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OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

OCT/NOV 2009

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Altezza	Oceanis 50	Cruising	21st
Alacrity	First 44.7	IRC passage div2	2nd
Balance	First 45	IRC passage div1	1st
Barnstormer	Cyclades 43	Cruising Division 2	33rd
Bluewater	First 45	IRC passage div1	2nd
Bridget	Oceanis 47.3	Non-Spinnaker	18th
Carbon Credits	First 45	IRC div 1	6th
Carmonique	Oceanis 32.3	Cruising Division 3	19th
Champs Elysees	Cyclades 43	Non-Spinnaker	5th
Dartagnan	Oceanis 47.3	Cruising Division 2	19th
Dreamer	Oceanis 39.3	Cruising Division 3	17th
Eagle Rock	First 47.7	IRC Passage Div 1	4th
Esprit	First 47.7	Non Spinnaker	2nd
Fade to Gray	First 31.7	Cruising Division 3	1st
First Fish	First 40.7	Cruising Division 1	17th
Hairy Mary	Oceanis 50	Non Spinnaker	17th
Heartstruck	Oceanis 34.3	Cruising Division 3	15th
Holy Cow	Oceanis 50	Cruising Division 2	26th
Honeysuckle	First 45	IRC Division 1	7th
Integrity	Beneteau 42s7	Performance Racing Div 2	2nd
Ishtar	Beneteau 47.7	Performance Racing Div 1	1st
Kat	Oceanis 50	Cruising Div 2	11th
Kioni	First 47.7	Performance Racing Div 1	11th
La Diva	Cyclades 43.4	Non Spinnaker	15th
Latitude	Cyclades 50.5	Cruising Division 2	36th
Lorena	Oceanis 39.3	Cruising Div 3	4th
Madison	Oceanis 50	Non Spinnaker	14th
Magique	Beneteau 45	Performance Racing Div 2	10th
Mondo Architetcs	Beneteau	Cruising Div 2	29th
Muir	Oceanis 47.3	Cruising Division 2	13th
Mutual Gigi	Cyclades 43.4	Cruising Div 2	25th
Nellie Myra	First 50	Cruising Div 1	5th
Ngak Ngak	Beneteau 57	Non Spinnaker	7th
On Y Van	First 44.7	IRC Passage Div 1	12th
Panacea	First 40.7	Cruising Div 1	3rd
Redline	First 44.7	Cruising Div 1	12th
Renata	Beneteau 51.0	Non Spinnaker	20th
Reverie	First 45	IRC Passage Div 1	9th
Ropabull	Beneteau	Performance Racing Div 2	6th
Ruth Magic	First 45	Australian Championships	4th
RYA	First 40.7	Performance Racing Div 1	9th
Saint Jacques	Oceanis 50	Cruising Div 2	37th
Scarborough	Oceanis 36.3	Cruising Div 3	13th
Silvershot	Oceanis 50	Cruising Div 2	23rd
Smart Openers	Oceanis 43	Non Spinnaker	9th
Supertramp	Oceanis 46	Non Spinnaker	4th
Team Sunsail	Oceanis 42.3	Cruising Division 2	35th
Turn Twelve	Cyclades 34	Cruising Division 2	32nd
Two True Evolution	First 40.7	IRC Grand Prix Div 2	3rd
Ultimate Fantasea	Oceanis 42.3	Cruising Div 2	30th
Ultimate Positioning	First 44.7	IRC Passage Div 2	8th
Valdolese	Oceanis 46.1	Cruising Div 2	10th
Willpower	First 40.7	Performance Racing Div 1	7th
Whalewatching	First 40.7	Performance Racing Div 1	10th
White Pearl	Beneteau 32.3	Cruising Div 3	16th
Zenith	First 40.7	Cruising Div 1	4th



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AT THE HELM

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

APPLICATIONS FOR THE 65TH ROLEX SYDNEY HOBART YACHT RACE ARE NOW OPEN AND, THE CYCA IS EXPECTING A STRONG FLEET AND UNPRECEDENTED INTEREST.

As always the battle for Tattersall's Cup will be fascinating with some strongly campaigned yachts in the running. With so many good yachts coming out of Melbourne these days, the Victorians must be rated a strong chance to take the overall win. The atmosphere at the CYCA during each December is always electric, not to mention the feeling on Boxing Day.

Once again it's a big lead up to the race with the Rolex Trophy Series (11-13 December for the One Design classes), Rolex Trophy Rating Series (17-20 December), including the Passage Series (19-20 December) and the invitation only SOLAS Big Boat Challenge (15 December).

I am pleased to announce that we have lodged the Development Application for the proposed improvements to the premises and marina. It was a huge effort from a few to get to this stage and I would like to thank members of the Redevelopment Committee Chaired by Rear Commodore John Cameron, Director Geoff Bonus, CEO Mark Woolf and our architects Michael Heenan and Belinda Falsone from Alan Jack & Cottier. I also thank Woollahra Council for their assistance prior to and during lodgement.

I would like to thank Pam Messenger for being President of the Associates the last two years. It has been a pleasure to have worked with you. I welcome Janey Treleaven as our new Associates President. Kendi Kellett was re-elected as Vice-President John Markos was appointed Chairman of the Members Services Committee, and together with the Associates, they will be responsible for member functions and improving member benefits.

By the time you have read this column the SOLAS raffle would have been drawn. Thank you to all involved and those who donated prizes. We managed to exceed our ticket sales goals with the help of the Associates and staff.

CYCA SOLAS is pleased to announce the first CYCA Medical Management for Mariners (MMM) course will be held in October. More precise details regarding the course will be on our website. I commend the course for all active yachties who already have their senior first aid qualification.

I am pleased to announce that CYCA SOLAS Trusts will donate \$13,000 to the Australian Volunteer Coast Guard, Townsville Branch, for

safety equipment as specified for their new main rescue vessel. Potential donation requests to CYCA SOLAS Trusts are expected to increase due to the amalgamation of the three NSW volunteer rescue organizations to form Marine Rescue NSW.

Since my last column there are a number of crews to congratulate. The first is a great result by Seve and Steve Jarvin, Sam Newton and Graeme Sutherland in winning the Australian Open Match Racing Championships. Evan Walker and his crew came third! Congratulations to Ed Psaltis, Bob Thomas and crew on *AFR Midnight Rambler* for winning the Audi Sydney Gold Coast Yacht Race in their modified Farr 40.

50-year member Leslie Green and his crew on board *Ginger* won the Invitational Division at Audi Hamilton Island Race Week. CYCA yachts dominated the Grand Prix Division 1 by securing the top four places, with *Living Doll* skippered by Michael Hiatt, followed by *Evolution Racing* (Ray Roberts), *Wor Now* (Graeme Wood) and *Limit* (Alan Briety).

The CYCA hosted the compasscard Australian Women's Match Racing Regatta, won by Nicky Souter and her crew of Nina Curtis and Nicole Douglass. Congratulations to them for another great performance and thanks to Sean Langman and compasscard for their support.

In the previous *Offshore* I mentioned that we had two of our Elliot 6.0m training yachts available for sponsorship. We now have one available as we welcome our new sponsor Meridien Marinas. Many members would be familiar with Meridien as they own and operate a number of Marina's along the East Coast of Australia.

As the warmer months approach, the restaurant has reopened with a soft refurbishment and new menu alongside the new bistro menu. I encourage all members to utilise the club's dining and function facilities during the busy wamer season. Our caterers, L Eat Catering continue to provide first class food services to our members and guests.

Don't forget the CYCA's "member get member" promotion. Just by proposing a full member to the club prior to the 31st October, you are eligible for one entry into the draw to win the 9 night cruise from Vancouver to Alaska, courtesy of SilverSea Cruises and Mariner Boating Holidays. I encourage all skippers to ask their crews to consider membership of our great club. ○



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*For full details refer to brochure located at reception or www.cyca.com.au. Authorised under NSW Permit LTFS/09/01419.
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Summer sailing



Offshore Yachting were among the masses of yachts that “drifted” through most of Audi Hamilton Island Race Week in late August, much like the week before at Meridien Marinas Airlie Beach Race week, just across the Whitsunday passage.

Arguably Australia’s most enjoyable weeks of sailing, it appeared the event organisers hadn’t paid due respects to Huey this year, as unseasonably calm conditions saw day after day arriving with seas a millpond and little sign of pressure, as North Queensland sat helplessly under a huge high pressure system. Meanwhile, down south in NSW and Victoria it was blowing close to 50 knots...such is yacht racing!

Like the crews of almost 200 other yachts entered in the fleet for the 26th running of Hammo, we got out and gave it our best on the island courses in the challenging fluky conditions. This year we were aboard *Ocean Affinity*, owned and skippered by Stewart Lewis of Brisbane, and the latest Marten 49 cruiser/racer to hit the water. Teaming up with SLAM and Ocean Dynamics, we enjoyed the competition and camaraderie – on the water and off – and commend the organisers on another enjoyable week of sailing.

With summer approaching, its time to open the hatches, grease the winches, and get that bottom spotless in preparation for prime race time! To assist you, this issue includes a technical checklist on preparing your yacht for racing.

We review the newest Italian model to steal our hearts, the B-Yachts B42. As sleek and sexy as any forty foot yacht you are ever likely to see, the all-carbon B42 scales the sail handling automation of the superyachts to a personal level. Welcome to the world of pushbutton sailing!

This edition reviews a host of races and regattas from around Australia and the world. Reviews include Airlie and Hamilton Race Weeks in August, the Compasscard Australian Women’s Match Racing Championship won by Nicky Souter and crew from RPAYC,

and north to Asia the increasingly popular Six Senses Phuket Race Week taken out by Ray Roberts’ *Evolution Sails*. We also review the Audi IRC National Championship, won for the second time by Rod Jones aboard his competitive Archambault 40 *Alegria*, and look back to the Audi Sydney Gold Coast Race from late July, won by Ed Psaltis and Bob Thomas aboard their Farr 40 *AFR Midnight Rambler*.

Further afield, Neville Crichton’s *Alfa Romeo 3* was back in winning form at the Maxi Yacht Rolex Cup off Sardinia.

Special features this issue include our “Tack & Gybe” interview with Michael Hiatt, owner / skipper of the new Farr 55 *Living Doll*, which is already collecting the silverware. Plus, for the racers, we have two pertinent features on avoiding collisions at sea, and for around the cans racing, the latest rule changes for mark rounding and overlap.

And tying into the CYCA’s current new member promotion, our Destination feature profiles Cruising in Alaska.

Just down the course is the 65th running of the world-famous Rolex Sydney Hobart Yacht Race. With the revised 100-foot rule in effect, the super-maxis contesting for line honours at the big end of the fleet are looking more exciting and competitive than ever, and all expectations are for another strong turnout 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 big race, so don’t forget to call us if you want to be aboard the next special edition published for December/January.

See you on the start line!

Anthony Twibill
Publisher/Director

Hillary Buckman
Editor-in-Chief/Director



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CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race



Ran 2 rounding Fastnet Rock in the 2009 race.

Photo: Rolex/Kurt Arrigio

Fastnet winners heading for Hobart

For the first time ever, the line and overall handicap winners of Britain's famous Rolex Fastnet race will contest this year's Rolex Sydney Hobart Yacht Race in the same year.

If *ICAP Leopard* and *Ran 2* can each repeat their outstanding Fastnet Race performances in the Sydney Hobart they will be the first British yachts since *Crusade* and *Morning Cloud* won the Illingworth Trophy (line honours) and Tattersalls Cup (handicap) years ago.

Crusade, Sir Max Aitken's 62-footer, took line honours in 1969 while the 33-footer *Morning Cloud* was sailed to victory by Ted (later Sir Edward) Heath, then Leader of the Opposition but later to become Prime Minister of England.

ICAP Leopard is returning to Australia as a 100-footer to take advantage of the new 100-foot maximum LOA that applies for this year's Rolex Sydney Hobart. She finished runner-up to *Wild Oats XI* in the 2007 race, when both were 98-footers

under the then maximum LOA rule of 30-metres. *Leopards'* Rolex Fastnet Race line honours win was the second in succession for the Farr-designed super maxi, although outside her own race record. She raced as a 100-footer, having achieved the extra length by adding a stern scoop. This has also increased stern buoyancy and maximised the boat's waterline length. "It has also helped us retro-fit splayed rudders to work more efficiently with our forward asymmetric dagger boards," owner Slade said after his Fastnet win in August. *Ran 2* is a new boat this year, a 72-footer from the design board of the noted Germany-based naval architects, Jodel-Vrolijk, and while conditions in this year's Fastnet Race favoured the larger boats, she sailed a most impressive race in the 300 boat fleet.

Ran 2 is owned by Niklas Zennström with Volvo Ocean Race veteran Tim Powell heading an all-star line-up that included America's Cup sailors Adrian Stead and New Zealand team members Andy Hemmings, Richard Bouzaid and Richard Meacham.

Skipper Tim Powell added that *Ran 2* had proven itself "very powerful and fast upwind" which proved a major factor in not only winning its class but the Fastnet Race overall, "an awesome achievement."

ICAP Leopard promises to be a strong contender for line honours in the 65th Rolex Sydney Hobart Race against the other 100-footers, Bob Oatley's *Wild Oats XI*, Neville Crichton's *Alfa Romeo II* and Sean Langman's *Maximus*, while *Ran 2* could well be the boat to beat for overall IRC honours and the coveted Tattersall's Trophy.

For further information visit www.rolexsydneyhobart.com

Relief from America's Cup doldrums with Louis Vuitton World Series announced



Match racing action at the Louis Vuitton Pacific Series in February.

Photo: Paul Todd/louisvuitton.com

Some of the best professional sailing teams, grouped together under the WSTA (World Sailing Team Association) banner have teamed up with 25-year America's Cup supporter Louis Vuitton to announce the creation of an international regatta circuit.

With the America's Cup dry docked in the courts, it will come as welcome relief for many fans of high level sailing to see the best teams dueling it out in an ongoing match racing series.

The Louis Vuitton World Series, with its America's Cup style monohull racing, will commence in France in November and will be followed by a series of races throughout the world in 2010.

The WSTA (World Sailing Team Association) groups together some of the most competitive professional sailing teams made up of the participants in previous Louis Vuitton Cup regattas – K-Challenge (France), BMW Oracle Racing (USA), Emirates Team

New Zealand and Mascalzone Latino (Italy) – and welcomes newcomers such as Team Artemis (Sweden), Team Synergy (Russia), Joe Fly Italia (Italy) and Team French Spirit (France). Other teams are expected to join the association in the coming weeks. The new series follows in the wake of the Louis Vuitton Pacific Series held in Auckland, New Zealand, in February this year. The success of the LVPS persuaded "all the partners in this adventure to create a dynamic and ambitious new race programme based on the same concept and format."

Ten teams will be invited to confront each other in successive duels over a fortnight on two pairs of identical boats chosen by lot. The racing boats were sailed in the 2007 LV Cup. This concept, which demonstrates the desire to return to the original spirit of match racing, provides an exhilarating show and is easy for spectators to understand.

The WSTA and Louis Vuitton plan to organise several regattas a year. Many cities including Nice, Hong Kong, Auckland, New York and several other European venues have shown their interest.

For further information visit www.louisvuitton-pacificseries.com



Photos: Gilles Martin - Regnet

L'Hydroptère sets new sailing speed record: 51.3 knots

With a consistent westerly wind of 28 knots blowing at the picturesque location of Hyères in the south of France, the foiling trimaran *L'Hydroptère* became the fastest sailing craft on the planet in early September. Over 500 metres in a straight line, anyway. Assisted by his world class crew, Alain Thébault set the 500-metre course record of 51.36 knots, taking the mantle from kitesurfer Alex Caizergues who dialed in

50.57 knots last year in Namibia. Subject to the sanctioning of the World Sailing Speed Record Council (WSSRC), Thébault and his crew during the attempt also set the record for the 1,000 metres at 48.72 knots, smashing the previous speed of 43.09 knots. *L'Hydroptère* hit a top speed of 55.5 knots (103 km/h) over the course. If breaking speed records wasn't enough, another

project is brewing. Hydroptère.ch is on course for manufacturing as an experimental platform which plans to sail on Lake Léman in 2010 spring. The Consortium has three records as its targets: the Atlantic, the Pacific and round the world tour.

For further information visit www.hydroptere.com

L'Hydroptère powering to a new record in Hyères, France.

Audi sponsorship drives name change for Geelong Week

With Skandia no longer the naming sponsor of the 165-year-old Geelong Week regatta, the event has been refreshed with Audi coming onboard and will be held under a new name come January 2010 – Audi Victoria Week.

The regatta, hosted annually by Royal Geelong Yacht Club, is considered the largest of its kind in the southern hemisphere and is older than the Melbourne Cup, attracts more competitors than did the 2006 Commonwealth Games and has more attendees than the AFL grand final (and, it goes without saying, the NRL grand final).

"We have seen a few changes over time, but we regard this as the most significant and the most exciting in the 165-year history. The annual sailing extravaganza will now be promoted as Audi Victoria Week," said Royal Geelong Yacht Club Commodore Graeme Ritchie. There have only been five name changes spread across three centuries but dropping Geelong from the name is significant.

"Victoria Week best describes where the event is now at in terms of development. Audi Victoria Week is staged in both Melbourne and Geelong and the event showcases how the waterfront cities are linked by Port Phillip," said Commodore Ritchie.

Audi Victoria Week is expected to attract more than 500 competing yachts over six days from 21 to 26 January, 2010.

Last year's event saw a record fleet of 473 yachts and over 100,000 spectators.

For further information visit www.victoriaweek.com

Rotary Club donates \$10,000 to SOLAS

The CYCA Sydney Hobart Yacht Race Safety of Life at Sea (SOLAS) Trusts recently received a donation of \$10,000 from the Rotary Club of Sydney Cove. As part of the annual CYCA hosted Rotary Charity Regatta in November, the contribution came from last year's proceeds which will go towards the continuing development of the CYCA Medical Management for Mariners course (CYCA MMM). Providing vital training beyond the senior first aid courses, CYCA Commodore Matt Allen accepted the donation and explained this course will allow participants to deal with medical emergencies where paramedic assistance is unavailable. Rotary Charity regatta Convener Robert Bruce said the strong relationship between the Sydney Cove-

based club and CYCA has been strengthened over the past 11 regattas. The CYCA based in Rushcutters Bay will again be hosting the event for the this year on 13 November which will be their 13th running. The idea of CYCA hosting the event came from Robert's old school friend and past Commodore John Messenger's suggestion. The Rotary Club of Sydney Cove has committed to include the CYCA SOLAS Trusts as a nominated beneficiary of the regatta since the 2008 event. To date the CYCA SOLAS Trusts has donated in excess of \$470,000 to search and rescue organisations Australia wide.

For further information visit www.cyca.com.au

Commodore Matt Allen (middle) accepting the donation from Tom Gervay (right) and Robert Bruce (left).



Photos: Anatase Imaging



The "new" Alfa Romeo 3 at Copa del Rey on debut after a big rebuild.

Mini maxi Alfa Romeo 3 – Mach 2 makes solid debut with two regatta wins

After what must be one of the biggest re-building projects of a racing yacht in modern times, Neville Crichton's mini maxi *Alfa Romeo 3* Mach 2 has emerged as a first-up winner on the international racing circuit in the Mediterranean.

Sent to the bin, albeit the boat-builder's shed, after just one regatta a year ago, *Alfa Romeo 3* is for all intents and purposes a brand new boat.

The 'new' *Alfa Romeo 3* made her second, and certainly more impressive, debut in the Copa del Rey Regatta (3-7 August 2009) in Spain with the New Zealand yacht dominating the regatta after winning seven of the ten races, the first seven straight in fresh winds of up to 20 knots. *Alfa Romeo 3* then went on to win the Maxi Yacht Rolex Cup at Sardinia's Costa Smeralda in the Mini Maxi Division, for yachts between 60 and 79-foot LOA.

