

# offshore

## YACHTING

# VICTOIRE AT HAMMO

DARRYL HODGKINSON'S BENETEAU 45 WINS IRC CLASS B AT AUDI HAMILTON ISLAND RACE WEEK

## FASTNET DISASTER

THE STORY OF RAMBLER 100'S DRAMATIC MID-RACE CAPSIZE

## GRETEL II'S SECOND LIFE

CLASSIC AMERICA'S CUP RACER RESTORED TO PAST GLORY

## FALLEN HERO

A TRIBUTE TO GARY TICEHURST, THE TOP GUN ABC HELICOPTER PILOT

**CUP COMEBACKS**  
RORC COMMODORE ON REVIVING ADMIRAL'S CUP

**CLOUD CONTROL**  
THE EVOLUTION OF WEATHER MODELS FOR OCEAN RACERS

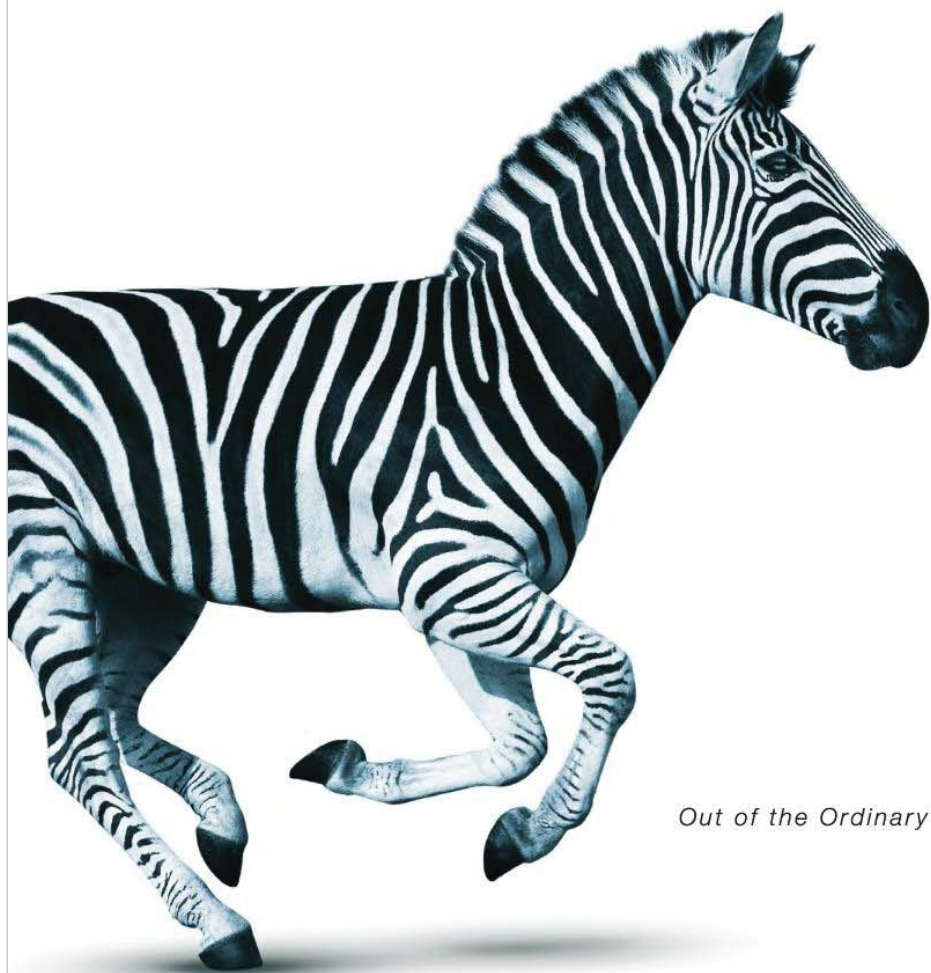
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## FEATURES

- 36 **Swan's Nest**  
Kevin Green visits the frozen Finland home of luxury yacht builder Nautor's Swan.
- 42 **Commodore and the Cup**  
RORC Commodore Andrew McIrvine on his plans to revive the Admiral's Cup.
- 46 **A Star Reborn**  
Peter Campbell charts the restoration of the America's Cup challenger *Gretel II*.
- 50 **Kitting out for a Cruise**  
Cruising expert Nancy Knudsen on the onboard gear she can't live without.
- 54 **Waypoint Wizards**  
Kevan Wolfe looks at the latest navigation systems for racing and cruising boats.
- 58 **Carbon Trading**  
North Sails' Dave O'Connor on how carbon rigs have transformed skiff racing.
- 60 **Starter's Orders**  
Olympic 49er coach Emmett Lazich explains how to get the perfect race start.
- 62 **Cloud Control**  
Advanced weather modeling is now in reach of the average sailor, writes Ken Batt.

