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YACHTING

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THE CUP RECAST

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CHANCE TO GET BACK
IN THE AMERICA'S CUP?

YOUNG GUN & OLD SALT
PROFILING TWO AUSSIE SAILORS
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TWISTED LOGIC
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OLYMPICS FLASHBACK
10 GOLDEN SAILING MOMENTS
FROM THE SYDNEY GAMES

PLASTIKI UNWRAPPED
CROSSING THE PACIFIC ON
A BOAT MADE OF PLASTIC



OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

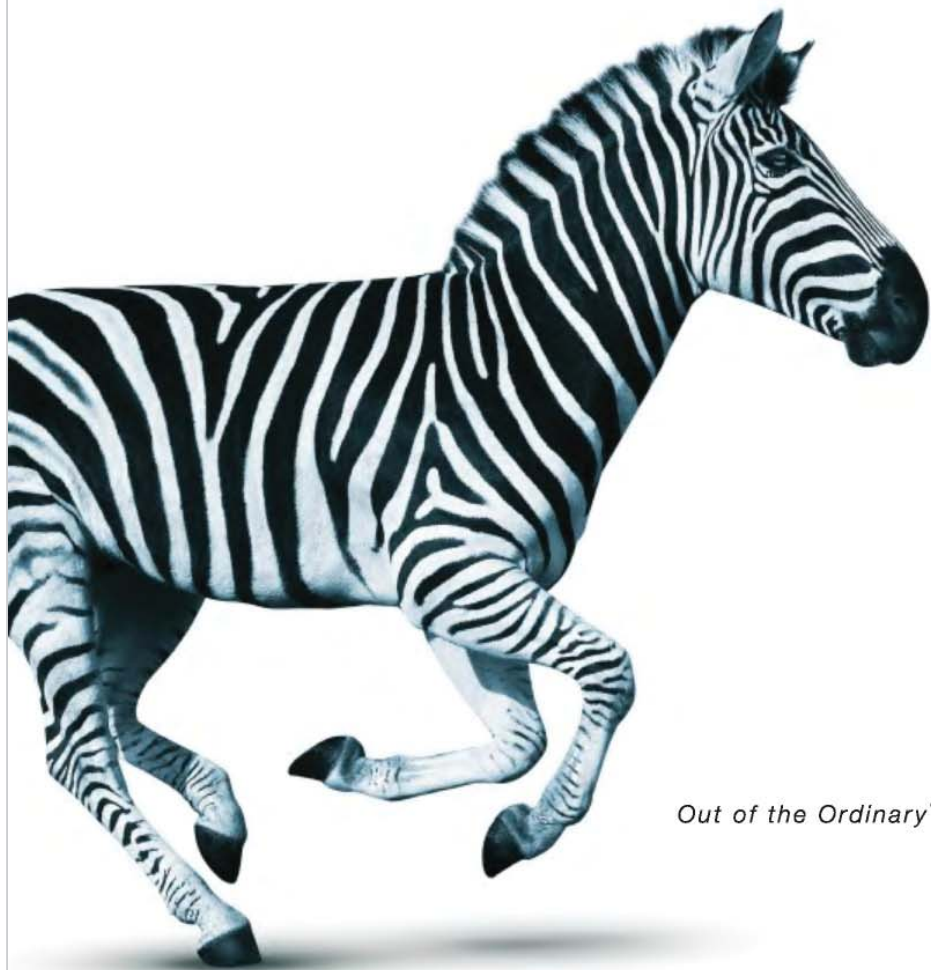
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PURE GOLD
The Audi Sydney Gold Coast Yacht Race celebrated its 25th year in style. Race & Regatta Round-up, page 22.



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Well it is springtime already, the footy season is over, Meridian Marinas Airlie Beach and Audi Hamilton Island race weeks are done and dusted and we have recently launched the Rolex Sydney Hobart Yacht Race with the release of the Notice of Race.

The club has implemented an online entry system for the blue water classic which is proving popular with boat owners. Nicolas Bartels led an early and expected Victorian charge to be the first to application for entry. He just pipped Immediate Past Commodore Matt Allen for the first spot.

Now the excitement grows as we move through the spring months and the fleet for the 66th Rolex Sydney Hobart Yacht Race starts to take shape. Already the consuming battle for the coveted Tattersall's Cup is shaping up to be fascinating. Ray Roberts new *Evolution Racing* (ex *Rosebud*) will engage in a battle with Niklas Zennstrom's *Ran* and the recently all conquering *Loki* so well campaigned by Stephen Ainsworth. Well established campaigners and recently launched boats will be plentiful through the divisions and we can expect close competition throughout.

The Rolex Trophy Series for one design, rating and the popular passage series will take place during December. This will give us a great chance to gauge some of the performance levels leading up to Boxing Day.

Again the SOLAS Big Boat Challenge will take place for invited yachts. What a spectacle this provides and a chance for all to focus on our charity and its needs as well as achievements. Mark 14 December in your diaries, as this is a day on the harbour and at the clubhouse that should not be missed.

The regular exodus of CYCA boats and sailors to the Whitsundays occurred in August. At both regattas CYCA members were prominent and some had stand out results. Rear Commodore Howard Piggott's *Flying Cloud* was a Division 2 winner at Meridian Marinas Airlie Beach narrowly from member Gordon

Ketelby sailing *Zen Victoire* was runner up in Division 1 IRC.

At Audi Hamilton Island Race week Grand Prix division winner and overall Audi IRC Australian Championship winner of the gorgeous Audi A5 Cabriolet was Stephen Ainsworth, with his slick crew led by Gordon Maguire onboard. Ray Roberts DK46 *Evolution Racing* won IRC Passage 1 and *The Bandit* team were just pipped by *Whalewatchingsydney*.

Huge congratulations are in order for members Nicky Souter, Nina Curtis and Olivia Price. These women won the Sail for Gold World Cup at the 2012 Olympic venue at Weymouth UK. They are all members of the Australian Women's Match Racing Team. Olivia commenced her match racing career at the CYCA in our YSA intermediate squad in 2005. Nicky and Nina started their sailing at RPYAC. This is a great result and the team are both striving for and looking good for Gold in 2012. In September, the team went on to win the Buddy Melges Challenge 2010, the America's Cup of Womens Match Racing.

The YSA is going from strength to strength. Our Governor's Cup team performed well with a creditable forth in very strong competition. In the Australian Youth Match Racing we achieved a third and a seventh along with a wealth of experience.

Our very popular Wednesday twilight series has commenced and it is great to see a new naming rights sponsor. New to the series but a long standing partner and friend of the CYCA, it is a pleasure to have the Club Marine Wednesday Twilight Series in our stable of leading on water events. Thanks to Greg Fisher and Andrew O'Reilly for their parts in forming this partnership.

The second CYCA MMM course has commenced and we recommend



to members to keep in touch with the course on our web site, and take the opportunity to enrol in this Medical Management for Mariners qualification, created specifically for our sport.

Our Restaurant has opened for the Season. I commend you to give it a try. The Menus are available online. I have received some excellent feedback recently about our catering from strangers to past Commodores and even the All Black's Captain.

On the development front, we have word from Woollahra Council that the assessment of our development application is in the final stages before being assessed by the Joint Regional Planning Panel (East Metropolitan)

In closing this "At The Helm", I am asking all members to ensure their email details are lodged with the club, and when our prolific and informative newsletters reach your inbox, please take time to read the details about what is on at your club. In discussions with various members and committee volunteers it seems too many members are missing out on certain events. We have a great club with excellent facilities which we promote through the weekly newsletter *Onshore*. I look forward to enjoying the place with many of you. ⚓

GARRY LINACRE
Commodore CYCA





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ICIPATE THE SHIFT

Eighty-four-year-old Anthony Smith's advertisement in the UK's *Telegraph* newspaper got straight to the point: "Fancy rafting across the Atlantic? Famous traveller requires 3 crew. Must be OAP. Serious adventurers only."

Placed five years ago, the ad wasn't mucking around when it asked for "OAPs" – old age pensioners. With the octogenarian's 60-day transatlantic voyage on a sailing raft made of plastic gas pipes planned to set off next January, the youngest member of Smith's crew will be 56-year-old Andy Bainbridge. With the other two members in their late 50s and 60s, Smith has quipped that first there was Kontiki, then Plastiki – now he's ready to go with "An-tiki".

After all the recent hype about teen solo sailors, Smith, a lifelong adventurer and author, is determined to win one for the oldies.

"What I want to show is that you don't have to be satisfied with a trip to the supermarket. You can do other things," Smith told the *Telegraph*.

In an age-obsessed culture, sailing stands out among just a handful of sports where age can be almost immaterial. It rewards both the wizened old salt for his seamanship and the enthusiastic young gun for his athletic energy.

Guys like Syd Fischer and Lou Abrahams, both 83 this year, still don the oilies for ocean races – they'll never succumb to bowling whites. And why would you? Crews can accommodate a mix of youth and wisdom with no performance penalty – in fact there's a good argument that boats sail faster with both onboard.

As I look through the line up for *Offshore*, it's an issue that highlights the entire age spectrum of the sport.

Our Young Gun & Old Salt feature (page 40) profiles two yachties separated by 30 years but united by their love of sailing. Perhaps the only problem with the "old salt" tag is that at 55, Hicco is still a spring chicken with many decades of sailing still to come. After our photo shoot for the feature succumbed to rain, we headed indoors to a café and as 25-year-old Morgan White chatted



with Hicco about life and sailing over a coffee, it was incredible to watch the years just melt away.

From our feature exploring the recast America's Cup (page 14) – a contest which John Bertrand points out dates back to before the American Civil War (page 18) – to our investigation into the state of youth sailing in the country (page 36), it's fair to say that this *Offshore* is on for young and old. I hope you enjoy the read.

Cheers,

MATTHEW HENRY
Editor

PS. The *Offshore* team would like to send a special shout and thank you to *One O Nine* and *Pandora* owners and the crewmembers for having us onboard during Audi Hamilton Island Race Week. And our congratulations go to Stewart Lewis and the *Ocean Affinity* crew, who carried the Ocean Media logo emblazoned across his Marten 49 to victory in the IRC Cruising division at Meridien Marinas Airlie Beach Race Week.

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EDITORIAL

Publisher/Director
Anthony Twibill
atwibill@oceanmedia.com.au

Editor-in-Chief/Director
Hillary Buckman
hbuckman@oceanmedia.com.au

Editor
Matthew Henry
mhenry@oceanmedia.com.au

Editor-at-Large
Peter Campbell
peter_campbell@bigpond.com

Assistant Editor
Sam Tinson
stinson@oceanmedia.com.au

DESIGN

Creative Director
Lisa Cainero
lcainero@oceanmedia.com.au

ADVERTISING

National Advertising Manager
Michele McCamley
mmccamley@oceanmedia.com.au

Advertising Production Assistant
Amanda Knoblauch
aknoblauch@oceanmedia.com.au

ACCOUNTS

Accounts and Circulation Manager
Emma Crago
accounts@oceanmedia.com.au

EDITORIAL CONTRIBUTORS

Chris Caswell
Nancy Knudsen
Malcolm Page
Di Pearson
Lisa Ratcliff
Jennifer Crooks
Kevin Green
Mark Cherrington

COVER PHOTOGRAPHY

Audi/Andrea Francolini

Subscriptions

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+61 2 9566 1777
subscriptions@oceanmedia.com.au

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Cruising Yacht Club of Australia
New Beach Road, Darling Point
NSW 2027 Australia
Tel: +61 2 8292 7800
Fax: +61 2 9363 9745
cyca@cyca.com.au
cyca.com.au

CEO
Mark Woolf



Ocean Media Pty Ltd
Suite 66 The Lower Deck,
Jones Bay Wharf, 26 Pirrama Road,
Pyrmont Point NSW 2009 Australia
Tel: +61 2 9566 1777
Fax: +61 2 9566 1333
offshore@oceanmedia.com.au
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SEAMARK

SAILING NEWS ● YACHTS TO WATCH ● RISING STARS ● PROFILES ● INTERVIEWS ● CULTURE ● BOOKS ● OPINION



PERFECT MATCH

Down to the wire

Griffin wins back to back Club Marine NSW Match Racing Championships for the CYCA.

Jay Griffin and his crew of Ted Hackney and Will Parker, representing the host club, the Cruising Yacht Club of Australia have successfully defended their Club Marine NSW Youth Match Racing Championship title after a very close final day's match racing.

It would only take two matches of the final to determine the Club Marine NSW Youth Match Racing Champion for 2010. In both matches Griffin faced tough competition from fellow CYCA skipper Tim Forbes-Smith, but it was the skills and match racing tactics displayed by Griffin that gave him the edge over Forbes-Smith.

"It was a very tough day on water with some tight sailing and I'm ecstatic to come away with the win. It was a little worrying when the wind died out but the Race Committee did an excellent job pushing through the remainder of the matches to decide

the Championship," Griffin said.

Jordan Reece finished third, beating Ashlen Rooklyn in two tight matches.

Griffin received automatic entry into the Australian Youth Match Racing Championships held in September where his team of Ted Hackney, Tim Forbes-Smith and Will Parker finished in third place.

Final Placings

1st	Jay Griffin	CYCA
2nd	Tim Forbes-Smith	CYCA
3rd	Jordan Reece	RSYS
4th	Ashlen Rooklyn	CYCA
5th	Keats Thomson	CYCA
6th	Jaidan Stevens	RSYS
7th	Oliver Hartas	CYCA
8th	Malcom Parker	RPAVC

TWILIGHT ZONE

Club Marine has become the new naming rights sponsor of the longest running, biggest midweek twilight series on Sydney Harbour conducted by the Cruising Yacht Club of Australia. The sponsorship commences with the 2010/2011 season which starts on Wednesday 6 October 2010. Club Marine has agreed to sponsor the Club Marine Wednesday Twilight series up to and including the 2013/2014 season. The series is non-spinnaker, non-pointscore with great prizes to be won every week. More than 100 yachts compete in the weekly series which comprises of 20 races.

Record in the bag

After returning from his record solo circumnavigation of Australia, *SOS Ocean Racing* skipper Ian Thomson will team up with Jim Cooney, the owner of *Brindabella*, in an attempt to break the crewed record on the famous maxi. Setting off in May 2011, Thomson will again raise money for Save Our Seas Australia, which campaigns against plastic bags.

At your service

The Noakes Group's six boat yards between Nelson Bay (NSW) and Kermadie (TAS) have become dedicated Sydney Yachts Service Centres for haul out and antifoul painting. Noakes, which sponsors the annual Sydney Yachts regatta, will also run "off-peak specials" during the quiet months.

Cup call-up

Sydney-based sailing legend Iain Murray has been called up to serve as regatta director for the 34th America's Cup. Murray was heavily involved with Cup campaigns between 1983 and 1995, including working on developing the IACC monohull class rule in the '90s.

Club hotspot

The CYCA has now installed a wireless broadband hotspot on site for use by CYCA members and their guests. Pre-paid data plans can be purchased online (when prompted using the CYCA Wireless Hotspot) or at CYCA Reception starting from \$5.50 for one hour (unlimited downloads) and up to \$49.95 for 40 hours internet access (unlimited downloads and available for up to 30 days from first usage).

CRUISING NEWS

Off the charts

A series of yachting disasters have highlighted the perils of navigating with inaccurate charts.

Yachting Australia has called on the Australian Hydrographic Service (AHS) to make their Electronic Navigational Charts (ENCs) available to leisure sailors free of charge or at reasonable prices in a bid to avoid more serious accidents involving inaccurate electronic charts.

The AHS's electronic charts are currently only available to commercial shipping while leisure sailors only have access to those produced by chart makers such as Cmap, Garmin and Navionics, who take a scan of a paper chart and convert it into an electronic version by a process called vectorisation.

"The problem," says Penny Haire, YA's Chief Instructor and Examiner of the YA Training Scheme, "is that errors can creep in during the vectorisation process which are very hard to pick up.

"If the official ENCs, which are only in electronic format, were able to be used, it would eliminate potential inaccuracies which could cause important features to be left out of a commercial electronic chart."

Common errors include drying obstructions, such as rocks, being misrepresented causing a hazard for sailors. There are instances where the inaccuracy of an electronic chart has been blamed for incidents that could have been avoided had the charters had access to ENCs.

However, apart from vectorisation errors there are two other problems.

According to the Australian Hydrographic Service's (AHS's) director of charting services, Mike Prince, leisure sailors sometimes do not go to the trouble of using the latest electronic chart, and sometimes even the latest electronic chart does not contain AHS updates.

Prince commented last month that makers of commercial electronic charts are not legally required to regularly update their charts because they are marked "not for navigation" or "aid to navigation only".

The bottom line for sailors is just that: use electronic charts as an aid to navigation, but trust them implicitly at your peril.

UNCHARTED WATERS

+ In 2007, Timothy O'Neill, 39, died after his motorboat crashed into a seawall while doing 25-knots at the mouth of the Brisbane River.

+ In 2008, the yacht *Asolare* hit a reef 200 nautical miles east of Cairns and two crew members were winched to safety by a rescue helicopter.

+ Both instances were claimed to be the result of outdated electronic charts.

EIGHT BELLS

Remembering Ross Cubit

Fellow yachtsmen have paid tribute to Tasmanian sailor Ross Cubit who drowned after falling overboard from a yacht competing in the Pipe Opener Series.

Flags at Hobart's yacht club flew at half-mast at a special gathering in September as members paid quiet tribute to a man who had been a sailing enthusiast for five decades.

Cubit, 56, was on the helm of the 14-metre catamaran *Storm Bay* when a 50-knot wind gust hit the yacht as the 38-boat fleet was sailing the 28-nautical-mile night race in enclosed waters from Hobart to Simpson's Bay in the Channel.

He disappeared overboard while the owner/skipper and another crew member were below decks.

Ross was member of the Royal Yacht Club of Tasmania for the past 12 years, but most of his involvement in sailing over four decades had been as a long-time member of the Lindsfarne Sailing Club, sailing, developing and coaching dinghy classes.

He began sailing as a six-year-old at Montrose Bay Sailing Club and later taught his two sons, Matthew and Tim and his daughter Elizabeth how to sail at Lindsfarne Sailing Club. Matthew was competing in the Piper Race on another yacht, *She's the Culprit*.

"Ross was one of those volunteers who are the backbone of amateur sailing clubs and class associations in Tasmania," long-time friend and fellow sailor Tim Gourlay said.

Gourlay added that before Cubit took on the role of state coach of the Sabot team going to national championships, Tasmanian sailors had been "right off the pace... finishing back in the 20-50 placings."



PARADE OF SAIL

The 17th Annual Associates Committee Parade of Sail was conducted with 10 classic yachts all built before 1975 out on the Harbour for a beautiful spring sail. RAN Chaplain Andrew Lewis conducted the Blessing of the Fleet while traditional flag etiquette was observed during the Salute to the Commodore. The historic 105-year-old schooner *Boomerang* played host to the flag officers, while a mini flotilla of beautiful classics sailed by, including the 1964-built *Fidelis*, which won the 1966 Sydney Hobart. *Fidelis* showed it still has that winning edge, taking home the Ship Shape & Bristol award on the day. Also participating in the parade of were classics yachts including John Keelley's Cole 43 *Electra* and Nick Cassim's *Lolita* (pictured).



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“Stand up Australia, stand up Australia and give these boys a cheer,” came the impassioned call over the airwaves, the commentator swept up in the moment some have called Australia’s greatest sporting achievement – 22 September 1983, the day we won the America’s Cup.

The images from that day are iconic: the puff of smoke shot from the finishing gun as *Australia II* crossed the line; the green-and-gold Boxing Kangaroo flags emblazoned across the nation; Bob Hawke’s uber-kitsch Australia jacket and larrikin decree “Any boss who sacks a worker for not turning up today is a bum.”

Sadly however, those sepia-tinted days are just a memory. After becoming the first team in 132 years to strip the Auld Mug from the USA’s grasp, Australia’s hold on the prize we once cherished has long since slipped and our hopes at reclaiming it are almost non-existent.

The last Australian campaign for the Cup was a decade ago – an underfunded, last minute challenge dubbed Young Australia. The team, assembled by legendary ocean racer Syd Fischer and including a younger James Spithill, showed glimpses of raw talent, winning five of their races, but failed to progress through the challenger series.

Australia’s last fully funded tilt at the Cup was the *oneAustralia* debacle of 1995. John Bertrand was back at

RECASTING THE CUP

THE NEW LOOK AMERICA’S CUP UNVEILED BY BMW ORACLE USHERS IN THE MOST RADICAL SET OF CHANGES SINCE THE RACE WAS FIRST SAILED IN 1851. MATTHEW HENRY INVESTIGATES WHETHER AUSTRALIA HAS A PLACE IN THIS NEW ORDER.

the helm, but while pursuing the kiwi entrant *Black Magic II* into a 1.5-metre swell *oneAustralia* cracked in half and sunk. To the bottom. And with it went Australia’s aspirations of remaining a powerhouse on sailing’s main stage.

But 27 years since *Australia II*’s triumph, the America’s Cup has been subjected to what Russell Coutts, the CEO of the current Cup-holders

ALL CHANGE
BMW Oracle CEO Russell Coutts (above) hopes the new changes to the America’s Cup will open the competition up to more teams.

BMR Oracle, has labeled “by far the biggest change, probably in the history of the Cup”. At a press conference in Valencia in September, Coutts unveiled a new-look America’s Cup competition built around a new catamaran class, an annual World Series event to produce a challenger and a host of changes aimed at making sailing’s pinnacle showcase cheaper for teams and more relevant to “the Facebook generation, rather than the Flintstones generation.”

If you believe the hype coming out of the BMW Oracle camp, what was unveiled was nothing short of the democratisation of the Cup, providing a new open format that should allow more teams to compete.

So is there a place for Australia in this new-look America’s Cup?

As a member of the *Australia II* campaign of 1983, Sydneysider Rob Brown remembers a very different America’s Cup to the most recent iteration, sailed off the Spanish coast late last year.

“[In 1983] the America’s Cup was the pinnacle sporting event. The Americans were so precise in their campaign, and their resources were so massive, for us to take it from them was an incredible moment,” he recalls.

Sailed in 12-metre monohulls, the Cup of ’83 was a far cry from the monster multihull duel of ’09, when the USA’s BMW Oracle pitted its 90-foot trimaran against Switzerland’s 90-foot cat to win by a long shot.

But it’s not just the boats that have changed. Although ’83 had its own controversies (such as Ben Lexcen’s notorious wing keel) these were nowhere near as damaging to the prestige of the event as the legal wrangling that engulfed the 33rd Cup. With law suits and counter suits mounting one after the other, one commentator lamented that the 33rd America’s Cup had degenerated to “a couple of billionaires peeing on each others’ shoes like school children.”