Alfa 3 has grown in hull size, strength and weight during her eight month re-build. LOA is now 71 feet 6 inches as against an original LOA of 69 feet. She is 10 inches wider and her weight is up by about one

tonne—a combination of her increased size and a heavier bulb. In tandem with the bigger, heavier hull, the rig is unchanged other than a six inch increase in the J measurement. The original mainsail has been re-cut, but for the moment is the same size.

As Neville Crichton said in Sardinia, it has been a big gamble that appears to have paid off.

"We are very happy with the boat so far, but there are lots improvements we can still do to make the boat faster," the New Zealand yachtsman said.

"It was a big call in sending the boat back to the designers and the builders after just one regatta last year, but unfortunately she was worthless in that form so we took a big gamble."

Alfa Romeo 3 arrived in China fully stripped down with all parts carefully packed in the container and the McConaghy team immediately began dismantling the boat in preparation for major surgery. The team then started the devastating task of literally cutting up a boat that they had spent countless hours in building and finishing to such a high standard just a few months before.

Within a couple of weeks all that remained was a deck suspended in the air with a few bulkheads hanging off it, surrounded by piles of carbon dust and old hull panels. Next door a new hull was already under way. Reichel Pugh had designed an entirely new hull, longer to better suit the tall rig which was to be retained unaltered, but more rounded in shape with no chines. "The hull shape is completely different," Crichton explained. "She has more rocker, is fuller at the bow and narrower at the stern; she is also stronger for offshore racing."

A new rudder has been fitted and the keel position relative to the mast has been changed, but the keel fin and bulb are the same.

Below decks *Alfa Romeo 3* is quite remarkable, in style and colour. In fact, sitting at the navigation console is like being in the driver's seat of the limited edition Alfa Romeo 8C sports car and it is from the preproduction concept 8C that the engine cover's colour is taken.

For further information www.alfaromeo.com.au

Ray Roberts leaves Quantum Sails

Ray Roberts has relinquished the rights to Quantum Sails in Australia to take on a new endeavour with Evolution Sails. Consequently, Roberts' well known yacht *Quantum Racing* has been renamed *Evolution Sails*.

Roberts said the switch from Quantum to Evolution was a progressive choice and a way of new direction following the advancements of the US membrane technology.

The Quantum Sails brand is now under the management of Carl Crafoord in Australia, based in Brookvale in Sydney's north. Crafoord has over 30 years experience in the marine industry and says existing Quantum Sails customers can seek him out for aftersales service of their current sail wardrobe.

For further information visit www.evolutionssails.com.au or www.quantumsails.com.au

CYCA's 16th annual Parade of Sail

The CYCA recently held the 16th Annual Associate Committees "Parade of Sail" on Sydney Harbour, which hosted an inspiring display of tradition and vexillography (the study of flags).

With the fleet of yachts that were built before 1975 blessed by the RAN Chaplain Barrie Yesburg, the Salute to the Commodore Matt Allen was an impeccable display of incredible flags and flag etiquette afloat. Aboard the Australian Heritage Fleet's 105-year-old schooner *Boomerang*, CYCA flag officers were dressed with traditional signal flags giving three cheers and the dipping ensigns as the competitors sailed by. To begin the parade, the traditional canon was fired by Sir James Hardy accompanied by his wife Lady Joan. The winner of the "Ship Shape and Bristol Fashion Award" for 2009 and now consecutive years was the *Karalee* which was designed by Australian Alan Payne and launched in 1952. Ian Hansen rescued *Karalee* after spending most of her life in the slips. The 61-foot yacht owned by Nigel Stokes Fidelis, came in second which was launched in 1964. *Josephine* was awarded third which was a great result for the new entry eight-metre William Fife built in the 1930's.

For further information visit www.cyca.com.au



News In Brief

Meridien Marinas becomes YSA sponsor

The Cruising Yacht Club of Australia is pleased to welcome Meridien Marinas to its Youth Sailing Academy family of sponsors. Meridien Marinas has taken up the sponsorship of one of the ten Youth Sailing Academy's Elliot 6.0m fixed keel yachts. Vice Commodore Howard Piggott, chairman of the club's training and development program, thanked Meridien Marinas for their support of youth sailing.

For further information visit www.meridienmarinas.com.au

Australiawide Boat Sales sets up in Sydney

Queensland's largest boat brokerage, Australiawide Boat Sales, has opened a new office in Sydney. The new office will be based in North Sydney but will operate online to enable greater coverage of Sydney's waterways; the harbour, north to Pittwater and south to Port Hacking. Australiawide Sydney in conjunction with two marina offices in key Queensland locations will provide customers with a fast, efficient way of buying or selling boats (in multiple markets) across Australia.

For further information visit www.australiawide.com

The Restaurant open for business

Members and their guests are advised that The Restaurant at the CYCA has reopened after undergoing a contemporary soft refurbishment.

The summer menu reflects the Restaurant's stunning waterside location and has an emphasis on relaxed dining and high quality produce. To view the spring/summer menu go to the CYCA website at www.cyca.com.au

The Restaurant is open for lunch Wednesday – Sunday and dinner Wednesday – Saturday. For all bookings and enquiries please phone (02) 8292 7815 or email gmartin@leat.com.au

For further information visit www.cyca.com.au

GME turns 50

Communications equipment company recently celebrated 50 years of electronics manufacturing, having been founded in 1959. GME was originally founded by Ted Dunn and has based the company in their advanced engineering, manufacturing and distribution facility in Sydney.

For further information visit www.gme.net.au



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Australian Maritime Safety Authority

www.amsa.gov.au/beacons
1800 406 406

Farr-designed First 35 from Beneteau arriving soon

Beneteau has been refreshing its popular First cruiser/racer range this year and the latest off the line is the First 35.

The Farr-designed hull is optimised for IRC racing and comes with the choice of two keels, the first a T-section with a deep draught of 2.2 metres and the other a bulb keel with 1.8-metre draft.

Total weight is six tonnes (light displacement) with the shallow draft option and 5.5 tonnes with the deeper keel. There's also a choice of two zero-overlap rigs, a standard package with stranded cable and a racing version with robb rigging and a carbon fibre backstay. The double-spreader mast is made of anodised aluminium and the Genoa sheet tracks have been moved inboard for better angle of attack and more deck space.

Interior design was completed by Nauta Design with the



layout featuring a two-cabin, one-head configuration with a spacious port stern cabin with a large berth featuring hanging lockers, and an owner's cabin forward.

A port side galley is L-shaped and the dining table is height-adjustable enabling an extra berth when folded down.

The Beneteau First 35 will be available in Australia from November.

For further information contact Vicsail, Tel: (02) 9327 2088, email info@vicsail.com or visit www.beneteau.com.au



Stunning Brenta B52 Custom day sailer

Italian boutique yacht builder Brenta has added a new 52-foot day sailer to its expanding offering which sacrifices the cabin roof and some interior space to make way for a large lounge extending from the helms forward to the mast.

Based on Brenta's 52-foot platform, this B52 Custom was designed for an owner who had already sailed extensively on a B42 and specifically requested the deck layout modifications.

With the B52 Custom, Brenta says it has built a day sailer with "the highest respect for guest comfort".

The yacht boasts good weight stability with 55 per cent of total weight is for the keel/bulb configuration, generous sail plan with squared

head mainsail and 110 per cent overlapping jib on longitudinal tracks (like the B60). An innovative jib push button handling solution allows headsail tacking from the steering wheel via the use of two separate hydraulic pistons. In addition, main, traveller, vang and jib halyard are trimmed by the steering pedestal enabling full control of the sailing functions.

Like all Brenta yachts, the B52 Custom has been built for sailing pleasure with a focus on speed and handling. The yard's range also includes the B30, B38, B42 and the B60.

For further information visit www.b-yachts.it



Hunter 39 due in November

Hunter Marine will launch the midsized Hunter 39 in November featuring a twin helm control and well equipped with navigational tools and a comfortable interior. Down below the saloon features a wrap-around style table comfortable for six, which also can become a double berth when dropped down. The master cabin fills the width of the boat and contains a queen size bed with padded headboard, twin side seating and a private access to the head. The forward cabin is roomy with plenty of storage and ample light. The Australian distributor of the North American-based Hunter Yachts, US Yachts, is awaiting the first 39 which is due in early November.

For further information visit www.hunteryachts.com.au



Seawind previews 41-foot catamaran

Seawind will launch the first hull of its new 41-foot 1250 catamaran in October, a follow up to the popular 38-foot Seawind 1160 but longer, higher and beamier than its predecessor.

The Woollongong-based builder has implemented some new design innovations with the Seawind 1250 and will offer numerous layout options including a galley-up version or a galley-down version with nav station up and a luxurious day bed.

Four boats have now already been sold including one from the Sydney Boat Show. Brand new tooling has been in development for several months and the first boat is already in construction and is due to be completed in October with the official water launch and christening at the Seawind Pittwater Regatta on Friday October 30.

An inspection of the site and the boat currently being built is available upon request.

For further information Tel: (02) 4285 9985 or email brent@seawindcats.com

Elan's 310 racer/cruiser with twin rudders

Elan's compact Elan 310 club racer/cruiser features twin-rudders and a hull shape that follows the lines of the sensational Rob Humphreys-designed Elan 450 and Class 40 design 'Orca'.

Elan and Humphreys have set out with the clear aim to make the new 310 a more competitive boat than what is currently on the market in that size, with great sailing performance, user-friendly short-handed capabilities, long waterline, non overlapping headsail, twin rudders, retractable bowsprit and T-keel.

The hull shape, with its distinctive chine, takes advantage of the twin-rudder concept to give the boat very powerful aft sections which increases the transverse waterplane inertia. Hand in hand with this, the T-keel lowers the ballast centre of gravity, significantly allowing for a reduction of displacement to achieve an excellent level of boat speed and outstanding stability. The result is a displacement ratio far exceeding past models of this size.

For further information contact Navsail-Elan Yachts Tel: (02) 9999 6730, email elan@navsail.com.au or visit www.navsail.com.au



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30 years on 79 Fastnet remembered

THE EVENTS OF THE TRAGIC 1979 FASTNET RACE, IN WHICH A HUGE STORM SYSTEM DEVASTATED THE FLEET LEAVING 15 DEAD, HAVE BEEN REMEMBERED WITH A MOVING CEREMONY IN COWES.

By Lulu Roseman

The memorial service held at the Holy Trinity Church in Cowes prior to this year's Rolex Fastnet Yacht Race marked 30 years since 15 sailors perished in treacherous seas during the 1979 edition of the race. That Fastnet remains the worst yacht racing catastrophe followed by the 1998 Sydney Hobart, where six sailors lost their lives.

In a moving service John Bourke, (RORC Commodore 1994-1996, Admiral RORC 2001-2005) gave a speech along with readings by paralympic sailor Andy Cassell who sailed on *Juggernaut* and Fiona Wylie who raced on *Assent* in 1979.

Edward Broadway, who sailed aboard *Golden Thistle*, was among the 400 members of the sailing community who attended the service.

"It was very moving experience for me. I hadn't thought about that race for a while and had filed the ordeal at the back of my mind. We didn't suffer too badly compared to many of the other crews. We lost the mast but managed to make a jury rig. You never forget something like that but you have to move on with life.

"My heart really went out to those who have had lost their family member and good friends. I was surprised at how emotional I felt towards them. Listening to people's stories brought it all back to me as though it was only yesterday," Broadway said.

"I don't believe the loss of lives has been in vain since that fatal race. The RORC management have worked closely together with the relevant authorities and have improved safety regulations and security for all competitors and boats. They have worked extremely hard in making this race more manageable and the advances in technology since 1979 has increased both crew and boat safety."

Demand was high to compete in this year's race however entries were capped at 300, and another 50 yachts were put on a waiting list.

The milestone anniversary inspired yachtsman

and highly esteemed yachting journalist Matthew Sheahan to recount his personal experience of the tragedy that claimed his father, David, and crewmember Gerry Wicks.

Sheahan, who was 17 at the time, was racing onboard his father's 30-foot sloop, *Grimalkin*, one of the smaller yachts in the fleet.

Sheahan told BBC Radio 4 on the day of the service that it was just impossible to cope. "During the storm it felt like being in a multiple avalanche with waves the size of a house, 50 feet high and

"WE LEARN FROM EVERY INCIDENT OF LOSS SO THAT BENEFIT WILL FLOW THROUGH OUR PROCEDURES AND ENHANCE THE LOT OF THOSE NOW SAILING, AND THOSE WHO WILL FOLLOW."

very steep coming from all directions," Sheahan recollected.

Reconnecting with other surviving crewmembers, Mike Doyle, who was in the life raft together with Sheahan and David Wheelan has allowed him to talk about their ordeal and close the loop.

He agreed that it is strange that they had waited 30 years to get together again

For Nick Ward, the only other surviving crewmember, who the others originally thought had drowned when they scrambled into the life raft, it was writing his book *Left For Dead* that proved cathartic. It enabled him to let go of a deep bitterness he held towards the other crewmembers.

The Order of Service summed up the thoughts and prayers of the sailing community.

"We all need and benefit from challenges. In that of

ocean racing, we are fully exercised physically and mentally in the natural environment of the sea: our regular land-based occupations and their associated stress are left behind. Spiritually we gain to time to think is returned to us.

"We know that the wonderful benefits of our sport do not come without risks. From time to time, no matter how thorough and careful our preparations, the sea and the weather prevail over human frailty. But the spirit of our community strengthens. We learn from every incident of loss so that benefit will flow through our procedures and enhance the lot of those now sailing, and those who will follow.

"In our service today we will remember each person lost in the Fastnet Race in 1979. Their names since 1989, have been lovingly maintained on an engraved plaque outside this Church.

"Beyond our service, and in races and voyages to come, we will remember them."





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BMW ORACLE VS ALINGHI 5

A HEAD TO HEAD PREVIEW OF THE EXTRAORDINARY AMERICA'S CUP MULTIHULLS FROM THE USA'S BMW ORACLE AND SWITZERLAND'S ALINGHI.

By Chris Caswell

Whether you view the current America's Cup situation as the natural evolution of a legendary trophy, or as simply a couple of billionaires peeing on each other's shoes like school children, there is one incontrovertible fact: the two yachts built to compete in the 33rd America's Cup are spectacular. Wherever and whenever (and perhaps, if-ever) the next America's Cup is held, it will produce racing unlike any ever seen before in the world.

Imagine two state-of-the-art multihulled sloops, each 90 feet long and 90 feet wide, in a port-starboard crossing when each is moving at over 40 knots. Picture that situation when each has its windward hull flying fifty feet above the water. And consider the situation when each is skippered by a megalomaniac who always gets his way.

If you've been Rip Van Winkling, the 32nd America's Cup was won more than two years ago in Valencia, Spain, by the Alinghi syndicate representing the Societe Nautique de Geneve of Switzerland, led by pharmaceuticals billionaire Ernesto Bertarelli. It was a remarkably hard-fought regatta in the 82-foot (25-metre) International America's Cup Class (IACC) yachts, with the final race being won by just a second over Emirates Team New Zealand.

At that point, however, it turned into a barroom brawl. American software billionaire Larry Ellison's BMW Oracle Racing promptly challenged on behalf of Golden Gate Yacht Club, but Bertarelli accepted a sham challenge from a tame Spanish yacht club. Since that time, lawyers for the two syndicates have been battling back and forth in the New York courts over who-can-do-what-to-whom under the America's Cup Deed of Gift that dates back to 1887.

The result is that the now-accepted official challenge from BMW Oracle specifies a yacht that is 90 feet (27 metres) on the waterline and 90 feet wide. BMW Oracle immediately set to work in great secrecy and, earlier this year, launched their challenger: a 90-foot-by-90-foot trimaran unlike any racing yacht in the world. Called BMW Oracle Racing 90 (BOR 90) but promptly nicknamed DOGzilla (DOG for Deed Of Gift, zilla for the cinema monster, Godzilla) by its crew, it first sailed near the build site north of Seattle, Washington, and since then has been training off San Diego, California.

Realising that they needed a defender comparable to the huge challenger, the Alinghi team threw themselves into equally secret construction in a huge shed near Villeneuve, Switzerland and, shortly after the Americans, debuted their new toy. Named Alinghi 5, it is both similar and dissimilar to DOGzilla. As required by the rules, it is also 90-foot-by-90-foot but it is a catamaran rather than a trimaran. It first sailed on Lake Geneva and Alinghi then had a huge helicopter lift the yacht over the Alps to Genoa, Italy, where they are tuning up at press time.

Although each team has cloaked even the most mundane details in secrecy, let's take a look at what we do know about these two incredible yachts and make some educated guesses, too.



Gennaker is 8,000 sq. ft (743m²), and attached to bowsprit on furler

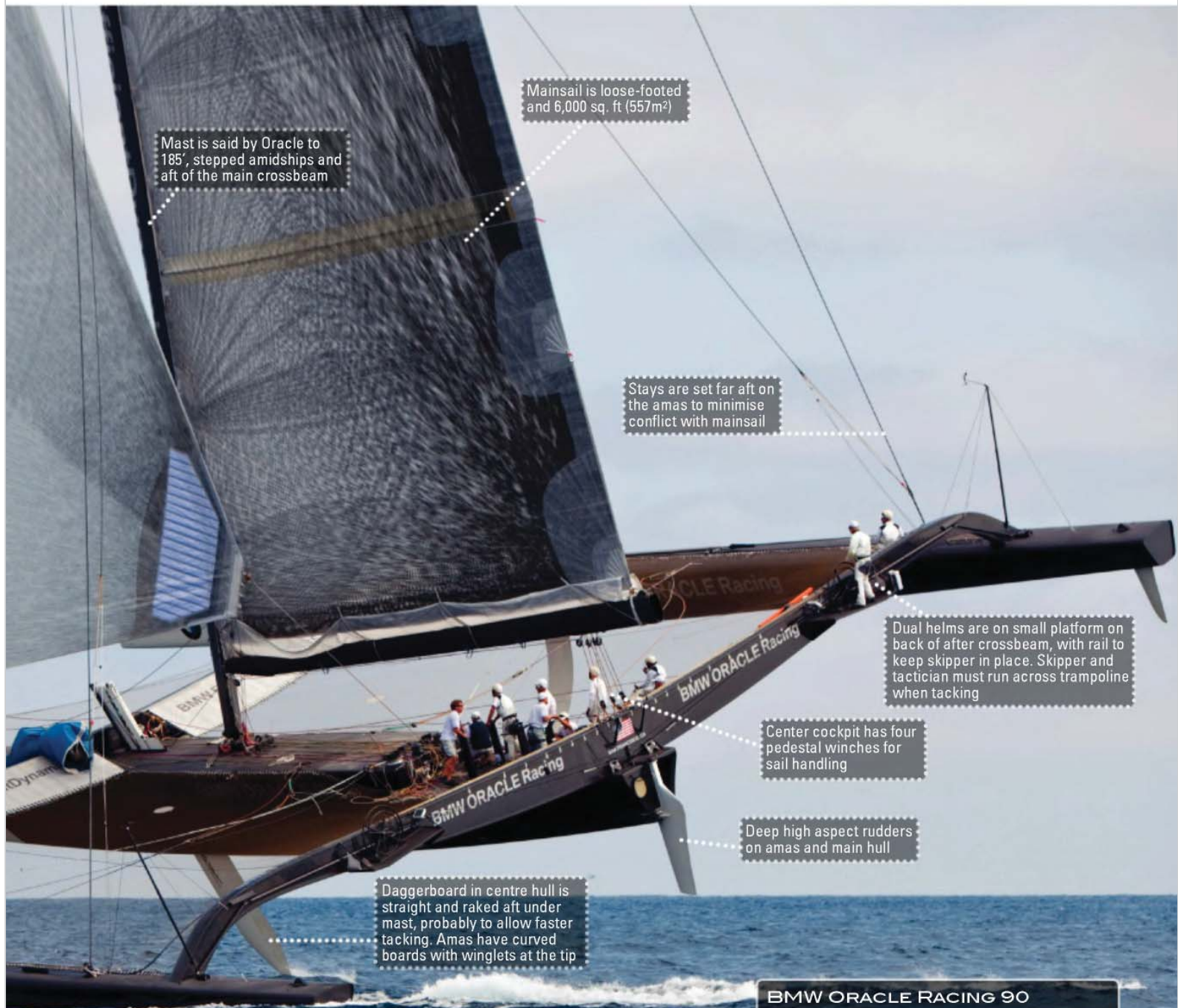
Headstay carries 4,000 sq. ft (371m²) headsail in stronger winds

Bowsprit is heavily supported with solid strut and guys to crossbeam

Amas (outer hulls) are longer than centres hull and have axe bows, while main hull has conventional bow shape

Challenger - BOR 90

BMW Oracle chose a trimaran which obviously has more drag than a catamaran, but most of their training sessions have been spent with both of the windward hulls flying high above the water, so drag will be about equal. On the other hand, a trimaran tacks considerably faster than a cat so, if there are any tacking duels, BOR 90 should have the advantage. But ... all the sail trimming is being done by a team of grinders on pedestal winches in the cockpit. Alinghi blindsided BMW Oracle by changing the rules to permit "stored energy", ie: an engine to power hydraulically operated winches and rams. So a tacking duel will be



Mast is said by Oracle to be 185', stepped amidships and aft of the main crossbeam

Mainsail is loose-footed and 6,000 sq. ft (557m²)

Stays are set far aft on the amas to minimise conflict with mainsail

Dual helms are on small platform on back of after crossbeam, with rail to keep skipper in place. Skipper and tactician must run across trampoline when tacking

Center cockpit has four pedestal winches for sail handling

Deep high aspect rudders on amas and main hull

Daggerboard in centre hull is straight and raked aft under mast, probably to allow faster tacking. Amas have curved boards with winglets at the tip

muscle against machine.