## REGULARS

- 6 **At the Helm**  
Commodore Garry Linaere's column.
- 8 **Editor's Note**  
Offshore editor Matthew Henry's column.
- 11 **Seamark**  
News from around the CYCA.
- 16 **Scene**  
Photos of all the news makers and party people around the club.
- 18 **Youth Sailing Academy**  
YSA members head into the spring sailing season in competitive mood.
- 20 **Down the Rhumbline**  
Peter Campbell on *Rambler 100*'s mid-race disaster at the 2011 Rolex Fastnet.
- 22 **Race & Regatta Round Up**  
Catch up on the big race results from Australia and overseas.
- 33 **Race & Regatta Preview**  
Looking ahead to the 2011 Rolex Sydney Hobart.
- 64 **Boat Review**  
Offshore puts the new Dufour 40E through its paces in the Whitsundays.
- 68 **Destination**  
Why the French Riviera still deserves a place on your cruising wish list.
- 74 **Locker Room**  
New sailing kit from the top clothing manufacturers.
- 76 **Reviews**  
*Marooned on Mogmog* and other new books with a maritime flavour.
- 78 **Pin End**  
Chris Caswell muses on the drama of conducting amateur first aid at sea.
- 79 **Calendar**  
Race and regatta dates for your diary.
- 81 **Chandlery**  
Offshore's list of trusted providers for all your sailing needs.



**DREAM RUN**  
Marcus Blackmore and the crew of *Hooligan* on the way to realising Blackmore's 28-year dream of winning the grand prix IRC division at Audi Hamilton Island Race Week.



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**FERS**  
NAVAL ARCHITECTURE & ENGINEERING

Spring is here, and we are eagerly looking forward to the beginning of a great sailing season. The CYCA Members Open day on 11th September was well attended and it was great to see a number of boats participating in the Short Harbour race, the Parade of Sail or just taking the opportunity to have their boat blessed for the season. Thank you to the Sailing Associates and Member Services Committees for their work in making this day a great success. I am hopeful that we'll continue to build the day into one of most special on the Club's calendar.

Club members performed with a high level of success in the Whitsundays. At the Audi Hamilton Island Race Week regatta Marcus Blackmore sailed *Hooligan* to a strong win, but was kept honest by Stephen Ainsworth's *Loki* and his tight knit crew. Darryl Hodgkinson aboard *Victoire* had a sensational victory in Class B, with other podium honours going to the *Balance* team and *Evolution Racing*. Another notable performance by a CYCA member was from Steve Girdis in the Melges 32 class. The *Wot Eva* team led by David Pescud and his team of *Sailors with Disabilities* won the PHS Overall Division 1 and in the Brisbane Keppel Race. This was a great result.

Applications to enter the 67th Rolex Sydney Hobart Yacht Race are available with the release of the Notice of Race. There has been promising early interest and we are looking forward to a great fleet. Yachting Australia has flagged some changes to the requirements for providing proof of adequate stability for Cat 1 and 2 races. The details of what is required for 2012 races were outlined at the Boat Owners forum on the 13th of September and the Sailing office will be keeping all affected competitors well briefed.

The 100-footer *Rambler* suffered an unfortunate keel loss in the Rolex Fastnet Race. The word from the UK is that the aim is still for the yacht to be shipped directly to New Zealand and all stops are out to ready the boat for the Rolex Sydney Hobart Yacht Race. I wish George David and his team all the best in their endeavours.

Once again it looks like we have a very interesting fleet with a great spread of both production and custom



yachts across the divisions. 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. This is a mighty spectacle that provides a chance for all to focus on our charity and its needs and achievements. Put December 13th in

**SAVE THE DATE**  
Put December 13th  
in your diaries,  
as the SOLAS Big  
Boat Challenge  
will take place for  
invited yachts and  
this is a day on  
the harbour and  
at the clubhouse  
that should not be  
missed.

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Another CYCA SOLAS event to note is the CYCA SOLAS Trusts Fundraising Dinner to be held at the club on 13th October [7.00pm for 7.30 start]. This will be a wonderful dinner and we are pleased to have John Coates AC, the President of the AOC as our guest speaker. Call reception for details and table bookings.

At the time of writing I'm preparing to accompany our team to Newport Rhode Island for the New York Yacht Club Invitational Cup (September 13th – 19th). We have a strong team lead by Past Commodores Hugo Van Kretchmar and David Fuller. The Tactician is Evan Walker who has been doing very well in a number of regattas including the Med Cup on a Soto 40. There is substantial competition and I am sure our amateur self-funded team will represent the club well, both on and off the water.