Wearied by the acrimony, BMW Oracle has set out to restore public interest in the Cup, and has virtually rewritten the rulebook in the process.

Perhaps the biggest change announced for forthcoming 34th America’s Cup – scheduled for 2013 – is the move to multihulls. Although the last match was sailed in multis, Oracle has unveiled was two new “class rules” defining the basic shape of boats wishing to compete. For the first time, it ensures the America’s Cup will be sailed in multihulls into

the foreseeable future.

The AC72 class will be the main boat used by teams for Cup challenges, while smaller AC45 cats will be used for the new World Series. The AC72 design is what you might get if Oracle's wingsail trimaran and Alinghi's catamaran, which battled it out in the last Cup, produced an offspring. This 72-foot cat will feature a 40-metre-high wingsail and a beam 14 metres wide. It will weigh just seven tonnes and sail at anywhere up to 1.6 times the true wind speed. Boats built to the rule will be fast, exciting to sail and watch, and are capable of sailing in winds up to 35 knots, making them more versatile than the Cup boats used last year.

Oracle's decision to switch from the traditional monohull to a high-tech wingsail cat is a bold move; some would even say a gamble. Facing dwindling public interest and an inability to connect with the younger generation, Coutts and BMW Oracle team owner Larry Ellison believe the combination of these thrilling sailing machines and efforts to recast the Cup in a TV-friendly format will get spectators back on board.

Coutts insists he entered the campaign thinking monohulls would be the way to go, but he kept coming back to multihulls. Once his heart was set on catamarans – even before he could begin convincing rival sailing teams to back the AC72 class – Coutts first had to convince his own skipper.

"When I first proposed this, Jim [Spithill] was like, 'wow, I need some time to think about that,'" Coutts recalls.

The Aussie skipper came around, but like a boating Billy Graham, Coutts now faces something of a worldwide evangelistic mission to convince the world that the Cup is now about cats. There are plenty of skeptics. Team New Zealand was among the first syndicates to throw their hat into the ring for the next Cup challenge, and



CUP CATS
Above: The new cup-class AC72 design has a 40-metre wing sail and is expected to reach 30-knot speeds. The smaller AC45 will be used in a new annual World Series event. Below: Making the Cup more TV-friendly is another task on the BMW Oracle agenda. The syndicate is already testing new production techniques.

yet managing director Greg Dalton was surprised at the decision.

"I'm not 100 per cent convinced that multihulls is a good idea," Dalton told New Zealand's TV1.

It certainly won't be easy convincing one of the sport's most successful monohull sailing teams that the switch to multis is about "leveling the playing field". But Team NZ skipper Dean Barker is gradually being won over to the cat camp.

"Initially I was reluctant," admits Barker, who has been busy sailing multis in recent months. "But as time wore on and it became more apparent that was the direction things were going, you get your head around it and it's actually quite stimulating sailing."

For some sailors, the 'freak show' element of the last Cup, with its herculean 90-foot-by-90-foot multihulls with names like "DOGzilla", was a novel spectacle and worth tolerating – even enjoying – for a season. So long as the Cup reverted to the status quo. Like many others, Rob Brown admits he was disappointed to see multihulls superseding the traditional monohull. Most of all he laments

losing the match racing element with the slow-tacking cats.

"They're two very different sailing genres and I think one of the things which has made the America's Cup great is match racing, when the boats come close together and it's highly tactical. I don't think it's the same with multihulls," he says.

But the tide appears to have turned, and others say it's time to go with the flow.

"The times they are a-changing," quips well-known Australian sailor and former America's Cup competitor, Iain Murray. A self-confessed technology junkie, Murray has sailed everything from 18-foot skiffs to 100-foot canting keel maxis. He was one of the architects of the previous IACC rule brought into effect in 1992, a class still in regular use until its death knell sounded the moment Coutts called it for the cats.

With his personal involvement in what could prove the last AC monohull rule you might expect Murray to feel betrayed, but he dismisses the argument that the Cup is about one type of boat.

"Technology has always been a part



of the America's Cup, and there's some exciting stuff here on the table," he says. "I think anyone who is a real sailor can't be anything but excited by a boat which can do what these can do."

Murray has been appointed Regatta Director by BMW Oracle, and he's excited by the prospect of two high-speed catamarans flying hulls and crossing tacks – it should make for spectacular sailing. But even more tantalising is that they may offer new teams, Australia included, the chance to get back in the game.

The America's Cup now finds itself at the start of a new technology paradigm, where established campaigners and newcomers alike are starting from scratch with the AC72 box rule. Eventually the top teams will squeeze every ounce of performance from the rule, but for now the playing field has been leveled.

Coutts says he has spoken to a number of teams who previously found the prospect of a Cup campaign too daunting, but now feel the new rules give them "the opportunity to be

11) and a reduced logistics staff, Mascalzone Latino boss Vincenzo Onorato estimates "it will reduce the cost to each team by a minimum of 20 per cent."

Yachting journalist and author Rob Mundle believes these changes mean Australia's chance for another shot at reclaiming the Cup may have arrived.

"This is the opportunity for Australia to get back in the game," says Mundle, who is convinced the decision plays into Australia's hands not just because of the lower start-up cost, but because of a wealth of multihull sailing talent in Australian sailing ranks.

It's a view shared by Rob Brown, who now spends much of his time coaching young sailors in his role with Yachting Australia. Brown points to the likes of Glenn Ashby, an F18 and multiple A-Class world champion who coached the BMW Oracle team to victory on a multihull in the last Cup. Then there's James Spithill, a proven performer and Cup winner. Both stand as potential leaders of a new Australian challenge. A promising new generation of Aussie multihull sailors is also coming through the ranks, with talented prospects like Jason Waterhouse, who recently won the Hobie 16 world championships.

This is just as well, because the America's Cup that Oracle envisages will be more youth-focused than the typical "seniors tour" of the old days. The grey haired will be gone. Sailing a 72-foot catamaran is more physically demanding and requires a higher level of athleticism than previous Cup boats.

"I think this will bring in a lot more of the sailors that have been brought up sailing skiffs and high performance boats," says Coutts. "For those sorts of sailors – kite-boarders and surfers, people who like speed and those who like to race – this is going to be a lot more attractive. In other words, much more attractive to younger people in the modern way of thinking."

As general manager of McConaghy Boats, a racing yacht builder on Sydney's northern beaches that has produced some of the world's most high performance boats, Rob Brown is involved with yacht building at its highest level. It's been a long time since Lexcen's wing keel revolutionised sailing, but Brown is still confident that Australia can deliver on the last piece of the puzzle – a world-class AC72 cat. In recent years, Brown has personally been



Top 10 changes

1. New AC72 class catamarans with 40-metre wingsails
2. Annual World Series starting in June 2011
3. Youth America's Cup from 2012
4. Shorter, more action-packed race format
5. Better use of TV and online media
6. Race delays minimised – new boats and venues with reliable wind
7. Independent race management
8. Fully empowered International Jury
9. Branding freedom for teams to encourage sponsors
10. Cost cutting measures to reduce financial strain on teams

MULTIHULL MASTERS

Above: Changes to the Cup could play into the hands of Aussie catamaran specialists such as Glenn Ashby and James Spithill, seen here at Newport Yacht Club in Rhode Island.

pretty close to the top level early on."

For these new prospective teams, much of the attraction of Coutts' vision for the Cup comes down to the logistical advantages of the new boats. Catamarans are lighter, easily demountable and can be boxed up to fly around the world in freighter jets. With their shallow draft the options for sailing venues are multiplied. All these factors amount to a substantial reduction in the cost of running a team.

Coutts also hopes the Cup will be able to wean itself its addiction to deep-pocketed billionaires and instead draw in corporate sponsorship to share some of the burden. The annual World Series, which will kick off in June next year, has been introduced in part to ensure that top level sailing will be a regular event (unlike the disrupted 33rd Cup which sat dry-docked in the courts) so advertisers have certainty.

The average AC campaign currently spends 60 per cent of its budget on staff, and with the new boats requiring fewer crew to sail (just

GILLES MARTIN-RAGET



approached by others in the sailing industry to mediate the process of putting a campaign team back together, but so far it's just talk. "It doesn't just come together overnight," he warns. "If you look

at Bondie [Alan Bond], he had four attempts at the Cup before he won it in 1983, and he made a lot of mistakes along the way that he had to learn from. So I would think it might take a few cycles before you see Australia

TIPPING POINT
The switch to more affordable, easily-shipped cats should dramatically reduce the costs of an America's Cup campaign.

competitive again," he says.

But time, says Mundle, is ticking. "Someone has to stand up and do it soon. It has to be someone with the profile and resources, who can make it happen – not just some Joe from the yacht club who says he's going to put an America's Cup team together."

Mundle was coy about whether his good friend Bob Oatley might be the man to ask, but there's no doubt Australia is waiting for someone of his ilk – waiting for the next Alan Bond.

Brown still holds out hope that one day he'll see Australia lift the Auld Mug again. But it's a long road back to where we left off in 1983.

"I remember when I was in Newport (Rhode Island) and I called my wife, who was then my girlfriend, back in Australia and said to her, 'you'd better get over here, because I think we're going to win this thing.' After she arrived, we were walking home one night in Newport and she turned to me and said – 'you guys really do believe you're going to win.' That was the confidence we had in 1983 and that comes from having the right boat, the right team and the right campaign." ⚓



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In September 2000, the waters of Sydney Harbour sparkled in gold, silver and bronze as the city hosted what was arguably the best sailing regatta in Olympic history. Almost overnight, sailing emerged from the backwaters to become a highly visible Olympic sport.

1. THE MEDAL HAUL

Australia achieved its best ever sailing medal result on Sydney Harbour, winning two Gold Medals, one Silver and one Bronze, finishing second only to Great Britain, which won three Golds and two Silvers. Australia won its Golds in the men and women's 470 dinghy classes. For the men Tom King and Mark Turnbull, the reigning world champions had a tough battle in the final race to clinch the Gold from the USA. In the women's event, Jenny Armstrong and Belinda Stowell won the final heat to take the top of the podium. In the Tornado catamaran class 1992 Olympic Bronze Medallist John Forbes teamed up with Darren Bundock to take Silver. Sailing in light weather, the Australians secured the place with one race to sail, with Gold going to Austria. In the single-handed Laser class Michael Blackburn went one better than he did at the 1996 Atlanta Olympics. With Gold and Silver a duel between Great Britain and Brazil, Blackburn fought and won his own battle to claim Bronze.



2. SPECTATORS COME FIRST

For the first time in Olympic history sailing became a truly spectator sport, with the natural amphitheatre of Sydney Harbour providing

FUN AND GAMES

TEN YEARS ON, VETERAN OLYMPIC SAILING REPORTER PETER CAMPBELL RECALLS TEN OF THE HIGHLIGHTS OF THE SYDNEY 2000 OLYMPIC GAMES SAILING REGATTA, THE FIFTH OLYMPICS HE HAD COVERED AS A YACHTING JOURNALIST.

spectacular viewing. This was the first time an Olympic event had been held in a working port, and it went on without too much major disruption to commercial and pleasure boating. Six course areas within the Harbour and two off the Heads were used for the 11 sailing disciplines, providing remarkably fair competition, arguably better than the areas used for many previous and subsequent Olympics. Set against a backdrop of towering sandstone cliffs, wooded headlands, hilly harbourside suburbs and of course the iconic Harbour Bridge and Opera House, images of the 'City of Sail' were beamed around the world.

3. TENT CITY AT RUSHCUTTERS BAY

The green parklands and spreading Moreton Bay fig trees on the southern and eastern shores of Rushcutters Bay are today a Mecca for picnickers, joggers and dog walkers. A decade ago Yarranabee Park was a tent city as Rushcutters Bay became the headquarters for the Olympic sailing village. The seawall was opened to allow temporary launching ramps for competing boats, while floating marinas were installed for the dozens of official craft. The bay's historic navy buildings became the operational centre for officials and volunteers, and huge marquees were erected for athlete's lounges, dining areas, sail measuring and media. The Royal Australian Navy Sailing

Association was closed and a walking bridge built over its slipway, but the commercial operations of Rushcutters Bay Marina continued and the Cruising Yacht Club of Australia became a welcome haven for weary race officers.

4. VOLUNTEERING AUSSIE STYLE

Volunteers at the Sydney 2000 Olympics set the gold standard that other Olympic organisers have since attempted to follow. In their multi-coloured shirts and jackets these unsung heroes came from around the nation, providing an unsurpassed level of service to athletes and audiences alike. Unlike other Olympic hosts, who were forced to outsource for their sailing expertise, the race officers and their support teams were mostly drawn from Australian yacht clubs. Their task was not easy – setting courses within a working harbour for the first time in Olympic history – yet not a single protest was lodged by a competitor regarding race routes. At Rushcutters Bay hundreds of volunteers worked long hours in assisting the athletes to launch and retrieve their boats, maintaining equipment and providing the world with race reports and interviews with competitors.



SHOWING THEIR METAL
Left: Darren Bundock (left) and John Forbes took silver in the Tornado catamaran class. Above: Race managers and officials were drawn from local yacht clubs.

5. COACH CLASS

Without question, the appointment of Ukraine-born coach Victor Kovalenko as coach of Australia's Olympic 470 crews was a major factor in their double Gold win. After coaching Ukraine's 470 crews to Olympic Gold and Bronze in 1996, he accepted the invitation of the Australian Yachting Federation and led his new charges to extraordinary success. Kovalenko told the Australian sailors: "Trust yourself and follow your dream." It worked, and eight years later Kovalenko again coached Australia's 470s crews to glory at Beijing, resulting in two more Golds. More medals are surely on the way for Victor Kovalenko and his crews at London 2012.

6. BEN AINSLIE COMES OF AGE

When Great Britain's Ben Ainslie won the Gold Medal in the Laser single-handed dinghy class he didn't have to get out of his boat to come ashore – his exuberant team mates lifted the Laser, with Ainslie still on board, clean out of the water and carried him across the boat park. Ainslie had won an extraordinary final race in a tack for tack, gybe for gybe duel with defending gold medallist Robert Scheidt from Brazil, avenging his defeat by the Scheidt at Atlanta in 1996. From Sydney 2000 he went on to sail One World Challenge' for the America's Cup before switching to the Finn single-handed for the Athens Olympics. Ainslie became the most successful Finn sailor in history, winning Gold in Athens and Beijing and notching up five Finn Gold Cups. He is now Britain's most successful Olympic sailor of all time.

**7. HUGS ON THE HARBOUR**

Barring the return of servicemen from war, there has probably never been a more emotional scene on Sydney Harbour than the Gold-clinching race victory of Jenny Armstrong and Belinda Stowell in the 470 class. With crowd control gone to the wind, hundreds of Australian supporters packed ferries and private boats to surround the finish line off Clark Island as the girls sailed home with a comfortable win. Theirs was the first Gold Medal in sailing of the Sydney 2000 Olympics, and the first for Australia since the Munich Games in 1974 when Australia won the Dragon and Star classes. Once Jenny and Belinda had crossed the line, crowd cheering and boat sirens blasting, they immediately sailed across and hugged their coach, Victor Kovalenko. The two young women had sailed consistently throughout the regatta and finished the job with a copybook race to victory.

TACK FORTACK
Above right: Finland, Great Britain and USA battle it out in the 49er class. Above left: Britain's Ben Ainslie holds off Brazil's Robert Scheidt to take gold in the Lasers. Below: Tom King and Mark Turnbull clinch gold in the 470s.

8. FIGHT TO THE FINISH

Tom King and Mark Turnbull followed the success of the women in the 470s, but theirs was a tougher final race. They had to beat the experienced US team of Paul Forster and Merrick across the line and it took guts, skill and grim determination right to the wire. Under Victor Kovalenko their performance was a marked improvement on King's result at the Atlanta Games, where he and Owen McMahon finished 23rd. The two young Australians held and then increased their lead over the Americans to clinch the Gold Medal, sending coach and crowd into raptures. The Sydney Olympics was a major stepping-stone in the sailing career of Tom King, who as a teenager had won a world championship in the Mirror dinghy. He has since moved successfully into one-design keelboat racing and is presently racing an Etchells with the Royal Sydney Yacht Squadron.

**9. OLYMPIC DEBUT FOR 49ER**

Sydney 2000 saw the Olympic sailing debut of the 49er high-performance skiff, the creation of Australian builder Julian Bethwaite with input from his famous dinghy-designer father, Frank. The International Sailing Federation approved the 49er in 1996 after sizing it up against 11 of the best racing dinghies in the world. Many of the boat's principal features were relatively new to the sailing world, being a slightly smaller version of the Sydney 18-footer, with some major differences – it is one-design and a double-hander, using a double trapeze. Australia's Chris Nicholson and Daniel Phillips won the first two 49er world championships, and a third title with another crew, but as more and more international sailors took up the class the competition grew stronger. Although favourites to win Gold, Nicholson and Phillips could manage only sixth, the Gold Medal going to the crew from Finland.

10. EMOTIONAL VICTORY

Walker and Covell's silver medal in the Star class was emotionally charged. Each had lost their previous sailing partners: Walker had won 470 silver in Savannah with John Merricks who'd been killed during a road accident during the 1997 Melges 24 world championships and Covell's Star helmsman, Glyn Charles, was one of six who perished in the 1998 Sydney Hobart race. Along with Britain's three gold medals, their victory helped the British team hold off Australia and claim the overall win at the regatta. ⚓



AUDI SYDNEY
GOLD COAST YACHT RACE

Golden days

THE JULY AUDI SYDNEY GOLD COAST YACHT RACE MARKED 25 YEARS SINCE ITS ORIGINS IN 1986 AS THE GREAT WINTER ESCAPE, WRITES LISA RATCLIFF

Harbour works funded by the Queensland Government opened up an all-weather entrance at the Southport bar to deep keel yachts. Before the works commenced, Cruising Yacht Club of Australia member Peter Rysdyk got wind of the government's plan and put in a bid to run a winter race from Sydney to Southport.

Rysdyk became race director and with life member Alan Brown assisting and Peter Campbell as media director the inaugural Bayview Harbour Sydney Gold Coast Yacht Race got underway on August 16 when the Premier of Queensland, Sir Joh Bjelke-Peterson, fired the starting cannon from Sydney Harbour to send a fleet of 83 boats northwards. An equally colourful character in the late Jack Rooklyn sailed his famous maxi yacht *Apollo* to a double victory that year, taking line honours and first place on corrected time.

Since 1986 most of Australia's

noted ocean-going yachts and sailors have joined the annual exodus north.

For the silver jubilee Audi Sydney Gold Coast Yacht Race, a high calibre 75 strong fleet representing New South Wales, Victoria, Queensland and South Australia lined up in Sydney Harbour in a sou'westerly breeze for the colourful spinnaker start.

The largest were itching to have yet another crack at the elusive race record set back in 1999 by George Snow's mighty Jutson 79, *Brindabella*, and were at times on record pace, but mishap and the weather transition near the border once again worked in Snow's favour.

First over the line in the 384 nautical mile coastal race with an elapsed time of 1 day 6 hours 25 minutes 37 seconds was the Bob Oatley owned and Mark Richards skippered supermaxi *Wild Oats XI*, as bad luck would have it missing the record by the same number of hours it cost them detouring to Newcastle to

drop off their injured bowman.

The only major incident of the race was bowman Tim Wiseman's fingers accidentally finding their way into the mainsheet block on the whopping carbon fibre boom, forcing the 100 footer to offload the crewman for medical treatment. Weeks later he was back on the bow with his finger still strapped but nearly recovered.

Stephen Ainsworth's RP63 *Loki* continued its stunning form, claiming the outright IRC win from a top field and then backing up for the trifecta at Audi Hamilton Island Race Week, the only boat to have ever taken the top prize at all three events in the same year.

With the last boat *Mister Christian* safely home by Tuesday afternoon, it was regarded a quick and straightforward dash north to Southport. After 25 years, the Audi Sydney Gold Coast Yacht Race has well and truly cemented its place in the annual offshore racing calendar.

GOLD STANDARD
Wild Oats XI, skippered by Mark Richards, would have set a new race record but for an unscheduled mercy mission to Newcastle.



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MERIDIEN MARINAS
AIRLIE BEACH RACE WEEK

Believe the rumours

AIRLIE BEACH RACE WEEK'S REPUTATION AS THE MOST LAID BACK AND FUN-FOCUSED WHITSUNDAYS REGATTA IS WELL DESERVED, WRITES MATTHEW HENRY.

When Airlie Beach Race Week race director Denis Thompson was asked how the event continues to attract a growing fleet to this tiny Queensland town, including many international sailors from as far afield as Europe, he surmised, "They say to us: we love the warm winter weather, we love the winds and we love the Whitsunday Islands, so send us more of them – we can race around the cans at home."

Situated at the gateway to the Whitsundays, a chain of 74 islands dotted along the Queensland coast in the bath-like Coral Sea, it's no surprise that Airlie Beach Race Week has built a reputation for passage racing.

Some courses are as long as 36 nautical miles from start to finish, sending yachts across long stretches of warm, milky turquoise waters and around bottle green, pine-clad islands. Most of the islands are deserted – except, that is, for the snakes.

"It's dead set true, you don't set foot on Saddleback Island!" says *Storm 2* owner and longtime Airlie Beach racer Don Algie of the local legend, which says this particular island is swarming with poisonous reptiles.

"It has lots of death adders," he adds.

Rumours abound, but whatever you may have heard about Meridien Marinas Airlie Beach Race Week,

there's one tale that's absolutely true – it's the most fun-filled and easy going regatta in the Whitsundays.

The 21st Meridien Marinas Airlie Beach Race Week attracted 120 boats and 1007 sailors – almost double the size of the fleet a decade ago and 20 more yachts than last year. Sports boats, multihulls, beat-up cruisers and grand prix racers alike all found a berth in Abel Point marina for the 2010 edition.

High profile IRC campaigners like the Farr 55 *Living Doll* and kiwi entrant *Wired* battled it out in the top



ISLAND LIFE
Tropical waters,
blue skies and a
relaxed atmosphere
are just some of the
attractions of Airlie
Beach Race Week.



division. The brand new TP52 *Georgia* made the trip across the Tasman from New Zealand to join them, but was hit by storms along the way and lost hundreds of litres of diesel from the deck. Without enough fuel to motor when the winds died away, the passage to Airlie Beach was so arduous that the battered and weary crew didn't race, opting for some rest and relaxation in the Whitsunday sun instead.

Michael Hiatt's *Living Doll* was the eventual winner of the Grand Prix IRC division, setting the course ablaze with blistering speed despite the soft conditions which prevailed for much of the week.

"It is important to come to this regatta. I love this place. This is a totally relaxed area to come sailing to and all the crew love it," said Hiatt.