Well-known multihull designers Van Peteghem and Lauriot Prevost created several interesting design features to note about BOR 90. First, it has a central daggerboard under the mast (which should aid tacking) as well as two dagger boards (curved for lift) in each ama (outer hull). The main board has a trim tab controlled by a small wheel inside the steering wheel. The two helm platforms are more than halfway out the aft crossbeam, which should be a little scary

when the hulls are four or five stories above the water and, when tacking, a "helm assistant" takes the wheel while the skipper and tactician race across the springy trampoline.

The mast is designed to cant as much as eight degrees to windward so, when BOR 90 is flying one hull, the mast remains roughly vertical. Off San Diego, the boat has sailed upwind at 26 knots in just nine knots of true wind.

BMW ORACLE RACING 90

Overall Length	100 feet (30 metres)
Waterline Length	90 feet (27 metres)
Beam	90 feet (27 metres)
Mast Height	165 to 185 feet
Mainsail	6,800 square feet (631 square metres)
Genoa	6,700 square feet (622 square metres)
Gennaker	8,400 square feet (780 square metres)
Skipper	Russell Coutts
Helmsman	James Spithill
Tactician	John Kostecki
Designers	VPLP (Van Peteghem and Lauriot Prevost, Oracle Design Team)

Photo: Gilles Martin - Ragot / BMW

Square-topped 6,000 sq. ft. (557m²) mainsail is fully battened

Running backstays help support the mast

There is no mainsheet; instead, hydraulic rams connect to the traveler

There is no mainsheet; instead, hydraulic rams connect to the traveler

Dolphin strikers and guy wires add strength between the hulls

Defender - Alinghi 5

The catamaran choice was no surprise, since the Alinghi team has considerable experience on Lake Geneva sailing 35-foot (10-metre) catamarans, from which the defender clearly evolved. Alinghi brought in catamaran experts Rolf Vrolijk, Nigel Irens and Alain Gautier for the design work.

Certainly the biggest surprise is the engine on the aft crossbeam and the absence of pedestal winches. Instead, the sail trimmers merely press buttons to easily handle the sheet loads that have been estimated to be as high as 100 tones.

There is no conventional mainsheet and instead, the

Swiss have V-shaped hydraulic rams connecting the boom directly to the traveler, which is also controlled by hydraulic rams. An interesting rumor is that a wing sail may be the final choice.

Like DOGzilla, Alinghi 5 has curved daggerboards for lift and high-aspect rudders to keep them in the water as long as possible and to prevent stalling. Also similar are the axe bows, said to prevent tripping. Unlike DOGzilla, the Swiss catamaran has a maze of wiring and dolphin striker supports between the hulls to hold everything together.

Under the veil of secrecy remains a question of water ballast. With hydraulic pumps, Alinghi 5 could quickly transfer water from hull to hull and, in fact, there is piping on the crossbeams that suggests just that

purpose. We'll have to wait and see.

A Y-shaped main beam supports the mast and allows a bowsprit to extend 10 to 12 feet forward of the hulls to carry an 8,000-square-foot (743-square-metre) gennaker which is set on a removable furling headstay. Each boat has towering carbon fibre masts which carry square-topped fully-battened mainsails.

Alinghi has also chosen Ras al-Khaimah in the United Arab Emirates for the site of the 33rd America's Cup and, depending on the lawyers, that may or may not be the final location. It does suggest that Alinghi would like to sail in light winds and flat seas, while DOGzilla would be at an advantage in stronger wind and sea conditions.

Stay tuned!



Mast is estimated 165' high and more than 3' wide

Gennaker is 8,000 sq. ft (743m²)

Headstay is for genoa

Furling forestay carries huge gennaker

Unknown piping: could it be for a powered water ballast system?

Three crew cockpits (skipper, tactician and sail trimmers)

S-shaped daggerboards provide lift

VD 915

Deep rudders provide control when hull is flying

ALINGHI 5

Overall Length	90 feet (27 metres)
Waterline Length	90 feet (27 metres)
Beam	90 feet (27 metres)
Mast Height	165 feet
Mainsail	6,000 square feet (557 square metres)
Genoa	4,000 square feet (371 square metres)
Gennaker	8,000 square feet (743 square metres)
Skipper	Brad Butterworth
Helmsman	n/a
Tactician	n/a
Designers	Rolf Vrolijk, Nigel Irens, Alain Gautier

Photo: Carlo Borlenghi / Alinghi

AUDI HAMILTON ISLAND RACE WEEK 2009

CONSISTENT TRADE WINDS ARE NORMALLY A GIVEN FOR THE AUDI HAMILTON ISLAND RACE WEEK BUT THE 2009 EVENT SAW THE MASTERS OF LIGHT AIR SAILING RISE TO THE FORE.

The 26th Audi Hamilton Island Race week saw 194 boats and some 2000 sailors from Australia and abroad converge on the island for a week of high-level sailing competition and a chance to let their hair down in the warmer clime.

Unfortunately, fluky winds lasted for the duration and brought some headaches for crews and officials alike. For the first time since the mid-80s a day of racing was actually abandoned after it was deemed there was simply not enough breeze to bother sending out the fleet on the Wednesday.

As crews lazed around the marina in the beautiful Queensland sunshine through the morning and into the afternoon, race organiser Denis Thompson was shooting up and down the hill in his golf buggy to the island's prime vantage point on One Tree Hill, searching in vain for the slightest portent of breeze. Hopes dashed, racing was eventually cancelled by mid afternoon.

"Everyone understood the decision, no-one wants to race in such light and shifty conditions," said Thompson.

"I'm confident we will get everyone out tomorrow," he added, alluding to the forecast of 10-15 knots of breeze for the next day.

The racing schedule was altered to allow for longer races on the Thursday and with enough breeze returning to complete the final few days of racing, crews could be satisfied with a strong program of competitive sailing.

As usual there was plenty of fun to be had off the water with the new Dent Island Golf Course and the stunning Hamilton Island Yacht Club both opened for the event this year, rounding out an already packed social calendar featuring fashion parades, the famous Moët & Chandon lunch, the Todd Woodbridge tennis clinic, dinners with culinary geniuses Matt Moran and Shannon Bennet, and a 'crab fest' dinner with Andy Hillstrand, the captain of *Time Bandit* from the international TV series *Deadliest Catch*.

On the water, the penultimate race day proved the best of the regatta

for sailing with the Whitsundays turning on a consistent sou'easter for the Pentecost Island race (Friday), one of the regatta's most scenic courses. With enough wind to fill spinnakers for the downwind start, clear blue skies overhead, whales frolicking in the passages and turquoise water slipping under hulls apace, it was a magic day of sailing.

The timidity of the trade winds was in stark contrast to the ferocity of the competition among the racing fleet, culminating in the Molle Island race in the last day when many of the divisions were lost and won.

In one of the highlights of the regatta, Stephen Ainsworth's *Loki* staged a remarkable comeback in the IRC grand prix division after being called OCS at the start to take the lead from Bob Oatley's *Wild Oats X*, picking up the breeze while others were parked around South Molle Island.

The lead changed several more times before Alan Brierty's *Limbit* stormed home, narrowly beating *Black Jack* and the Adam Beashel helmed *Wild Joe* to get the gun by one minute, and record their second line honours placing of the series.

But in the end it was Michael Hiatt's mostly amateur 16-man crew, with an average age of 41, who proved their class in the premiere IRC grand prix division. The Victorian skipper signaled his intentions from Race Week's outset, taking *Living Doll* to victory in the first race and showing why the yacht claimed the top honours at Airlie Beach Race Week just days prior.

The 10-month-old Farr-designed 55-footer showed its quality in the light conditions throughout the week. With the wind fading to virtually nothing on the final 23 nautical mile Molle Island race, *Living Doll* held her nerve to come home second over the line and secure a six-point victory over Ray Roberts and his Cookson 50 *Evolution Sails*, repeating the rivals one-two placings at Airlie Beach.

"The back guard did a great job getting us in the right place at the right time," said Hiatt of the final race.

But it was a strong showing on the previous day with a first, second and





third which had all but secured victory for the Victorian.

"We went out yesterday to do well in the windward/leewards as those three races can catapult you forward."

Roberts was hanging on for a comeback and a chance to square the ledger after Airlie Beach, but it was not to be.

"We tried to reverse the Airlie Beach finishing order," said Roberts. "I actually enjoyed today's race, it was very strategic and a lot like the light air sailing we do in Asia. *Living Doll* is a hard boat to beat when the pressure's down; they sail around a lot of boats."

Graeme Wood's JV52 *Wot Now* rounded out the podium in the IRC grand prix division 1 with third place.

Paul Clitheroe's Beneteau 45 *Balance* won the IRC Passage Division 1 in a nailbiting final race, edging out Graham Jones' *Bluewater* by the narrowest of margins.

"We just snuck in by one point. *Bluewater* won today's race and we finished second, which was just enough to get us over the line," said Clitheroe, who has placed second and third in previous Hamilton Island Race Week campaigns.

"There was no breeze for the final two hours; if they hadn't shortened the course we would have all missed the presentation tonight.

"We have been a model of consistency this week, which is unusual for me.

"Thankfully for my wife it's been a fantastic week to be a tourist on Hamilton Island."

The battle for the IRC invitational division saw two Marten 49s, Bruce Hogan's *Perpetual Mocean* and Stuart Lewis's *Ocean Affinity* engaged in some spirited and tactical racing throughout the regatta. But Leslie Green's *Ginger* won the division with *Perpetual Mocean* and Andrew Banks' *You're Hired* rounding out the top three.

Following an extremely slow finish in Dent Passage in weak breeze the

final series results were a lottery, according to the eventual Performance Racing division 2 winning skipper Andy Kearnan.

Kearnan's Sydney 32 *Wirrajurnd* (CYCA) sailed a brilliant series, their final tally including four firsts on handicap, to finish two points clear of club mate Andy Stoeckel's Beneteau 42 *Integrity* and Roger Down's Farr 11.6 *True Love* (WSC).

In Performance Racing division 1, Edward Earl's Beneteau 47.7 *Ishar* sailing for the Royal Prince Alfred Yacht Club in Sydney beat Ray Haslar's NZ Davidson 35 *Five Talkin'* by just one point.

For the second time in three years, Rod Jones was named the winner of the Audi IRC Championships and took home the Audi A6 Quattro valued at \$115,000.

"It hasn't quite sunk in yet, but I'm sure it will shortly," said Jones, who claimed the prize with a win to his Archambalt 40 *Alegria* in the IRC Grand Prix division 2.

"It's the strength of our team – they're all good at what they do. It's been a tough week one way or another, but we had a great tussle with *Dekadence*. They're a great crew and we both enjoyed the competition."

Credit should go to race organiser Denis Thompson for running a smooth program in challenging conditions for yacht racing. As Thompson said himself, "It's been an almost Trade Wind-less regatta which meant the race committee had to work so hard to chase the breeze and make sure the fleets had some good racing.

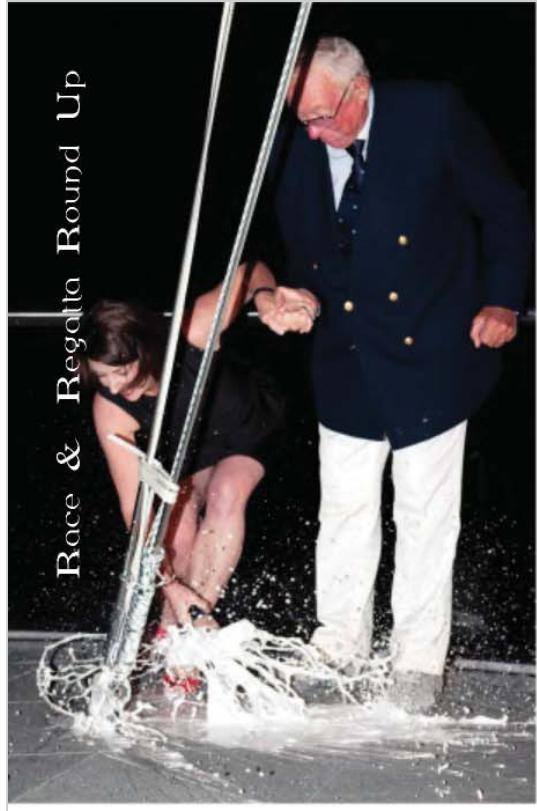
"Once again the quality of the IRC fleet has been outstanding, probably the best ever seen in the country," he added.

Hamilton Island Race Week 2010 will be held on 20-28 August 2010. ○

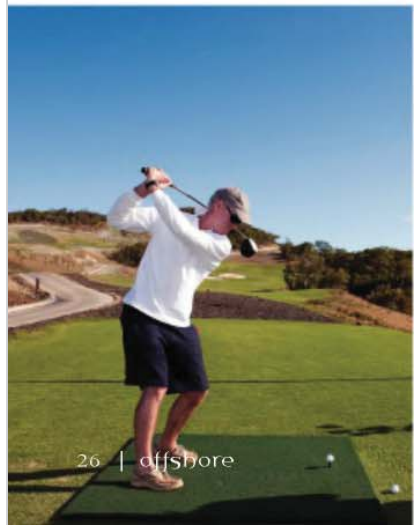
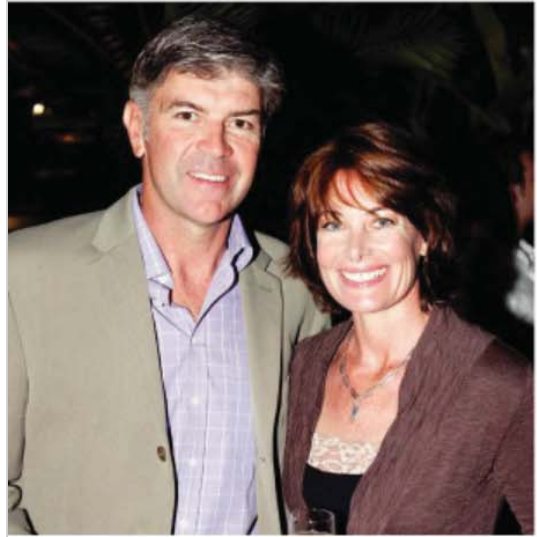
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Race & Regatta Round Up

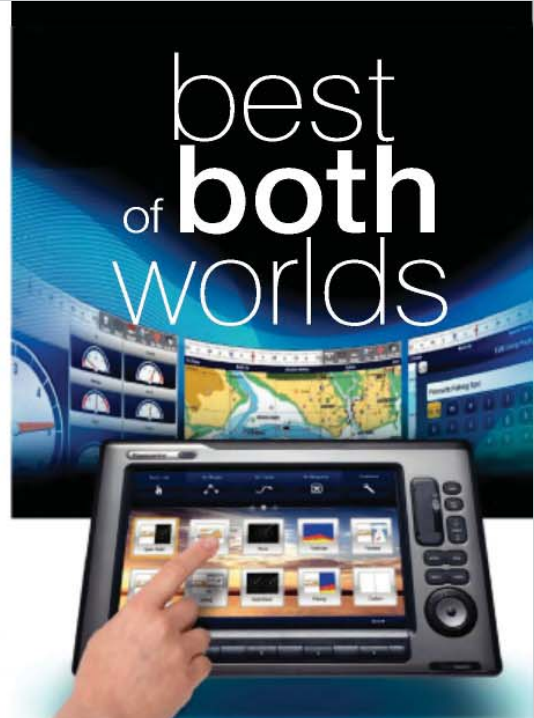


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AIRLIE BEACH RACE WEEK

BOATS AND CREWS FROM ALL OVER AUSTRALIA SET COURSE FOR THE 20TH ANNUAL MERIDIEN MARINAS AIRLIE BEACH RACE WEEK HELD FROM 13 TO 20 AUGUST AT ABEL POINT MARINA IN THE WHITSUNDAYS.

With over 100 entrants, this year's race week was another competitive event full of both challenging courses and enjoyable sailing.

Winds remained light throughout the regatta and crews were pushed to find pressure in challenging conditions. But with clear blue skies above, postcard perfect aquamarine water and temperatures reaching 28 degrees, it was another week of enjoyable Whitsundays yacht racing for competitors in all divisions.

Those interested in the more competitive side of racing entered into the Sports Boats, Sports Boats – Inshore, Performance Racing or IRC Racing divisions. In an incredible performance, the Thompson 8 *Laminar Capital* placed first in the Sports Boats series after winning 10 out of 12 races.

Melbourne sailor Michael Hiatt and his spectacular *Living Doll* took out first place for the regatta in the IRC Racing division, as well as winning Overall Top Boat of the Series.

Hiatt sailed his Farr 55 to a final race victory on Pioneer Bay, by just 40 seconds on handicap, from Ray Roberts' *Evolution Racing*.

The two boats were locked together on points each with three wins, two seconds and a third place. The overall title win went to Hiatt on a count back as the last race winner. Robert Date's Reichel Pugh 52 *Scarlet Runner* was third.

This was Hiatt's sixth attempt to win at Airlie Beach, he sailed a Beneteau First 47.7 *Elektra* for two years, then the Cookson 50 *Living Doll* for three years.

As Hiatt approached the Grimston mark he was sure that he had already lost the race, his *Living Doll* was behind the smaller boat (*Evolution Racing*) which had an impressive handicap lead at that point.

"On the run to Grimston we went offshore, we thought we did better with the wind shifts but when *Evolution Racing* came off the shore she had picked up boat lengths and rounded ahead of us," Hiatt explained.

"It took us another half a leg to get through her and then we put our heads down. We sailed our own race and just concentrated on boat speed."

Ray Roberts congratulated Hiatt for a close fought regatta and a deserved win.

"It was another exciting race in an already exciting series. We had our time on *Living Doll* at the last mark, but the breeze was fading and she sailed away from us," said Roberts.





Keeping the sails full was a challenge at times with light winds prevailing throughout the week.



Geoff Pearson's Carbon Credits won the cruising division.

"Michael deserve this win, he and his crew sailed very well."

Shane Smith proved that *Musto* was able to retain her status at the top of the match racing in the Sports Boats – Inshore division while *Airlie Retreat's* skipper George Challoner left no margin for error winning the Performance Racing division.