Our members involved in the Women's Olympic lead-up regattas have been competitive and continue to have strong medal expectations. The crews are swapped around frequently, but Olivia Price will represent us at the Nations Cup and then the Perth WA regatta, where Lucinda Witty will compete also.

On Club site matters, it is with pleasure that I'm able to announce that your Board has approved the contract for the purchase of the components for the construction of "D" Arm and that tenders have been called for the installation of the piles, services required and the infill of the existing slipway to allow for additional parking (required by the "DA"). We are now on schedule to have Stage 1 completed by December this year.

In closing this *At The Helm*, I am again asking all members to ensure their updated email details are with the club. We have started scoping upgrade work for the Club's websites and together with the weekly newsletter will have a new look to go with the very important content that fills them. I also encourage you all to keep making use of the clubhouse. We are blessed with a great facility that is only improved by the presence of members. So I look forward to catching up with you on the water or in one of the bars.

GARRY LINACRE  
Commodore CYCA



# FAST

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 FOR THE RECORD

## 2010/2011

- Optimist US Nationals... 1, 2
- Optimist NE Champion... 1, 3
- 18ft Skiff Worlds... 1, 2, 3
- Farr 40 Worlds... 1, 2
- Melges 24 Nationals... 1, 2, 3
- Melges 24 Worlds... 1, 2, 3, 4
- Etchells Nationals... 1, 2, 3
- Etchells Worlds... 1, 2, 3, 4, 5, 6, 7, 8
- Sydney 38 Nationals... 1st



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Photo by: Andrew Gough  
ABOVE: Jim Colley, First at the Optimist Victorian Championships 2011

If there's one thing that has stood out to me in the yachting community's response to the death of ABC helicopter pilot Gary Ticehurst, it's the way in which his passing has been mourned as the loss of one of our own. But it's not at all surprising.

After all, there are dozens of sailors still residing in Australia who owe their very lives to Ticehurst's heroics in the 1998 Sydney Hobart, when the fearless chopper pilot swooped down from the turbulent skies to direct rescuers to hapless sailors on their broken yachts. In a touching tribute delivered at the funeral service, *Wild Oats XI* skipper Mark Richards incisively captured a yachting perspective on the man when he described his friend and hero as a 'guardian angel in the sky'. Richards and his crew mourned the loss at Audi Hamilton Island Race Week with a black armband sail in the opening Lindeman Island Race, which they dedicated to Gary.

Of course, there's also the fact that for the legions of sailing fans in Australia and around the world who tune into the Rolex Sydney Hobart race each and every year, we owe Ticehurst a debt of gratitude for his flying prowess, which has delivered stunning pictures into our living rooms for the past 29 Hobarts. Those in the TV and film business who flew as passengers hailed him as one of the great pilots of his generation, endowed with a judicious mix of skill and daring. Ticehurst's legacy has been immortalised not just in the images he enabled cameramen to get, but perhaps more meaningfully in the impressions those images have left in the hearts of countless sailing fans over the decades.

But the connection the yachting community feels for Ticehurst surely runs deeper than gratitude. There was something in the character he displayed in the '98 race which struck a deep chord with offshore sailors, and not just those who competed in that tragic '98 Hobart, but indeed all those who go to sea. Skippers who sail beyond the safety of inshore harbours are innately aware of a bond; a sort of unspoken pact with your fellow sailors that when fate throws the

lot to you, you go to the rescue of those in dire need with whatever means you have available. Take Pete Goss in the 1996-97 Vendée Globe: when the British solo ocean racer heard the mayday call from Raphael Dinelli and knew the Frenchman was in a life threatening predicament, he didn't hesitate to turn his boat around into the terrifying seas to go to the rescue. Goss's philosophy was frighteningly simple: when you are in a position to help, you don't ask questions; you just go. And so it seems that for a man of Gary Ticehurst's calibre and integrity, it was likewise simple. He answered the calls of stricken yachtsies and put his own life on the line, flying his helicopter through hellish conditions to come to the rescue of those who were otherwise beyond help. Perhaps it's this shared understanding of duty which has played a key role in seeing a helicopter pilot so eagerly adopted as a son of the offshore yachting fraternity.

Of course, Ticehurst was not just a respected colleague and hero, but a genuine friend to many sailors. Mark Richards also spoke of a man who was instantly likeable, and many others paying tribute to Ticehurst recalled his lust for life, so often summed up in his trademark refrain, "How bloody good is this?"

As Gary's son Matthew so aptly put it: "A tragedy is when someone passes who wasn't able to extricate every single inch of beauty, excitement and wonder from their lives. Dad was a rare individual who was able to do all of the above and how bloody good is that?"