The fun continues off the water each night, with the hospitality tent ramping up as the Wolverines get the crowd onto the dance floor, while evening highlights packages on the big screen replay the day's sailing.

Fresh from his record solo circumnavigation of Australia, Ian Thompson and his young crew on *SOS Ocean Racing* may not have been setting records on the race track in the Performance Handicap division, but they were leading the pointscore in the prank stakes. In a stealth attack one night, the *SOS* crew wrapped Terry Archer's Sydney 40 *Questionable Logic* in toilet paper, using 36 rolls to cover the boat from backstay to pulpit.

The antics continued when Archer's crew exacted their revenge later in the regatta, pouring eight bags of flour into the *SOS*'s folded mainsail so that it erupted in a puff of powder.

"This is only my second Airlie Beach Race Week yet this regatta is proving time and time again, that it is not just the tropical shirt regatta, but one of the best run regattas in Australia and every boat here this year will testify to that," said Ian Thompson.

Despite competition just around the corner from the big budget Audi Hamilton Island race week, Airlie Beach organisers are certain they have carved out their own niche among those who want to enjoy their time on and off the water.

"The Whitsunday regattas are key events on the Australian sailing calendar and the fleets just keep growing and growing," said race director Denis Thompson.

"This is the busiest sporting week of the year for Airlie Beach and we know if we keep adding new courses, the fleets will continue to grow."



AUDI HAMILTON ISLAND RACE WEEK

Celebs, superyachts and seadogs

AUDI HAMILTON ISLAND RACE WEEK MAY BE GOING UP MARKET, BUT IT'S STILL A HIT WITH THE OLD SALTS. BY MATTHEW HENRY WITH RACE WEEK MEDIA

If you ever come across a sailor who has been making the annual pilgrimage to Hamo for decades, you'll no doubt be regaled with tales of the good old days, before the glitterati realised a week of sun and sailing in the Whitsundays wasn't such a bad idea – even if you have to share it with a bunch of scruffy seadogs.

As Audi Hamilton Island Race Week continues to clean up its act under the guidance of its principal sponsor and the Oatley family – Hamilton Island's owners – it's true the event is continually evolving. But with a 200-strong fleet boasting everything from sports boats to superyachts, the 2010 edition was perhaps the broadest and most inclusive regatta in the event's 27-year history.

Last year's glass-out was a distant memory and the consistent trade winds were back for 2010 with a great

mix of conditions making for some spirited sailing across the entire fleet.

Lang Walker's magnificent 58.4-metre *Kokomo* was anchored in the Dent Island channel, joined by the 49.8-metre Perini Navi *Perseus* and four-time Rolex Sydney Hobart winner *Wild Oats XI* to contest a series of superyacht races. With her mast soaring 75 metres above the waterline – the largest rig of its type in the world – *Kokomo* was threatening to clip the wings of wayward jets on the narrow approach to the island's runway.

While celebrities including Miranda Otto and Dannii Minogue added some glitz and glamour to the off-water social scene, one famous face wasn't scared to roll up her sleeves and do some serious sailing. Teen round-the-world wonder Jessica Watson raced on an SB3 sports boat one day only to take over the helm of

Bob Oatley's *Wild Oats XI* the next, steering the 30-metre racer against the other superyacht entrants in a consistent 14-knot breeze.

"It's the biggest boat I've ever helmed," said Watson. "We were doing 17 knots down the passage, steering it was effortless. They are a great bunch of guys and it was good to meet the navigator Adrienne Cahalan, whose career I have followed."

As always, there was plenty of fun to be had off the water with Hamilton Island's usual mix of parties, live music and nightlife made all the better for the clear, balmy nights.

On the water, there was plenty at stake, with the final round of the Audi IRC Australian Championship to be decided at Hamo.

Touted as the richest prize in Australian sailing – the winner taking home a brand new Audi – the Championship was all the more



TOP FLIGHT
Loki, Shogun and the rest of the Grand Prix division fleet battle it out at Audi Hamilton Island Race Week.

exciting in 2010 with its fate wrapped up with the closest divisional battle of Audi Hamilton Island Race Week. In the IRC Passage 2 division, Harvey Milne's brand new Archambault 31 *Aroona* was in the running for the regatta win and Championship title, but the Matthew Owen skippered BH36 *Local Hero* held them to task over seven days and nine races. *Local Hero*'s crew, consisting of dinghy sailors from ACT, stole the divisional win by just 17 seconds to deny Milne's crew the win – and the Audi.

"Does it get any closer than this?" said Owen after his win. "We sailed the ultimate race today and we are really happy it all came together for us. We just hope we didn't cost the *Aroona* an Audi," he said.



Meanwhile, *Loki* was continuing its stellar 2010 form in the Grand Prix division, sailing a virtually flawless week to take out the division and secure its first Audi IRC Championship title.

Loki's owner Stephen Anisworth is now looking to convert his winning year to victory in the upcoming Rolex Sydney Hobart.

"This result is a big confidence boost, we are certainly on the right track," said Anisworth.

While the big guns and rock stars

WHALES & SAILS
Above left: The whales put in their usual appearance in the bay, to the delight of crews and race watchers. Above right: The crew of *Loki* aren't camera shy.



basked in the media glory, one colourful character from the cruising fleet became an unlikely media darling. The larrikin antics of Greg Fietz, a spray painter and panel beater from the inland Queensland mining town of Mt Isa enjoying his first time sailing, typified the Corinthian spirit at the heart of the regatta. In the space of a week, the affable Fietz rose from sailing obscurity to minor celebrity, to the point where he was high-fiving *Wild Oats XI* skipper Mark Richards in the street and having his photo taken with Dannii Minogue.

"It's a week never to forget, where we come from you don't see anything like this," said Fietz, before declaring himself the Commodore of Mt Isa Cruising Yacht Club, a landlocked club with no clubhouse, no boats on the water, no constitution and a membership ledger of three.

And what would Hamo be without the Prix D'Elegance – the contest for "best dressed" crew saved for the final day? For some, it was a chance for grown men to dress in tulle skirts

and feather boas, while for others, the chance to make a political statement.

Highlights included the ACDC crew aboard the Cavalier 395 *Epsilon* with four Brian Johnson lookalikes and four crew dressed as guitarist Angus Young in schoolboy outfits, strumming guitars in synch and even doing the rock star cockroach on the cabin top.

The crew of superyacht *Perseus* opted for white togas while *Chancellor*'s crew went for the political angle, reversing backwards at pace with a crew of faceless men, paper bags on their heads, and a red headed woman on the bow simulating knifing a kneeling crewman in the back.

There was plenty of bunting to colour Dent Passage, perfectly timed crew salutes for *Condor* and *You're Hired*, pirates, Egyptians with their pyramids, men wearing plastic breasts, sailors dressed in full sized seahorse and cow costumes, bagpipe players, mermen and cavemen feeling the chill of wearing very little in the breeze that was a tad cool.

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ANDREA FRANCHINI

ROLEX SYDNEY HOBART
YACHT RACE

Gods of war

RÁN WILL DESCEND ON SYDNEY TO TAKE ON LOCAL YACHTING DEITY LOKI AND A FIERCE FLEET OF MINI MAXIS, WRITES LISA RATCLIFF.

The big boat razzle dazzle of last year's Rolex Sydney Hobart will give way to one of the most mammoth encounters for the Tattersall's Cup in the event's 66-year history in 2010.

Last year it was the Beneteaus and the Sydney 38s that were catapulted to the top of the IRC handicap leaderboard, but for the upcoming race chances are the overall winner will be one of the hotrod mini maxis.

British JV 72 *Rán*, named for the Norse goddess of the ocean, will return to Sydney to apply the blowtorch to the local favourites, including Ray Roberts' latest, the Farr 65 *Evolution Racing* – a former overall race winner in its previous life as *Rosebud* – and Stephen Ainsworth's top performing Reichel Pugh 63, *Loki*.

"We are planning to return to Sydney this year with *Rán* to participate in the Rolex Sydney Hobart Yacht Race for a second time," said *Rán*'s owner Niklas Zennstrom.

"We really enjoyed the hospitality from CYCA and everyone in Sydney, so while it is far away and over Christmas, it's such a great race to return to.

"We have made a few performance oriented modifications, most notably we have reduced weight in the bulb to improve our light wind performance. We did that to be more competitive in the Mediterranean and it is unlikely it will be any benefit for the race to Hobart.

"We know *Rán* has great potential so we are coming to Sydney with one objective – to win overall."

Loki, named for the Norse god of mischief, has been ruler of the seas this year with overall victories at all the big events: the Audi Sydney Harbour Regatta, Audi Sydney Gold Coast, Audi Hamilton Island Race Week and the Audi IRC Australian Championship.

With a champion's aura surrounding them, *Loki*'s in-form crew are counting sleeps until Boxing Day and the opportunity to realise Ainsworth's ultimate aim – to cross the finish line off Hobart's Battery Point with the fastest corrected time on a boat that has weathered everything Mother Nature can dish out.

The growing fleet of TP52s will always pose a threat for the historic Tattersall's Cup, or the weather might favour the classics over the carbon fibre.

Sean Langman's tiny 1932-built Ranger *Maluka*, which finished eighth overall four years ago, will join the 1968 built S&S49 *Spirit of Koomooloo*, which is due to celebrate its 25th Bass Strait crossing once again under the helmsmanship of Queensland skipper Mike Freebairn.

In keeping with an established custom, the honour of firing the cannon to signal the start of this year's Rolex Sydney Hobart Yacht Race has been awarded to crew from the 1960 overall winner *Sandra* and runner up, *Kaleena*.

TUNE IN
The start will be broadcast live on Network 7 from 12.30pm on Boxing Day and webcast at <http://au.sports.yahoo.com/>. Applications for entry for the Rolex Sydney Hobart 2010 can be downloaded from the official website.

FREMANTLE TO BALI
INTERNATIONAL
YACHT RACE

Back in action

IT HASN'T BEEN RUN SINCE THE LATE '90S, BUT THERE IS STILL PLENTY OF INTEREST IN THE FREMANTLE TO BALI RACE WRITES PETER CAMPBELL.

The Fremantle to Bali race has been resurrected after a 13-year hiatus and is fast gaining strong support with three of the high-end Rolex Sydney Hobart entries registered.

The Fremantle to Bali 2011, incorporating a rally for cruising boats, will be organised and conducted by the Fremantle Sailing Club with the cooperation of the Royal Bali Yacht Club in April 2011.

Organisers report that there are already registered 70-plus expressions of interest which has spilled over to the eastern seaboard of Australia. The event has been further promoted with the racing and cruising sailors from as far afield as New Zealand and South Africa and neighbouring countries Malaysia, Thailand and Singapore.

The numbers to date indicate a split equally between racing yachts and cruising yachts. This includes some of WA's top-end racing yachts *Knee Deep*, *Limit*, *Next Factor*, *Walk on the Wildside*, *Charlotte* and *Sue Sea*.

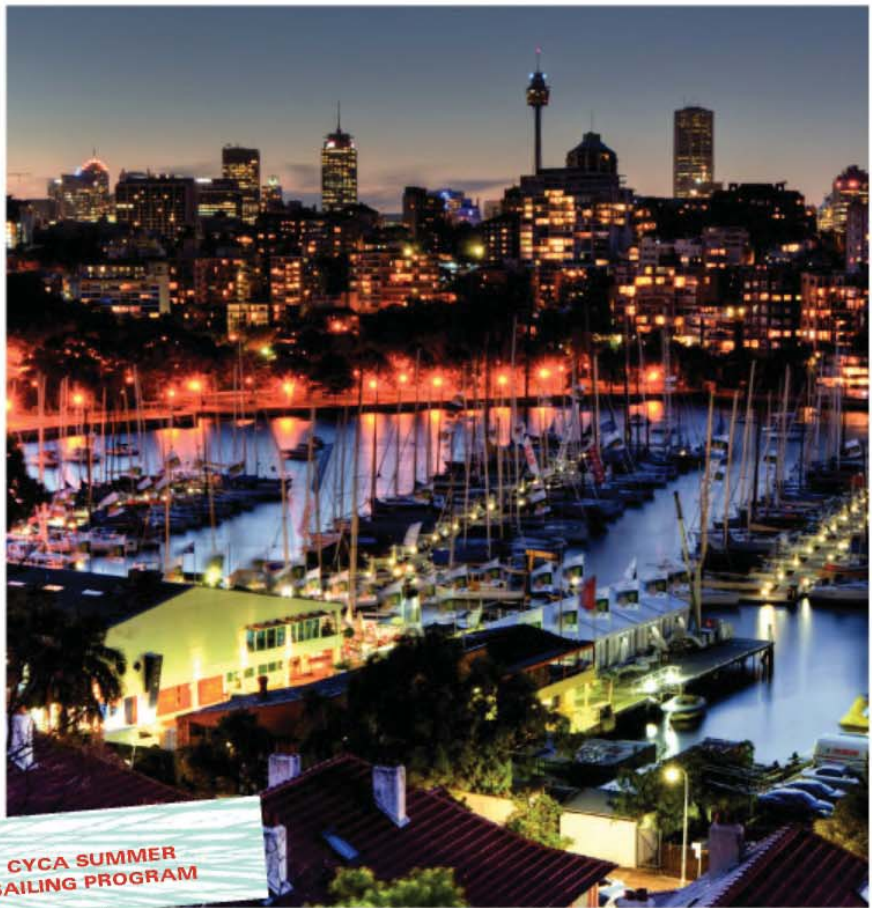
One of the innovations for the 2011 event will be a staggered start. The cruising fleet will start a week before the racing yachts with the cruising fleet sailing a rally format, with a number of stops along the Australian coastline, prior to assembling for the crossing to Bali.

The racing yachts will race non-stop for 1440 nautical miles from Fremantle to Bali. In this way the combined fleet will be more compact for the open ocean crossing to Bali providing greater safety and easier fleet control. The shortened arrivals window will also help to build the atmosphere in Bali.

The race will start off the Fremantle Sailing Club and the finish line will be off the entrance to Benoa Harbour, Bali, Indonesia.

Fremantle to Bali International Yacht Race.
April / May 2011
www.wa.yachting.org.au

SUNDOWNERS
Twilight racing at CYCA in Rushcutters Bay is an ideal way to enjoy after-hours sailing on Sydney Harbour.



CYCA SUMMER
SAILING PROGRAM

Hot in the city

SPINNAKER OR NON-SPINNAKER; HARBOUR OR OCEAN RACING, THE CHOICE IS YOURS THIS SUMMER AT THE CYCA, WRITES JENNIFER CROOKS.

The CYCA's summer series commenced in September with the Grant Thornton Short Haul pointscore series.

This non-spinnaker series provides a variety of races and is sailed in a spirit of camaraderie. For those who enjoyed the non-spinnaker divisions in the Audi Winter Series, the Club Marine Wednesday twilight races are the way to go in summer. The series commences on Wednesday 6 October and is also a non-pointscore series with great weekly prizes to be won. For those who enjoy the thrills and perils of spinnakers, the Mount Gay Monday twilights, commencing on Monday 11 October, are great fun and great practice with several short hoists and drops.

The Grant Thornton Short Ocean series comprises short offshore windward/leeward races, and is the natural progression for those who want to move up to spinnaker racing

offshore. The Ocean Pointscore Series includes passage races to Lion Island, Botany Bay, and Newcastle.

New safety certification is required for the coming season as the YA Special Regulations Equipment Compliance Forms expired at the end of August. Yacht owners will need Category 7 certification for harbour events, Category 4 for Short Ocean & Ocean pointscore races, Category 3 if you plan to include the Newcastle Race, and Category 2 for the Blue Water races, except for the Rolex Sydney Hobart Yacht race, which is Category 1. Casual entries are still available, contact the club to sign up.

CYCA Summer Series
25 September (Ocean Pointscore)
6 October (St Armour Wednesday series)
11 October (Mount Gay Monday series)
CYCA Sailing Office, 8292 7870
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CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race



Audi Winter Series prizegiving

On Friday 23 July, over 230 CYCA members and crew from the Audi Winter Series 2010 attended the season's prizegiving ceremony held at the CYCA. All divisional winners and placegetters received a framed photograph of their boat, while Audi Australia donated a dinner at Wharf restaurant and tickets to a Sydney Theatre Company production for crew prizes.

1. Joe King, Audi Centre Sydney receives a framed CYCA burgee from Commodore Garry Linacre in recognition of Audi Australia's sponsorship of the Audi Winter Series. **2.** Crew members from *Calibre* collect their trophy from Commodore Garry Linacre for their win in the Sydney 38 Division Scratch Pointscore. **3.** Guy Stening, owner *Optimum*, Winner Division B with Commodore Garry Linacre. **4.** Shaaron Walsh, owner *Trim*, winner Division J. **5.** The crew of *Vanguard* celebrate their Division A win. **6.** Commodore Garry Linacre presenting Elizabeth Walsh with the trophy for *Quest*, which finished 2nd Division A. **7.** Lachlan Irwin of *Clewless?* accepting his trophy (3rd Division H) from Commodore Garry Linacre. **8.** Dick Cawse, owner *Vanguard*, with Commodore Garry Linacre and Adam Barnes.



Audi Hamilton Island Race Week

Held from 20 to 28 August, the 27th Audi Hamilton Island Race Week again showed why it's the glamour event of the Whitsundays sailing season. With a brimming social calendar bringing out the models, moguls and MD's and events like the Moët and Chandon Lunch held at the new Qualia resort, Masterclass cooking demonstrations with Matt Moran, Collette Dinnigan's annual fashion show, and this year's Barefoot & BlackTie Dinner, Audi Hamilton Island Race Week turned on a five-star line up of off-water events to match its superb sailing. Audi has announced next year's race week will be held from 19 to 27 August 2011.

1. Audi ambassador Matt Moran and Sandra Sully. **2.** Miranda Otto, Audi managing director, Uwe Hagen, and Collette Dinnigan. **3.** Danni Minogue and Kris Smith. **4.** Zoe Ventura and Hugh Sheridan. **5.** Mark Richards and Gaye Nor. **6.** James Paton, managing director Moët Hennessy, Miggi Paton and Uwe Hagen. **7.** Sandy and Carol Oatley. **8.** Erika Heynatz. **9.** Troy Tindill and Nicky Oatley. **10.** Iain Murray with his daughter.

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www.cyca.com.au



CRUISING YACHT CLUB OF AUSTRALIA
Home of the Rolex Sydney Hobart Yacht Race

What do octogenarian yachtsman Gordon Ingate and a much younger Mark Richards have in common? Both skippered successful yachts in the once great Admiral's Cup in England, Ingate at the helm of *Caprice of Huon* in 1965 and, 40 years later, Richards helming *Wild Oats* to a team victory in 2005.



TEAM PLAYER
Caprice of Huon was part of the Admiral's Cup team of 1965 along with *Freya* and *Camille*. Finishing second overall, it was an audacious first challenge from the Aussie "colonials" and got under the skin of the English defenders.

COLONIALS & CUP WINNERS

A REUNION DINNER OF AUSTRALIAN YACHTIES WHO SAILED IN THE ADMIRAL'S CUP, SPANNING FOUR DECADES, WILL BE HELD AT THE CYCA IN NOVEMBER, WRITES PETER CAMPBELL

Both yachtsmen are expected to be among the many great Australian sailors from around the nation who will accept an invitation to an Admiral's Cup reunion dinner at the Cruising Yacht Club of Australia on Thursday, 18 November. It's an appropriate venue, as the CYCA was the driving force behind Australia's first challenge for the Admiral's Cup in 1965.

That year the Australian team of *Caprice of Huon*, *Freya* and *Camille* finished second overall, with Ingate's *Caprice of Huon* the outstanding individual yacht of the event, based at Cowes on the Isle of Wight, arguably

the mecca of English yachting since the 1830s. Two years later, *Caprice of Huon*, this time skippered by the late Gordon Reynolds, returned with team yachts *Mercedes II* and *Balandra* and won the Admiral's Cup.

Since that audacious first challenge from the 'colonials with their out-of-date designs', as some members of the British yachting elite commented in the lead-up to the 1965 Cup, Australia has taken part in the international offshore teams series 17 times. We have notched up three wins, finished second four times and third twice.

As the Admiral's Cup grew in status, in the 1970s it attracted three-boat

teams from as many as 19 nations and Cowes on the Isle of Wight, across The Solent from Southampton on the south coast of England, became the mecca for the world's best yachts and yachtsmen, along with leading naval architects, boat builders and sail makers. The boats they created brought new innovations to yachting.

Famous yachtsmen such as British Prime Minister Edward Heath, America's Cup challenger Alan Bond, America's Cup skippers John Bertrand and Dennis Connor were competitors in the 1970s and 1980s. Australia's teams included our most successful ocean racing skippers, among them Trygve and Magnus Halvorsen, Syd Fischer, Sir Robert Crichton-Brown, Denis O'Neil, Peter Kurts, Lou Abrahams and Gary Appleby; all Rolex Sydney Hobart winners at some stage in their careers.

Fischer skippered his boats, all called *Ragamuffin*, in six Admiral's Cup challenges including Australia's second win in 1979 where the great victory of *Ragamuffin*, Peter Cantwell's *Police Car* and Graeme Lambert and John Crisp's *Impetuous* was overshadowed by the tragic loss of many yachtsmen in a violent storm in the Irish Sea.

International team challenges began to diminish in the 1990s, with Australia's best effort in that decade being a second in 1993 when the team of *Ninja*, *Great News II* and *Ragamuffin* lost to Germany by less than one point.

The Admiral's Cup was not staged in 2001 because of lack of teams, but was revived by the Royal Ocean Racing Club in 2003 with club, rather than national teams of two boats, instead of three. A team from Australia's Royal Prince Alfred Yacht Club, Bob Oatley's canting keel *Wild Oats*, helmed by Mark Richards, and Colin O'Neill's *Aftershock*, helmed by Colin Beashel, won in a last-race thriller. This was the forerunner of Oatley and Richards' string of successes in the Rolex Sydney Hobart Yacht Race.

The Admiral's Cup has not been held since then, but the RORC has mooted plans to revive the international offshore yachting contest in 2011. In the meantime, the great Cup contests of past years will be remembered long into the evening of 18 November 2010 at the CYCA. Gordon Ingate and Mark Richards may even compare notes and designs, after all *Caprice of Huon* and *Wild Oats* are still racing competitively. ⚓

'Old salts' who sauntered down the High Street at Cowes back in those iconic days and battled the foul tides and sucking sandbanks of The Solent in the short inshore races before heading west to Fastnet Rock should contact Peter Hemery on 0418 289 453 or email him on pjjh@bigpond.com or Peter Shipway on 0418 865 157 or email him on Barlow@hotkey.net.au



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BAVARIA
WHAT A YACHT

Most people who grew up sailing will take it for granted that the next generation is behind them, learning the ropes, ready to follow in their wake. That fleet of Optimists or Lasers training in the harbour, each with a diminutive eight or 10-year-old skipper at the helm, is such a familiar and reassuring sight it's almost impossible to imagine that it might one day be under threat.