Crews looking for more relaxed sailing raced in Cruising, Cruising – Non Spinnaker or IRC Cruising divisions. Due to numerous entrants in the Cruising series this year two different divisions were formed. *China Blue* won first place in Division 1 with a series score of 17 points, while *Africa* took out Division 2 with a series score of 20 points. The Bavaria 44 *Manly Too* beat the Beneteaus in the Cruising – Non Spinnaker series, however the Beneteau First 45 *Carbon Credits* skippered by Geoff Pearson won the IRC Cruising Division.

Novelty prizes such as the Boss Hog Trophy for spirit of the regatta was given to *Holey Cow!*, Top Local Boat Overall was won by *Africa*, the Farr 40 prize was given to *Night Nurse* and the Line Honors prize was won by *Storm II*.

Airlie Beach Race Week not only offered sailors a tough six days of racing but a chance to escape to the tropical Whitsunday weather from the cold climates of the south. All competitors and locals alike had the opportunity to join in the various nightly festivities such as the annual Parrothead party, the Tropical Shirt Crew party and the Skippers Breakfast.

With solid support from our sponsors and competitors, next year is looking to be another successful event for all those involved.
– Melanie Roberts and Rob Kothe

For further information visit www.airliebeachraceweek.com.au

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Henri Lloyd Gore-tex Offshore Racer Jacket
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Photo: Andrea Francolini

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Ray Roberts' *Evolution Sails* enjoying the stunning Phuket coastline.

RAY ROBERTS PICKS UP PHUKET WIN

The picturesque island of Phuket on Thailand's south western coast has been known to Australians for many years as one of the most popular holiday destination in Southeast Asia thanks to its warm weather, beautiful beaches and vibrant nightlife. With the Six Senses Phuket Race Week now in its sixth year running, the annual regatta is also becoming a regional favourite for sailors, and drew a significant contingent of Aussies for the 2009 event, including the CYCA's Ray Roberts.

Blessed by good winds and perfect blue skies, Race Officer Simon James sent all except Club/Charter and Classic classes on eight races over four days, combining windward-leeward courses with round-the-islands races, all within sight of regatta HQ.

On the water, the competition was fierce. IRC Racing, IRC1 and Multihulls went to the wire, with just seconds separating the leading contenders right up to the last race. Despite winning both races on the last day, Neil Pryde's *Hi Fi* (NZL) couldn't quite topple Ray Roberts' *Evolution Sails* (AUS) from the top spot, giving Roberts the first points on the 2009-10 AGYP scoreboard.

Roberts felt compelled to take the microphone while collecting his Racing Class winner's trophy and praised the relatively new regatta, which offers more to the visiting sailor than just spectacular scenery and warm water.

"I've had a fabulous time. It's my first time at this regatta and it's possibly the best experience I've had in Asia," said Roberts.

"I came here expecting the regatta to be much less competitive, but it was very tight racing. The gap between first and second was [sometimes] less than 10 seconds."

Coming out on top of the hotly contested IRC1 class, former SEA Games Gold Medallist and Thai National Junior Sailing Team coach, Jaray Tipsuk with his all-Thai crew on the Platu 25 *Mitmitri*, became the first Thai skipper to take a first place at Phuket Race Week. – Grenville Fordham

For further information email raceweek@image-asia.com or visit www.phuketraceweek.com

The victorious *Alegria* crew at Hamilton Island marina

Photo: Audi / Andrea Francolini

ROD JONES WINS AUDI IRC AUSTRALIAN CHAMPIONSHIP FOR A SECOND TIME

At the close of Audi Hamilton Island Race Week, Rod Jones from Queensland, the inaugural winner of the Audi IRC Australian Championship in 2006, was announced the winner of the coveted title for a second time.

For his determination and fortitude, Jones won the final race to claim Division 2 honours by just two points and will drive away with the major prize - an Audi A6 allroad quattro and the Audi IRC Australian Championship Perpetual Trophy.

Sailing in the Grand Prix Division 2, Jones and his crew on the updated *Alegria*, an Archambault 40, fought off serious Championship challenges from second placed Graeme Wood's JV 52 *Wot Now* (NSW) and third placed *Living Doll*, Michael Hiatt's Farr 55 from Melbourne, both sailing in the Grand Prix Division 1.

To out-race his three main rivals and take the 2009 crown, the Queenslander also had to finish at the top of his division at Hamilton Island, where he faced serious challenges from *Dekadence*, Phil Coombes' DK46 from Victoria and Andrew Saies' *Two True Evolution*, a Beneteau First 40 representing South Australia.

An elated Jones commented: "We're pretty excited; although I'm not sure it's sunk in yet. It's my team and team work – they get me around the race course and I just do as I'm told – most of the time!" he said.

"I'm lucky to have a well-bonded team. All of them are good. I've got Adrian Finglas calling tactics, Bucky Smith trimming and James Hawker navigating."

The Audi IRC Australian Championship comprises four events, the newly re-badged Audi Victoria Week, Audi Sydney Harbour Regatta, Audi Sydney Gold Coast Race and the Audi Hamilton Island Race Week.

Alegria's crew won Division 2 in the first two Championship regattas. They looked the clear winners of Division 3 in the Audi Sydney Gold Coast Race in July, until given a penalty, which dropped her to sixth place. Had that not happened, Jones would have come to Hamilton Island with the Audi IRC Championship already won.

The opening of the 2010 Audi IRC Championship commences with Audi Victoria Week at the end of January. – Di Pearson

For further information visit www.audisailing.com.au

SOUTER CLAIMS VICTORY AT COMPASSCARD AUSTRALIAN WOMEN'S MATCH RACING CHAMPIONSHIP

Nicky Souter and her crew of Nina Curtis and Nicole Douglass, representing Royal Prince Alfred Yacht Club and Australian Sailing Development Squad, have won the compasscard Australian Women's Match Racing Championship, after a countback rule was used to break the tie between first and second.

Over four days of competition Australia's top ranked women match racers including Nicky Souter, Katie Spithill, Amanda Scrivenor, and Lucinda Whitty faced off with two of New Zealand's highest ranked skippers Samantha Osborne and Stephanie Hazard. Joining them were Catherine Trew, representing CYCA, Amy Lee representing Royal Sydney Yacht Squadron, Nadia Punselie representing Royal Freshwater Bay Yacht Club and Claire Hunting representing Sandringham Yacht Club.

Day Two proved to be a spectacular spring day but the breeze was again shifty. Racing commenced in eight knots NW breeze, with gusts of up to 15 knots, however

Racing was delayed on Day Three as the breeze once again caused headaches for the Race Committee and competitors swinging from NE to SE. The last two flights of the round robin were completed with Lucinda Whitty causing an early upset, out sailing Nicky Souter on each leg, securing herself a spot in the top four and handing Souter her first defeat of the championship.

Souter entered the semi-finals with an enviable scorecard of 17 wins and 1 loss from the two round robin and elected to sail-off against Samantha Osborne in the semi finals. Fellow ASDS & RPAYC teammate Katie Spithill was matched against Lucinda Whitty (ASDS/RSYS).

At the conclusion of the semi final stages, the wind changed direction requiring the race committee to re-lay the course and providing competitors with an opportunity for a lunch break.

Flight one of the Petit Final was abandoned shortly after the start due to the significant drop in the breeze and the conditions did not improve much for the rest of the afternoon.

PRO Mark Pryke had competitor agreement to an extension of the last start time to 1630hrs which allowed time to try to commence stage four of racing. Due to the lack of breeze, rain and the shifty conditions, racing was abandoned at 1630hrs.

The final results of the compasscard Australian Women's Match Racing Championship were decided using the Racing Rules of Sailing rule C 11.2 to break the tie between Souter and Spithill and Osborne and Whitty, using final round robin and semi final results.

Nicky Souter secured her sixth national championship after a tough four days of competition.

"We had a pretty tough day today on water, after choosing Samantha Osborne as our opponent in the semi finals. It was a bit of a risk which showed in the results of the first race.

"I am very happy with my crew performance over the course of the regatta. I commend the Race Committee for their decision to extend the race time limit to see if we could get in a full flight of races rather than a sudden death race off. Thanks also to Sean Langman and compasscard for sponsoring the regatta," she said. – Jennifer Crooks

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AUDI SYDNEY GOLD COAST YACHT RACE

Ed Psaltis and Bob Thomas's modified Farr 40 *AFR Midnight Rambler* was declared the IRC Overall Winner of the 24th Audi Sydney Gold Coast Yacht Race. After a long tough and hard race, but one that was strangely emotional, for owner Ed Psaltis.

"This IRC overall win means a lot to us – it has been the only east coast ocean race that we hadn't won overall – and now we have so it's truly outstanding," said Ed.

Co-owner Bob Thomas said, "Ed and the crew put a lot of work into the boat, so that she was ready to perform to her best. Ed was the key driver of all the boat modifications and with her new sail wardrobe she performed to her best. I think this race was one of the hardest races I've done in a long time – harder than the last five Hobarts and probably the hardest the boat has done since our overall win in the 1998 Hobart.

"The boat didn't have its fair share of luck, but she survived the whole race without a crack in the paintwork, all due to the diligent work of our crew. I thank the crew for all their efforts in this race, and look forward to working with them over the season."

For Ed and Bob this also marks the commencement of their campaign in the CYCA's Blue Water Championship, which the duo won in 2006/07. They are looking forward to a strong performance this series and a possible second title.

Cruising Yacht Club of Australia Commodore Matt Allen said, "*AFR Midnight Rambler* is a well sailed boat and as a modified Farr 40 she performs wells in light to moderate airs. Ed Psaltis and Bob Thomas have been tireless campaigners of the CYCA's Blue Water Pointscore series and sailing program as well as achieving some good results in most east coast ocean races including Rolex Sydney Hobart, Mooloolaba and Gosford Lord Howe Island."

The 384-nautical-mile race, which began at 1pm on Saturday 25 July from Sydney Harbour, had everything – a light start with different wind conditions at either end of the start line, tacking and gybing across the harbour to get to the Heads with yachts becalmed as they tried to exit Sydney Harbour; hard on the nose wind conditions during the day with a calm but cold first evening; inshore nor'westerlies and offshore conditions that were very tough forcing make or break decisions by the tacticians; and lastly, a fresh south to south sou'west breeze which picked up the remainder of the fleet and helped 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 who took the offshore decision got some gains but also rough conditions on the second night. Those

who stayed inside benefited from the land breezes in the evenings.

The original fleet of 80 representing Victoria, Queensland, South Australia, New South Wales and New Zealand set off with light air spinnakers hoisted in a blaze of colour on Saturday 25 July and just over 80 hours later 69 boats had finished. Five boats retired due to damage sustained on the first day and night.

A further six boats retired from the race due to minor damage and conditions.

Robert Oatley's *Wild Oats X*, skippered by Mark Richards claimed another line honours win, crossing the finish line at 2:29pm on Monday 27 July in a race time of 2 days, 1 hr, 29 mins and 23 seconds.

After a very rough Sunday night, skipper Mark Richards was glad to dock at Southport Yacht Club. "The boat was fantastic but it was a pretty rough trip. There was quite a lot of breeze there for a while and we were on the wind the whole way up. The seas last night were very unpleasant – gnarly seas and short, sharp choppy conditions," said Richards.

"The conditions were a good test for the crew and the boat performed beautifully in the conditions. We were just a little bit unlucky where we got parked up at Byron Bay but that's yacht racing.

"We got a surprise this morning from *Loki* when she came up on our inside, as we had stayed inshore most of the evening and *Loki* had been had been offshore. When *Loki* came in, they were very close but we toughed it out. The last three to four hours of the race were where the race was won." – Jennifer Crooks

For further information visit www.goldcoast.cyca.com.au



Wild Oats X won line honours, crossing at 2:29pm.

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It was a beautiful Sydney summer's day for the start of the Rolex Sydney Hobart Yacht Race 2008.

Photo: Rolex / Daniel Foster

ROLEX SYDNEY HOBART

THE 65TH EDITION OF THE ROLEX SYDNEY HOBART YACHT RACE WILL COMMENCE AT 1PM ON 26 DECEMBER 2009 (BOXING DAY) WITH ANOTHER LARGE AND HIGHLY COMPETITIVE FLEET.

More than 20 applications for entry have been received by race organisers, the Cruising Yacht Club of Australia when *Offshore Yachting* went to press, with a fleet of 90 yachts anticipated.

Strong interest has been shown from several international boats with Atse Blei's S & S 41 *Pinta-M*, representing the Netherlands, returning for the second year in a row. She will be joined by Alejandro Perez Calzada's S & S 57 *Charisma* from Spain with other international entries expected from New Zealand, UK and France.

Following the CYCA's decision to extend the overall length limit (LOA) from 98 to 100 feet, or 30 to 30.48 metres, the club has received applications for entry from three 100-foot maxi yachts including Neville Crichton's Reichel Pugh designed 100-foot *Alfa Romeo*, Mike Slade's UK-based *ICAP Leopard* and the Greg Elliott-designed New Zealand based *Maximus*, chartered by Sean Langman, is currently undergoing modifications to extend her LOA to 100 feet. An entry is also anticipated from Robert Oatley's Reichel Pugh designed *Wild Oats XI*, which is also currently undergoing modifications to meet the new maximum length.

Grant Wharington's Victorian registered *Wild Thing* and Peter Millard and John Honan's Bakewell-White designed *Lahana*, representing the CYCA, both at 30 metres, will round out the maxi fleet.

All of these six maxis will be competing for the line honours victory and to try to stop *Wild Oats XI* from taking a fifth consecutive line honours win. If the weather conditions are right, the four-year-old race record of 1 day, 18 hours, 40 minutes and 10 seconds could be broken.

The impending line honours tussle is shaping up as the toughest ever but the battle for the Tattersall's Cup, presented to the IRC overall winner, will be equally hard fought with a number of highly competitive yachts vying for this prestigious honour.

Returning to defend his IRC overall win, CYCA member Bob Steel's TP52 *Quest* will go head to head with fellow CYCA members and other strongly campaigned TP52s including Syd Fischer's *Ragamuffin*, and

Matthew Short's TP52 *Shortwave*, in a bid to secure a third IRC Overall win. Additional competition may come from the recently launched *Scarlett Runner*, skippered by Victorian yachtsman Robert Date, flying the Sandringham Yacht Club's burgee and fellow Victorian Graeme Ainley's newly acquired TP52 *Calm*, representing Sandringham Yacht Club.

Niklas Zennstrom's JV 72 *Ran* will also be one to watch in the battle for the IRC overall win and Victorian Michael Hiatt's and his Farr 55 *Living Doll*, which missed the start of Rolex Sydney Hobart 2008 due to a broken mast, aims to continue his strong form over the last 10 months into this year's race.

CYCA Commodore Matt Allen with his Jones 70 *Ichi Ban* was among the first entries to be received. *Ichi Ban* is always well campaigned in the tough 628-nautical-mile race, finishing third across the line in 2008 and 2007, and second to *Wild Oats XI* in 2006. This race will be Allen's 21st race to Hobart.

The first overseas application for entry was received from Atse Blei's S&S 41 *Pinta-M*, who will return with his eager crew. The boat was left in Australia at the conclusion of Rolex Sydney Hobart 2008.

"I decided to return for another crack at a real Rolex Sydney Hobart with the strong southerly fronts and the cold hard, dead of night bashes into big steep seas that we've heard can occur. Our strong 1972 IOR classic would revel in those conditions," said Blei.

"Last year's Hobart race was very enjoyable. It was a lot more tactical than the Fastnet. We had a rough night the second night. Twenty-eight knots of wind and a lot of sail changes. We blew out our big spinnaker on the first night which didn't help very much.

"In the Derwent River we were racing against fellow countryman Harry Heijst in his S&S 41 *Winsome*. We only had to do three miles and we had more than an hour to do them in. We had wind shifts over a hundred degrees and were constantly on the wrong side of the river. We saw our Windex go round four times. After beating all the way from the Iron Pot we actually managed to finish under spinnaker and beat *Winsome* by two hours," said Blei.



Wild Oats XI (main) and her challengers for line honours (left to right) Wild Thing, Lahana, ICAP Leopard, Alfa Romeo and Maximus.



But it was Harry Heijst who had the last laugh, as *Winsome* won IRC Division 4, with *Pinta-M* finishing third. *Pinta-M* has been 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.

CYCA member Greg Zyner's Radford 12-metre *Copernicus* was another of the early applications for entries.

The first interstate application for entry was received from Dr Tony Fischer and his son Rob, who will once again campaign their Adams 20 *Helsal III*.

In last year's Rolex Sydney Hobart, Rob Fischer helmed *Helsal III* for his father and competed against his sister Sally Smith who skippered the *Dynamique 62 Helsal IV*, also owned by Dr Tony Fischer. The brother and sister rivalry played out on the racecourse with a bottle of Bollinger the prize for the first one to reach Hobart. Fischer had to pay his dues after *Helsal III* retired, and *Helsal IV* arrived into Constitution Dock on the morning of 30 December.

Commenting on the number of applications for entry received to date, Rear Commodore and chairman of the CYCA sailing committee Garry Linacre said "It is encouraging to see the strong number of applications received thus far. With the extension of the overall length limit from 98 to 100 feet we are anticipating six maxis and a highly competitive IRC fleet vying for the Tattersall's Cup. We also anticipate entries from many well campaigned boats entering the PHS and cruising divisions.

"The level of international interest has been strong and we anticipate overseas yachts will make up at least ten percent of the expected 90-plus fleet," said Linacre.

"ALL OF THESE SIX MAXIS WILL BE COMPETING FOR THE LINE HONOURS VICTORY AND TO TRY TO STOP WILD OATS XI FROM TAKING A FIFTH CONSECUTIVE LINE HONOURS WIN. IF THE WEATHER CONDITIONS ARE RIGHT, THE FOUR-YEAR-OLD RACE RECORD OF 1 DAY, 18 HOURS, 40 MINUTES AND 10 SECONDS COULD BE BROKEN."

Applications for entry have also been received for Syd Fischer's TP52 Ragamuffin, John Smith's Cavalier 350SL CHorse and the syndicate of Antony Sweetapple, Anthony Bruce and James Lee Warner's Jones 40 Quetzalcoatl, and Simon Kurts' S&S 41 Love & War, the overall winner of Rolex Sydney Hobart 2006, all four representing the Cruising Yacht Club of Australia; and Ian Sanford's Northshore 38 Ray White Castle Hill (Tartan) representing Greenwich Flying Squadron.

CYCA members also expected to enter include Andrew Short's Reichel Pugh 80 *Pricewaterhouse Coopers*, Stephen Ainsworth's Reichel Pugh 63 *Loki*, Alan Brierty's Reichel Pugh 62 *Limit*, Geoff Ross' Reichel Pugh 55 *Yendys*, and Ray Roberts' Cookson 50 *Evolution Sails*.

"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 iconic Australian sporting event 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 65th running of the event which will start from Sydney Harbour at 1pm on Boxing Day, 26 December."

Applications for entry for the Rolex Sydney Hobart 2009 close on November 2009 at 1700 hrs AEST. ○

For further information or to view the Notice of Race visit www.rolexsydneyhobart.com



Seven-time winner *Caprice Of Huon*. *Era*, the second winner of the Gascoigne Cup. *Magic*, the inaugural winner in 1886.

101ST GASCOIGNE CUP FOR ROYAL SYDNEY YACHT SQUADRON

This coming season will see the 101st race for one of the Royal Sydney Yacht Squadron's most historic trophies, the magnificent Gascoigne Cup. The 2009 Gascoigne Cup on Saturday, 24 October, will mark 124 years since it was first presented in 1886, as it was not awarded during the war years.

Many famous yachts and yachtsmen have won this iconic ocean race and as it moves into its second century, another strong fleet is expected to line up with yachts from all major Sydney clubs competing.

The Gascoigne Cup is one of three short ocean races the Squadron conducts each summer season, the others being the Morna Cup in November and the Milson Cup in February, each being part of the Combined Clubs Short Ocean Pointscore.