**MATTHEW HENRY**  
Editor

# offshore YACHTING

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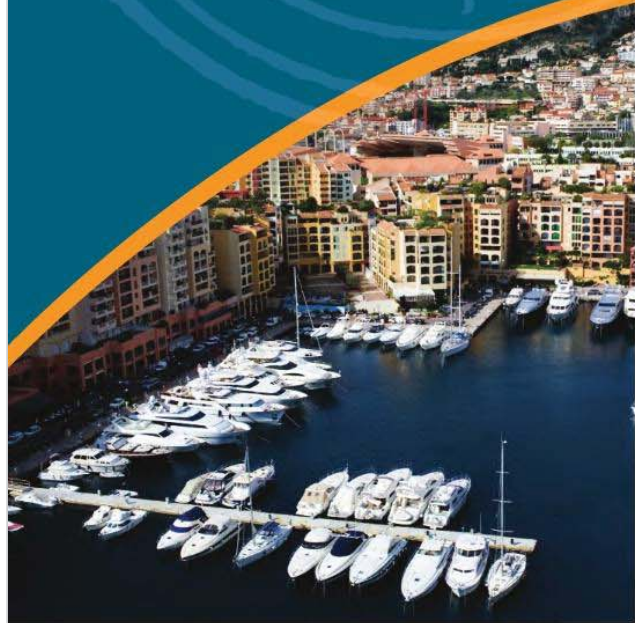


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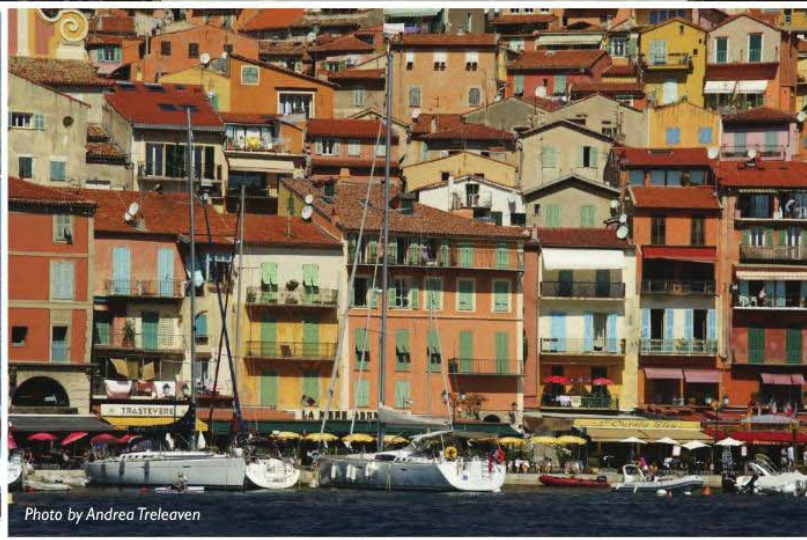


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## NYYC INVITATIONAL

### New York state of mind

*A CYCA team headed Stateside last month with high hopes for success in the New York Yacht Club Invitational Cup.*

CYCA members heading to the USA to represent the club at the 2011 New York Yacht Club Invitational Cup received a warm send off from fellow club members and officials.

Commodore Garry Linacre, together with members of the CYCA Board, farewelled the team ahead of their departure for the USA's east coast.

The CYCA team consisted of Past Commodore Hugo Van Kretschmar (Skipper), Andrew Copley, Louisa Geddes, Robbie Weir, Mark Falconer, Ian Quartly, Tom Scardifield, Amanda Scrivenor and Evan Walker (Race Tactician). Past Commodore David Fuller was acting as Team Manager.

Each crew member was presented with their official team uniform by Commodore Linacre. The syndicate was accepted by the Sailing Committee following a submission process last year in which two submissions were received.

The Invitational Cup is sailed by

Corinthian teams from 22 yacht clubs on Swan 42 yachts, owned by members of the New York Yacht Club. The CYCA team has drawn the yacht *Arethuasa*, which was the winning yacht from the 2009 Invitational Cup, and left anticipating tough competition from the home teams as well as the Argentinian and Italian teams.

Most of the competing yacht club teams were fresh from the sailing season in the northern hemisphere.

However, three teams – the Cruising Yacht Club of Australia, Royal Cape Yacht Club and Yacht Club Argentino – which hail from below the equator, will be coming from winter into summer to race for the championship title.

The CYCA team trained together on Garry Linacre's Corby 49 *Vamp*.

"We'll give it our best shot," said CYCA skipper Hugo van Kretschmar. "We've seen images of the spectacular trophy and we really hope that we can do the CYCA proud."