But sailing sport in Australia has some serious challenges ahead. Having cruised for years on the assumption that youth participation in sailing would be self-generating in a country with so much to offer in terms of coastline and climate, not to mention a booming yacht club sector and a rich history of success in the sport at international level, the industry now finds itself struggling to grab the attention of the youth market. Why this is happening, and the best way to address it, has become a topic for heated debate at club, state and national level, and is currently dominating efforts to organise a successful Australian sailing campaign at the upcoming London 2012 Olympics.

Yachting Australia CEO Phil Jones is arguably the man on whose shoulders the future of Australian sailing currently rests. When we tracked Jones down he was in the UK holding talks with the Olympic Commission, and the task of giving the sport a much-needed boost back home was at the top of his agenda.

"New sailors used to come mainly from sailing families, and we've trickled along for a while taking that for granted," says Jones. "But now there's so much competition in the market for the hearts and minds of eight to 12-year-olds, from sports like AFL with its AusKick program and also soccer, cricket and tennis, that you need a really good product to offer."

According to Jones, sailing is failing to attract not only children from families new to the sport, but also those of 'sailing families' that were once the sport's bread-and-butter participants. In order to win back its fan base, sailing needs to become more adaptable to the needs of the modern family lifestyle.

"We have a fair amount of work to do to compete with other sports," says Jones. "Sailing needs its equivalent of the weekend kickabout. The

DOING IT FOR THE KIDS

WITH MORE SPORTS THAN EVER COMPETING FOR THE HEARTS AND MINDS OF YOUNG AUSTRALIANS, THE TASK OF ATTRACTING OUR NEXT GENERATION OF PROFESSIONAL SAILORS HAS NEVER BEEN TOUGHER.
SAM TINSON REPORTS.

average family with a 10 year-old kid is looking for something for them to do for a couple of hours on a Saturday morning, for instance, because they have other commitments during the day. So we have to offer a product that meets that market need."

Talking about sailing as a 'product' designed to fit a 'market need' may leave a bad taste in the mouth of purist yachters, but as Jones explains, it's only by seeing the sport in these dispassionate terms that will allow it to compete for the attention of the modern ten-year-old (and their parents' wallet). A lot of work has been done in this area, including the development of youth sailing initiatives such as Tackers in Victoria and Optimists Sailing Boats For Kids in NSW. The difficulty, says Jones, comes with attempting to implement these programs via the established yacht club network:

"In sailing the point of delivery is the yacht clubs, and it's currently very difficult to implement a national strategy because everyone has a different opinion on what it should be. Some yacht clubs run very good junior programs but they run them very much in isolation, and their ability to market them is limited. It's hard to get

everyone on the same page."

While a lot of yacht clubs are very successful businesses in their own right, their money increasingly tends to come from areas other than sailing.

"There's definitely a trend away from recreational boating and towards food, beverage, and purely social membership," says Jones. "There's a danger that sailing itself becomes seen as a cost centre, with the rest of the club's business seen as the profit. The viability of the sport in that environment is something we need to protect."

While the yacht clubs need to play their part, Jones acknowledges that the sport itself needs to change if it's going to cut it in today's market. In the same way as the invention of Twenty20 brought mass appeal to professional cricket, sailing needs its own media and audience-friendly format to rescue it from the doldrums.

"Some of the conventional things we do in sailing, like race around marks for an hour and a half, isn't particularly attractive to 10 or 11 year-old kids," says Jones. "While new events like Extreme 40s really raise the profile of the sport they aren't kid-friendly in terms of participation, so we need to do other things there. To use the example of winter sport, 12 years back the coverage was all about the downhill and giant slalom. Now it's half pipes and snowboard cross. It's about staying relevant."

Despite all the obstacles, there is light at the end of the tunnel. The Federal Government's 2009 Crawford Report saw increased funding to promote public participation in sport (partly in response to the child obesity problem), and Yachting Australia has applied for grants for several initiatives, including a magazine-style sailing TV show and further development of club-based youth sailing programs. The most established of these, Tackers, has already seen considerable success in Victoria, where it has been running for two years. The Royal Yacht Club of Victoria is the latest club to trial the scheme, and Gavin Wall, the club's Sails Training Development Manager, has high hopes for it:

"There's a big perception that sailing is an expensive sport and hard to get into," he says. "Tackers is the sailing version of AusKick. It's fun, vibrant, full of colour, and it's all about getting kids out on the water. We've trialed it with 100 local school kids and they had an absolute ball. The feedback I'm getting is that a lot

NEWWAVE
Right: Beginners learn the ropes in Optimists - but are there enough youngsters following in their wake?



of people out there were waiting for something like this to happen. It's the structure they want and need; it's an open door. Before this, there wasn't anything to market."

Gavin's long-term aim is to offer a coaching program at the RYCV that will enable young sailors to move from Tackers, which uses Optimist dinghies, to a pathway that would include Lasers, Collegiate 420s or Australian 125s and eventually keel boats. In other words, Tackers could well be the ready-to-market "weekend kickabout" solution that Phil Jones is hoping for.

The yachting industry, too, is coming to the fight. In recent years the NSW-based Boating Industry of Australia (BIA) has been encouraging new sailing participants through yacht club open days such as Try Sailing and Try Crewing. Both events have shown promising results (over 30 clubs have registered for the 2010 program) but it's too early to say what portion of the 2500 people who took part last year will come back for more. The BIA is hoping they do, because what's good for sailing sport is also good for recreational sailing and the industry in general.

"We're so short of sailors, it's terrible," laments Terry Wise, Chairman of the BIA and Principal of Pacific Sailing School. "A lot of guys I know are getting out of boating because there's no-one to crew. People are time-poor these days. Even to crew an average 25-foot yacht you need a crew of five or six, and to do that every week you end up needing a bank of about 30 or 40 people to call on. I think there was a perception after the America's Cup days that you had to be a millionaire and an expert to get into sailing. These open days give people a chance to walk into a yacht club and see how informal and easy it actually is."

While the BIA and the yacht club sector work to bring in new blood at the grassroots level, at the top end of sailing there is also concern about the lack of attention given to the sport's heroes. Compared to the UK, where sailing has flourished in recent decades (helped by a relative lack of national success in other sports as well as high-profile achievers such as round-the-world sailor Ellen MacArthur and three-time Olympian Ben Ainsley) Australia has a poor track record in promoting its up-and-coming young yachties. Phil Jones cites the period following the 2008 Olympics, when in the UK sailing was the second most



covered sport after soccer.

"Compare that to what you saw – or rather didn't see – in Australia, even though we won two golds, a silver and a bronze. Children need role models, so we need recognition for our Olympic sailors who are competing well on the world stage."

Australian sailing legend Iain Murray, who has done his own share of flying the flag for his sport, agrees that the current crop of sailing luminaries are not given the attention they and their sport deserve.

"Sailing is a very difficult sport to promote," says Murray. "It's very complex and it's hard to televise. So you've got to have the personalities to sell it. Really we need a national-based team with Australian sailing heroes, so kids can look at them in the sport when the championships come around every two or three years and say 'that's where I want to get to'. We don't have that, and it's a problem."

Murray says Australian sailing is facing a 'catch 22' situation; it needs heroes to raise its profile, but without that profile it struggles to provide those heroes with the platform they need in the first place. The stalemate will only be broken, says Murray, if an investor comes forward with enough financial clout to give the sport the jump-start it needs.

"Australia needs to be back in high

ETERNAL OPTIMISTS
Jessica Watson
with Rob Brown
of McConaghy
Yachts, who supply
boats for the BIA's
Optimist Sailing
Boats For Kids
program, present
the first dinghy in
the fleet.

Sailing for Kids

If your child is keen to try sailing, or you want to help promote the sport to young people, there are a number of kid-friendly initiatives available.

Optimist Sailing Boats For Kids

A partnership between the BIA, Sailing Industry of NSW and Yachting NSW, OSBK gives businesses the chance to purchase Optimist dinghies, creating training fleets for local yacht clubs. One boat costs just \$2600, and your company logo is displayed prominently on the side. The BIA recently presented its first eight boats to Concorde Ryde Sailing Club, and aims to roll out a fleet of 80 boats across 10 clubs by 2011. +61 (0)2 9438 2077
info@bia.org.au, www.bia.org.au

Tackers

Launched by Yachting Victoria three years ago, Tackers provides junior school aged children with the opportunity to sail in a professional, safe environment for as little as \$25 for half a day. The emphasis is on fun; training takes place in shallow water close to shore, there are on-water and off-water games and having a good splash around is encouraged. Kids progress via three levels of certification, run in association with local schools. There's even a Mobile Tackers team that goes 'wherever there is water and kids who want to sail'. The scheme aims to deliver its syllabus to 1000 children per year.
www.gosailing.com.au
www.theboatshed.net.au

Try Sailing / Try Crewing Day

If you want a free 'taster' of life on the ocean wave, these yacht club based open days are ideal. Run by the BIA with support from Yachting NSW over one weekend each year, they offer participants an hour of briefing, followed by two hours out on the water and finally a debrief and lunch. As the BIA's Terry Wise puts it: "You only need to bring factor 30, dockside, cap and a big smile, and away you go." The next Try Crewing day takes place November 7. +61 (0)2 9438 2077
info@bia.org.au, www.bia.org.au

Youth Sailing Academy, CYCA

One of the most highly regarded clubs in the country and home of the Rolex Sydney Hobart, CYCA's comprehensive youth program provides 12-24 year-olds with a pathway into professional keel boat sailing. Students can progress from a basic Learn To Sail course to Talented Sailor, Development Match Racing and Advanced Sailing Courses using the club's fleet of 10 Elliot 6.0 yachts, and benefit from the experience of some of the best coaches in the business. Graduates have gone on to excel in international dinghy class competitions, sail in the professional 18 foot skiff circuit and compete in internationally recognised events such as the Rolex Sydney Hobart Yacht Race.
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profile international sailing events like the America's Cup, but it's too expensive," he says. "We need a [Rupert] Murdoch figure, someone prepared to put the money up. We're producing talent but the market here isn't big enough to keep them in Australia. All the big names have drifted offshore to run your Alinghis and your Oracles."

Cost, of course, is a massive factor. According to Yachting Australia figures, until recently the UK was spending about five times more than Australia on its high performance sailing programs, an investment which it has seen trickle down to the youth market. Phil Jones knows that in order to attract the next generation of young talent, Australia must do the same:

"The Olympics might sound remote to the issue of getting kids into sailing, but it's directly related," he says. "The UK has used the success of its sailing teams to suck youngsters in, which has a benefit at the club level and onwards. It would be great if Australian sailing could follow a similar path."

For Jones and his team a crucial step on that path is success for the

MAKING HEADWAY
A young sailor competes in an Elliot 6 as part of the CYCA Women's Match Racing Regatta on Sydney Harbour.



Australian Sailing Team at the 2012 Games in London, but the battle needs to be won on the home front too. In summing up his thoughts on the matter, Jones invokes the name of the little boat on which many are pinning their hopes:

"I'm optimistic," he says. "We've got applications for funding in the pipeline, we're trying to get

the TV series up and running over the summer, there's the ongoing development of the Tackers program and the BIA's support with the Optimists is really contributing to that. Sailing sport has grown up a certain way. The environment has changed around us, and the only way we're actually going to survive is to change with it." ↓

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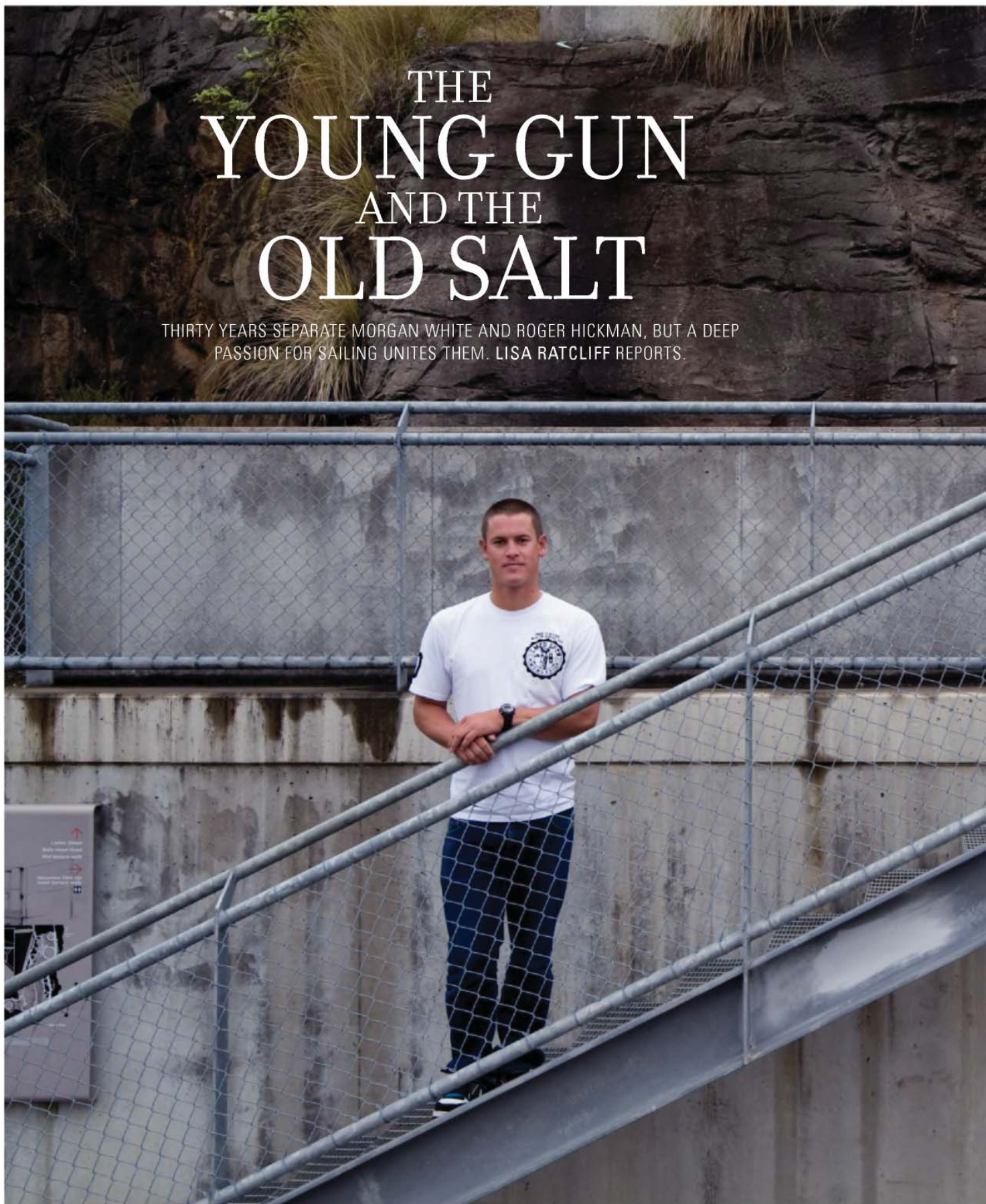
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THE YOUNG GUN AND THE OLD SALT

THIRTY YEARS SEPARATE MORGAN WHITE AND ROGER HICKMAN, BUT A DEEP PASSION FOR SAILING UNITES THEM. LISA RATCLIFF REPORTS.



They grew up in different eras, one rocking out to ABBA while the other hadn't even been considered. One cut his driving teeth on a lime green EH Holden and likes big stage musicals, the other was given a Camry by his grandpa and prefers the Foo Fighters. The young gun grew up in the era of professional sailing and made a career out of it, while the seasoned yachtsman has won Australia's ultimate blue water race – twice – without earning a cent. Get them talking about boats though, and the generation gap disappears.

CAREER LADDER
Give Morgan White (left) and Roger 'Hicko' Hickman a decent boat and a bit of wind and the years just melt away.

What's available to talented young Australian sailors who want to go pro these days?

There are definitely opportunities to be a professional for young kids growing up in Australia, but not as many as in the big league overseas. With Australia no longer involved with America's Cup or the Volvo Ocean Race it's a lot harder to get in and learn about these events growing up here. Overseas the level of professionalism and the money for the sport is greater. But with last year's financial shake up you now have to plan a lot more for regattas just to keep a steady income across the year.

What are the top guys earning today?

It's not really about the money, but there are certainly high paid sailors ranging from 800 Euros per day sailing to 2,000 Euros for big regattas and races. Volvo or America's Cup is another story; the good skippers are getting in the ballpark of 15,000 Euros per month.

With a professional sailing career stretching out ahead of you, where do you see yourself going in the decades to come?

I really want to win the major races around the world: the Volvo Ocean Race, America's Cup, Rolex Fastnet. I'm hoping in the next 10 years to be more involved with dinghy classes and helping the next generation come through the ranks.

Earliest sailing experience?

Going out on a charter boat from the MHYC when my parents were ready to learn. I was six years old and very afraid.

Who was your sailing hero when you first started out in the sport?

John Bertrand, for skippering *Australia II* to victory in the 1983 America's Cup and ending 132 years of American hold on the Cup. I would love to be a part of an Aussie America's Cup team to do the same in the future.

Who do you look up to in sailing today?

Chris Nicholson, Martin and Lisa Hill. Nicko by far has completed a lot in a wide range such as competing in the Olympics, 18-foot skiff and round the world races. He's very good at keeping a calm, level head to reach any goal. Martin and Lisa have helped

me along at each step, sorting out crew troubles and always offering me words of wisdom.

When you were a kid what kind of boat did you dream of owning?

I always wanted to get my own pirate ship. I had this awesome one completely in Lego, but the real thing would have been better.

THE YOUNG GUN

MORGAN WHITE

AS A KID GROWING UP ON SYDNEY'S NORTHERN BEACHES MORGAN WHITE DREAMED OF BEING A PIRATE. NOW AGED 25 HE'S A VETERAN OF FIVE ROLEX SYDNEY HOBARTS AND A VOLVO OCEAN RACE. THE PIRATE SHIP WILL HAVE TO WAIT.

In your opinion what's the best boat ever built?

Ericsson 4. They pushed her very hard in the last VOR and never had any major problems. It's a very well prepared and planned out boat, the fastest monohull in the world to date.

What trends in sailing have you witnessed come and go which were perhaps a bit ill conceived?

Team New Zealand's *Hulla* beating around the rules. They had a lot of good ideas, but untested developments that were tried in-house but never against other teams.

At just 25, you've already been all over the world. Where's the best place you've sailed?

Porto Cervo, Sardinia, Italy. It's just one of the nicest places I've had the chance to sail at, very beautiful landscapes and good winds.

Our sport takes us a long way from family and friends, and there was a time when sailors would be totally out of reach. How do you keep in touch with people back home?

I don't do it enough. Skype is good, it's easy and I tend to call people when I have free time while I'm in hotels and apartments. These days email and Facebook connect people so easily.

What's the most dangerous situation you've been in?

I had a couple of these during the last VOR. During the leg to Singapore we had a major structural failure around the port keel ram 1000 nautical miles from India. The whole keel was hanging from one ram and we didn't know how far we could let the boat heel over with only half the structure holding it in place. This made me realise how easily things can go wrong and how to deal with setbacks.

What challenges and motivates you to keep you sailing?

All the challenges in this sport – human and natural. I love living a different "normal" life, meeting loads of great friends and being able to travel and compete in yachting all around the world. Growing up with Mitch (my brother) I learned from an early age that I wanted to do the same as him. Mind you I always made sure to do things differently in some way, to keep the rivalry going between us.

What have you learnt from the wise 'old salts' you've sailed with?

To keep a level head. To always try to learn new things each day and not think that you're invincible. Put thought in before each job or sail change and have respect when it comes to listening and learning as the older salts more than likely have seen it all before.

What do you think the older guys learn from the younger generation?

The use of technology is advancing rapidly and changing the way we sail. New equipment like rounded ends instead of blocks, dog bones verses clips – it's all weight and it all counts. Electronic navigation and tactical software are becoming the norm in competitive sailing, compared to the old days of navigating by sextants and without GPS.

What do you think of the recent change to the catamaran design in the America's Cup?

It's going to change things a lot in the larger scheme, for instance I need to get a firmer grasp on my knowledge of catamaran sailing. It will make the sport's pinnacle a whole new ball game for 80 per cent of the sailors out there. It's going to be very interesting how it affects the local sailors through to grand prix. At this stage, all you can say is only time will tell...

"There are definitely opportunities to be a professional for young kids growing up in Australia."

Morgan White

Born: Sydney, 1 December 1984.

Sailing experience: Volvo Ocean Race, Farr 40's, Farr 30's, TP52's, Rolex Sydney Hobart (five times)

Started sailing: Aged 6

Profession: Pro sailor

First boat: My parent's Sinatra 28 from Middle Harbour Yacht Club

First car: A white Camry station wagon, a present from grandpa

Favourite movie: *The Matrix* or *Fight Club*

Favourite band: Earlier years Pennywise, later The Red Hot Chili Peppers

Best live gig: Foo Fighters in Auckland, 2006

Last book: *Reality Check* by Guy Kawasaki. It's an interesting general business entrepreneur book.

Claim to fame: doing eight of the 10 legs in the 2008-09 Volvo Ocean Race, being the youngest on the circuit.

Three things you can't live without: Good friends, sailing and gadgets.

"The 1970s" makes me think of: Well, before I was thought of, but crazy disco dancing.



Roger Hickman

Born: Hobart, 25 February 1954.

Sailing: Rolex Sydney Hobart (33 times), world championships in International Cadets, International Fireballs, International Dragons, International Etchells, Sydney 40 Class and the Farr 40 Class. National events in Sydney 38's and 470's.

Started sailing at age: Some time while still being breastfed.

Profession: First half: Mazer Mariner, Merchant Navy serving with the Australian National Line; Second half: Self employed in the IT industry.

First boat: International Cadet class called Jeboa.

First car: hotted up EH Holden 186 red engine, the car had been repainted lime green with a black vinyl roof and was purchased to tow the 470. It was cheap.

Favourite movie: *Hunt for Red October, Titanic.*

Favourite band: early years ABBA, later years The Wolverines.

Best live gig: *Hair, Cats, Phantom of the Opera and Mamma Mia.*

Last book: *The Greatest Show on Earth* by Richard Dawkins, *The Philosopher and the Wolf* by Mark Rowlands and the *Dangerous Book of Heroes* by David and Conn Igguldon.

Claim to fame: Completing 31 Rolex Sydney Hobarts from 33 attempts.

Three things you can't live without: Hot water, a fair wind and a star to steer by, and friends to sail with.

"The 1970s" makes me think of: My early Sydney Hobarts and my life as a deck cadet.