The Gascoigne Cup is by far the oldest and, arguably, the most prestigious short ocean race on the Sydney, if not Australian, ocean racing calendar. The trophy was presented to the Squadron in 1885 in honour of Captain Gascoigne, then Aide-de-Camp to Lord Carrington, Governor of New South Wales, for his heroic service in the Sudan campaign, which included an attempt to rescue the embattled General Gordon during the infamous siege of Khartoum.

The Cup was a challenge trophy to be competed for annually by yachts of over five tons measurement, until won three times in succession by the same yacht with the same owner, a requirement that was later amended in the Deed of Gift.

During the first 45 years of competition, a number of Squadron yachts were able to win two successive races and even more in total, but none could achieve three in a row. In 1933 the Deed was altered to make the Gascoigne Cup a perpetual trophy.

Remarkably, it was not until the 1950s that A F Albert's *Norm* achieved three consecutive wins (1952-1954) with five wins in total over 22 seasons, less the years of World War II.

The most successful yacht, however, has been that famous Admiral's Cup boat *Caprice Of Huon* which has won the Cup seven times; firstly skippered by Bill Northam in 1960 and then by Gordon Ingate who helmed the yacht in six of those victories, including the only other occasion of three successive victories (1962-65).

"MANY FAMOUS YACHTS AND YACHTSMEN HAVE WON THIS ICONIC OCEAN RACE AND AS IT MOVES INTO ITS SECOND CENTURY, ANOTHER STRONG FLEET IS EXPECTED TO LINE UP WITH YACHTS FROM ALL MAJOR SYDNEY CLUBS COMPETING."

Last year's winner, the 100th, was Phil Bennett's John King-designed 11.4-metre sloop *King Billy* which had won previously, in 1993. She is expected to race again this year.

The original format of the race for the Gascoigne Cup was a combined inshore and offshore event, starting in Farm Cove, rounding Sow and Pigs and returning to round the Committee Boat in Farm Cove before sailing to Long Reef and back, a race distance of 30 nautical miles.

The first winner was Sir James Fairfax's boat *Magic*, a 48-foot gaff rigged sloop and one of the crack yachts sailing at the Squadron in the 1880's.

There have been many well known yachts which have carried off the trophy since, including A G Milson's *Era* and Dr A MacCormick's *Thelma* which each won the Cup twice before the turn of the century.

Caprice of Huon scored her first win, with Bill Northam on the helm, in the season of 1960-61. Gordon Ingate took over *Caprice of Huon* in 1962, scoring three successive

wins in the Gascoigne Cup before taking the boat to England for the first of her two illustrious Admiral's Cup campaigns.

Another two-times winner in the 1960s was M R L Dowling's *Tashtego*.

The 1970s saw many Sydney Hobart Race competitors successful, including Jack Rooklyn's maxi *Apollo* and Stan Edwards' *Margaret Rintoul II*, the former Fastnet Race winner *Ragamuffin*. Remarkably, since the 1975-76 summer sailing season, the only yachts to have won the Gascoigne Cup more than once have been P J Watts' *Arabesque* in 1995 and 1996 and Phil Bennett's *King Billy* in 1993 and again last season.

This season, the Gascoigne Cup will again be sailed offshore, weather permitting, but the start and finish could be within Sydney Harbour. Once again it promises to maintain the great tradition of this historic ocean racing event as a strong fleet does battle to have their name engraved on the base of the trophy as the first placed yacht on Performance Handicap.

Those 101 winners of the Gascoigne Cup represent a history of inshore and offshore yachting in Sydney over 124 years, now sailing into the event's second century of competition on Sydney Harbour and offshore.

– Peter Campbell

For further information visit www.vsys.com.au

The beautiful Marsamxett Harbour in Malta, where the Rolex Middle Sea Race will start in October.



ICAP LEOPARD EYES OCEAN RACING TRIFECTA

Fresh from his line honours victory in the Fastnet, Mike Slade will campaign *ICAP Leopard* at the Rolex Middle Sea Race in Malta this October en route to Sydney with the hope of setting up the chance to pull off a dramatic trifecta culminating in the Rolex Sydney Hobart.

The only other yacht to take consecutive line honours at all three of these 600-plus mile races is Neville Crichton's first *Alfa Romeo*, which some years later in the hands of George David and under the name *Rambler*, scorched to a new course record in 2007.

Slade's 100-foot supermaxi will be the headline act at the Rolex Middle Sea Race when the fleet lines up for the start on Saturday 17 October, with picturesque Marsamxett Harbour once again providing a stunning backdrop for the startline.

Leopard's closest rival on the water at this summer's Rolex Fastnet was Karl Kwok's brand new Farr 80 *Beau Geste*. Led once again by Gavin Brady and Francesco de Angelis, do not be surprised to see this Hong Kong maxi breathing down the neck of *Leopard*, despite being 20 feet shorter.

Strategy and tactics are as key to success in this race as speed. Slightly

further a back major battle will be underway between the Mini Maxis. The Royal Malta Yacht Club expects Niklas Zennstrom's *Rán 2* (overall winner of the 2009 Rolex Fastnet) and the STP 65s of Udo Schütz (*Containerl* GER), Patrizio Bertelli (*Luna Rossa/ITA*) and Roger Sturgeon (*Rosebudd* USA - overall winner of the 2007 Rolex Sydney Hobart) to be joining Hap Fauth's *Bella Mente* (USA) and Andres Soriano's *Alegre* (GBR) - the 2008 Rolex Middle Sea Race Line Honours winner - for the another major offshore race line-up in the class.

The Royal Malta Yacht Club is currently undergoing renovations but Commodore Georges Bonello DuPuis is delighted with progress to date.

"The majority of the major works have been completed. As with all projects of this nature there are moments of difficulty, but the membership of the club is thoroughly involved and we will be in good shape come October. We're all looking forward to another great race," he said. ○

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OFFSHORE RACING CALENDAR

AUSTRALIAN RACES AND REGATTAS	DATE	YACHT CLUB
APRIL		
Final St Arnou Wednesday Twilight Race	1 April	CYCA
Audi Winter Sunday Series begins	2 April	CYCA
Final RSYS/RPEYC Saturday pointscore	4 April	RSYS/ RPEYC
Autumn Championship Regatta, Eaton Cup, Etchells, Sydney 38s, Sydney 32s	4-5 April	RSYS
Harken International Womens Match Racing Regatta	4-8 April	CYCA
International World Championship, Port Phillip, Melbourne	5-14 April	RBYC
61st Brisbane to Gladstone Race	10 April	QCYC
Port Stephens Regatta	10-26 April	RPAYC, NCYC
Freedom From MS Regatta	26 April to 2 May	RPAYC, CYCA, RMYC
MAY		
CYCA Winter Ball	30 May	CYCA
JUNE		
Audi Winter Series continues	June	CYCA
Combined Clubs Winter Race	13 June	RANSA
Australian Women's Keelboat Regatta	6-8 June	RMYS
JULY		
Audi Winter Series continues	July	CYCA
Audi Sydney Gold Coast Yacht Race	25 July	CYCA
AUGUST		
Meridien Marinas Airlie Beach Race Week	13-20 August	WSC
Audi Hamilton Island Race Week	22-29 August	HIYC
Australian Women's Match Racing Championships	30 August to 3 September	CYCA
SEPTEMBER		
Magnetic Island Race Week	4-8 September	TCYC
Lion Island Race	12 September	SASC
Sydney Harbour Islands Race	20 September	CYCA
Bird Island Race	5 September	CYCA
OCTOBER		
Short Ocean Race	1 October	MHYC
Flinders Island Race	9 October	CYCA
Peppers Anchorage F40 Port Stephens Regatta	16-18 October	
Two Islands Race	17 October	SSAA
X Yachts & Bavaria Sydney Harbour Regatta	23 October	CYCA
Gascoigne Cup	24 October	RSYS
Gosford Lord Howe Island Race	31 October	
Farr 40 Regatta	31 October to 1 November	RPAYC
NOVEMBER		
Beneteau Cup - Peugeot Regatta	5-6 November	CYCA
Cabbage Tree Island Race	6 November	CYCA

AUSTRALIAN RACES AND REGATTAS	DATE	YACHT CLUB
NOVEMBER		
Rotary Charity Regatta	13 November	CYCA
Morna Cup	14 November	RSYS
Pittwater to Sydney	15 November	CYCA
Farr 40 Class Regatta	14-15 November	CYCA
Short Ocean Race	21 November	MHYC
International Youth Match Racing Regatta	23-27 November	
Seil Brisbane	28-29 November	
DECEMBER		
David Burke Memorial	5 December	CYCA
Rolex Trophy - One Design	11-13 December	CYCA
SOLAS Big Boat Challenge	15 December	CYCA
Rolex Trophy Rating & Passage Series	17-20 December	CYCA
Rolex Sydney Hobart Yacht Race	26-31 December	CYCA
JANUARY 2010		
Pittwater Coffs Harbour Race	2 January 2010	RPAYC
International Contender World Championships	7-12 January 2010	RQYS
Audi Victoria Week	23-26 January 2010	RGYC
174th Australia Day Regatta	26 January 2010	
Short Ocean Race	30 January 2010	CYCA
FEBRUARY 2010		
Flinders Island Race	5 February 2010	CYCA
Sydney Newcastle Race	6 February 2010	CYCA
Milson Memorial Cup	13 February 2010	CYCA
Pittwater to Sydney	14 February 2010	CYCA
Short Ocean Race	20 February 2010	MHYC
Farr 40 Sprint Series	20-21 February 2010	CYCA
RANSA Regatta	21 February 2010	RANSA
Italian Cup	23 February 2010	CYCA
Marinasess Women's Match Racing Regatta	27-28 February 2010	YSA
MARCH 2010		
Stepping Stone House Charity Regatta	4 March 2010	RSYS
Audi Sydney Harbour Regatta	6-7 March 2010	MHYC
Hamilton Island Farr 40 Australian Championships	12-14 March 2010	HIYC
Mount Gay Rum Top		
Jocks Regatta (invitation only)	13 March 2010	CYCA
Audi Sydney Offshore Newcastle Race	19 March 2010	CYCA
Property Industry Regatta	26 March 2010	MHYC
Harken International Women's Match Racing Regatta	24-28 March 2010	CYCA
APRIL 2010		
Brisbane Gladstone Race	2 April 2010	QCYC
Summer Prizegiving	16 April 2010	CYCA

INTERNATIONAL RACES AND REGATTAS	DATE	COUNTRY	INTERNATIONAL RACES AND REGATTAS	DATE	COUNTRY
APRIL			JANUARY 2010		
Volvo Ocean Race Leg Seven - Boston to Port Stopover	5 April to 16 May	Boston, USA	49er and 29er World Championships	2-9 January 2010	Freeport, BAH
J24 World Championships	30 April to 8 May	Annapolis, USA	Leukemia Cup Regatta	15 January 2010	Phoenix, USA
MAY			Key West Race Week	18-22 January 2010	Key West, USA
Tahiti Pearl Regatta	7-10 May	Tahiti, PYF	FEBRUARY 2010		
Top of The Gulf Regatta and Coronation Cup	1-5 May	Jomtien Beach, THA	33 rd America's Cup	8-12 February 2010	UAE
Trofeo Pirelli ñ Copa Carlo Negri	May	Santa Margherita, ITA	RORC Caribbean 600 Race	22 February 2010	English Harbour, ANT
JUNE			MARCH 2010		
New York Yacht Club 155th International Regatta	12-14 June	Rhode Island, USA	New Zealand Women's Match Racing Championship	3-7 March 2010	Auckland, NZL
Giraglia Rolex Cup	13-20 June	St Tropez, FRA/Genoa, ITA	14 th Asian Sailing Championships	20-29 March 2010	Guangzhou, CHN
J22 World Championships	13-14 June	Lake Garda, ITA	Congressional Cup	24-27 March 2010	Long Beach, USA
Volvo Ocean Race Leg 9 Marstrand to Stockholm	14 June	Marstrand, SWE	International Rolex Regatta	26-28 March 2010	Virgin Islands, USA
International One Design World Championships	21-27 June	Stenungsund, SWE	APRIL 2010		
J80 World Championships	27 June to 5 July	Santander, SPA	Rolex China Sea Race	1-5 April 2010	Hong Kong to Philippines
Transpacific Race	9 June	Los Angeles, USA	Antigua Classic Yacht Regatta	15-20 April 2010	English Harbour, ANT
JULY			Rolex Farr 40 World Championships	21 April to 24 July 2010	Casa de Campo, DOM
Rolex Baltic Week	9-12 July	Kiel, DEU	Antigua Sailing Week	24-30 April 2010	Antigua, ANT
Six Senses Phuket Race Week	22-26 July	Phuket, THA	MAY 2010		
Marina Del Ray to San Diego Race	2-5 July	Los Angeles, USA	Rolex Capri Sailing Week	26-29 May 2010	Caipri, ITA
ORC International Offshore World Championship	5-11 July	Brindisi, ITA	Portofino Rolex Trophy	13-16 May 2010	Portofino, ITA
Volvo Youth Sailing			JUNE 2010		
ISAF World Championship	9-18 July	Buzios, BRZ	Giraglia Rolex Cup	12-19 June 2010	St Tropez, France / Genoa, ITA
Swan European Regatta	11-17 July	Cowes, UK	JULY 2010		
AUGUST			Volvo Youth Sailing ISAF World Championship	8-17 July 2010	Istanbul, TUR
Cowes Week	1-8 August	Cowes, UK	Cowes Week	31 July to 10 Aug. 2010	Cowes, GBR
Copa del Ray	1-8 August	Palma de Mallorca, SPA	AUGUST 2010		
Rolex Fastnet Race	9-14 August	Cowes/ Plymouth, GBR	Rolex Fastnet	August 2010	Cowes/Plymouth, GBR
SAP 505 World Championships	15-30 August	San Francisco, USA	Echells World Championships	19-28 August 2010	Dublin, IRL
Melges 24 European Championships	20-29 August	Hyeres, FRA	SEPTEMBER 2010		
SEPTEMBER			Maxi Yacht Rolex Cup	5-11 September, 2010	Porto Cervo, ardinia, ITA
Perini Navi Cup	5-5 September	Porto Cervo, ITA	Rolex Swan Cup	13-19 September 2010	Porto Cervo, ardinia, ITA
Maxi Yacht Rolex Cup	6-12 September	St. Tropez, FRA	Les Voiles de Saint-Tropez	26 Sep. to 3 Oct. 2010	Saint-Tropez, FRA
Rolex Big Boat Series	10-13 September	San Francisco, USA	OCTOBER 2010		
Audi Melega 32 World Championship	21-27 September	Sardini , ITA	Rolex Middle Sea Race	23-30 October 2010	Valletta, MLT
Les Voiles de Saint-Tropez	27 Sep. to 4 Oct.	St Tropez, FRA	NOVEMBER 2010		
OCTOBER			ISAF Rolex World Sailor of the Year Awards	9 November 2010	Athens, GRE
TP52 World Championships	5-11 October	Palma, ESP	KEY		
Rolex International Women's Keelboat Championship	7-10 October	Rochester, USA	CYCA	Cruising Yacht Club of Australia	RPYC
Rolex Middle Sea Race	17 October	Valletta, MAL	DSS	Derwent Sailing Squadron	Royal Perth Yacht Club
Rolex Osprey Cup	1-24 October	St Petersburg, USA	GSC	Gosford Sailing Club	RPEYC
Melges 24 World Championships	23-31 October	Annapolis, USA	HIYC	Hamilton Island Yacht Club	Royal Prince Edward Yacht Club
Marmaris International Race Week	24-30 October	Marmaris, TUR	MHYC	Middle Harbour Yacht Club	Royal Sydney Yacht Club
NOVEMBER			MYC	Mackay Yacht Club	Royal Yacht Club of Tasmania
India International Regatta	1-8 November	Chennai, IND	ORCV	Ocean Racing Club of Victoria	FSC
Louis Vuitton World Series	7-22 November	Nice, FRA	QCYC	Queensland Cruising Yacht Club	Fremantle Sailing Club
New Zealand Match Racing Championships	10-15 November	Auckland, NZL	RANSA	Royal Australian Navy Sailing Association	TYC
Raja Muda Selangor International Regatta	14-21 November	Kuala Lumpur, MAS	RBYC	Royal Brighton Yacht Club	Tamar Yacht Club
Loro Piana Round the Island Race	23 November	Hong Kong, CHI	RMYS	Royal Melbourne Yacht Squadron	Sydney Amateur Sailing Club
Dubai RC44 Gold Cup	25-29 November	Dubai, UAE	RPAYC	Royal Prince Alfred Yacht Club	Shorthanded Sailing Association of Australia
DECEMBER			RFBYC	Royal Freshwater Bay Yacht Club	Whitsunday Sailing Club
Monsoon Cup ñ World Match Racing	December 1-6	Kuala Terengganu, MAS			Yachting NSW



Michael Hiatt LIVING DOLL

By Lisa Ratcliff

MICHAEL HIATT'S CAMPAIGN WITH HIS BRAND NEW FARR 55 *LIVING DOLL* GOT OFF TO A SHAKY START. JUST FIVE DAYS OUT FROM THE DELIVERY TO SYDNEY FOR THE START OF THE 2008 ROLEX SYDNEY HOBART, MAST DAMAGE ON PORT PHILLIP FORCED A SUDDEN CHANGE OF PLAN. IN JANUARY HIATT'S LUCK TURNED, WINNING ON IRC AT SKANDIA GEELONG WEEK FOLLOWED BY MERIDIAN MARINAS AIRLIE BEACH RACE WEEK IN AUGUST AND FINALLY TAKING HOME THE IRC GRAND PRIX DIVISION ONE CROWN FROM THE BOAT'S DEBUT AUDI HAMILTON ISLAND RACE WEEK.

Photo: Andrew Frattoloni

Photo: P. Alex / Daniel F. Miller

OFFSHORE YACHTING: What inspired you to step up from a Cookson 50 to a bigger and faster boat?

MICHAEL HIATT: It was the inspiration and support that I got from two NZ boys, Tom Faire from Tom Faire's Yacht Management and Richard Bearda from NZ Rigging. Both had been involved in Volvo 60 campaigns. They have been basically by my side and racing for the entire journey and an amazing friendship has grown.

OY: What made you choose a Farr design?

MH: We spoke to a few designers but Farr were so enthusiastic, and as they already had a great relationship with Tom Faire they were our choice. After the original designs were put forward we then asked them to go back and re-analyse lifting props and twin rudders and basically gave them a white sheet to go harder at the design and to match up with North Sails to enable the sails to be designed specifically for the boat. We have definitely reaped the results.

OY: Did you have any involvement in the design?

MH: I am really a hands-on person. Our original wish was to produce a boat that would slot in between TP52s and the 60-footers. Tom Faire was the driving force behind the endless studies undertaken by Farr, North Sails and NZ Rigging, and the liaison with Cookson Boats, and then streamlining all the management systems. It was a matter of linking it all together.

OY: You've achieved phenomenal success with the boat in just 10 months time, what do you put that success down to?

MH: The work that has gone into the boat and the positiveness of the crew has created an amazing platform to build from, coupled with a great team of loyal yachties. And the hard training program has paid off.

"I SUPPOSE THE ROLEX SYDNEY HOBART NORMALLY CONSISTS OF THREE WEATHER PATTERNS; HEAVY AIR DOWNHILL I FEEL WILL BRING OUT THE BEST IN HER, A LITTLE LIGHT AIR EVEN BETTER AND IF WE HAVE SOME HEAVY STUFF IN THE MIDDLE WE WILL LIVE WITH IT. SO IF YOU CAN ORGANISE THAT, IT WOULD BE JUST GREAT."

OY: You are winning regattas with a mostly amateur team – how do you get the skill set right and the team working well together?

MH: Six years ago two of my crew, Alan Latta (backstay) and Michael Vanderwarker (main sheet), helped me bring my first keel boat, *Elektra*, back from Asia and two months later we were competing in Port Phillip Bay. After leaving the sport in my early twenties, getting back into it has always been my dream. I love the challenge and have an unquenchable thirst to keep learning and progressing in the sport.