#### BIG APPLE BOUND

The CYCA team received a warm send off before heading to the US for the 2011 New York Yacht Club Invitational Cup. Back row: David Fuller, Hugo van Kretschmar, Mark Falconer, Garry Linacre, Robbie Weir, Tom Scardifield. Front row: Andrew Copley, Karen van Kretschmar, Louisa Geddes, Kristine Fuller. Absent: Amanda Scrivenor and Evan Walker.



### CYCA Member Get Member Promotion

*Win a \$15,000 sailing holiday to the French Riviera with CYCA's 'member get member' promotion.*

Don't miss your chance to win a trip for two on the inaugural Mariner Boating Holidays French Riviera Yacht Rally to be conducted from 26 June to 15 July 2012. Any current CYCA member who proposes a new member between 1 May and 1 November 2011 will go into the draw to win this amazing prize valued at \$15,000. The prize will be drawn at 7pm at the New Members Cocktail party on 8 November 2011. For further details go to [www.cyca.com.au](http://www.cyca.com.au)

### CYCA SOLAS Trust's Dinner

*A great night is on the menu with the CYCA SOLAS Trust's Fundraising Dinner.*

Book your table now for the CYCA SOLAS Trust's Fundraising Dinner, to be held at the club on Thursday 13th October from 7pm. Tickets cost \$125 per head and include a three course meal with wines supplied by Robert Oatley vineyards. This year the club is delighted to have as its guest speaker John Coates AC, President of the Australian Olympic Committee. There will also be a silent auction conducted during the dinner with items from CYCA SOLAS Trusts supporters Audi, Harken, Evanslea by the River Mudgee, Winning Appliances and more. Proceeds go to CYCA SOLAS Trusts. Contact CYCA Reception to book and for further information telephone 02 82927800 or email [reception@cyca.com.au](mailto:reception@cyca.com.au)



## ROLEX SYDNEY HOBART

## Special delivery

*An obstetrician who thanks the 'sailing fertility gods' for the birth of his son is racing to Hobart to raise awareness for ovarian cancer research.*

Andrew Griffiths, an obstetrician who has helped countless women through their pregnancies, is sailing in the 2011 Rolex Sydney Hobart Yacht Race to raise money for charity – and to thank the 'sailing fertility gods' for the birth of his youngest son.

Griffiths, a top obstetrician and gynaecologist from Mornington Peninsula, and his wife Sara had been trying for a baby for several years, and had almost given up hope when Sara suggested he follow his dreams of sailing in the Rolex Sydney Hobart.

The same day Andrew put down a deposit for his Sydney 38 (now aptly named *Fullynpushing*) he learned Sara was pregnant. Nine months later they welcomed their son Rufus into the world. Now, convinced that the "fertility gods are keen on sailing", Griffiths is racing in support of the Ovarian Cancer Research Foundation.

"When I met Sara she brought so much light into my life, including her son Jacob. He is now aged 18 and very much my son. We so wanted to give him a sibling but it just wasn't happening for us," says Griffiths.

Griffiths will set off for Hobart on Boxing Day with a crew of eight men and two women, who are all keen and able sailors but mostly new to the

rigours of Australia's most famous blue water classic.

"I kind of feel I owe it to the fertility gods to do this race now," he says with a smile. "I hope they will team up with the weather gods and be kind to us in the Bass Strait! We have a fabulous crew and a great dynamic. We want to do well and will be racing as hard as we can, but mostly we are doing this for the life experience and to try and raise awareness for something else I am passionate about."

"Ovarian cancer affects one in every 63 women, and in Australia a woman dies from it every ten hours," he said. "There is no early detection test so the mortality rate is tragically high. Early detection is the key to changing this devastating statistic, and the OCRF is committed to advancing research."

"When the going gets tough out there we will remind ourselves of the bravery of those touched by this insidious disease. Such thoughts, along with the much talked about visit to Customs House in Hobart, will spur us on and over the finish line." ⚓

*To get involved with the Fullynpushing campaign and help the Ovarian Cancer Research Foundation email: [bindy@vermillionsponsorship.com](mailto:bindy@vermillionsponsorship.com)*

**SIGN LANGUAGE**  
Andrew Griffiths (wearing white cap) and the crew of Fullynpushing are sailing in the Rolex Sydney Hobart in support of Ovarian cancer research charities.



## CLUB NEWS

## Audi renews sponsorship of CYCA

*Audi Australia, through the brand's premier retail operation Audi Centre Sydney, has renewed its sponsorship of the CYCA for a sixth season.*

Garry Linacre, Commodore of the Cruising Yacht Club of Australia, has announced that Audi Centre Sydney will continue on as the naming rights sponsor of the Audi Winter Series, the Audi Sydney Gold Coast Yacht Race and the CYCA Youth Sailing Academy.

With the announcement to renew the sponsorship, Audi continues its long-term support of yachting in Australia.