"Seamanship does not come with a grey beard and a pipe. It comes from the ability to absorb and learn and be prepared for the unexpected."



Was sailing a tougher sport when you first started?

In the early years sailing was certainly tougher or at least less pleasant, because the sailing clothing was nothing more than a woollen jumper. The ropes were heavier, the winches not as well engineered, we had wire braces and sheets and the boats were made from timber and far more difficult to repair. There is no question that it is more pleasant doing a Rolex Sydney Hobart these days compared to when I first started.

If you were starting out in sailing again today, would you do anything differently?

Hindsight is certainly a wonderful thing. I have been very lucky throughout my sailing career to have been able to give and take so very much from all I have sailed with. There are many that have gained much from me and there are a many from whom I have gained. I wouldn't do anything differently, I've been very lucky to have had so many wonderful experiences. So often, sailing is about the people and the politics when it should be about the wind and the waves. They say how pleasant a day is that never ends; for me a pleasant day is a good day on the water messing about in boats.

What trends in sailing have you witnessed come and go, which were perhaps a bit ill-conceived?

That's difficult to answer, because often time proves ill-conceived concepts to be quite the norm. I used to (and sometimes still do) consider multi-hulls as being strange and wild beasts. It was first thought that a canting keel was the idea of someone other than a seaman – this has proved incorrect. It seemed ill conceived to pump water into a boat to create righting moment. This phase has been and gone. It seemed crazy to run an engine in order to winch a sail in or to pull a sail up. This concept has become well accepted. It would appear that ill-conceived ideas often need time to prove that they are just the ideas of people happy to step out of their comfort zone.

In your time at sea, what's the most frightening experience?

Being caught on the merchant ship *MV Australian Explorer*, a 26,000 tonne, 450-odd foot ship in the Southern Ocean at latitude 50

degrees south. The vessel, being a steam ship, was rolling heavily to the monstrous, gale-swept seas when the boiler flamed out and the ship was rendered powerless for some 20 minutes, rolling heavily and continually to the beam on sea. Due to the size of the seas and the heavy swell and the isolated geography of where we were, the potential danger was beyond my comprehension.

THE OLD SALT

ROGER HICKMAN

A VETERAN OF 33 ROLEX SYDNEY HOBARTS, TASMANIAN ROGER HICKMAN REMEMBERS THE DAYS WHEN A WOOLLEN JUMPER WAS CONSIDERED WET WEATHER GEAR. THE KIT HAS CHANGED, BUT HIS LOVE OF SAILING HASN'T.

In your opinion what's the best boat ever built?

Antagonist, a Vanderstaat 40 built to the IOR rule. She was built by my uncle Frank Hickman, who was a joiner by trade, and constructed from cold-moulded Huon Pine on aviation spruce stringers, without any metal fastenings at all. While the boat was dynal sheaved on the outside, her interior still shows the magnificence of a beautifully built timber boat.

Who was the biggest name or the most respected sailor when you first started in the sport?

The biggest name was Jim Killroy who owned the magnificent *Ondine*. His name, along with Huey Long who owned *Windward Passage*, were the two boats that fought out a line honours in a Sydney Hobart in the early 1960s. The one certainly most respected was Gordon Ingate, he was taking Australian sailing to new heights and I guess a household name in a sailing family.

Who do you look up to in sailing now?

Jim Richardson, the pinnacle of the Farr 40 class, the mantle he took over from John Calvert-Jones. Jim

is simply a lovely man who loves the sport and never seems to speak ill of anybody. In my early life my father was a good mentor as he was well experienced in sailing and life.

What do you consider the absolute pinnacle for you to reach in sailing?

The pinnacle of one's sailing career is often the next thing you are trying to do. However, as a young lad winning a world championship in a dinghy class was the pinnacle (not achieved). As a young adult and a Sydney Hobart competitor winning the Tattersall's trophy was the pinnacle (achieved twice). Competing in the Farr 40 Class one would have considered a world championship or even to win a race the pinnacle (the latter achieved on three occasions but never the former). My current pinnacle would be to win the International Dragon World Championships in Melbourne 2011, or this year's Rolex Sydney Hobart.

Favourite sailing destination?

D'Entrecasteaux Channel. Being in the south-eastern portion of Tasmania is clean and pristine and where I spent many, many enjoyable moments as a youth.

What challenges and motivates you to keep you sailing?

The challenge is to constantly improve and do better against other competitors and the motivation is the people you meet and the enjoyment of sailing and competing with peers and friends. As Emelia E Barr said "The great difference between voyages rests not with the ships, but with the people you meet on them."

What can the younger generation of sailors learn from the old salts?

Patience and to check and check and check again anything that they do with regard to the safety of navigation of their vessel.

What can the older guys learn from the youngsters?

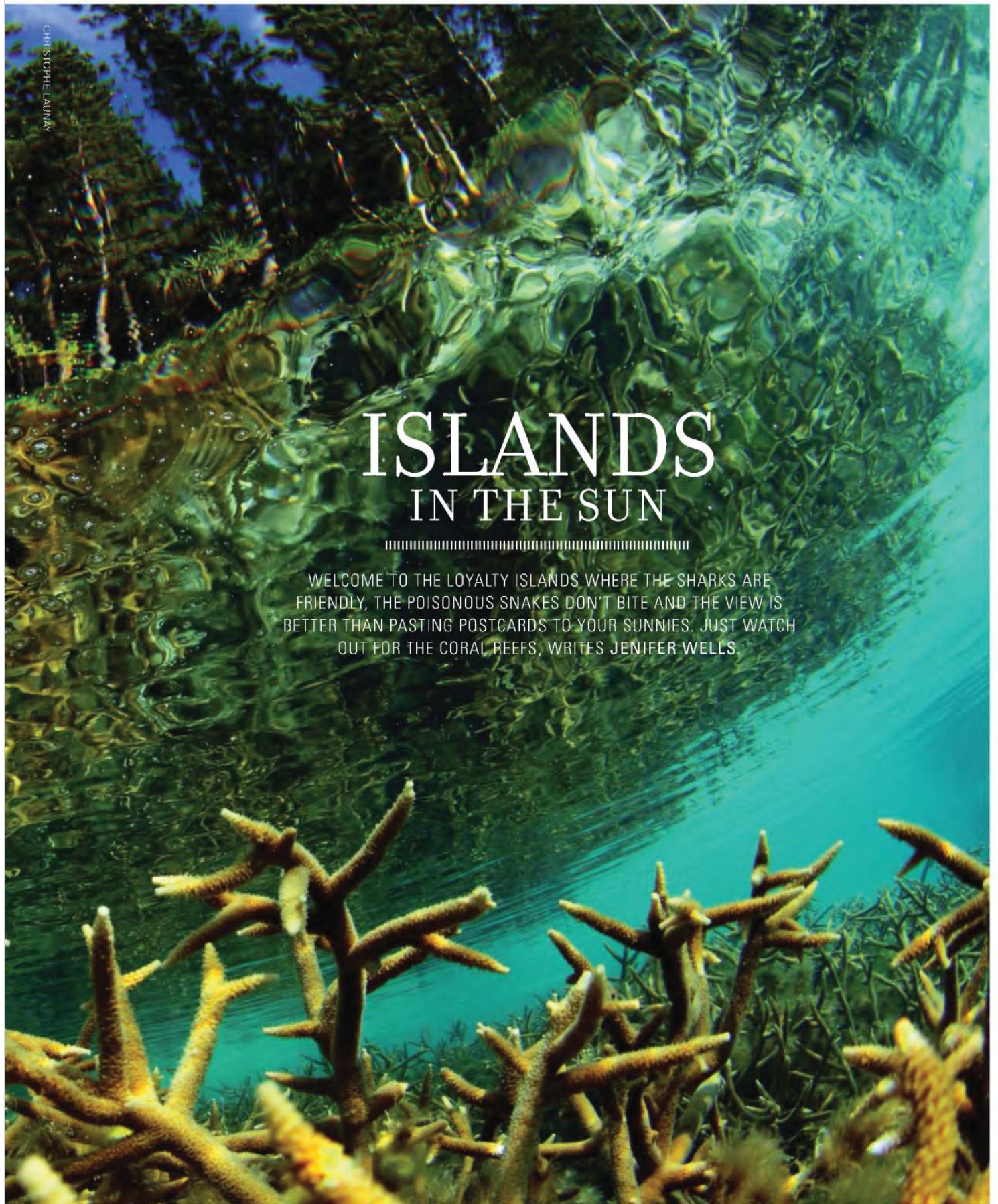
Seamanship does not come with a gray beard and a pipe. It comes from the ability to absorb and learn and be prepared for the unexpected. The youngsters are not so set in their ways and have the freedom to think and handle things differently. The older guys must have this ability, even to the extent of learning from the young guns. ⚓



CHRISTOPHE LAUNAY

ISLANDS IN THE SUN

WELCOME TO THE LOYALTY ISLANDS WHERE THE SHARKS ARE FRIENDLY, THE POISONOUS SNAKES DON'T BITE AND THE VIEW IS BETTER THAN PASTING POSTCARDS TO YOUR SUNNIES. JUST WATCH OUT FOR THE CORAL REEFS, WRITES JENIFER WELLS.



Diving deep into the turquoise water to check that our anchor had taken hold, I came face to face with a sea snake. We must have scared the life out of each other, as the fluorescent yellow-and-black-banded creature disappeared in a flash before I could choke through my snorkel. Our anchor was holding well in the sandy bottom of the broad lagoon, fringed by the stunning white beaches of Ouvéa, the most northern of the Loyalty Islands in New Caledonia. We had finally made it to “the island closest to paradise,”

as it is known, approximately 80 nautical miles east of New Caledonia’s main island, the “Grand Terre.”

According to our cruising guide, sailing around this French-administered, semi-autonomous island chain can snare the unwary in any number of potential hazards. But sea snakes are nowhere to be found on the published list of a “few rare dangers.” Although filled with deadly venom, the snakes are apparently only capable of biting the softest parts of the human body, for example, the tongue or an earlobe. Not that I wanted to test that theory.

Far more hazardous for us are the reefs and unmarked coral heads that fringe the islands and bays of New Caledonia, making our sail through the Loyalty Islands all the more treacherous. New Caledonia is home to the second largest coral reef in the world after the Great Barrier Reef, and it’s claimed its fair share of vessels including the well-known Australian yacht *Bre'r Fox*, which sunk while trying to navigate the reef on its return from the Noumea Port Villa Race in 1979.

In Port Moselle in Noumea we chartered a 40-foot catamaran. With its shallow draft, it should allow us a little more sailing flexibility as we navigate the reefs. Our intention is to sail to the relatively isolated Loyalty Islands with the famous prevailing easterly trade winds. However, as is the case with cruising abroad, a certain amount of personal flexibility

becomes the key requirement, as encounters with the local politics and fickle breezes will soon show.

As we gather our provisions at the well-stocked supermarket in Noumea, New Caledonia’s westernised capital, the French influence is clearly evident with plenty of cheese, bread and wine on offer. Our plan is to sail out to a small island resort for our first night, but we find the port blockaded by local fishermen striking over the increasing price of fuel. As it turns out, Noumea is a very pleasant – if unanticipated – stopover, with many excellent hotels overlooking the white sandy beaches with their trademark turquoise waters. Back in the ‘40s during World War II, the city served as the USA’s local HQ for its Pacific operations as the Americans attempted to secure the sea trade route between the US and Australia.

With its wartime and French colonial history set against the centuries-old Melanesian culture, Noumea is a lively canvas of cultural brushstrokes.

As we sail around the Grand Terre, eager to make our getaway, the trade winds are flagging. The island’s jungle covered mountains are scarred a deep red by the continuing nickel mining – one of the few major industries in the country. The dormant trade winds make us wait, but the warm water playground is perfect for swimming and snorkelling off the many tiny, deserted islands. Dolphin pods ride in our gentle bow waves, and we explore freshwater streams in serene bays. Fish can be caught off trailing lines and we jagged an enormous red emperor and numerous large Spanish mackerel (which contrary to a well held opinion, provide very good eating). All welcome additions to our onboard cache of French food and wine.

As the trade winds kick in, our cat lurches into gear, carrying us on a serene ocean



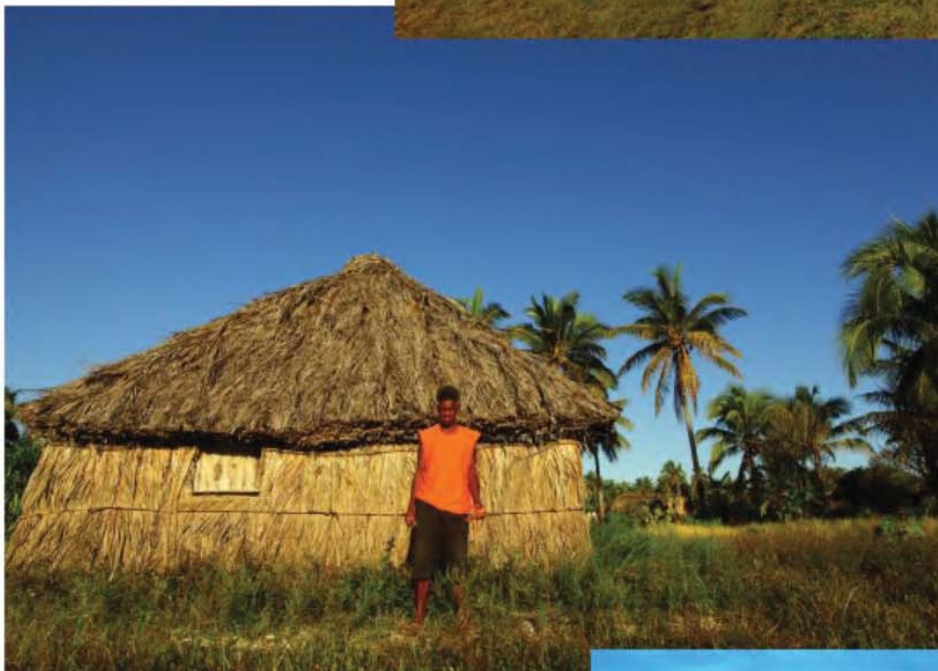
EMERALD ISLES
Above: The Loyalty Islands lie just off Grand Terre, the principal island of New Caledonia, and at some points are just 40 metres wide.

passage to a tiny atoll. It was like sailing into a postcard. Ouvéa’s 25-kilometer sandy beach, fringed with coconut palms, surrounds a spectacularly clear lagoon which changes daily through a wide spectrum of hues, from azure blue to turquoise and emerald green. The 35-kilometer island resembles a misshapen horseshoe and at points is only 40 meters wide.

The white sand is like fine powder between our toes as we drag the dinghy on to the beach and stroll straight into the bar for a cocktail

at the island's tasteful resort, aptly named "Hotel Paradis D'Ouvéa". Just beyond the resort, a small number of bures line the beach. These basic rooms are perfect to enjoy the delights of water, sun and sand. Do not expect any mod cons to distract you from this simple paradise: there are no televisions in the rooms, although you can find plenty of villagers watching the French cable channels in the small local shop up the road.

We toured the tiny island traveling along the one lane "highway" in search of more provisions and ice, which was not to be found at any of the three shops on the island. Our taxi driver was the manager of the hotel. Originally from Bordeaux, he dreams of going to Australia but thinks I'm



mad when I recommend our iconic beaches. "I want to see le bush," he says, his eyes closing as he pictures the Australian nothingness and land stretching to the horizon.

In the 1980s, Ouvéa hit the world headlines as the staging point for civil unrest as pro-independence political forces rallied for succession from France. Today, there are no signs of political discord, and instead we are greeted by friendly locals. A smattering of French words helps us to chat to the local fisherman, who are busily plying their traditional fishing craft. Large sticks are used to beat the fish towards nets, which are cast into

HEAVEN SENT
From top:
Monument in remembrance of European missionaries on Isle of Pines; meeting the locals on Ouvéa; beach living, Loyalty Islands style.



the ocean to sweep up the escaping prey. It's not quite as romantic as sitting silently with a pole and a line, but it's certainly effective. Satisfied with their catch, the fishermen agree to dive for lobsters and deliver them to our boat for a small fee. Boats are rare on the island, as we soon discover after the thunderous greeting from school children.

In accordance with local custom, we met one of the chiefs of Ouvéa and asked permission to stay at the island for a few days, including a visit to one of the even more remote coral atolls off the tip of the island. We exchanged some gifts and chatted in broken French about Australia, Ouvéa and sharks. Sharks in Australia are dangerous, while the sharks in Ouvéa are friendly, we are told. It wasn't a theory I was willing to test when we found a large shark circling a mooring at the remote Islets Deguala, north of the main Ouvéan atoll. The chief had also neglected to advise on whether the giant baracuda were as friendly as the sharks. After one aggressively took hold of our fishing line, breaking a rod while breaching spectacularly, we concluded probably not. Needless to say we opted for drenching ourselves with buckets of water on the deck instead of a swim that day — a shame considering the inviting ocean is just a fraction cooler than the ambient 30 degree temperature.

The best time to visit the Loyalty Islands is between May and November as cyclones can sweep through the region during the hotter months. As

a growing contingent of cruise liners are discovering their untouched beauty – particularly on the larger island of Lifou – it might pay to check that no ships are due if you want to experience the quiet village life on offer at the small bars and restaurants. It is a unique experience to walk along the unlit “highway” in the warm evening twilight towards a great seafood banquet, with just the flip flop sound of thongs on the bitumen and the occasional invisible bicycle whizzing past your ears.



BEACH CULTURE
Fishing outrigger and nets on the Isle of Pines; wooden carvings on the beach at Ouvéa; a perfect spot for a swim at Oro Bay.

A 15-hour motor-sail brings us to Lifou, the largest of the Loyalty Islands with a population of around 10,000. The simple port facilities at Wé, the capital, will be well appreciated by sailors. Lifou is more developed than Ouvéa, but that's not saying much – a few more restaurants, hotels and gites. The mixed Melanesian and Polynesian locals have welcomed immigrants from Thailand, Vietnam and Malaysia and the resulting local

fare is rich and diverse.

Hitchhiking around Wé with the friendly locals, who were proud to show off their houses and beautiful island, we found the Baie de Chateaubriand which is completely fringed by coral reefs, creating a shallow lagoon. No wonder the cruise ships have started to include it in their Pacific itineraries.

Lifou and Ouvéa provide a wide range of water activities, including diving, snorkeling, tours to limestone

caves and, on the larger island, large cliffs clothed in local legends. Unfortunately for me, the final island in the group, Mare, must wait for another day. New Caledonia is a four-hour flight from Sydney and daily local flights provide easy access to the Loyalty Islands – but I'm sure you would agree with me that there's no better way to explore islands than by sailing yacht. Just be careful of the reefs, and if you see a sea snake, mind your tongue and earlobes. ⚓

FAST FACTS

- + Captain James Cook was the first European to land in New Caledonia, touching the north of Grand Terre in 1774.
- + Cook named New Caledonia in memory of Scotland, which was called Caledonia by the Romans.
- + The French first landed on New Caledonia in 1792 when Bruny d'Entrecasteaux and Huon de Kermadec moored near the picturesque Iles des Pins, a short day trip south of Grand Terre.
- + British sailors discovered the Loyalty Islands, naming them after the allegiance provided to the English.
- + In 1853 Napoléon III declared French possession of the territory in an attempt to rival the British colonies in the South Pacific. It remained a French penal colony until 1922.
- + British Protestant and French Catholic missionaries settled on the Loyalty Islands during the early 1840s, often struggling violently for the control and evangelisation of the locals. The 19 churches on the island can seem disproportionate to the small population.
- + In 1863 the French government banned all foreign language teaching in a move to reduce the influence of the British missionaries.
- + The Loyalty Islands were the scene of civil unrest in the 1980s as the ongoing debate over independence from France boiled over. As a result, an agreement committing the territory to a referendum over its independence has been scheduled for later on this decade.

It takes a very special sport to get us away from the road.

Audi, major sponsor of competitive sailing in Australia.

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To find out more about progressive performance, visit audi.com.au today.

David de Rothschild was meant to be a banker. Born the son of a banker who was himself the son of a banker, in a long line of distinguished bankers, somewhere along the way this blue blooded heir to the de Rothschild empire turned into a greenie.

ACTIVIST

DISPOSABLE HERO

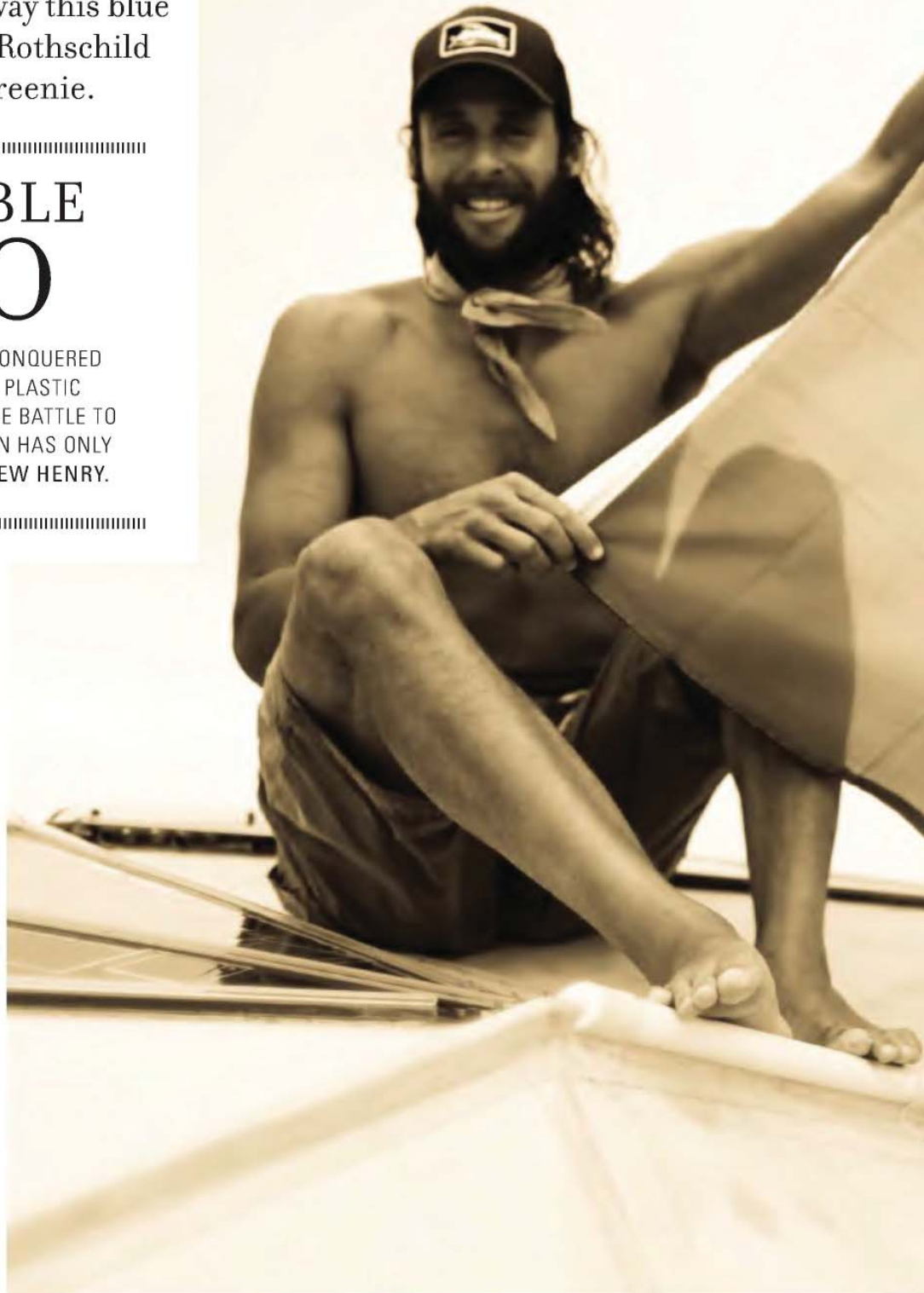
DAVID DE ROTHSCHILD HAS CONQUERED THE PACIFIC OCEAN ON HIS PLASTIC CATAMARAN, *PLASTIKI*, BUT THE BATTLE TO CURB OUR OVER-CONSUMPTION HAS ONLY JUST BEGUN, WRITES MATTHEW HENRY.