I am sure it is really the attitude of a great group of yachties going sailing as a team and enjoying it. If somebody is having a bad day there is somebody close behind to push them through. I know this for a fact because I have been pushed through plenty of times. It's the attitude of if we are going wrong we move on and see how we can fix it and look for the positive rather than dwelling on the negatives.

We have been introduced to some amazing yachties who have taught us and helped us train – Adrian Finglas and Noel Drennan to name a couple, plus the support we get from the North's sail team and in particular Ross Lloyd. We have tried not to displace any regular crew members. This gives us all the opportunity to be better sailors – and a better sailing team.

We also have an amazing group of young crew members including Matt Johns, Rick McGarvie, Chris Maxted, Christian Barber, Gillian Kerns, Nicki Allan, Billy Sykes (from North Sails in Sydney) and two old friends, Adrian Joss and Gillian Allan.

Ben Lamb has combined with Ross Lloyd calling tactics and they formed a great partnership. Lastly, heaps and heaps of training.

OY: The boat was built for windward/leewards, how do you think you'll fair if this year's Rolex Sydney Hobart turns out to be a heavy air race?

MH: I think that the recent Audi Sydney Gold Coast Race instilled an amazing amount of confidence in the boat. After 30 hours of pounding in 22 to 26 knots with a confused sea, the boat was performing quite fine until a minor problem sent us in to Smokey Cape for three hours.

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Photo: Audi / Andrea Francolini

The new Farr 55 *Living Doll* dueling with *Wild Oats X* at Audi Hamilton Island Race Week.



Photo: Audi / Andrea Francolini

Michael Hiatt enjoying some time at the helm.

“MY DREAM IS TO TAKE *LIVING DOLL* UP TO THE NORTHERN HEMISPHERE AND DO ALL THE RACES THAT WE READ ABOUT. AND I SUPPOSE WINNING THE ROLEX SYDNEY HOBART OVERALL BUT NOBODY LIKES TO PRE-EMPT ANYTHING. THE GODS WOULD HAVE TO BE KIND.”

I suppose the Rolex Sydney Hobart normally consists of three weather patterns; heavy air downhill I feel will bring out the best in her, a little light air even better and if we have some heavy stuff in the middle we will live with it. So if you can organise that, it would be just great.

OY: You’ve made a big commitment to offshore yacht racing this year. Tell us why you decided to contest the CYCA’s seven-race Blue Water Pointscore Series given it’s a two and a half day delivery just to get to the start line from Melbourne...

MH: Ocean races are an area where we need to focus and signing up for the Blue Water Series has provided us with an opportunity to focus on better handling ability offshore, and to try and get more out of the boat.

With my former Cookson 50 *Living Doll* we regularly sailed and raced locally on a Saturday before leaving the same night to sail to Sydney for the following weekend, only to return to Melbourne at the end of the regatta.

At home in Victoria during the 2004 Docklands Invitational in January.



Hiett's former *Living Doll*, a Cookson 50.



Photo: Rolex / Carlo Borlenghi

OY: Who are your heroes in the sport?

MH: Of course the Gavin Bradys, the Noel Drennans and the amazing crews that conquer the Southern Ocean.

But I guess the guys I go to sea with are my real heroes, guys that you don't have to look over your shoulder for because they are always there.

I remember the 2005 Rolex Sydney Hobart, I think we were leading on handicap and running hard downwind when Tom Faire took up the baton and steered for almost the whole night with speeds exceeding 30 knots, only taking five to 10 minutes here and there for break. A great feat.

In 2007 we were 100 miles south of Eden in three knots of current laying Tasman Light. The boat speed was 11.5 knots uphill with three left standing – Richard 'Bart' Brearda, Ross Lloyd and myself – when we found the HF radio had taken a bath. Without much of a murmur we sailed back to Eden, had a few drinks, returned to Melbourne and rather than dwelling on what might have been, we got the boat ready for Geelong Week.

OY: What's your ultimate goal for *Living Doll*?

MH: My dream is to take the boat up to the northern hemisphere and do all the races that we read about. And I suppose winning the Rolex Sydney Hobart overall but nobody likes to pre-empt anything. The gods would have to be kind. I am sure we will be ready as a crew – whatever they throw at us. ○



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COLLISION COURSE

EVERY YEAR THERE ARE REPORTS OF YACHTS THAT SET OUT ON VOYAGES AND SIMPLY DISAPPEAR. HAVE THEY HIT A WHALE, OR A SUBMERGED CONTAINER? WAS IT PIRATES, OR WAS IT A CONTAINER SHIP? FAMILY AND FRIENDS ARE LEFT IN AGONISED IGNORANCE.

By Nancy Knudsen

It happens just after a shared lunch in *Moirá's* cockpit. The skipper, a marine scientist, cruising-guide author and long time live-aboard sailor Rick Chesher, sits in the cockpit next to the companionway looking out to starboard. His crewmate sits on the starboard cockpit seat – it's his watch – looking aft into space. It is significant that they are quiet because of an altercation that has just taken place between two of the crew.

Chesher describes the moment:

"YOW! The big white bow of a ship slices off my view. It is right next to us! I leap up to grab the wheel, but immediately realise it is too late to do anything. And anyway the ship has already missed us, passing to starboard by maybe 30 metres.

"F%£*!!" my friend gasps, staring bug-eyed as the huge ship thrums by, a wall of steel. I duck from under the awning and look up and up and up towards the bridge of the ship. There is nobody up there looking down. I don't think they saw us. But I realise then that had either of us been a few

metres off our headings *Moirá* would no longer exist."

One of the most brilliant inventions in recent years for the maritime world, and especially for the vulnerable leisure sailor, is the Automatic Identification System or AIS. This has been well publicised, and sailors intending to spend time at sea are well advised to invest in one, enabling users to identify ships and then call them by name. The AIS transceiver (Class B) is well within the budget of most cruising sailors, rather than the more sophisticated transponder (Class A), which transmits as well as receives, enabling other vessels to "see" you. Good information about these can be obtained from www.amsa.gov.au.

However, buying an AIS is not an absolute guarantee against collision for a range of reasons. First is that cargo vessels below 300 tons are not required to carry an AIS; small fishing vessels are a frequent hazard on the ocean, and warships typically do not broadcast their position. So while the AIS is of great use to the leisure sailor, a round-the-clock watch still needs to be kept.



THE MYSTERY OF JESSICA WATSON'S COLLISION WITH FREIGHTER



Jessica Watson is the 16-year-old from the Sunshine Coast seeking to become the youngest solo sailor to circumnavigate the world non-stop and unassisted. At 2:15am on the 9th September, she was off Stradbroke Island on her first solo over-nighter in her 34-foot boat *Pink Lady*, when she collided with the 63,000 tonne Japanese cargo ship *Silver Yang*. Her AIS was operating correctly and her motor was in working condition. Her father told reporters later that she had tried to contact the ship continually for half an hour by radio, and could find no-one who spoke English.

The yacht survived the impact, but lost its mast and suffered damage to the deck and electronic instruments. Jessica, unhurt and undaunted, motored to Southport to repair the boat. The case is currently under investigation by Australian Transport Safety Bureau (ATSB) and possibly the Australian Maritime Safety Authority (AMSA).

If she wasn't asleep, why didn't she motor to safety in time? We must wait for ATSB's report, but with more ocean experience, Jessica would not have expected to be seen by the ship, or that those awake on the bridge would speak English, or that a large cargo ship would make a quick change in course. She would therefore have known to take 100 per cent responsibility for the avoidance of the ship. There's no justice here, just survival, as all long range sailors soon learn.

It's not a good start, but Jessica is already a gutsy young sailor, and no doubt now further toughened. She intends to head for the Southern Ocean with subzero temperatures, mountainous seas, fields full of ice bergs, sometimes 70 knots across the deck, and no help at hand. Can she do it?

Godspeed, Jessica.

When a vessel undetected by your AIS is sighted at sea, the other vessel cannot be relied upon to know the yacht is there. The yacht may be undetectable among white crests or the vessel may not be keeping a watch. At night a yacht's lights may be difficult to separate from the shore lights or those on other vessels, or salt spray on the glass may have dulled the lights. Trying to radio a vessel at sea without calling them by name frequently fails, this being borne out by tales from many a leisure sailor. They may not monitor Channel 16, or there may be no-one on board who speaks English.

KEEPING WATCH

Taking full responsibility then, the most important thing to establish is whether you are on a collision course. This can be quite difficult to ascertain, because it is sometimes not until the vessel is close – say four or five nautical miles away – that you can tell the angle of the vessel to determine its course. This can be worse when the light is bad or the sun is in your eyes.

The very simplest way of establishing accurately whether you are on a collision course is to wedge yourself in the boat securely, and eye the vessel's position in relation to a stay or other solid point on the yacht. Then wait a few minutes and repeat the process. If the vessel is either forward or aft of its previous position in relation to the stay, you are not on a collision course. If its position has not changed, keep testing every

two minutes and when you are sure the bearing is not altering, a collision is forecast. Take action.

This process is made more accurate if you use a hand bearing compass to establish the vessel's bearing precisely, but the "wedge" method works just as well.

Even when you have established that the vessel is not on a collision course, you will need to keep monitoring it until it is well past, as vessels also change course in the ocean. In April this year this factor caused the sinking of the *Princess Tai Ping*, a Chinese sailing junk which was within a day of completing a double trans Pacific crossing. A freighter and the sailing boat were on a parallel course at night when the freighter made a course variation and sliced the sailing vessel in two. The freighter did not stop, but fortunately the crew were saved after some hours in the water.

The next question is how much time you have between the appearance of a vessel on the horizon and the moment of collision.

Assuming the practical distance you can see is seven miles, the other vessel is travelling at 15 knots and the yacht at six knots, in the worst case the closing speed is therefore 21 knots. This means that from the moment of sighting the first tiny speck on the horizon to the point of collision the time elapsed will be just 20 minutes. Any yacht that puts its "time between required horizon checks" at more than 15 minutes is taking a risk all the time they are sailing.

All skippers should also be aware that a sailing boat on the high



Photo: Andrea Francolini

Large ship can rob yachts of wind if sailing too close.

seas does NOT have automatic right of way on the old adage of “motor gives way to sail”. Rule 18 (b) of the International Rules for the Avoidance of Collision at Sea states: “A sailing vessel under way shall keep out of the way of a vessel restricted in her ability to manoeuvre” – which can apply, to a greater or lesser extent, to many ships at sea, as they can sometimes take several nautical miles to effect a change of course.

SAILING ENCLOSED WATERS

Even when there is no apparent course conflict, there can be a very real danger of collision when in enclosed waters, because of the increased lack of manoeuvrability of deep drafted ships. Yachts should be very wary of passing too close to large vessels, as they can be sucked against the side of the ship because of the interaction of the water between the two.

If a yacht gets into the lee of the ship it will find itself deprived of a reasonable wind, and will have to rely on its motor to manoeuvre. This may be okay unless something goes wrong with your engine at the same time. However, the same effect can occur when the yacht is on the windward side of the ship – particularly if the ship is high sided, such as a container ship with a full load, a passenger ship or a bulk carrier.

This is because the wind hitting the side of the ship causes an area of

high pressure, and an area of still or erratic air. The mainstream of wind then blows over the top of the ship. So the unfortunate yacht in the area of erratic air may not be able to sail. The danger of being sucked against the side is then very real.

Large ships navigating near sheer walls or coral reefs on one side can have problems manoeuvring due to the effect of the entrained water between the reef and the ship. The water pushed aside by the bow cannot escape to the side where it is blocked by the reef, so it has to speed up to get between the reef and the ship, causing a large reduction of pressure on one side. This can make steering extremely difficult.

A very experienced Ship’s Captain, Capt Jim Mort, tells this story:

“I well remember a French yacht in a very narrow passage in the Great Barrier Reef in daylight. He was right in the middle of the deep-water route, which caused me to have to move to starboard. The ship I was in was

around 120,000 tonnes. As I moved over, the yacht also altered its course, not to avoid us, but to get closer. This required me to move over still further, until I was only about 150 feet from the reef and could go no further. Due to the entrained water between the reef and the ship I could not get the ship away from the reef after passing the yacht until I had passed the end of the reef. It required a change of underpants for me.”

Later on Thursday Island, a Frenchman came to the pilothouse to buy charts,

“ANY YACHT THAT PUTS ITS ‘TIME BETWEEN REQUIRED HORIZON CHECKS’ AT MORE THAN 15 MINUTES IS TAKING A RISK ALL THE TIME THEY ARE SAILING.”



A patrol boat passing at speed during the Volvo Ocean Race.

and I found out it was the same yacht's owner, who was quite surprised at the trouble he had caused. He said he only wanted to be friendly and get close enough to wave to us on the ship. Should it be necessary to remain with a ship in a channel such as a narrow river, stay to the starboard side of it as close to the bank as possible, but do not forget the wash that a large ship makes in confined water under these conditions. In a river, the ship pushes water ahead of her onto the bank, but as it passes this water runs off the shallow back into the channel quite rapidly, causing a pretty hefty quarter wave which rolls over the exposed flats and returns the water to its original level. This makes life interesting for small craft.

Getting back to the fundamentals, all of these subsidiary matters depend on a proper watch being kept at all times, and the dangers of falling asleep are very real. There is one extremely simple gadget which has been used by many leisure sailors to great effect, and that is a small invention by long time cruising sailors, Jeff and Gail Casher on Sea Witch.

The Watch Commander is a small timer which, once set, cannot be turned off unless you actually disconnect the power. Once set for the number of minutes you stipulate, it sounds a soft alarm which will not wake sleeping crew. The crewmember on watch merely hits the button and the time period starts again. If there is no response after 45 seconds, the alarm becomes a shrieking siren that will have all hands on deck in a flash.

Thousands of words and lots of gadgets, however, are no substitute for good seamanship. A yacht that takes 100 per cent responsibility, keeps a good lookout at all times, and observes a few common sense rules, will not come to grief. ○

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The starboard tackers need to be aware of their potential obligations once the port tackers have completed their tacks. These include Rule 11 *windward boat keep clear*, and Rule 18 *outside boat give room to inside boat*.

The yachts approaching the mark on port are governed by Rule 10 *port gives way to starboard*. Once they begin to tack they are governed by Rule 13.

If any one of these port tackers were to tack inside their three-hull length zone at the mark they would also be subject to Rule 18.3.

MARK ROUNDING AND OVERLAP

IN THE PREVIOUS ARTICLE WE LOOKED AT AN OVERVIEW OF THE NEW RACING RULES OF SAILING AND SOME DEFINITIONS. NOW WE SHOULD EXAMINE THE FIRST SIGNIFICANT CHANGE, NAMELY RULE 18.

By Mark Pryke, ISAF International Race Officer and Instructor

As we saw earlier the new definition of “overlap” says that the terms “clear ahead”, “clear astern” and “overlap” apply to boats on the same tack, as they always did. They do not apply to boats on opposite tacks unless RRS 18 applies or both boats are sailing more than ninety degrees from the true wind.

So does that mean two boats on opposite tacks approaching the

windward mark are overlapped? No! RRS 18 does not apply to boats on opposite tacks on a beat to windward. RRS 18.1 (a), (b), (c), and (d) state when RRS 18 does not apply.

In looking at marks, we include obstructions that are also nominated as marks. RRS 18 addresses marks and RRS 19 addresses passing obstructions that are not declared marks. RRS 20 covers tacking at obstructions. Before

we go further it is important to introduce a new term and its definition. The term is “Mark-Room”.

Mark-Room: *Room for a boat to sail to the mark, and then room to sail her proper course while at the mark. However, mark-room does not include room to tack unless the boat is overlapped to windward and on the inside of the boat required to give mark room.*

Sounds simple enough and it is simple but it is important to understand the use of the words “to” and “at”. The outside boat or the boat clear astern gives the inside or clear ahead boat room to sail “to” the mark. When the inside boat is “at” the mark then the outside boat or clear astern boat gives her room to sail her proper course while at the mark. At the mark can be best understood by saying the inside boat alongside the mark. The inclusion of the words “room to tack” apply to the leeward boat not sailing so close that the windward boat can’t tack without touching her.

GIVING MARK-ROOM

Let’s look at RRS 18.2 and examine what it means.

- (a) When boats are overlapped the outside boat shall give the inside boat mark-room, unless rule 18.2(b) applies.
- (b) If boats are overlapped when the first of them reaches the zone, the outside boat at that moment shall thereafter give the inside boat mark-room. If a boat is clear ahead when she reaches the zone, the boat clear astern at that moment shall thereafter give her mark-room.
- (c) When a boat is required to give mark-room by rule 18.2(b), she shall continue to do so even if later an overlap is broken or a new overlap begins. However, if either boat passes head to wind or if the boat entitled to mark-room leaves the zone, rule 18.2(b) ceases to apply.
- (d) If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not.
- (e) If a boat obtained an inside overlap from clear astern and, from the time the overlap began, the outside boat has been unable to give mark-room, she is not required to give it.

RRS18.2 (a) embodies the principal of the mark rounding rule. Namely, give the boat on the inside room or, as we now say, mark-room. If we never understood more than that principal then we should be safe when rounding marks. Putting aside all other considerations, if the outside boat always gave room to an inside boat then the outside boat couldn’t break the mark rounding rules. Comforting thought when you are the outside boat in a busy and heated rounding.

RRS 18.2 (b) When the rule makers eliminated the phrase “about to round” and changed to a three-hull-length zone, they effectively defined a moment in time at which the outside boat shall give mark-room. It is not good enough to slowly begin bearing away at three hull lengths to give room. We should stop a moment and look at the definition of zone.

Zone: *The area around a mark within a distance of three hull lengths of the boat nearer to it. A boat is in the zone when any part of her hull is in the zone.*

This Zone was previously called a two-length zone. Now it is just called a “Zone”. In this article we continue to refer to it as a three-hull-length zone (i) to emphasise that it is the boat’s “hull” and excludes overhangs like rudder boxes and spinnaker poles and (ii) it is “three” lengths. ISAF allows for Sailing Instructions to change the three to two or four. High speed catamarans and sports boats may find four lengths to be safer and more manageable.

At the moment that the first boat reaches the three-hull-length zone (is nearer to it) and an overlap exists, then the outside boat shall be giving

mark-room. In other words the outside boat should be anticipating that she will have an obligation at the moment the first of them reaches the zone. The second sentence of 18.2 (b) spells out in very different terms than in the past just what obligation has a boat that is clear astern at the moment the boat clear ahead reaches the zone. She shall give mark-room for the clear ahead boat to sail to the mark and mark-room to sail her proper course at the mark.

The boat required to give room needs to anticipate her obligations, possibly change course early such that when 18.2 switches on she is meeting her obligations and giving the inside boat mark-room to sail to the mark. This is a little different to previous rules but not so dramatically different from what we always actually did. Now the obligations are more clearly spelled out and consistent. The new rule doesn’t allow the outside boat to claim that she started to bear away at the zone but was going so fast that it was difficult to give more room.

OVERLAP

The new definition of overlap allows boats approaching a leeward mark at high speed on opposite to access the situation early. They are overlapped and can decide who is likely to be the outside boat and what obligation will be imposed beginning at the moment when the first of them is in the zone. This is clearly better than the old rule and allows the obligated boat to anticipate the need to be meeting her obligation in time.

The relationship is further clarified in RRS 18.2 (c). From the moment when (b) applies, it doesn’t matter if the overlap is broken in the zone, the outside boat remains obligated to give mark-room.

The game hasn’t changed in that the clear astern boat never had any rights to barge in and still hasn’t. It is just that now the phraseology is cleaned up and makes more consistent sense. If the boat entitled to room leaves the zone then 18.2 (b) ceases to apply. And as with previous rule book, if either boat passes head to wind, then 18.2 (b) ceases to apply.