"On behalf of the CYCA we are proud and honoured to continue our association with Audi, the largest corporate sponsor of competitive yachting in Australia," Commodore Linacre said.

Audi Centre Sydney Dealer Principal, Joe King, says the company was keen to continue a high profile sponsorship with the CYCA, which has been developed over five successful years.

"We look forward to working closely with the CYCA to bring the Audi brand even closer to the Club's members. Audi has been a keen supporter of competitive sailing for some years now as we see clear parallels between the automotive industry and sailing in terms of technology, competitiveness and progressive thinking. We are excited to again support 'anchor' events such as the Audi Winter Series and of course the just-completed Audi Sydney Gold Coast Yacht Race," Mr King said.

"The CYCA's Youth Sailing Academy is also a fantastic grass roots initiative which we applaud, bringing new skills and a love of sailing to children in the Club's local area. This is certainly a place to find future world champions and Olympians, and Audi Centre Sydney is proud to support the next generation of competitive sailors."



## ADVENTURER

## Dan's plan

*Novice sailor and CYCA member Daniel Kelton is planning an intrepid adventure to Heard Island, home to Australia's highest peak.*

To most people a solo sailing, kayaking and climbing trip to Heard Island, a barren volcanic rock around 2000 nautical miles southwest of Fremantle, is not a tempting proposition – but for CYCA member Daniel Kelton, it's a lifetime ambition.

Daniel, a lecturer in Sport, Fitness and Outdoor Recreation at Meadowbank College in New South Wales, is planning to sail solo to Heard Island – home to the highest peak in the Australian Territories – with the aim of becoming the first person to sail, climb and kayak solo at the sub-Antarctic island. Daniel has received preliminary support and advice from the CYCA through CEO Mark Woolf.

"Heard Island is home to Australia's highest mountain, and one of our only two active volcanoes," said Daniel, who describes himself as a novice sailor. "There have been some expeditions to the island but no one has ever attempted to sail, climb and kayak solo down there.

"I am a relative newcomer to the expeditioning ranks and by no means an expert in any of my expedition areas. But I'm driven to learn, practice and prepare for what will be a trifecta of world firsts."

Daniel has received advice from many experienced yachties including sailing legend Alex Whitworth. He recently won sponsorship from adventure gear specialist Macpac, and is documenting his preparation with an online blog (link below).

"I've already met some amazing people who are helping and supporting me along on my journey. There are many challenges with the expedition, the most challenging is the safe anchoring in Atlas Cove, which many regard as a near impossible place to anchor."

As part of his expedition preparations Daniel will be refitting his 44-foot steel hull Roberts yacht, *Wallaby Creek*, and plans to bring her to Sydney from her current dock in Bundaberg, Queensland before the end of the year.

"I will be stripping *Wallaby Creek* down and refitting her for the perils of the Southern Ocean," said Daniel. "I will be circumnavigating Tasmania and sailing the Bass Strait to practice extreme weather anchoring, and am planning a solo crossing by kayak. I am also planning a practice sailing and climbing trip to the Antarctic Peninsula." ↓

[www.heard-island-solo.com](http://www.heard-island-solo.com)

**PEAK CONDITION**  
Daniel Kelton, a professional sports and fitness expert, will need to be in good shape for his solo sailing, kayaking and climbing adventure to Heard Island.

## CLUB NEWS

## CYCA Board of Directors 2011/2012

*The skipper stayed at the tiller but there were a few changes of the watch when the CYCA elected a new Board of Directors at its annual General Meeting.*

Members of the Cruising Yacht Club of Australia have elected a new Board of Directors at the club's 67th annual general meeting.

Commodore Garry Linacre was re-elected to serve a second year of office as senior flag officer of Australia's leading ocean racing club. Howard Piggott was declared the Vice Commodore. The positions of Rear Commodore will be served by John Cameron and Michael Cranitch. Paul Billingham was re-elected as Treasurer while Geoff Bonus, David Champaloup, Anthony Dunn, Nick Kingsmill, Arthur Lane and John Markos were re-elected as Directors of the club.

"I would like to thank all members of 2011/12 Board of Directors in advance for the dedication and time it takes to fulfill the responsibilities of being a member of the board, and look forward to another productive year serving the members of the club," Commodore Linacre concluded.

David Kellett AM was made a Life Member of the CYCA. Kellett served as a member of the Board from 1982 to 1990, and was Commodore from 1988-1990. He is the chief radio operator of the radio relay vessel team for the CYCA's major offshore races, a member of the Offshore Racing Council (ORC) and ISAF representative on ORC and has been the ISAF Treasurer since 2008. Three members were also recognised as 50 Year Members: Keith Moss; Peter Hill and John 'Basil' Diethelm.