At 31, the youngest de Rothschild is an intriguing jumble of incongruities. Scion of a wealthy white-collar dynasty, turned activist and "adventure ecologist". A regular fixture at the top of Britain's most eligible bachelor lists; longhaired and bearded, a string bean in shaggy chic, capped in a pink pom-pom beanie. Heir to a multi-billion-dollar banking fortune; his plastic yacht made from junked Coke bottles parked just metres away.

As we sit down for an interview at Yots Cafe, overlooking the sunny marina at the National Maritime Museum on Sydney's Darling Harbour, de Rothschild is exhausted. He's just returned from an 8,300 nautical mile passage across the Pacific from San Francisco to Sydney onboard *Plastiki*, the plastic catamaran. Along the way, he and his crew of five battled 65-knot winds, four-metre swells, ripped sails, dangerous reefs, the torment of the blue ocean stretching endlessly to the horizon, and David's own personal demon:

"I get seasick, believe it or not," says de Rothschild, as we take out seats. "The first 24 hours on a boat is awful, and then I adjust. What's amazing is

THE WORLD IN HIS HANDS
De Rothschild flies the environmental flag aboard *Plastiki*.





that my body has no memory – you’d think that after a while it would remember. But no, your sea legs have to start all over again. In fact, it should have a different word – it should be sea gut. I’ll start a campaign to update that.”

Campaigning for change is by now second nature for the British-born adventurer. The founder of Adventure Ecology, an environmental organisation which courts publicity for its green message through undertaking perilous challenges, de Rothschild has already trekked to the south and north poles and set the record for the fastest overland trip across the Greenland ice shelf.

While his earlier missions sought to raise awareness of climate change, the *Plastiki* junket was about alerting the world to its growing plastic problem. With millions of tonnes of bottles and bags clogging up the world’s oceans, and being swept by ocean currents into the North Pacific “garbage patch,” some scientists estimate that up to one million sea birds and 100,000 marine animals are perishing annually from plastic entanglements.

As he crossed the finish line at Sydney Heads onboard *Plastiki* on 26 July, de Rothschild sailed into a maelstrom of media attention, unparalleled in his previous exploits. Thousands of press articles, website visits, TV spots – even an appearance on the Oprah Winfrey Show – have beamed his message around the globe.

Of course, much of this exposure has to do with *Plastiki*, de Rothschild’s 18-metre catamaran custom built for the voyage. With 12,500 plastic bottles built into its twin hulls and a bizarre plastic egg-shaped geodesic dome, the boat has been dubbed de Rothschild’s “message in a bottle.” And it’s pointing a hull at everyone – politicians, corporations and consumers – with the challenge to reduce our plastic waste.

“At the end of the day we’re all part of the system, we all consume and we can all make a difference,” says David.

“The most important thing is to get away from this mentality that you keep doing something just because it’s the way you’ve always done it. We used to think we had unlimited resources, an endless horizon. Now we know that’s not the case.”

The *Plastiki* project was conceived over three years ago, inspired by the *Kon Tiki* expedition of 1947, which saw a crew of five young men ride the trade winds across the Pacific for 3770 miles from Peru to the islands of French Polynesia on a balsa wood

sailing raft. De Rothschild's crew included Norwegian Olav Heyerdahl, the grandson of Thor Heyerdahl who sailed on *Kon Tiki*, and a female skipper, Jo Royle. In the spirit of *Kon Tiki*, *Plastiki* made its own Pacific Island stopovers, and while mixing with the locals on Christmas Island, the crew got their first taste of the power of *Plastiki*.

"We were with some local kids on the wharf, and they were chucking sweet wrappers in the water," recalls *Plastiki* skipper, Jo Royle. "I said, 'Guys, that's going to do no good for the fish and you rely on the fish for your food'. The next minute they were all jumping in the water to get the wrappers and passing them to me. It's great when you can get the message across to people that easily. A lot of people there had studied the *Kon Tiki* voyage at school and found it inspiring, so when we arrived they really get into it."

De Rothschild first approached Royle to be his skipper in 2008, and the prospect of sailing a "junk boat" was too tantalising for the adventure-loving Brit to turn down.

"He really sold the project to me as if we were building a raft made out of trash to sail across the Pacific," recalls Royle. "And then someone else did it."

Marcus Ericsson beat the *Plastiki* team to the punch with *Junk Raft*. Made entirely from pieces of garbage, the *Junk Raft* looked more like a dilapidated trash barge than a sailing yacht. But in 2008, Ericsson and his crew managed to sail it from California to Hawaii in 87 days to highlight the ocean plastic problem.

If you put the two boats side by side, *Plastiki* is undoubtedly more sophisticated than the ramshackle *Junk Raft*. That's because *Plastiki* is promoting a more sophisticated environmental message. As a design statement, it's not just another diatribe against our throw-away consumer culture. *Plastiki* is the archetype for a new way of thinking, where "rubbish" is a resource.

"We didn't want to join the gang of people saying the end of the world is nigh. We didn't want to just highlight trash, we wanted to suggest a solution too," says Royle. "And that's what *Plastiki* is. She's trash, but she's a solution too."

Bobbing in her berth in Darling Harbour, *Plastiki* gathers a crowd of inquisitive onlookers. The boat is a star. Children and adults want to touch her, have their photo taken with her. Hemmed in by a black



submarine and a naval destroyer at the floating museum, the peace-making *Plastiki* looks delicate next to the heavy, steel-hulled warships.

"*Plastiki* has all the conventional things a yacht has, but she's not a conventional vessel," explains de Rothschild. It's pure understatement of course. *Plastiki* is self sufficient for power, with bicycle generators on the

bow, solar panels above the cockpit and trailing turbines. Her masts are bits of old aluminium irrigation pipe, and the glue that holds her together is made from cashew nuts and sugar cane. Her onboard plants are watered with the crew's urine. Nothing is wasted.

As the throng grows, they stare and point at the bottles, some of them still with their labels visible. Coke, Pepsi, Sprite, clear, green – all of them are genuine discards, salvaged from the rubbish heap and brought to the build shed on Pier 51 in San Francisco, where they were filled with dry ice, lashed together and built into the 60-foot hulls.

Their novelty value has secured a media spotlight for the trip, but the yacht's real design innovations are in her hull, dome and superstructure. All are built from the same type of plastic found in everyday bottles. From day one, *Plastiki* was designed with her end in mind – to be recycled.

"You could melt this whole boat down, and be left with the same materials you started with," says Andy Fox, *Plastiki*'s builder.

Fox has been building boats since 1970, but this is his weirdest creation. For the last 10 years he has

GREEN OUTLOOK
Top: David de Rothschild has become a passionate poster boy for the environmental movement. Bottom: *Plastiki* and crew enjoy fair winds en route from San Francisco to Sydney.

been searching for a way to replace composites like fibreglass and carbon fibre, which have been the mainstay materials in the boat building business for decades. The problem with composites is that once molded into shape, the original materials can never be salvaged or broken down, so expired boats end up in the junk heap. Fox's search for reusable alternatives

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led him to try natural polymers, flax fibres and corn starch-based oil polymers, and now, with *Plastiki*, a thermoplastic called sertex.

"It's all made of the same stuff, the entire boat. This presented a big structural engineering problem; it's never been done before on a boat this size," says Fox.

"They've made smaller thermoplastic RIBs (rigid inflatable boats) before, but nothing like this. Without the hull skin, you lose a lot of structural integrity. It's like having no skin holding your bones together."

The solution, nearly two years in the making, was to brace the hulls with beams specially designed by renowned naval engineer Andy Duvall. After a rigorous R&D period to write the manual on plastic boat construction, and one year in build, *Plastiki* was ready to wet her hulls.

Remarkably, for a yacht designed to sail nearly 10,000 miles across open ocean, no hydrodynamic tests were conducted, and no aerodynamic tests of the sail plan. The crew had just one sea trial before she set out, with

change rapidly once they entered Australian waters. *Plastiki* was pushed to the limit when a series of fronts unleashed a 65-knot squall and four-metre waves, which came crashing over the deck. But by enduring what Royle describes as "seriously high seas," *Plastiki* not only stood up to the ocean, she silenced her critics,

biggest challenge of the *Plastiki* project – making a dent in plastic consumption.

For the onlookers gathering around *Plastiki* at Darling Harbour, they are the ones who will need to change their habits and address their consumption if the project is to be deemed a success. But de Rothschild remains hopeful.



Relaxing on board with Jo Royle and the crew.



Plastiki's exposed bottle hull: "Like having no skin holding your bones together."

most of the test sailing done on the enclosed waters of San Francisco Bay.

Plastiki doesn't like to go upwind; the plastic bottles create loads of drag, and the lack of daggerboards on the hull undersides means that at times she moves sideways almost as fast as she moves forward. According to the skipper, it's one quirky cat to helm.

"She's not fast," says Royle. "But I've done a lot of adventure sailing and, to me, *Plastiki* wasn't about going fast. The boat sails with the wind at 90 degrees nicely as long as you've got wind of around 10 knots. Anything less than that and it's all over the place."

The crew enjoyed a cruisy passage for most of their journey across the Pacific, but their luck was to

and demonstrated that what we deem rubbish can indeed be a resource.

"The day we left we got this letter addressed to David, saying you're crazy, you're adding to the problem, you're risking the lives of your crew, it's totally irresponsible and so on. David wanted to throw it away but I hid it, and we got it out the other day when we completed the voyage and had a smile over that. I think a lot of people don't have a great deal of faith when you go out on a limb and try something different. Humans are too quick to criticise. But *Plastiki* has really touched people."

With the dangers of the high seas behind him, David de Rothschild must now face up to the

"For me getting the message across is the most important thing, and that's where we're having success," he says. "Just now, this old dude just walked up and he'd been following the project, and he wants to use our media materials as a teaching resource. This morning I had an email from some people who had named a new environmental education centre for kids after *Plastiki*. We've got lists and lists of stuff like that, it's awesome. It brings a smile to my face and makes it all worthwhile."

With plenty more environmental crusades left to fight, de Rothschild is already working on his next project. The details are being kept close to his chest, but there are hints it could be another ecological adventure with a nautical flavour.

"It's going to be pretty cool. Nothing as weird looking as *Plastiki*, but pretty cool."

Ironically, plans to recycle *Plastiki* by turning her into printer cartridges have been scrapped. Like the plastic bottles she was built to campaign against, *Plastiki* will likely float around for a little bit longer, continuing on her world tour to spread the message.

"I think [*Plastiki*] is something that should live on," says de Rothschild. "We still don't know yet how far the impact will go." ♣

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NUMBERS GAME

3 fish caught



3.7 average speed in knots

4 metre swells

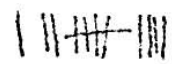
15 accidental gybes

18 metre catamaran



32 books read

60 knots of wind



129 days at sea



1175 chocolate bars consumed



1200 cups of tea



3200 litres of water drunk



8300 nautical miles



12,500+ bottles are woven into the hull of *Plastiki*

120,000 man hours to build *Plastiki*





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A photograph of a person on a sailboat, with water splashing around the hull. The person is looking towards the camera with a slight smile. The sailboat is white, and the water is a deep blue. The sky is clear and blue. The overall scene is dynamic and energetic.

WINGED VICTORY

.....

CLOTHED IN THE MYTHOLOGY OF AN ELITE
BAND OF POLISH WARRIORS, THE HUZAR BRAND
IS INVADING AUSTRALIAN WATERS WITH
ITS SPRIGHTLY 28-FOOT DAYSAILER, WRITES
MATTHEW HENRY.



The legend of the Winged Huzar is well known to many Poles. Small in number and lightly armed, this elite cavalry unit of the Polish-Lithuanian Commonwealth earned a fearsome reputation for punching above its weight on the battlefields of 16th century Eastern Europe.

With their long spears and spectacular armour adorned with massive wings, the Huzar charged into a series of against-the-odds victories, descending on their enemies like angels of doom.

Hundreds of years the Huzar myth still manages to spark the 21st century imagination, with everything from video games to historical reenactment societies still perpetuating this tale of underdog triumph.

For EM Yachts founder Victor Witwicki, the legend of the Huzar has provided the perfect backstory for an upstart Polish brand intent on taking on the big multinational boat builders with a series of homegrown performance sailing yachts. Casting his new business venture in this epic mould, in 2004 Witwicki launched his first assault on the European market in the shape of the Huzar 30, a performance offshore cruiser with a swinging keel option. A few years later, the company followed up with the Huzar 21 trailer sailer. Now after six years of battling Beneteaus and Bavarias across the Continent, EM Yachts has unveiled its third model, the Huzar 28, which will also act as its spearhead launch into the Australian market through local distributors Huzar Australia.

Distinguishing itself from all previous Huzars – and just about anything else on the market – through its modern lines and innovative layout, this performance daysailer promises to be the brand's most potent weapon to date.

UP FRONT

The furling headsail is easy to manage from the cockpit. The top section of the black A-shaped stanchions (pictured left and right) can be unbolted and removed, and lifelines reattached lower down to allow easier tacking of the gennaker and eliminate skirting issues as the gennaker tacks.

**SIDEDECKS**

The grey cabin top conceals the halyard lines beneath its skin, while on the uncluttered sidedeck the jib sheet track gives plenty of scope for adjusting headsail angle. There's ample room for walking down the decks, but with everything controlled from the cockpit, you'll rarely have to.

**TACKTICK ELECTRONICS**

The standard electronics package are wireless TackTick units, but Huzar Australia can fit Raymarine or your choice of electronics.

**HALYARD JAMMERS**

Halyard jammers are located right next to the primary winches on either side of the cockpit, allowing the boat to be easily sailed shorthanded: one sailor on the helm and mainsheet, another on the headsail and halyards.

**TWO WINCHES**

Two twin-speed Harken winches adorn the cockpit, handling all genoa and Code Zero sails. Two turning blocks near the rear stanchions and benchseats handle the Code Zero sheet.





WINGED LINE MANAGEMENT
 Paying homage to the "Winged Huzar" the shiny chrome, wing-shaped line management system is an attractive aesthetic feature as well as a handy way of keeping the cockpit neat.

COCKPITTABLE
 The cockpit table attaches quickly and is stored away neatly under the starboard benchseat when not in use.

BENCHSEATS
 One of the Huzar 28's most distinctive features, the benchseats have a cruising mode and a race mode. Seen here in the comfy cruising setup, the top section folds down during racing allowing crew weight on the rail.

TRANSOM LADDER
 With the low cockpit floor, you would think a ladder is almost unnecessary. But the Huzar makes life easy. A freshwater shower nozzle is also included for washing off after a swim.

The Huzar 28 cuts a lonely little figure at its berth right out on the end of Cronulla Marina, its deep grey hull intensified by the sombre Sydney weather. The marina is still under construction and virtually empty but for the Huzar and a few cruising yachts – the kind of nondescript “white boats” that non-yachties find hard to tell apart. But whatever this 28-footer lacks in size compared with the big cruisers, it more than makes up for with presence and sheer good looks.

Adam and Magdalena Pilc – the father-daughter combo who have taken on the Huzar brand in Australia – are relaxing on the lounge-like cockpit benchseats, with hot coffees sitting before them on the cockpit table. It looks like a comfy little spot to while away a morning, no matter how grey.

“Sit down and have a coffee while we chat about the boat,” says Adam through a thick Polish accent.

It’s a fitting welcome for a yacht they call the “Coffee Racer” in Europe, a reference to the café racer motorcycle sub-culture which lauds raw, custom-built engines strapped to classically-inspired frames and chromed-up biker bling.

As tempting as the offer sounds, the chance to get out on the water to see whether the Huzar’s own blend of hand-built performance and boat fashion can deliver where it counts – on the water.

Built for day racing or cruising and the occasional overnighter, the Huzar 28 promises big thrills in a small package.

As I head down into the saloon to dump my bag, I find the offer of coffee baffling in a boat that’s seemingly without a galley – but there’s more to this pocket dayracer than meets the eye.

It’s the kind of cabin you might expect if the chief designer of Swiss Army knives took up the boat building trade – its gadgets are neatly tucked away behind panels, emerging only when needed.

A hinged galley station folds out from under the stairs revealing a gas burner and small sink, and then neatly folds back out of sight when done. A slide-out drawer fridge emerges from behind dark woodgrain panels to port on the companionway steps, while just above, a mini nav table folds down to reveal the electronics panel with fuel and water gauges, the stereo system head unit and fuses.

There’s a head to starboard (a tight fit) with electric flush and the central



HIDDEN TREASURES
At first glance the saloon appears basic, but that’s because all the gadgets are neatly hidden away. Above: the fold-out galley. Right: the table drops to form a double berth. Below: a drawer fridge is concealed next to the companionway steps. The whole space is nicely lit by LED lights that consume minimal battery power.

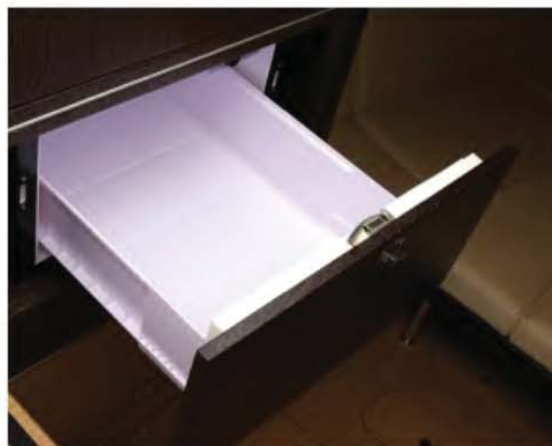


table can be lowered to create a central bed big enough for two adults – as long as you don’t mind hugging the mast.

Back up on deck, getting on with the business of sailing is totally painless. With a furling headsail and mainsail in lazyjacks, the Huzar 28 is easy to set up and get going.

All Huzars are designed at EM Yachts’ Polish facility in a partnership between chief architect Tymon Butkiewicz and industrial designer Wojciech Wesolek. This in-house design duo has clearly placed plenty of emphasis on creating a clean aesthetic on deck, with flush hatches, fold-down cleats and all halyard lines concealed under the coach roof skin.

They’ve also added some nice aesthetic touches. In a subtle tribute to the winged warriors from which the Huzar derives its name, the chrome grille adorning the line-management system is shaped like a pair of shiny wings. With halyard jammers just forward and Harken winches just behind the grille, all spare sheets and lines can be kept organised to avoid the tangle of spaghetti all over the cockpit floor.

Just forward are TackTick wireless instruments, but the boat can be fitted with Raymarine on request. The deck gear is Harken while the mast and boom are from Selden. Huzar Australia has fitted out the first boat with optional performance Apollo sails, but the standard boat comes without sails, allowing the owner to have a package tailored to their needs.

Without doubt, the cockpit is where you’ll spend most of your time on this boat. Defined by its two long bench seats, which fold into various configurations, the whole space can change from cruising to race mode.

Want to race? Sit with your back to the lifelines and your bum on the fold-down backrest, tuck your feet under the Velcro strap and hike your weight out backwards.

Want to relax and enjoy a drink? Lock the backrest upright and attach the comfy cushions to the push studs and you’ve got one of the most comfy cockpit perches you’ll find on a cruising yacht.

The cockpit floor is way down low in the hull, giving the impression of being just inches above the waterline. Still, there’s plenty of storage below the deck and easy access to the diesel motor. Aft of the cockpit, the open transom makes this a great swim platform, complete with a fold-out step ladder and retractable shower nozzle for washing off.

It's the kind of cabin you might expect if the chief designer of Swiss Army knives took up boat building.

As we sail offshore from Cronulla, the wind is a fickle five knots and swinging in all directions. With the Huzar's lightweight infusion hull keeping total weight to just three tonnes, its mainsheet Selden rig and roachey main, we lurch forward at the slightest breath of wind, reaching a respectable three to four knots in spite of the super light conditions. Above all the boat feels simple to sail – Huzar even claim it can be sailed single-handed (especially with the optional self-tacking jib). A pair of Harken winches is all that's needed to sheet the gennaker or Code Zero, while the mainsheet is managed by the helmsman with a cleat at the base of the steering tiller. For novices, it's a very friendly boat to sail.

As the wind fades, our conversation starts to sound like the Australian leg of the classic surf film *Endless Summer* – “You should have been here yesterday.”

“We had three-metre swells and lots of wind, but the boat handled it all very well and not ever did I feel unsafe,” says Adam, recalling the previous day's sail down from Sydney Harbour. While most sailing in Poland is in lakes, rivers, and the Baltic Sea, the Huzar 28 is certified to CE requirements “Category B” for “offshore”. Huzar Australia has submitted the boat for IRC certification, but the results were unavailable at the time of print. Regardless, by the time more enter the country they'll be ready to race.