RRS 18.2 (d) covers the situation when two boats disagreed as to whether or not they were overlapped. When the situation is close, it is not unusual for the leading boat to believe there is no overlap and for the trailing boat to believe it has an overlap. A call from one skipper to the other can often resolve this situation. At worst it allows the skippers to know what each other are thinking. The dilemma can be resolved by taking the boats back to where they last agreed as to whether or not they were overlapped. This may be five boat lengths or 500 meters or more, but at some stage boats should agree as to existence or otherwise of an overlap. If they can’t thereafter agree as they get closer to the mark then the originally agreed relationship carries all the way to be Mark. You can’t make or break an overlap at the three-length zone.

One of the concepts that sailors who have been at the sport for more than 20 years find difficult to fathom is the relationship of the Part A “Right of Way” rules (namely 10, 11, and 12) with mark rounding rules. At a point in the distant past, Section A rules were turned off by mark rounding rules. This has not been the case for the past few Rule Books. Even in the last book it said in the preamble to Section C: “To the extent that a Section C rule conflicts with a rule in Section A or B, the Section C rule takes precedence”. Not so anymore! This preamble has been deleted. Also RRS 18.5 and 20.2 allow for boats breaking Section A rules, as a result of not being afforded sufficient mark-room, to be exonerated when taking room to which they are entitled. ○

B42 Beautiful

DAY-SAILING IN ITALIAN STYLE AND
PUSHBUTTON SIMPLICITY.

By Anthony Twibill

Photography Andrea Francolini / Anthony Twibill





I have always admired Italian design and the purity of creation that produces the beguilingly seductive lines which characterise so many of their luxury goods. This Italian style is prolific in fashion, motoring, furnishing and certainly in yachting both sail and power with Italian boats long conveying a statement of style on the sea.

Last summer, Sydney Harbour witnessed the arrival of not one, but three seductive new Italian models. B-Yachts had arrived Down Under and their beautiful all-carbon creations have been turning heads throughout the year. Style, simplicity and speed define this new generation of sleek harbour yachts, suited more to fast day-sailing and short breaks, than extended cruising or offshore passages. There are now two B42's and a B38 adding a touch of European glamour to sailing Sydney Harbour.

Having sailed the latest B42, a gleaming white example named *Requin Blanc*, I can assure you that it takes only one sunny afternoon aboard a B-Yacht to have you believe that this boutique builder has redefined the expression of the perfect personal yacht.

B-Yachts bring a purity of design and a new simplicity of sailing. The B42, as the mid-range model providing stand-up headroom and realistic accommodation below for short breaks, also must surely be one of the most glamorous small yachts to be sailing today. The B42 never fails to turn many heads, while beneath its carbon skin lies hidden a host of the latest yachting design and technology applications.

The concept of day sailers is certainly not new, but how Luca Brenta Yacht Design (LBYD), creators of the new B-Yachts brand, have approached this stunning vision is bred from the world of custom sailing superyachts. Luca Brenta Yacht Designs custom superyachts have included the magnificent

122-foot Vitter's-built *Ghost*, and LBYD was instrumental in the design of various Wally super sailing yachts in Europe, including *Walligator*.

The three partners of B-Yachts – Luca Brenta, Lorenzo Argento and Maurizio Testuzza – have decades of yacht design experience between them.

“I CAN HONESTLY SAY THAT YOU GRIN FROM EAR TO EAR, AS YOU SIT TO WINDWARD, SAILING THIS YACHT BY PUSHBUTTONS WITH YOUR FINGERTIPS AS YOU MIGHT PLAY A MUSICAL INSTRUMENT.”

This includes America's Cup campaigns, design of numerous racing yachts and sailing superyachts of note. The team is renowned for yacht designs boasting speed and class, and through the new B-Yachts line they are personalising the sailing superyacht, scaling their superyacht design experience to the smaller yachting sector. Most importantly,

the B-Yachts model line-up brings to small yachts the latest composite construction techniques in hulls and rig, together with hydraulic ram sheeting and traveller technology originally developed to handle the huge sail loads and automated sail handling required by sailing superyachts.

Fingertip sailing by pushbutton has the B42 delivering speed and sailing thrills better than many racing yachts of its length, and without the muscle work, sail handling dramas, or for that matter, crew required.

As such, their new B-Yachts model range – from 30 to 60 feet – brings to the Australian market a whole new approach to personal yachting. Capable of literally single-handed performance sailing, all their yachts from the B38 up feature innovative, albeit expensive, automated sail handling systems, with everything controlled from a set of pushbuttons at the twin carbon-wheeled helms.

Electrically powered hydraulic rams below deck trim the mainsheet, full-width traveller, vang, and headsail, assisted by electric winches for hoisting and furling the main and the non-overlapping, self-tacking genoa. The automated sail handling systems custom designed for the B-Yachts line and built by Cariboni, have allowed the designers to deliver a powerful



sail plan providing high performance sailing with only the skipper or a couple aboard.

A sleek carbon-fibre hull is matched with a proportionally tall carbon rig with highly swept spreaders, ultra-lightweight PBO composite rigging and no backstay, allowing for a roachy mainsail with large area of 67 square metres. The B42 I sailed was fitted with a North Sails 3DL main, quickly raised and lowered into a furling carbon boom with an electric Harken winch in an effortless, single-handed process. The standard furling genoa of 33 square metres is a self-tacker and is also hydraulically-trimmed from push buttons tucked neatly under the hull fairing, falling perfectly at hand adjacent to the helm positions.

The hull looks long and lean with its low freeboard, wide uncluttered cockpit and stern open to the sea. The carbon construction of the B42 is lightweight and strong but with a total displacement of only 5.6 tonnes. As the hull design is based on weight stability rather than form, around three tonnes of this total is in the torpedo bulb hanging from a very narrow fin, accompanied aft by a sliver thin blade rudder. As expected from simply looks alone, the B42 is very swift through the water, making the most of extracting maximum waterline from its 12.8 metres, from the fine entry of its near plumb bow, to the trailing edge of its open transom. The power of its large, hydraulically trimmed sail plan translates directly into boat speed with upwind numbers of eight to 10 knots in typical conditions. Reaching downwind will often see over 15 knots on the clock, particularly when sailing under the large 140 square metre Gennaker.

I can honestly say that you grin from ear to ear, as you sit to windward, sailing this yacht by pushbuttons with your fingertips as you might play

a musical instrument. With your body snugly positioned in the curved stainless safety rail to windward, in ideal view of the headsail tell-tails, the Genoa trim buttons fall perfectly beside your leg. With a hand-crafted carbon fibre wheel in one hand, and six trim buttons atop the pedestal for mainsheet, traveller and vang trim – easiest to remember as “MTV” as in the music show – it all feels so natural that it’s as though you have been tailored

for this yacht as for a handmade Italian suit. Meanwhile, your guests (remember you don’t really need crew) can sit comfortably on the lounges located forward of the helms to port and starboard. With a good breeze, as the yacht heels, which the B42 does to a considerable degree with that very large main, it is certainly more comfortable to sit on the windward lounge. I suspect that with such comfortable seating it may be difficult to get crew to man the rail in a race!

What would I change? I would add teak footing rails to the centreline of the wide cockpit floor and beside the helm positions for more comfort when heeling on upwind legs. Not much more I can suggest as the yacht is such a revelation in the ease of sailing. The real distinction of sailing the B42 comes from achieving high boat speed and pure sailing satisfaction in a truly effortless manner – all without the typical work of winching and releasing, tacking overlapping headsails and all manner of crew work usually aboard a yacht, that simply no longer has a place on a B-Yacht.

The only aspect of sailing a B42 that would in any way require crew work in the traditional sense would be setting, trimming and retrieving the Gennaker.

As a self-tacker the standard furling headsail, although tall, does not have much length in the foot from tack to clew, so has relatively little contribution

“THIS IS A RESPONSIVE AND REWARDING SAILING MACHINE, AIDED BY THE LATEST DESIGN AND TECHNOLOGY FROM THE BIG END OF GP OFFSHORE RACING, AMERICA’S CUP AND SUPER YACHTING, SCALED TO BE A NEAR PERFECT PERSONAL YACHTING EXPERIENCE.”



downwind compared to the large main with twice its surface area.

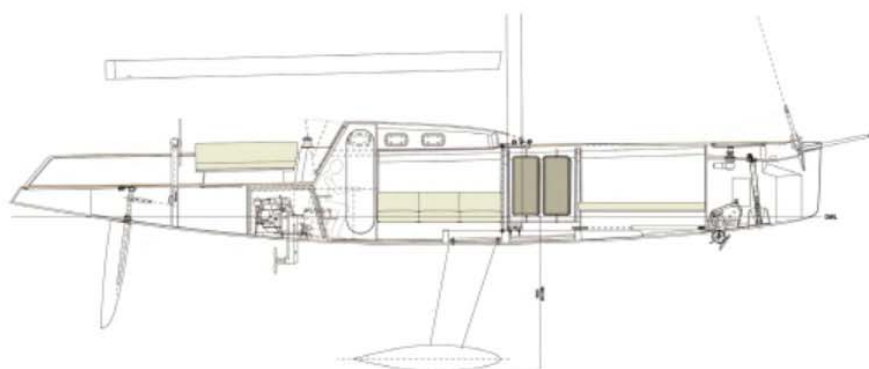
If racing, you would likely want to furl the Genoa, less than a quarter the size of the Gennaker, and fly the kite whenever reaching or running downwind. This is set from a removable carbon bowsprit, with lines running back to the electric Harken cockpit winches, in a standard arrangement.

I commend you to try the B-yachts experience. It won't take you to Hobart as that is far from its design brief. But it will totally change the way you view the world of sailing yachts, and the B42 is quite capable of short offshore passages apart from its design focus for sailing in harbours, bays, and flat waters. Enthusiastic yachtsmen who have an appreciation of quality, together with the means and willingness to adapt to new

technology, will be most attracted to this very stylish and satisfying yacht. The B42 allows electric motors and hydraulic rams to do the hard grind, forever the bane of crew and anyone not behind the wheel on other yachts. For that reason alone, wives and families will adore this yacht and in that respect the B42 is more like a powerboat than any yacht preceding it. But make no mistake, this is a responsive and rewarding sailing machine, aided by the latest design and technology from the big end of GP Offshore Racing, America's Cup and super yachting, scaled to be a near perfect personal yachting experience. ○

For further information visit www.b-yachts.com or email info@b-yachts.com

TECHNICAL SPECIFICATIONS



12.8 metres	LOA
3.1 metres	BEAM (MAX)
1.8 / 2.4 metres (optional)	DRAFT
5.6 tonnes	DISPLACEMENT
3 tonnes	BALLAST
100 litres	WATER TANK
100 litres	FUEL TANK
27 hp Volvo Penta	ENGINE
Gori folding two-blade	PROP
Carbon fibre	RIG
67 square metres	MAINSAIL
33 square metres	GENOA
140 square metres	GENNAKER
A\$1 million (approx.)	PRICE (AS TESTED)

ALL SYSTEMS GO

TIME TO GET YOUR YACHT READY FOR SUMMER SAILING.

By Nancy Knudsen

Winter might be addictive for the hardy sailor, but summer in Australia still calls most of us onto the water. The marinas start buzzing with new life and activity, and the ever warmer sunshine gets the adrenaline flowing to be "gone sailing". So you are ready – but is your boat?

Spring is the time to be making sure the boat is in tip-top condition for the season. Whether you are out to win the summer racing series, setting off to sail the world or just looking forward to many a weekend of family cruising, you won't want the boat to let you down.

Hibernation is actually tougher on sailing boats than constant use. The environment of salt air and damp are an anathema to electronics, an unused engine and even folded sails. Anyway you'd hate to lose the race because a block exploded or fail to get your cruising crew home on time because of engine problems.

So before you enter your next racing series or invite friends to go cruising, here is a checklist of procedures that will leave you confident that the boat won't let you down when you least expect it. It's not rocket science, but a good checklist can save you much angst.

SAFETY GEAR

Before anything, check the expiration date on gear and batteries that require regular servicing or replacement, for example: life-raft, EPIRB's, fire extinguishers, flares and life jackets. Any items that require servicing should be sent away immediately, so that they're back when you're ready to sail. At the same time, check current compliance. Check that the mandatory first aid items are present, then that all are in good condition and in-date.

ABOVE DECK

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 what you may find on your deck: small screws, pieces of Windex or wind vane (caused by birds sometimes), etc. For instance, in one pre-season check we found puzzling tiny shards of plastic, which turned out to be from the spinnaker pole mast attachment. It probably would have exploded the first time we tried to raise the pole.

- 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 and cleats – for signs of wear and rust.
- Tape (or retape) the turnbuckles, cotter pins and spreaders.
- Inspect antennae for integrity, particularly connection points for corrosion.
- If you have a dinghy, it's time to put it in the water, outboard attached, and test both.

WINCHES AND LINES

Like messy jobs? 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. While you'll be wanting to check your lines often during the season, now's the time for the first thorough check.

- Halyards and furling lines, vital to quick responses at sea, should be replaced regularly, and never left with a fray.
- Climb the mast and check the masthead antennae, standing rigging attachments, swages, spreaders, radar reflector, Windex and the mast itself.
- If you have a permanently installed anchor winch, give it a test run, and check the chain for rust.
- If you have furlers, check operation of mechanisms and lubricate if required (some require no lubrication).

BELOW DECK

- Test and lubricate seacocks and the presence of correctly sized wooden plugs, tied close.
- If you have them, check keel-bolts for tightness and integrity.
- Check condition of hoses and clamps, and ensure below-waterline hoses are double clamped.
- Check limber holes and ensure they are clear of debris.
- Check hand pump operates correctly.
- Check heads work satisfactorily and lubricate the hand pump by flushing

“HIBERNATION IS ACTUALLY TOUGHER ON SAILING BOATS THAN CONSTANT USE. THE ENVIRONMENT OF SALT AIR AND DAMP ARE AN ANATHEMA TO ELECTRONICS, AN UNUSED ENGINE AND EVEN FOLDED SAILS.”

with vegetable oil. If you have not pickled them with white vinegar over winter to prevent calcification, do it now.

- Close the seacocks, fill heads with vinegar, leaving them for at least a week.
- Have chemical or electrical systems serviced.
- Check holding tank Y-valve operation, ensure valve labelled and secured.

SAILS AND SAIL GEAR

Exactly what you'll be using your boat for during the summer season will determine the standard you will expect from your sails. We'd all like to have new sails at the beginning of the season, but at the very least:

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

ELECTRICAL SYSTEMS

- Check the water level if your batteries are battery acid type, and generally examine all batteries for integrity.
- Check all lights are working – navigation, bow, spreader etc.
- Turn on electronics and test for correct operation – radar, GPS and electronic charting.
- Check all possible electrical connections for corrosion and integrity.
- Check that the various pumps are working – both automatic and manual, bilge and galley.
- If you have any "green" charging apparatus, such as solar panels or a wind generator, on board, disconnect shore-power and check that they are all working.

ENGINE

To avoid regular engine runs during winter, you may have used a freshwater flushing system. If so, open the saltwater inlet valve, run the engine and ensure that cooling seawater flows adequately. Check your service status on your records and if a service is due, make sure that the following items are covered by the service:

- Check and change fuel filters, coolant and engine zincs if applicable.
- Check transmission fluid, belts for tension.
- Replace oil filters and raw water pump impeller.
- Visually check engine, hoses, engine mounts and all attachments for corrosion, leaks or breakages, bilge for oil/fuel slick.
- Run the bilge blower.
- Check and clean the water strainer.
- Make sure you have a plentiful supply of rotables, for example: 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.



WATER SYSTEMS

Dependent on your type of boat, this may be anything from simple to quite complicated.

- Check water system and pump for leaks and proper operation, and that tank-cap keys are present.
- If you have hot water, check hot water tank is working.
- Check and clean any shower-sump pump screens.
- If you have a watermaker, you may have pickled it for winter. If so, this must be reversed.

GALLEY

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

SEA TRIAL

When all the basic maintenance is completed, it is important to test the autopilot if you have one, the depth gauge, the speedometer, the wind instruments, the log (run the measured mile), and the 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.

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. Consider paying more for purpose-designed propeller antifouling – it is remarkably effective. Aspects you should consider are:

1. How often you use your boat?
2. How fast do you normally go?
3. Hull material
4. Current paint
5. Water temperature where the boat will usually sail

After you've run through the above series of checks and carried out any necessary servicing and preparation, you'll be ready to put to sea. This won't guarantee you trouble-free sailing, but you'll be confident that you've prepared thoroughly, and fate will determine the rest.

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BOAT BUOYS





NORTH TO ALASKA – CHAMPAGNE IN HAND

WITH THE CYCA CURRENTLY OFFERING NEW MEMBERS AND THOSE WHO INTRODUCE NEW MEMBERS THE CHANCE TO WIN AN ALASKAN CRUISE, OFFSHORE SPOKE TO TOUR PROVIDERS SILVERSEA TO FIND OUT WHAT'S IN STORE FOR THE LUCKY WINNERS – AND ANYONE ELSE WHO WOULD LIKE TO TREAT THEMSELVES TO THE VOYAGE OF A LIFETIME THROUGH THE STUNNING ALASKAN WILDERNESS.

By Sue Marsh and Silversea Cruises

Antarctica and the Arctic may be at the top of the list as the last frontiers of travel, but for adventure and untouched beauty Alaska should also rate an entry into the “must-see” list of any yachting. The country is endowed with an abundance of wildlife and spectacular scenery, and if you are smart and choose the right small, intimate ship to explore aboard, you can view it all from a private suite veranda or deck with continuous complimentary glasses of French champagne over nine days.

When cruising in Alaskan waters, remember small is beautiful and comfort is everything. It is cold out there, even in summer. The sight of massive cruise ships disgorging thousands of passengers each morning in the

coastal ports of Alaska can take some of the magic away from a trip through this remote wilderness. That's why smaller luxury vessels such as the *Silver Shadow*, with a maximum of 382 guests and 295 crew (not a bad passenger-to-staff ratio), represent the ideal way to explore these icy waters.

The Silversea service makes all the difference and the cruise fare includes gourmet dining, complimentary wines, drinks and champagnes throughout the ship. The vessel features all suite accommodation (90 per cent with private balconies), marble bathrooms with Bvlgari toiletries, complimentary in-suite dining, 24-hour room service and a fully stocked complimentary drinks cabinet in each suite. A full program of daily activities and enrichment lectures introduces the ports of call and their history.



During one of last year's *Silver Shadow* cruises to Alaska from Vancouver, our captain used his contacts with the local marine authorities to check before deciding which glacier to enter and chose Dawes Glacier. Apart from a tiny marine research vessel nestled under an edge of the glacier, we were the only vessel in sight. Just floating icebergs (of the small variety) drifted past, populated by the odd seal and seabird. The intense aquamarine colours of the ravines in the glacier contrasted with the dark green tones of the icy waters and the snow capped mountains surrounding us, captivating the avid photographers in our party for nearly six hours. The Pool Bar served complimentary hot rum toddies and mulled wine throughout. Just up the coast there were three other megaships, hampering

each other's view of their glacier.

Bears, whales, bald eagles, moose and sea otters should be on the "Big Five" list for any sailor visiting the spectacular coast of Canada and Alaska. Canadian Mounties are on the rarely seen list, but salmon and deer are abundant and even puffins are to be seen, dwarfed by orcas in some of the pristine cruising waters of the Inside Passage and around Victoria British Columbia.

Each port of call with *Silver Shadow* has a history of its own, from Russian influences to the Gold Rush days; from the original landowners the Tlingit Indians to the development of the salmon industry.

Expect to remove yourself from your pampered shipboard surroundings to explore in helicopters, float planes, zodiacs, kayaks, rafts, jet-boats and even dog sleds. Alaska is an adventure experience to be grabbed by both hands and discovered. There is water and icy scenery everywhere, few roads, so take to the skies and the seas to explore and make the most of the adventure.

Most Silversea cruises start in Vancouver. With Air Canada flying non-





stop to Sydney daily, you do not have to confront the frustrations of LA airport and connecting flights.