Keith Moss joined the CYCA on the premise of getting a ride to Hobart in 1961 and was promptly informed that "If you aren't an expert sailor, then you should think about becoming a cook or navigator." Moss chose the latter and took part in 14 Sydney Hobarts.

Peter Hill is the owner of *Ruthless*, which competed in seven Sydney Hobart races and more recently *Ruthmagic*. Basil Diethelm was unable to attend, yet expressed his thanks to the Commodore and the Club.

"I have sailed twice around the world and raced in many places; however I still hold the belief that the CYCA is the best yacht racing club...and I have seen a lot of yacht clubs," he said.



## EIGHT BELLS

## A tribute to Gary Ticehurst

*CYCA pays tribute to Gary Ticehurst, the ABC helicopter pilot who will be remembered for his expert flying skills and Sydney-Hobart heroics.*

CYCA members and the blue water sailing community were deeply saddened by the tragic loss of ABC helicopter pilot Gary Ticehurst, whose expert flying skills brought the exhilaration of ocean yacht racing into the homes of millions around the world.

Gary, who perished with two others when his helicopter crashed in August, covered 29 Rolex Sydney Hobart Yacht Races and was renowned for his warm character and extraordinary helicopter piloting skills.

"For over a quarter of a century Gary played a significant role in expanding the media coverage of our great ocean race, the Rolex Sydney Hobart, a race for which he developed a personal passion," CYCA Commodore Garry Linacre said.

"In particular, Gary will be remembered for his professional calm during the tragic storm that hit the 1998 Sydney Hobart fleet; he reported the positions of so many yachts in distress, resulting in the rescue of at least 25 yachtsmen from sinking vessels or life rafts."

Commodore Linacre joined many yachting administrators, media colleagues, friends and yachtsmen who have paid tribute to Gary who died, along with ABC colleagues, journalist

Paul Lockyer and cameraman John Bean, when their helicopter crashed near Lake Eyre in South Australia.

"Gary's coverage of so many Sydney Hobart Yacht Races, always demonstrated his passion for the ocean classic," Commodore Linacre added. "His understanding of the sport and the way yachts performed in all types of conditions allowed him to place his chopper in positions that allowed his cameramen to capture some of the most remarkable images."

Commodore Linacre stressed the key role that Gary had played in the 1998 race. "His calm professional skills in flying and communications saved the lives of many sailors in that tragic storm that unfortunately saw the loss of six men at sea," he added.

"At that time there was a transition going on between analogue and digital telecommunications and because the marine radio network was being inundated with mayday calls; Gary used his mobile telephone to give the co-ordinates of yachts in distress directly to the Australian Maritime Safety Authority in Canberra which was co-ordinating the search and rescue operation.

"Flying from dawn to dusk he continued the search for *Winston*

*Churchill* and her crew who had taken to liferafts, spending long hours flying low over the sea, at times when waves were reaching between 75 and 100 feet. I understand the American Helicopter Pilots Association gave Gary a special award for his involvement in the rescue efforts."

In a 2007 interview, Gary Ticehurst recalled fixing the position of each yacht in difficulty in the 1998 race and directing search and rescue operations to the scene.

"We were there to reassure the yachts that help was on the way," the veteran pilot said. "Even today, a mayday over the radio sends shivers down my spine."

Ticehurst and his flying partner Richard Howell, through their company Film Helicopters Australia, covered the race each year for the ABC television network, also providing the 'pool feed' of race footage to other networks.

Ticehurst also assisted the CYCA on many other occasions during the Sydney Hobart, including standing by when the maxi yacht *Skandia* capsized in 2004 and the vintage yacht *Koomooloo* foundered in 2006. He hovered over the yachts to ensure that all crew had taken to their liferafts, co-ordinating the rescue efforts between AMSA and the Tasmanian water police.

Friend and print media photographer Ian Mainsbridge said:

"He was a great friend, a fearless pilot and a legend in the film industry in assisting with helicopter stunts. I have not only flown many miles with Gary but also flown in the News Limited chopper alongside the ABC aircraft and knew his extraordinary skills as a pilot who knew exactly where to get the best possible news shots".

"He pioneered the tricky manoeuvre of lifting cans of film from yachts which were carrying a cameraman during the Sydney Hobart, bringing the bluewater classic to the television screens for the evening news bulletins."

ABC journalist Scott Alle, who flew with Ticehurst in four Sydney Hobarts, said: "He had no peer in his operational flying skills ...and he had an absolute passion for the Sydney Hobart."

Gary learned to fly with the Australian Army, later helping set up the NSW Police flying wing. He was a technical advisor for several films and is believed to have been the only pilot to land a helicopter in Sydney's Martin Place.