Pulling back into the marina berth, the sense of the Huzar's petit form returns. But don't underestimate it – Huzars may be small and relatively few in number, but that's never stopped them in the past. ↓

enquiries@huzar.com.au
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BUILDER	EM Yachts
COUNTRY	Poland
DESIGNER	Tymon Butkiewicz
STYLIST	Wojciech Wesolek
LOA	8.5m
LWL	7.9m
BEAM	2.59m
DRAFT (FIN/TORPEDO BULB KEEL)	1.9m
DRAFT (SWING KEEL)	1.9m/0.6m
MAINSAIL AREA	52m ²
GENNAKER	90m ²
DISPLACEMENT	2.1t
BALLAST	1.2t

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TWISTED LOGIC

Technically, twist is “the change in the angle of attack from the bottom of the sail to the top.” Twist is necessitated by the changing speed of the wind, and hence its changing angle relative to the boat, the further you go up the mast. The drag induced by the water slows the wind near the surface, shifting it relatively further forward by comparison with the faster flowing wind further aloft. This effect is exaggerated at lower wind speeds. In the real world, it means that the leech of a sail must open up to some degree as we move from bottom to top.

In mechanical terms, any time

the distance between the clew and the head is shortened – easing the mainsheet or boom vang – twist is increased. The same length of fabric is now strung between two points that are closer together, so the leech of the sail opens up. Conversely, pull down on the clew, and twist is reduced, closing off and rounding up the leech. A tight, round leech creates power and forces the boat to point, but can also cause airflow to stall, or overpower the boat (create too much helm and heel). A twisted leech profile promotes airflow in light air when it is hard to get air to stay attached, and in heavy air, the flatter, more open sections depower the sail and help keep the boat on its feet.



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On all boats, but particularly on the new breed of fast sailboats, which often rely on bigger mainsails and smaller fore triangles, having the right amount of mainsail twist for the conditions is perhaps the single biggest key to upwind boat speed. A competent mainsail trimmer can get you in the ballpark, but the true boat speed virtuoso understands, feels, and can implement the changes on a moment-to-moment basis that make the difference. In a very real sense, they are driving the boat as much as the helmsperson. That's why you often see them hunched over, (usually directly in line with the view of the helmsperson), as they ply their trade. They are looking at the same inputs to guide their sense of feel and dictate the appropriate reaction: angle of heel, jib telltales, boat speed, waves, and wind angle.

THREE SPEED

In general terms, you can think of mainsail twist in three modes. In LIGHT AIR use extra twist and an open leech to promote attached flow and aid in acceleration. The top batten will be open, pointing three to ten degrees to leeward from where the boom is pointing, and the top telltale should flow aft. Sail shape in light air will be full, so it is important to keep the leech open and twisted to keep the sail from stalling. Position the boom on the centreline with the traveler, once twist is set, for maximum power and pointing.

In MEDIUM CONDITIONS the boat should be moving well, so leech tension can be increased and twist reduced. This will force pointing. Overall sail shape will be flatter, so there is less danger of stall, and if the boat is up to speed, it is okay to reduce twist to the point at which the top telltale stalls (disappears behind the leech). The traveler will drop so that the boom doesn't get above centerline, and it will be lowered further to control heel as necessary. Using the traveler to control helm and heel in moderate conditions allows the trimmer to use twist to balance speed versus pointing.

In HEAVY AIR, control of heel is paramount. More twist will help keep the boat upright. The boat will typically have to sail at wider angles (foot) to have the power necessary to blast through waves and this will generate more heel. In smooth water, the helmsperson can "feather" more, or let the inside telltales lift in puffs. The overall sail shape will be as flat as

possible, which will also help induce twist and open the leech. The traveler, which is great for fine tuning balance in moderate conditions, usually does not provide enough gross change to handle big puffs, so twisting the entire sail with the mainsheet works best. I typically pull the traveler up a couple of feet above the leeward coaming and play the sheet to control heel. In windy conditions, use the boom vang to help augment the mainsheet.

the traveler as necessary with your other hand. Up to speed, full trim. Hmm... seems like this tack is a little more into the waves than port was, can't sheet quite as hard. Getting slow, ease a half inch of sheet for more twist. The skipper is pressing for speed but there is a little too much heel, so ease some more. Speed climbs rapidly – too rapidly over target; sheet harder as helmsperson feathers up. Set of waves coming, let's press and build speed over target,



The goal is to point as much as speed and helm allow. Keep in mind the golden rule: speed first, and then try to point.

MAIN GAME

On a moment-to-moment basis, the game is simple, the mainsail trimmer is constantly trying to reduce twist (trim harder), as long as the boat is up to speed and heel is under control. The goal is to point as much as speed and helm allow. Keep in mind the golden rule: speed first, and then try to point.

Here's how it works on board. Target boat speed is 7.2 knots, true wind angle 38 degrees. Out of the tack, the mainsheet is eased at least until the top telltale is flowing or until heel is under control. Pull the traveler up with your other hand as you ease the mainsheet if you need power. Speed has turned at 5.8 knots and is building. Sheet harder as the speed comes back up to 7.2 knots, lowering

ease the mainsheet, a little extra heel is okay but not too much. Through the waves, back hard on the wind, sheet harder. Good angle, good speed, no big waves, sheet harder still to make the driver work. Oops, carried away, hard to build speed, ease a fraction. Big wave, ease a bunch over the top as the driver bears off to avoid the slam. Stay eased until speed is coming back then gradually sheet harder. And the game continues...

Of course, don't think you've got this totally wired yet. Not only is getting twist correct a dynamic, ever changing proposition, it's a little different on every boat. There is no one magic combination of twist versus boom position (traveler) that works for every boat. Each reacts a little differently. ⚓

TWIST & SHOUT
A good mainsail trimmer will constantly work to reduce twist when the boat is up to speed. Getting it right is different on every boat.

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Navigating safely is about knowing where you are, where you are going and the best way of getting there.

But before you set out, remember your duty of care to the crew is paramount so monitoring the weather, checking for hazards and planning for emergencies should be all part of your job as the skipper. Having items such as a hand-held GPS and VHF in the emergency 'grab bag' are essential for when that lightning strike takes out the electrics or you have to abandon ship, such as happened in the Flinders Islet incident last year. Of course much of this knowledge comes from the classroom, so it's worth going through the navigation basics, such as chart work, before heading out on the briny.

GET YOUR BEARINGS

LEARNING TO NAVIGATE SAFELY OPENS UP A WORLD OF POSSIBILITIES FOR SAILORS. IN THIS ARTICLE, KEVIN GREEN AND PACIFIC SAILING SCHOOL HELP NOVICE SKIPPERS FIND THEIR WAY IN BASIC NAVIGATION.

TOOLS OF THE TRADE

The best tools for chart work are: a plastic plotter with multiple scales and compass rose, pencil and eraser. The basics of plotting a course from A to B involve drawing bearing lines or transits and measuring distance in nautical miles.

Good seamanship dictates that you factor in any other conditions affecting your course, such as tide, wind and terrain. Tidal movement can push the vessel in any direction, while the wind acting on the sails can push the boat sideways, causing leeway. So plotting an accurate course involves making allowances for these factors by adding a few degrees of leeway in order to give a heading.

But it gets more complicated still – now you must take into account a factor called "variation", the movement of the earth's magnetic field. This is done by marking it on your plastic plotter's compass rose (or typing it into your chart plotter). Once done it's easily calculated.





ON TOP OF THE CHARTS

Plotting a fix is the process of marking your coordinates with respect to longitude and latitude on your chart. By doing this, you'll not only know where you are but you'll be creating a valuable legal document as you go, should any problem occur.

Unfold a paper chart and you'll see a kaleidoscope of colours, each denoting a different feature of the aquatic landscape: white means deep, pale blue represents navigable inshore waters, green are drying areas with land represented as yellow. You'll also see symbols, such as tidal diamonds, which allow the novice navigator to gain a three dimensional picture of where he is travelling. Depth is always shown as the minimum on all charts, so it's greatly affected by tidal height. Chart symbols are an endless area of wonder for the sailor but the essential features are navigation marks and lights. Green to green and red to red when approaching from seaward is the rule of thumb for channel markers. As for buoys and other markers, a good tip to remember is that anything with black on it generally means trouble – black and yellow cardinal marks warn of dangers using the compass quadrant, and black vertical lines warn of isolated dangers.

Just like driving in your car, there are road rules when at sea and they are essential knowledge for any skipper. One of the most basic principles is that powered vessels generally give way to sailing vessels, however there are exceptions – such as on Sydney Harbour, the ferries always have right of way. Remember that the moment you drop sails and switch on the motor, you become a powered vessel and have a different set of rules to follow, such as turning to starboard when meeting another similar vessel. And signal flags are still important and require learning – for instance the 'A' flag, warning of divers below the surface, is a common sight in Australian waters.

SAFE PASSAGE

The beauty of mastering chart work is that it liberates the novice navigator to confidently venture beyond familiar waters. That next bay up the coast, which has always beckoned you, becomes within reach.

Safely making your first trip further afield involves planning the voyage and also brings the art of pilotage into play. An enjoyable evening can be spent at home poring over the charts

and referring to the pilot book – for Australian east coast sailors, Alan Lucas's *Cruising the New South Wales Coast* is recommended reading. Possible anchorages can be studied and waypoints prepared for input into the charter plotter. But for the novice navigator any preoccupation with electronics should be tempered with a good general knowledge of the route, with features such as shipping lanes, obstructions, navigation marks and ports of refuge all noted. Tidal heights for bar crossings are a common East Coast necessity – greatly helped now by the use of internet bar cams so that a navigator can see what conditions are like ahead of time (if he has internet access at sea). Alternatively using a VHF radio to call up the nearest Coastal Patrol base is a common option, as you should already have logged your departure with them anyway.

WEATHER WATCHING

Weather is a major variable in the navigator's equation so an understanding of basic meteorology is necessary. Identifying a cloud formation up ahead as either



harmless or a harbinger of doom can easily make or break your day. Similarly, using the daylight sea breeze to lift you along the coast, as opposed to pushing you out to sea when the evening land breeze comes into play, can make for a more enjoyable voyage.

Wind blows from high to low pressure (like a leaking tyre) and the steeper the pressure gradient

(as shown by tighter bands on the synoptic chart), the stronger the wind.

Fog can be a real hazard for the navigator. It's caused by condensed air – warm air cooling over cold water which picks up moisture as it passes over. Modern compact radar sets and VHF ship identifying technology known as AIS can help the fully-equipped navigator. Good seamanship, though, dictates

TOP 10 TIPS

1. Use any known buoyage or features to give you a quick position fix
2. Use a transit bearing as a quick guide to give you a rough position
3. Black in buoyage means danger whereas white means safe water
4. Known depths are a useful navigation aid in restricted waters and contour lines can be followed
5. GPS has limited use in close quarters pilotage where speed and visuals are essential

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NS5100 Series Safety Tape is a hard wearing product specially designed for application on racing yachts. The contact adhesive has excellent bonding to clean, sound surfaces with good instant grip. Recommended for high traffic areas where wet or slippery floors may expose the user to slip injury. Consists of a hard wearing aluminum oxide grit profile, bonded to a tough substrate. The surface of the tape is resistant to water, grease, detergents and oils. Simple, quick application. Self adhesive, just peel off the release liner and place into position with firm pressure.

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6. Chart precision may be less than GPS accuracy causing an inaccuracy

7. Beware of slavish GPS use that can create a virtual world rather than a real situation

8. Lay off bearings in Magnetic for quick pilotage planning using the compass

9. Slow the boat down when doing tricky pilotage and navigation

10. The navigator sticks to his/her job rather than steers as well

avoiding proceeding in fog where possible, while also taking action. Take a position fix, move out of any shipping channels, anchor safely or proceed with extreme caution slowly. Another inshore fog technique is using your echo-sounder to follow depth contours on the chart – this is an exercise often asked for during Yachtmaster practical examinations.

PLOT DEVICES

Electronic aids to navigation have many advantages once the novice navigator understands the underlying theory that informs these devices. Electronic charts that run on plotters and computers come from two sources – raster charts are like photocopies of the original paper ones, whereas the more comprehensive vector charts have layers of information that can be switched on as needed. For example, the latest versions from leading industry supplier Navionics are great for pilotage as they give pictorial views of harbours and even come with bathyscope details showing the underwater approaches as well. These, combined with position fixes

from the GPS which input to the chart, give the navigator a virtual picture of his progress. The final input is periodic downloading of weather GRIB files which, along with tidal vectors, give a complete picture. A common navigation technique is to use a GPS position fix in conjunction with the paper chart, however you should ensure that the paper chart datum has been adjusted for GPS use (satellite derived positions using the WGS84 standard). Of course, commonsense should always be applied at times, so for instance, check the position fix on the chart with any nearby coastal features. Make sure they match.

Passage planning with waypoints programmed into your GPS can greatly help voyage planning. It can allow the navigator to establish course, distance and any tidal/wind affects during each leg of the voyage. Done properly, this automated navigation can be a real boon to the short-handed sailor as it can free him from being fixated by navigation while he has a boat to run and a crew to manage safely. ⚓

www.pacificsailingschool.com.au

Compass Control

- + Direction is measured from North (000) in three figure notation
- + True North is a fixed direction at the top of the world and top of your chart
- + Magnetic North varies over time giving rise to Variation
- + Deviation is local magnetic anomalies affecting your compass
- + Compass Course to steer is found by taking into account true north (from chart), variation (from chart) and deviation (from a table of figures)

SAFE PASSAGE

Opposite page: World champion yachtswoman Adrienne Cahalan practised flawless navigation skills for her round-the-world speed record of 58 days, 9 hrs.

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LOMBARDINI
Marine

Big boats are all well and good, but when you're stuck on an anchorage or moored off a beach it pays to remember that fun comes in small packages too. There are more recreational water toys hitting the market every day, and new materials mean they're lighter, tougher, faster and more versatile than ever before.

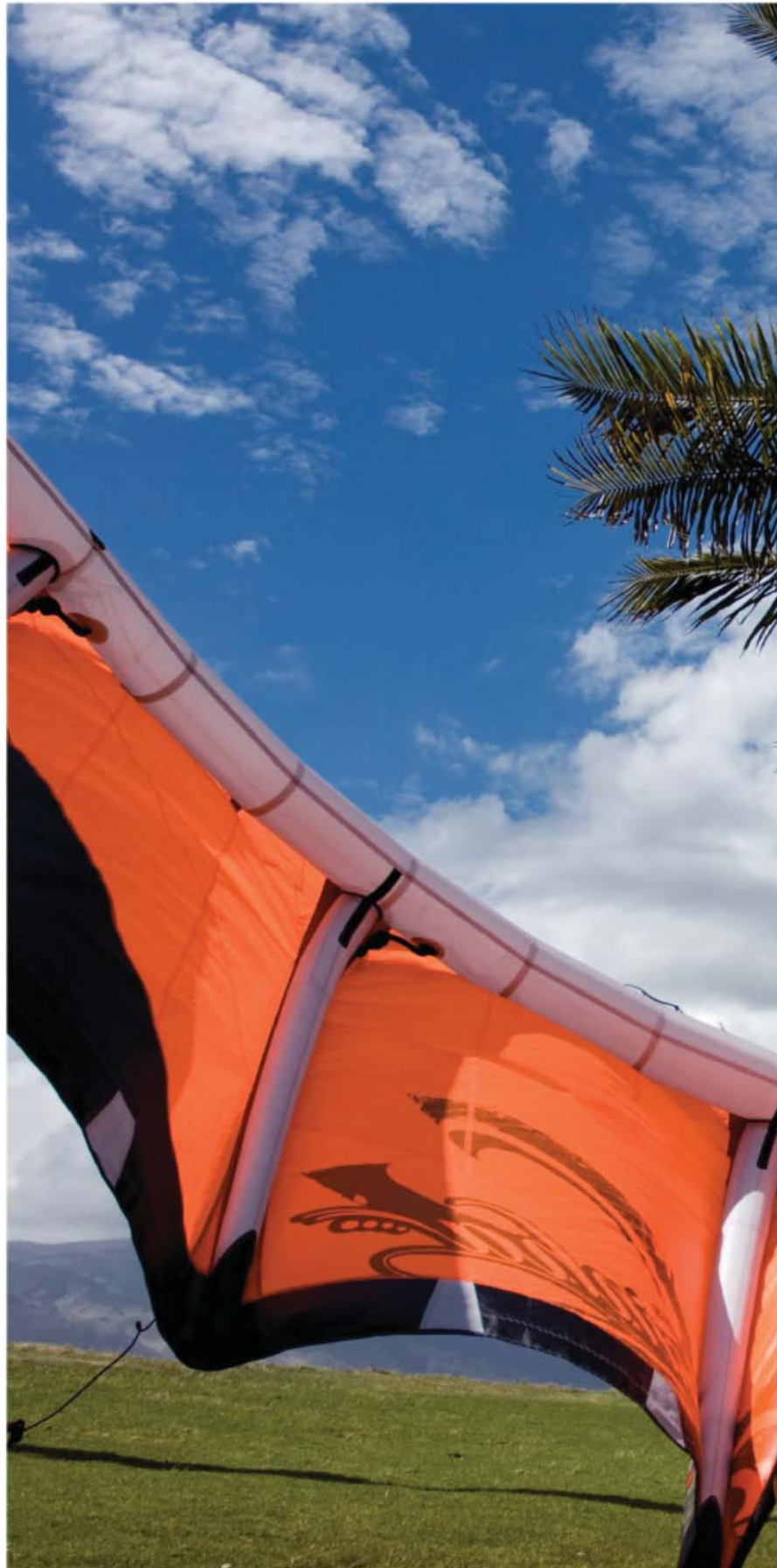
TOY STORY

FOR INSTANT NO-FRILLS FUN YOU CAN'T BEAT THE NEW RANGE OF SMALL RECREATIONAL WATER CRAFT. KEVIN GREEN LOOKS AT SOME OF THE BEST ON THE MARKET.

You can use them to explore a sleepy backwater, as a fun fitness tool or as a simple way to enjoy some thrilling extreme sports action. Choose a multipurpose dinghy, jump aboard one of the latest lightweight windsurfers or strap into a kite and simply take off. Many of the new products listed here make great entry-level boats for novices or those just wanting to dip the proverbial toe in the briny. If a fully-fledged cruising yacht is a little outside your budget, these cheap n' cheerful options are the next best way to add a completely new dimension to your boating.

For those with plenty of room in the tender garage, why not head for the nearest island or point of interest on the ultra stable new Hobie kayak-trimaran? As testament to their seaworthiness Hobie Australia, a group of surfers led by professional free surfer Dave Rašovic sailed some down the NSW coast.

FLY AWAY
The Cabrinha
Switchblade
Kitesurfer.





Another little craft making a big splash is the Hawaiian-style paddleboard. You don't need the skill of a Hawaiian (or the loud floral shirt) to enjoy these user-friendly boards. They're big, stable and easy to ride (especially the sturdy new inflatable version) so even beginners can catch a wave with ease and style.

Fitting sails to things is all the rage, so why not hot up your boring old kayak with a Pacific Action Sail? I recently completed a five-day solo kayak trip using one of these little triangular rigs, and watched the nautical miles flash past when the wind came up. Importantly for the kayak purist, they don't obstruct your paddling. I'm also a keen windsurfer and can't help wishing the latest generation of windsurf boards was around when I was learning. The JP Funster listed on the next page is prime example of how a lightweight, buoyant board can make staying upright under sail easier than ever.

The big kids among us will find it hard to resist the Radio Controlled Laser. I have more than enough scars on my forehead from Laser racing already, and an exact one-design replica is a great way to practice race tactics without getting wet or leaving your stubby behind. What are you waiting for? There's never been a better time to prove that when it comes to having fun on the water, small is beautiful.

CABRINHA SWITCHBLADE KITESURFER

Want to really fly over the waves or slalom at high speed with only the wind as power? Fancy giving those abs a workout while you're at it? Then kitesurfing is the way to go. After enlisting in a short training course to master the basics, stow one of these weapons aboard for windy days at anchor. Designed for a wide range of use, the Cabrinha Switchblade IDS 12m² kite and the Cabrinha Prodigy 140 kiteboard make a good entry level kitesurfing combo. The slim 140cm board is easily stowed, and once the kite is deployed you slip into the padded footstraps, hook on the quick release harness and simply take-off. Getting into this sport can be addictive, by the way, and other addicts hang-out at Sydney's Botany Bay when the wind is howling.

RRP \$3500

www.windsurfsnow.com.au

JP FUNSTER WINDSURFER

The latest generation of recreational windsurfers are buoyant and easy to

sail with big, easy to manage decks. Typical of these is the Australian JP Funster 145, which with its 145-litre volume and 258cm (8'6") length is perfect for everyone. Kids can easily use it to potter around the boat, while adults can slip into the footstraps and have a thrash in gustier winds. For upwind work the Funster has a retractable dagger board and it also comes with a detachable fibreglass nose protector. The sailing rig is quality Neil Pryde gear – Zen 5.5m² sail, X3 mast and X3 boom. The boards are often stored on the rail and the two piece masts and sails stow away without fuss.

RRP \$3500

WALKER BAY SAILING DINGHY

These forgiving, sturdy dinghies are perfect for the novice sailor and popular with boaties in general. Lightweight and compact, they can be thrown in the water and rigged with mainsail and optional jib in minutes. Available in eight and 10-foot sizes and able to carry two or three people they can be rowed, motored or sailed. A strong nylon rudder and alloy dagger board ensure they sail well and the hull is made from high impact resin, tough enough for bumpy beach landings. Optional inflatable tubes below the gunnel act both as buoyancy and as a rubbing strake for coming alongside. The eight-foot model will carry 183kg and has 3.6m² of sail area, while the 10-foot model will carry 276kg and has a 4.6m² sail. Don't expect to break any speed records, but do expect a whole bunch of fun.

RRP from \$3699

www.familyboats.com.au

ULI INFLATABLE PADDLEBOARD

US-made ULI Boards use military grade plastic and range in size from 10 to 15 foot. Popular all over the world these space-saving boards are now being introduced to the Australian market (ULI rescue sleds already feature on one of Australia's highest rating shows, *Bondi Rescue*). The PVC coated polyester construction features laminate reinforcing and a Kevlar resin stringer, which provides extra rigidity for low pressure riding. The boards also boast grippy EVA foam decks, UV resistance, and greater buoyancy than fibreglass boards. They only take a few minutes to inflate using the included high pressure pump, and can be rolled up small enough to be placed in to a carry bag, making them the ultimate travel surfboard.

RRP \$1499 (10ft board)

www.ewa-marine.com.au



OPEN OCEAN PEEKABOO KAYAK

Explore the underwater world without getting wet with the Peekaboo kayak, from leading kayak brand Open Ocean. The original sit-on-top company, Open Ocean, revolutionised kayaking with its early designs that now range from adventure kayaks to the latest family friendly boat, the Peekaboo. These triple hulled sit-on-tops are very stable and the Peekaboo is designed to carry an adult and a child safely, with a 'jump' seat in the bow to allow viewing through the clear hull hatch. For easy deployment from the boat the kayak has strong fore and aft handles and also has moulded wells for gear and water bottles. Also included are a backrest and moulded transducer holes for an onboard fishfinder. Grab a paddle and perhaps a fishing rod and away you go.

