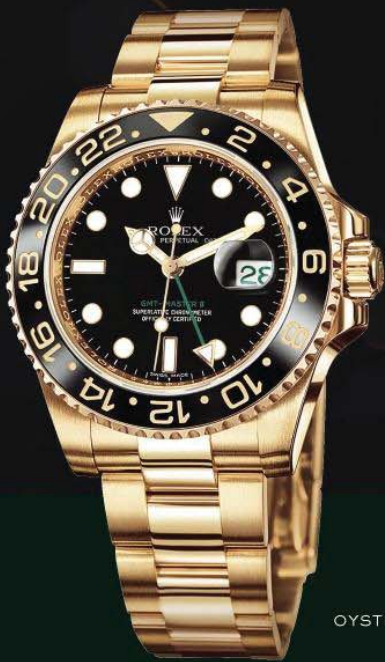
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