Here's a rundown of the attractions along the way during the nine-day Silverseas cruise.

KETCHIKAN

Ketchikan is known as the Salmon Capital of the World, but also as the Rain Capital of Alaska. If totem poles are your thing, Ketchikan is home to the world's largest collection of 19th century totem poles. Take the floatplane adventure to the Misty Fjords and just listen to the silence when you land on a bay to view the wildlife. On Creek Street, Ketchikan's red light district in the Gold Rush days, a stop at Dolly's Place, home to the town's most infamous saloon, provides an opportunity to meet some of the colourful locals. Ketchikan is just a step away from a "one moose town".

JUNEAU

Alaskan capital Juneau is a bustling commercial township with several large cruise vessels dominating the foreshore. So when we arrived, it was pleasant to anchor off and go ashore by tender. To avoid the streets lined with souvenir and jewellery shops and tourists hoping to see Sarah Palin, we were whisked off to an amazing helicopter trip to the surrounding ice-fields. The pilot chooses the best and most photogenic locations to drop down onto the glacier or pristine snowfield to view the splendor of the surrounding mountains and Mendenhall Glacier.

It was a revelation to discover that glaciers are not all pure white and beautiful with intense blue crevasses. They are usually quite grubby with distinct brown markings. As the snow and ice melts and moves with the glacial flow it gathers rocks, boulders and grit and carries this all the way to the sea, and the opaque, yet bright blue-green water of the fjords.

After a quick peek inside the infamous Red Dog Saloon, we opted for a delicious lunch of hot Alaskan King Crab claws followed by Key Lime Pie at The Twisted Fish on the water's edge, before returning by tender to the *Silver Shadow* and a warming Pommery.

SITKA

A wander around Alaska's first capital reveals an enchanting blend of native culture, Russian history and Alaskan wilderness. The Tlingits thrived undisturbed on their island paradise of Baranof until 1799 when the Russians arrived. The fur trade flourished, but by mid-century, the sea otters population had been diminished by hunting – as had the Russians' interest in the New World. In October 1867 they sold Alaska to the United States for \$7.2 million with a transfer ceremony at Sitka.

Wildlife viewing is the heart of the tourist industry here. A three-hour Sea Otter light aircraft adventure includes sightings of seals basking on rocky outcrops, jolly sea otters floating on their backs amongst the kelp beds, gray whales performing close to the shore and displaying a waterspout before diving for six or seven minutes, leading you on a hide and seek chase along the shore.

Sitka's shops and galleries display Russian lacquer boxes, nesting dolls, icons and paintings alongside hand carved crafts from Tlingit communities around the Inside Passage. The gray and white St Michel's Cathedral is the center piece of a historic Sitka walk.

THE GLACIERS

No brochure can prepare you for the awesome beauty of the Tracey Arm Fjord and Sawyer Glacier. The glassy sea is as calm as a millpond. With the glaciers starting to ice up towards the end of the season, Captain Tatulli called his local marine and wildlife survey team contacts, who advised that we should venture into Dawes Glacier. Being small, *Silver Shadow* was able to slowly creep between the spectacularly coloured icebergs up the fjord, coming close to the glacier and with not another huge cruise ship in sight to impair our view... just a tiny research boat. Seals lazed atop the ice-flow. We spent several hours watching the changing colours and lights off the glacier and densely forested hillsides, as waterfalls gushed towards the waters edge. The total silence of the fjord added to the atmosphere, but no bears in sight.

VICTORIA

The imposing Fairmont Empress Hotel offers a great afternoon tea in true Victorian splendor. Butchart Gardens, are a short floatplane ride from Victoria, crosses the verdant countryside with vineyard lined hillsides, hidden bays and anchorages. A National Historic Site of Canada the 22 hectares of breathtaking gardens, were created from a disused limestone quarry and showcase plants from most corners of the globe. Victoria is the best place to see pods of killer whales frolicking in the cold waters of the sounds and inlets. Decked out in red survival suits Prince of Whales Tours will take you on a thrilling zodiac trip to follow the resident pods of orcas. It was cold but exhilarating to watch the local family pods frolic with their young as they travel through the Inside Passage. ○

For further information visit www.silversea.com

Sue Marsh is a publicity agent writing for Offshore on behalf of Silversea Cruises.

REG BLAKE – SAILING ADVENTURER AND SANDWICH MAKER

One of the CYCA's longest serving and best known members, Reg Blake, set out on his final voyage on 9 August, ending a long and adventurous life.

Just about everyone at the CYCA has at one time or another ventured into the small sandwich shop run by Reg and Kai and seen the telescope and other memorabilia displayed there. Few know the true story of Reg and Kai, the romantic story of how they met and Reg's sailing adventures in *Tahoe* before settling down in New Beach Road.

Reg's adventure began in Vancouver BC in 1956 when he acquired a 37-foot gaff rig schooner named *Tahoe* and set sail to fulfil his long-held ambition to "cruise the Pacific".

The fact that Reg knew nothing of navigation at the time and that *Tahoe* had no engine, no electronics and no winches, was of little consequence. She was a schooner and sailed well, and let's face it, without these complicated items she had nothing on board to give any problems. All the lighting, including the navigation lights, were powered by kerosene which was easy to come by and with a bit of attention a block and tackle and belaying pins rarely ever give problems!

The "cruise" took four years and covered some 15,000 nautical miles during which time Reg visited some eight Pacific Island groups and also New Zealand.

There were times, however, when the trip was a true adventure and that was when the weather was not all that favourable. For instance, on his arrival in Auckland AAP Reuters reported: "Yacht Battered: A Sydney yachtsman Reg Blake, 29, sailed his 37-foot schooner into Auckland today after crossing the Pacific Ocean from Canada. The yacht was minus its dinghy, two jibs and a mainsail, all lost in a gale en route from Raoul Island. The bearded yachtsman said *Tahoe* had nearly been wrecked on the Great Barrier Island last night in a gale."

Sailing the Pacific in 1958 was considered to be a grand adventure and well worth reporting. *The Daily Telegraph* newspaper reported how Reg, during his 22-day crossing from New Zealand to Sydney, had "woken up one night with the floor boards afloat and had to bail like hell."

The Sun reported: "Four-year cruise ends: Cruising in the South Sea Islands is not the idyllic life the dreamer thinks says 32-year-old seafarer

Reg Blake who returned from four years sailing the Pacific... and that during his cruise he met and married a 21-year-old Tongan girl 'who will arrive shortly in Australia'."

Reg and Kai later shared this story with Everybody's columnist Charles Striber who published their story, accompanied by a beautiful picture of Kai. Part of the story goes:

"I went into the shop in Nukualofa, Tonga and there was this beautiful Tongan girl selling postcards," recalled Reg. "I asked her to go to the pictures with me but she was too shy to talk to me; so I got a message boy to act as a go-between.

"She said she would consider my offer on two conditions – I had to ask her father's permission AND I had to shave off my beard.

"It was a struggle, but I decided she was worth more than my beard and that night I turned up clean-shaven. Her father spoke pretty good English and I could see he was weighing me up carefully. He allowed me to take Kaione out several times, with the messenger as chaperone."

Reg and Kaione (pronounced Ki-own-ee or Kai for short, as we all know her), were married in Tonga, then much to the good fortune of CYCA members Reg, having fulfilled his sailing ambition, brought her to Sydney. Reg and Kai settled in Sydney in a little grocery store located in Rushcutters Bay next to the CYCA. Kai plans to continue with "Reg's Sandwich Shop". – John Keely



DES O'CONNELL – HOBART RACE VETERAN

With his big bushy beard and black fisherman's cap, Des O'Connell looked like, and indeed was, a real old salt. He was one of the institutions of the Cruising Yacht Club of Australia and the Rolex Sydney Hobart Yacht Race.

Joseph Desmond (Des) O'Connell, a member of the CYCA since 1949, passed away peacefully on 7 September with his family in attendance. He was 85 years old.

As a young man, Des watched from South Head as the second Sydney Hobart race fleet headed south on Boxing Day 1946. The next year he participated in the third, sailing aboard *Stormbird*, followed by 26 other Hobarts and multiple international and coastal races.

Des became a noted navigator and was sought after by many owners to pilot their boats to Hobart, doing three Hobarts on *Ellida*, four on *Carol J*, two on *Poirrel* and two on *Wofian IV*, as well as races on *Salacia* and *Patrice III*.

Personally, his most successful Hobart race was in 1992 when, at the age of 68, he campaigned his own yacht *Katinka*, a Currawong 30 with the assistance of his two sons Paul and Peter. In 1993 he sailed his 25th Hobart, retiring from long ocean racing in 1996, but continuing to race *Katinka* on the Harbour.

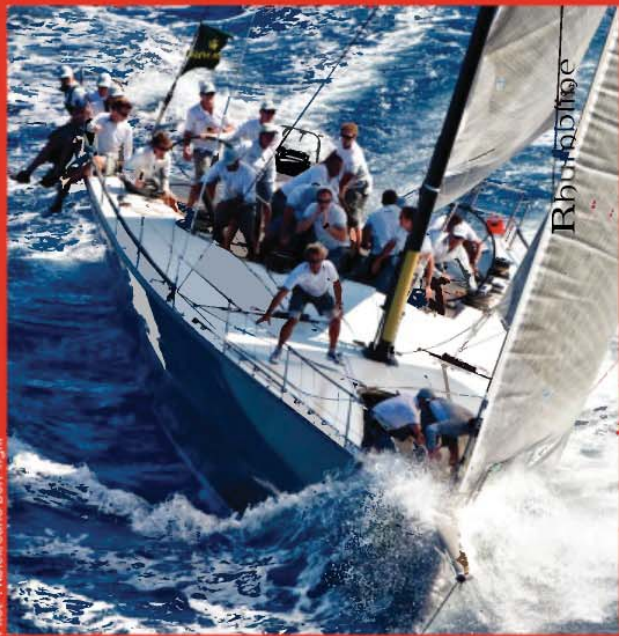
Des O'Connell eagerly shared a lifetime of experience with new owners in his role as a safety inspector, navigator and as an ocean racing skipper. – Peter Campbell



BRITS SAILING FOR RARE DOUBLE IN ROLEX SYDNEY HOBART



Mike Slade's *ICAP Leopard* cleaned up the Fastnet line honours this year but will face a strong fleet in the Rolex Sydney Hobart.



British yacht *Ran 2* racing at the recent Maxi Yacht Rolex Cup.

IT'S 40 YEARS SINCE THE LAST TIME IT HAPPENED, BUT TWO BRITISH YACHTS COULD POTENTIALLY CLAIM LINE HONOURS AND HANDICAP WINS IN THE ROLEX SYDNEY HOBART YACHT RACE THIS YEAR.

By Peter Campbell

This year's Rolex Sydney Hobart marks the 65th annual running by the Cruising Yacht Club of Australia of what is not only the major ocean race in the nation but one that ranks at the highest level of international competition. The 65th race is not a notable anniversary, per se, but will be an historic searmark in the history of the ocean classic, in that the maximum overall length has been raised to 100-foot, and that it is also will be the seventh year of sponsorship by Rolex SA, the Swiss-based makers of classic watches.

Without question, the sponsorship of Rolex has lifted the Sydney Hobart to a new level of international competition and this year it is expected that 10 per cent of the fleet will come from overseas. While our race has always received some international coverage in the yachting media, the annual Christmas-New Year contest in the Tasman Sea has created vast worldwide media and public interest since Rolex became involved.

The fact that each year Rolex produces a film which is seen by more than 300 million households via cable television, and send a group of international journalists to cover the event in Sydney and in Hobart, are some of the reasons for the growth of international interest and participation.

The status of the Rolex Sydney Hobart will reach new heights this year when up to six so-called 'super' maxis contest the race for line honours in the 628 nautical mile challenge. Four of these will be 100-footers, their overall length extended over the past year to meet the new rules set down for the Maxi World Rolex Cup and adopted for major passage races such as the Rolex Fastnet Race and the Bermuda Race, and now for the Rolex Sydney Hobart.

Coming from the Northern Hemisphere will be Mike Slade's Farr-designed *ICAP Leopard* – fresh from her second successive line honours victory in the Rolex Fastnet Race – and Neville Crichton's Reichel Pugh-designed *Alfa Romeo II*, the champion maxi for the past several seasons in

the Mediterranean. Sydney yachtsman Sean Langman has chartered the Greg Elliott designed New Zealand maxi *Maximus* and is lengthening her to 100-feet.

Making up the 100-footers will be the defending champion, Bob Oatley's *Wild Oats XI*, currently undergoing modifications to bring her up to the new maximum LOA as skipper Mark Richards sets his sights on a fifth successive line honours.

“THIS IS THE FIRST TIME THAT THE LINE AND OVERALL WINNERS OF THE FASTNET RACE HAVE CONTESTED THE ROLEX SYDNEY HOBART RACE IN THE SAME YEAR.”

Aside from the maxis, the exciting news is the application to enter from another British boat, *Ran 2*, Niklas Zeenström's Judel-Vrolijk-designed 72-footer which was the overall winner of this year's Fastnet Race and winner of the Mini Maxi Division 00 at the recent Maxi World Rolex Cup in Sardinia. This is the first time that the line and overall winners of the Fastnet Race have contested the Rolex Sydney Hobart Race in the same year.

Ran 2 is a new boat, launched this year, and her wins in both the Fastnet Race and the Mini Maxi Worlds have been against some topline opposition. In the Fastnet, she won from *Luna Rossa*, campaigned by the Italian America's Cup team and the US yacht *Rosebud*, winner of the Rolex Sydney Hobart in 2007. At the Mini Maxi Worlds she beat the 'new' *Alfa Romeo 3*, Neville Crichton's Reichel Pugh 71-footer which has just undergone extensive modifications.

If *ICAP Leopard* and *Ran 2* can achieve the line and IRC handicap double again in December, it will be the first time in 40 years that that British-owned yachts have won the double in the Sydney Hobart. The last time was in 1969 when Sir Max Aitken's 62-footer *Crusade* got the gun and *Morning Cloud*, the 33-footer skippered by Ted (later Sir Edward) Heath won on corrected time. Heath was then Leader of Opposition in the UK and later became Prime Minister of England. ○

ON THE NOSE

THE BAD NEWS ABOUT BEING A JOURNALIST IS THAT YOU'RE INUNDATED WITH PRESS RELEASES. THE GOOD NEWS IS THAT SOME OF IT IS SO GENUINELY AMUSING THAT I KEEP WADING THROUGH PILES OF BAD STUFF JUST TO FIND A FEW GEMS.

By Chris Caswell

Some press releases, especially new boat announcements, paint word pictures of boats that can leap small buildings and are more versatile than Swiss army knives. The really great releases, however, are so full of themselves that they sound like the self-descriptions of artists at weekend street fairs: "I try to find nobility in the ordinary, while my hand frees the subconscious images in my mind".

Or like a pompous wine review: "It has just the flutter of petunias, combined with the sibillance of dark earth".

So arrives on my desk a press release from Creed, or rather, the House of Creed. Those of you into something beyond Old Spice may recognise Creed as a highly esteemed perfumer favoured by English royalty in the 1700s.

The release would have been unceremoniously tossed, except that the headline grabbed my interest: "New Creed Women's Scent Inspired By Yachting". It turns out that Love In White, their first new scent for women in five years, "was inspired by Mr. Creed's travels on the high seas". Wow!

"Like a rush of sea air in the sails of a yacht, Love In White transports us on waves of serene sensation". It continues, "Love in White evokes the freedom and harmony felt at sea".

Something this precious couldn't be packaged in a simple bottle, so "Love in White's delicately sculpted bottle evokes the shoulders of a feminine figure as she rests upon white sands caressed by the ocean's gentle current. A silver ribbon at the neck conveys sunshine dancing on the Aegean Sea". This is heady stuff!

It was, in fact, so heady that it made me stop to consider what the scent of the sea might be, and I quickly knew that Mr. Creed sails different waters than I.

The scents of the sea to me are those of turpentine and varnish and coffee wafting up from the galley and mahogany peeling in long curls as you plane down a new centreboard.

Wake up on a boat early in the morning, and there's that unmistakable flavour in the air that says "I'm on a boat floating in salt water". I love that smell, and it comforts me, but I'm not sure I want to wear it as aftershave.

Boats no longer have much of a scent, but the building and repair of boats is certainly fragrant. Today, the aromas are mostly resin and acetone, but it hasn't always been that way.

Boatyards used to be an amalgam of fragrances: the sweetness of oak and mahogany; the oily musk of teak; the tang of bottom paint that reeked of poisons no longer allowed. And that wonderful aroma of fresh varnish.

There are still a few good boatyards where you can introduce your kids to the real perfume of a wooden boat under construction. Today, youngsters are more likely to grow up thinking that a boatyard smells like the Tupperware in the kitchen.

Sailboats still use gimbale oil lamps and alcohol stoves, and both of these have a distinctive bouquet. Blindfold me and hold a recently extinguished oil lamp under my nose, and my mind conjures up classic yawls, cozy cabins, and books enjoyed under the warm flicker of a flame rather than the coldness of fluorescent lights.

Love In White is claimed to combine ingredients such as iridescent rice husks from Asia, vanilla from Java, magnolia from the Guatemalan mountains and even roses, but only those from Bulgaria.

I think a perfume that evokes sailing should come from ingredients such as the sanding dust from Burmese teak, the scent of English varnish. From the distilled essence of salt-stained paper charts, infused with the zest peeled from old foul weather jackets and blended with canned beef stew laced with cheap red plonk.

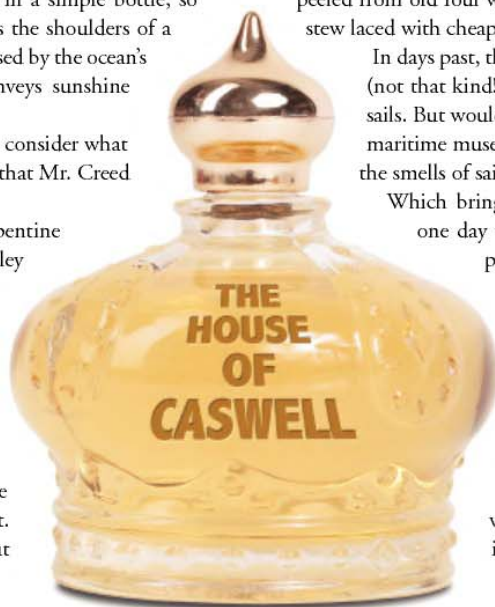
In days past, the scent of sailing would include tar and hemp (not that kind!) and beeswax and marline twine and cotton sails. But would it sell? Who knows? Maybe that's something maritime museums should consider as an occasional exhibit: the smells of sailing.

Which brings me back to the House of Creed. Perhaps one day we'll be able to buy fragrances to match our particular interests. I'd certainly buy an ounce of Eau d' Dinghy Racing, a travel size of Night Watch Magic, and certainly more than a few milliliters of Quiet Anchorage. I'd probably skip past Boatyard Musk and Gelcoat Passions.

Come to think of it, I've been to enough cocktail parties with a blue smudge of bottom paint behind my ear or a glob of varnish on my elbow that I could probably get into the perfume business.

Stand by for the House of Caswell. ○

"THIS IS HEADY STUFF! IT WAS, IN FACT, SO HEADY THAT IT MADE ME STOP TO CONSIDER WHAT THE SCENT OF THE SEA MIGHT BE, AND I QUICKLY KNEW THAT MR. CREED SAILS DIFFERENT WATERS THAN I."





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RRP: \$185 (medium), \$250 (large)
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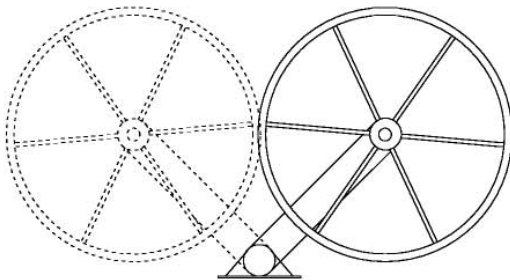


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