RRP \$1599

www.waves.com.au

HOBIE MIRAGE ADVENTURE ISLAND TRIMARAN

Give your legs a workout or simply roll out the fully battened mainsail of the latest Hobie kayak-trimaran, which combines a patented pedalling system with a sit-on-top style 16-foot kayak body. Key features include retractable outriggers, a boomless roller-furling sail, sturdy daggerboard and 'twist & stow' rudder. The 18-foot double-seat version has just arrived in Australia and looks set to be a great family adventure tourer, with a larger sail area (8.4m² compared with 5.34m² on the single). Fast, manageable and portable, it's no wonder these adaptable little Hobie's are popular.

RRP \$4150 (single); \$5550 (double)

www.sailingscene.com.au

PACIFIC ACTION KAYAK SAILS

Attaching a simple V-sail gives the canoeist a much greater cruising range and can be fun, especially when combined with a stable, sit-on-top style kayak. Pacific Action Sails come in a variety of sizes ranging from 1m² to 2.2m². Once attached the sail can be flipped up or taken down while on the water and with only two control lines it is easy to operate. The sail is designed to fit most types of kayak and is built for downwind and reaching points of sail.

RRP \$369

www.blue-earth.biz

RADIO CONTROL MODEL LASER

Model yachting is great fun and popular all over the world. Build your own International One Design replica, if you've the time and skill,



using the services of specialist shops such as Radio Yacht Supplies Australia (www.rysa.com.au) or choose a completed kit from RC Lasers. RC Lasers are a popular choice for sailors enjoying some recreational time from the back of their boats or the marina. And for the competitive sailor, joining the burgeoning radio-controlled race regatta scene is an option. The remote control unit allows the skipper to operate the rudder and the little Laser's single large mainsail and the fast hull are designed to go well upwind and downwind. A great way to practice your race tactics without getting wet.

RRP \$770
www.radiosail.com.au

NAISH PADDLE BOARD

Paddle boards are increasingly being seen on surf breaks all around the world, and for good reason too because they are really fun craft. The modern incarnation of the Hawaiian paddle board, it's a versatile bit of kit that can even incorporate a mast slot to allow a windsurf sail to be fitted. Combined with a long, usually carbon, paddle you will catch most small waves easily. Once standing up is mastered, away you go. Legendary Hawaiian windsurfer Robby Naish's range of boards is a good start. The 11.5-foot Naish Nalu is large enough to support a variety of riders and comes with a carbon-glass paddle and leash.

RRP \$2500
www.windsurfnsnow.com.au

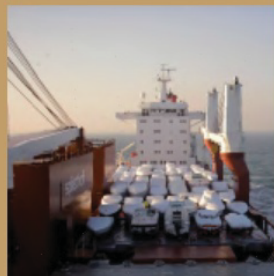
HERITAGE 12 SKIFF

With classic looks and a deep keel that belies it's small size, the Heritage 12 from US company Little River Marine is fun, versatile and practical. Designed as a fast sculling skiff, it offers both a sliding seat monorail and a fixed seat rowing bench, so you can use the slender hull either way. The popularity of this type of skiff has increased with the advent of multi-discipline race events, and the H12 allows you to hone your sculling and sailing skills without denting the bank account too much. The H12 weighs in at only 38kg thanks to its hand-laid fibreglass and carbon fibre graphite hull, and has oversized lifting rings bow and stern. A single mainsail rig comes as standard, but also available are 15- and 18-foot versions which come with jibs as well.

Price: \$5599 (boat only)
 Get Active Marine 0418 870 851

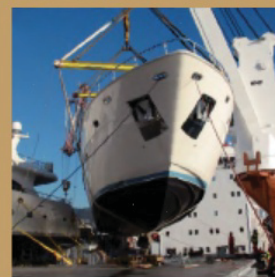
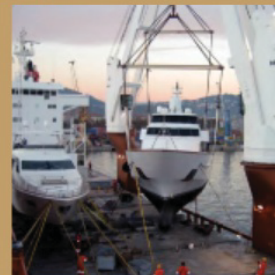


TRIPLE TREAT
 From the top: Hobie's Adventure Island trimaran. Pacific Action Kayak. RC model Laser.



A sea of choice...

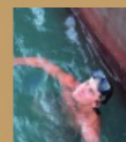
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1.



3.



4.



2.



5.

1. HARKEN CREW SQUALL JACKET

Made with crew kit in mind, Harken's Squall Jacket is designed to be embroidered with your team logo, with easy access to the lining and empty spaces in common badging zones. Made with windproof, waterproof and breathable fabric, it features handy gadget pockets, temperature-regulating microfleece lining, a dropped rear hem for splash protection and detachable hood with Scotchlite™ reflective patches. Available in combinations of ice white, red and carbon. www.harken.com
RRP: \$139

2. ZHIK DECKBEATER SHORTS

Zhik develop their gear for Olympic sailing champions, so they know their stuff. Their innovative Deckbeater shorts feature contoured 7mm neoprene padding so you can hike harder for longer, and can be worn underneath your shorts or over your wet gear. The padding is perforated to drain and breathe, and an outer layer of tough resistant 'Zhiktex' on the rear ensures excellent durability. www.zhik.com
RRP: \$129

3. ZHIK ISOTAK JACKET

Bluewater junkies will love Zhik's Isotak jacket. Designed for high performance racing it boasts high specification waterproofing and breathability, glued and taped seams, 1000+ Denier Cordura in high wearing zones, super-durable water repellency and a comfortable racing cut. Teamed with the Isotak salopette, it makes the perfect kit for weathering summer storms. www.zhik.com
Isotak Jacket \$539.00
Isotak Salopette \$499

4. & 5. HENRI LLOYD ATMOSPHERE T-SHIRT

A good sailing T-shirt should offer comfort and protection from the elements whether wet or dry, and Henri Lloyd's popular Atmosphere T delivers on all counts. Designed to wear either independently or as the base in a layering system, this high-tech T uses a double-layer Fast-Dri system of fabric construction that's breathable and high wicking. The flat lock seams keep you comfortable and UV 50+ protection works even when wet. Available in long and short sleeve for men and women, it also makes the ideal crew uniform in Navy, White, Carbon or Red. www.henrilloyd.com
RRP \$45



6.



7.

6. GILL MARINETOOLS

Gill's new range of marine tools is crafted from marine grade stainless steel with a titanium coating. The Marine Rescue Knife locks securely into a protective sheath and features a smooth blade, serrated blade and cord hook. The Personal Rescue Knife has a thumb stud for one-handed opening to provide quick cutting of rope and webbing. The Marine Tool combines a sharp knife with marlin spike, screwdriver and a sturdy shackle key. Finally the Harness Rescue Tool is the quickest way out of snarled webbing. It fits inside buoyancy aid or harness pockets and features a shackle key and screwdriver head.

www.gillaustralia.com
 Marine Rescue Knife \$39, Marine Tool \$39
 Harness Rescue Tool \$15

7. ULTRALITE LIFERAFT

New from UK company Ocean Safety, this specialist racing liferaft meets all AYF requirements for sizes up to 10 persons. The UltraLite uses the latest composite technology for weight saving and a low profile. With its carbon container and carbon fibre wrapped aluminium cylinder, it will suit the racing sailor looking to save weight or for the naval architect designing a vessel to a specific target weight for increased performance. As a result, the liferaft is also considerably easier and faster to lift and deploy. www.safetyatsea.co.nz
 RRP: from \$8,250



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WINNING THE REGATTA

WHEN MALCOLM PAGE FRONTED FOR THE 470 GOLD MEDAL RACE AT THE BEIJING OLYMPICS, HE NEEDED ONLY A CLEAN FINISH TO TAKE AWAY THE GOLD. INSTEAD OF LETTING UP, HE STORMED HOME IN FIRST PLACE. HERE THE AUSSIE OLYMPIAN SHARES HIS TOP FIVE TIPS TO HELP YOU SAIL A WINNING REGATTA.

1. FUN FIRST

Always have fun during the regatta, but ensure that it's firstly with your team and then with the other competitors.

2. PREPTO WIN

Make sure all areas of your sailing are well prepared and chosen in advance of arriving at the venue. For

example all your equipment and boat preparation, fitness, accommodation, crew work should be locked away. Ensure you arrive at the event with enough time to familiarise yourself with the venue, but not too early to be home sick.

3. START WELL

Aim to be very accurate in the first

15 per cent of the regatta racing. A solid start is all you require, and then you build on these results to achieve your objective. Many people have blown their expectations in the first day of racing. Avoid protests, avoid unnecessarily risky sailing. Trust your ability.

4. STAY COOL

Keep your emotions under control, whether they are good or bad. Don't let things that go wrong become bigger than they need to be – things will always go wrong, that is the nature of sport and competition. But keeping the best mood to manage these problems is how you will overcome them and stay on track. Remember, this also applies to when things are going well.

5. REST UP

Maximise your recovery throughout a regatta. You need to be as physically and mentally strong on the last day race as you are on the first. ⚓

GOLD STANDARD
Having a good time comes top of the list for Olympian Malcom Page, seen here getting the most out of a 470 on Sydney Harbour.

The Tasman

Biography of an ocean

Author: Neville Peat

Publisher: Penguin Original

Price: NZ\$50

"Whenever people interact with a sea of the Tasman's nature, there is bound to be drama."

A sea of character and extremes, a sea that defines New Zealand and Australia, and to Maori, the Sea of Warriors... the Tasman casts a spell on those who venture into it.

This book by Dunedin writer and photographer Neville Peat tells its life story, from its earthly origins, extraordinary water bodies and strange life forms to its centuries of human experience, starting with the indigenous peoples inhabiting its shores and coastal waters.

In a sense it is the "founding sea" of both countries. The islands of Aotearoa/New Zealand, according to southern Maori traditions, were discovered by the Polynesian demigod Maui from the west and the first Europeans arrived from the west, led by Abel Janszoon Tasman, whose two ships made landfall on New Zealand's West Coast in 1642 after putting Tasmania on the world map.

In Australia, the first European

settlements were on the Tasman's shores, at Sydney and Hobart. Today, in Australia, the Tasman is the ocean to which a majority of people relate – those who live in New South Wales, Victoria and Tasmania – whereas in New Zealand the Tasman coast is not nearly as densely populated as the eastern, Pacific Ocean side of the country.

The Tasman gives New Zealand its identity, much of its weather and a wealth of maritime history, including tragic, adventurous and dramatic incidents. It gives Australia something of the same, plus one of the world's most powerful boundary currents, the East Australia Current, which has outrider flows and eddies reaching all the way to New Zealand.

Marvel, too, at the adventurers who have rowed and paddled across it, defying the odds in one of the world's most notorious stretches of ocean.

"... When it comes to national identity, the two nations may owe more to the formidable sea between them than they realise ..."

www.nevillepeatsnewzealand.com



Jessica Watson

True Spirit

Author: Jessica Watson

Publisher: Hachette

Price: \$35

"When I was young I was pretty much afraid of everything. I wish I could say when it was that I went from being that quiet little girl, tagging along behind the others, to the girl who set off to sail around the world. Sailing out of Sydney Harbour on *Ella's Pink Lady*, I came to understand what Helen Keller said far better than I can – 'Life is either a daring adventure, or nothing!'"

These are Jessica's words, taken from *True Spirit*. In it she details the extensive preparation she and her team made for the big voyage, her journey and the battles she fought along the way – against sleep deprivation, gale-force winds mountainous seas and the solitude most of us can only imagine. When she sailed back into Sydney Harbour after 210 days at sea, many said Jessica was our newest hero. She disagreed, saying "I'm just an ordinary girl who had a dream and worked hard at it and proved that anything is possible."

www.boatbooks.com.au



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1800 406 406

Australian Government
Australian Maritime Safety Authority

From 1 February 2010, 121.5 MHz EPIRBs and PLBs are no longer licensed for use. Any person found activating a 121.5 MHz EPIRB or PLB may be liable for a fine.

RACES AND REGATTAS

INTERNATIONAL	DATE	COUNTRY
OCTOBER		
Leukemia Cup Regatta	1-2 Oct	Charleston, SC, USA
Melges 24 Swiss Open	1-3 Oct	Lago Maggiore, ITA
Audi Melges 20 USA Sailing Series		
Event Fall Championship	2-3 Oct	Wisconsin, USA
Rolex Middle Sea Race	23-30 Oct	Valletta, MLT
RC44 World Championship	11-16 Oct	Puerto Calero, SPA
Velux 5 Oceans Race	17 Oct	La Rochelle, FRA
NOVEMBER		
ISAF Rolex World Sailor of the Year Awards	9 Nov	Athens, GRE
Melges 24 Atlantic Coast Championship	19-21 Nov	Florida, USA
Transatlantic Maxi Yacht Cup	23 Nov to 12 Dec	Porto Cervo, ITA
Loro Piana Round the Island Race	Nov	Hong Kong, CHI
DECEMBER		
60 Trofeo Ciutat de Palma	5-8 Dec	Mallorca, SPA
JANUARY 2011		
2011 Key West Race Week	17-21 Jan	Florida, USA
FEBRUARY 2011		
2011 Key West Race Week	Feb	Key West, Florida, USA
Montego Bay Race – Pineapple Cup	5 Feb	Florida, USA
St. Croix yacht Club – Hospice Regatta	11-13 Feb	St Croix, USVI
MARCH 2011		
Budget Marine Match Racing Cup	1 Mar	St. Maarten, Netherland
Flying Tiger FT10 North American's	3-6 Mar	Florida, USA
St. Maarten Heineken Regatta	3-6 Mar	St. Maarten, Netherland
2011 Miami Grand Prix	3 Mar	Florida, USA
2011 Flying Scot Midwinters	7 Mar	Florida, USA
Mardi Gras Race Week	10-13 Mar	New Orleans, LA, USA
MAY 2011		
Cowes Week	31 Jul to 10 Aug	Cowes, GBR
Puerto Rice Vela Cup	27-29 May	Humaco, PR
JULY 2011		
2011 Around Australia Ocean Race & Rally	1 July	Freemantle, AUS
Maxi Yacht Rolex Cup	5-11 Sep	Porto Cervo, ITA
AUGUST 2011		
Cowes Week	31 Jul to 10 Aug	Cowes, GBR
Rolex Fastnet Race	14 Aug	Plymouth, UK
Rolex Int'l Womens' Keelboat Champs	29 Aug – 1 Sept	Rochester, NY, USA

AUSTRALIA	DATE	CLUB
OCTOBER		
Flinders Islet Race	8 Oct	CYCA
Heaven Can Wait Regatta	3-4 Oct	RMVCT
Peppers Anchorage F40 Port		
Stephens Regatta	6-18 Oct	
Port Hacking Race	9 Oct	CYCA
East Coast Championships	16-17 Oct	RPAYC
ASX-Reuters Regatta	22 Oct	MHYC
Two Islands Race	Oct	SSAA
X Yachts & Bavaria Sydney		
Harbour Regatta	Oct	CYCA
Gascoigne Cup	Oct	RSYS
Gosford Lord Howe Island Race	30 Oct	GSC
NOVEMBER		
Beneteau Cup – Peugeot Regatta	19 Nov	CYCA
Cabbage Tree Island Race	20 Nov	CYCA
Botany Bay Race	20 Nov	CYCA
Sportsboat QLD State Titles	20-21 Nov	RGYC
Rotary Charity Regatta	12 Nov	CYCA
Morna Cup	Nov	RSYS
Pittwater to Sydney	14 Nov	CYCA
Musto – Int. Youth Match Racing		
Championships	22-26 Nov	
Sail Brisbane	29 Nov to 2 Dec	
Australia Cup	25-28 Nov	
SSORC (Sydney Short Ocean		
Racing Championship)	27-28 Nov	MHYC
DECEMBER		
David Burke Memorial	4 Dec	CYCA
Rolex Trophy One Design	10-12 Dec	CYCA
Sail Melbourne International Regatta		
Olympic & Invited Classes	14-19 Dec	
SOLAS Big Boat Challenge	14 Dec	CYCA
Rolex Skippers party/Ocean Racer		
of the Year Awards	15 Dec	CYCA
Rolex Trophy Rating Series	16-19 Dec	CYCA
Rolex Sydney Hobart Yacht Race	26-31 Dec	CYCA
Sportsboat National Championships	29 Dec – 2 Jan 2011	RGYS
JANUARY 2011		
Pittwater Coffs Harbour Race	2 Jan	RPAYC
CYCA Cruise to Hobart	Jan to Feb	CYCA
Melges NSW State Titles	13-14 Jan	MHYC
Audi Victoria Week	20-26 Jan	RGYC
176th Australia Day Regatta	26 Jan	SSI
City of Sydney Cup	26 Jan	CYCA
FEBRUARY 2011		
Flinders Island Race	4 Feb	CYCA
Farr 40 Australian Championship	18-20 Feb	CYCA
RANSA Regatta	20 Feb	RANSA
Rolex Farr 40 World Champ Invitation Race	22 Feb	CYCA
Rolex Farr 40 Australian Championship	23-26 Feb	CYCA
geographie Bay Race Week	25 Feb – 4 Mar	GBYC
MARCH 2011		
Audi Sydney Harbour Regatta	5-6 Mar	MHYC
Melges 24 Australian Championships	10-13 Mar	RPAYC
APRIL 2011		
Sail Port Stephens	11-17 Apr	CPSC

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

I don't know how things happen in your life, but mine seem to escalate from the most innocuous of events. To fall back on the snowball cliché, it seems as though something as small as a mental leaf falling on my personal snowy slope ends up triggering a mighty avalanche.

In this case, I bought a new toolchest. Now that doesn't really seem particularly momentous, given our world of wars, blackouts, terrorists, taxes and rising gas prices.

I am an inveterate tool collector, and my big red Craftsman toolchest had finally refused to close on that little roller tool that you use to replace window screens.

Never mind that I haven't replaced a window screen in three decades, because tools are about being ready if The Need ever comes.

It's just like that strange little curved hammer I have that automobile wizards use to gently tap out dents. I've never tapped out a dent, never plan to, wouldn't know how to, but can't bring myself to sell or give away a tool that I bought for fifty cents.

A new toolchest is a cause for some serious pondering, because you can't just start shoving tools into those invitingly empty drawers willynilly. No, the whole essence of willynillyness has to be achieved over years of putting tools back in the wrong drawers so that only you can find them. Secretaries who have had the same desk for a few years know of what I speak.

So over an icy beer, I was considering whether the new toolbox should get the woodworking tools or the mechanic tools or perhaps a mix of both that only I would understand. Idly, I looked inside the big bottom drawer that I hadn't visited in a long time and, ohmygod, there it was.

It was half hidden under a jumble of sailmaking stuff, but the shiny cylinder caught my eye. It was the sandblasting gun that Stan had loaned me to knock off that grungy Zolatone finish on the inside of my Privateer ketch. Let's see, the Privateer's been gone for almost a decade and I bought it a dozen years before that, so I guess Stan's been wondering for all of twenty years when I'll be bringing his sandblaster back. Come to think of it, he did seem to give me the evil eye when I saw him at the yacht club a

RETURN TO LENDER

CHRIS CASWELL LOOKS INTO HIS TOOLBOX TO FIND A FEW THINGS THAT DON'T BELONG TO HIM AND THE INSPIRATION FOR AN INTERNATIONAL TOOL AMNESTY DAY.

With more than 40 years as an award-winning boating journalist and as a former editor of both *Yachting* magazine and *Sea*, Chris Caswell is a well-known racing sailor in the USA with silverware in everything from Lasers to ocean racers. The author of six books on boating, Caswell is a dedicated sailor who says he's owned more boats than he wants either his banker or his wife to know about.



while back.

I was horrified, because I am neither tool borrower nor lender. I am like the homeowner in Robert Frost's poem, *Mending Wall*, who believes that good fences make good neighbors. I firmly believe that the borrowing of two things – tools and books – have broken up more good friendships than the borrowing of spouses.

Twenty years ago, I had stopped by Stan's workshop for more than the usual sailing bull session: I needed some advice. Zolatone was that spattery finish that boatbuilders once used to finish the innards of way too many boats and, after a season or two, it would start to unspatter. You could always tell someone who was sailing one of a multitude of other fiberglass one- designs because they would return to the dock with their bare legs and the seat of their shorts thoroughly Zolatoned.

Though it seemed to come off easily, it really doesn't. But I knew that if I simply painted over it, it

would continue to molt secretly under my new paint until everything peeled in sheets like a sunburnt nose. Stan suggested sandblasting back to bare fiberglass. I liked the idea, but didn't have a sandblaster. Stan offered his old one. I demurred, since I enjoyed Stan and wanted to keep him as a friend. Well, somehow the sandblaster wound up in my car and then in my toolchest. I'm mortified.

While agonising over what to do, it occurred to me that if the tax men and libraries can do it, why not sailors?

Let's have a Tool Amnesty Day, when we all return the tools and boat gear that we've borrowed sometime in the misty past. I bet that, if you look through your toolbox or your dockbox or your garage, you'll find Purloined Property.

Those lifejackets in the corner inked with the name of your marina neighbor's boat – didn't he loan those to you two years ago when you had all your relatives out for a daysail? Did you really buy that hose or did it just start coiling around your tap all by itself? Why are all the screwdrivers in your toolbox made by Proto except the oddly shaped Snap-On like the sailor down the dock uses?

With the obvious exception of that sandblaster, it usually isn't the big stuff that seems to disappear. After all, when you loan some guy on the dock your new Hi-Torque 18-volt cordless drill, you're probably going to stand there while he drills each hole.

No, it's the piddly stuff that seems to migrate on its own. A screwdriver here, a hose nozzle there, a scrub brush or a pail or even that ten-foot length of quarter-inch braid that you needed for an overhaul.

So we're going to establish TAD: Tool Amnesty Day. If you return a tool or a piece of borrowed gear on this one day to its rightful owner, they will not be allowed to make a single snide comment. They will not be able to raise their eyebrows or let their lips curl into a damning sneer. They are not required to say "Thank you", but they will be prohibited from telling you what you already know.

I'm thinking Labour Day might be a good time for TAD. Not only does it already have an appropriate name, but it's near the start of the boating season when you're trying to empty out the boat and the dock box. So why not give back all the stuff you've somehow acquired last season?

Now, if I can just find a way to get this sandblaster to fit into Stan's mail slot, maybe I won't have to wait until next Tool Amnesty Day to clear my conscience. ⚓

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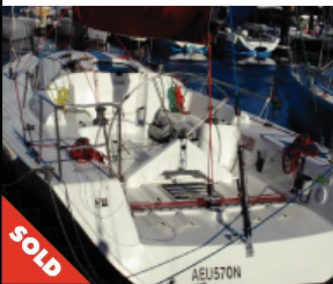
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