"On behalf of the CYCA and its members, we extend our deepest condolences to Gary's wife Teresa and their children Matthew and Michelle, and to the families of Paul Lockyer and John Bean." ⚓

**GONE BUT NEVER FORGOTTEN**  
**ABC helicopter pilot Gary Ticehurst, who died with two colleagues in a helicopter accident in August, was lauded as a hero for his bravery in the 1998 Sydney Hobart tragedy.**

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### Audi Winter Series Prizegiving

On Friday 22 July, over 245 CYCA members and their crew celebrated a successful Audi Winter Series at the CYCA. All divisional winners and placegetters received a framed photograph of their boat and Audi Australia donated a crew dinner and tickets to a Sydney Theatre Company production of their choice. The lucky winner was Bob Steel and his *Quest* crew.



1. Race Officials with Vice Commodore Howard Piggott; 2. Over 245 members and guests celebrate a successful winter series; 3. Larki Missiris, *Wild One*, winner Sydney 38 Division with Commodore Linacre; 4. Matt Wilkinson, *Out of Sight*, 3rd Division G with Commodore Linacre; 5. Jeffrey Taylor, *Nemesis*, 2nd Division K with Commodore Linacre; 6. Glenn Crane, *Lahara II*, 3rd Division J with Commodore Linacre; 7. Commodore Linacre with Jon Short and Miles Bastick, *MRX*, Winner Division K; 8. James Francis, *New Territories*, winner Division G, accepting the JOG trophy from Commodore Linacre; 9. Denis Doyle, owner *Sextant* and 2nd in Division J with Commodore Linacre.





10.



11.



12.



13.

10. Paul Billingham and Peter McGee, owners of *Elusive* and winners of Division J accept their trophy from Commodore Linacre; 11. Lachlan Irwin, *Clewless*, 3rd Division H, with Commodore Linacre; 12. Peter and Sally Howes, 2nd Division H with Commodore Linacre; 13. Jason Klaas, *The Hole Gale*, Winner Division H with Commodore Linacre.



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## CLUB MARINE NSW YOUTH MATCH RACING

## Griffin's trifecta

Jay Griffin has won a third consecutive Club Marine NSW Youth Match Racing Championship, writes Jennifer Crooks.

Jay Griffin secured his third consecutive Club Marine NSW Youth Match Racing Championship title with his crew of Alex Chittenden, Jack Breislin and Kurt Hansen. Griffin, representing the host club the Cruising Yacht Club of Australia, finished round robin two on top of the leaderboard.

This gave him the option to select his opponent to sail off against in the first to two semi final. Griffin elected to sail off against fellow CYCA clubmate Andrea Green, leaving the previous day's leader Byron White (CYCA) to face off against Sophie Lahey from Southport Yacht Club.

Griffin's experience in tough match racing conditions shone through as he trounced Green 2-0 to make his way into the grand final. In the other semi-final White also won 2-0 over Lahey, giving him a grand final berth and leaving Green and Lahey to fight it out in the Petit Final.

It would only take two more matches for Griffin to be crowned the Club Marine NSW Youth Match Racing Champion, his third consecutive win in this regatta. Griffin was also part of the 2008 winning team skippered by Will Ryan.

"It's a great result," Griffin said dockside this afternoon. "We took on what we learnt yesterday as a crew and I'd like to thank my crew for all their efforts. This was their first competitive match racing regatta after training in the YSA Development Squad over winter.

"The result shows the depth of talent that the CYCA Youth Sailing Academy is developing. Thanks to Club Marine for sponsoring this important event which allows us to showcase this talent," Griffin added.

Bryon White was pleased with the end result – a second place behind clubmate Griffin. "Jay just got on top of us when it really mattered," White said.

"We had a rocky start to the morning, losing two matches, but we got everything sorted to finish two up in the semis. It was a good result for our first regatta together as a crew and I hope to improve on this in the future," White added.

In the Petit Final Andrea Green defeated Sophie Lahey 2-0, giving the CYCA a podium monopoly.

"We had a pretty good second day and full credit to my team – we improved throughout the regatta," Green said.

For Sophie Lahey, it was a bit of a disappointing end to the regatta after a strong performance on the penultimate day.

Racing commenced at 1015hrs in the vicinity of Point Piper. Race Officer Brian Brenac described the conditions as oscillating north to north north easterly of 7-10knots

"There were big swings in the breeze up, down and around and the competition was fierce. Congratulations to all competitors," Brenac said.

Griffin, as the winner of the Club Marine NSW Youth Match Racing Championship, gains automatic entry into the Australian Youth Match Racing Championship that will be sailed on Bakewell White 8's and hosted by Royal Freshwater Bay Yacht Club in Perth, WA from 6-11 September 2011. ⚓



### Final results

- 1st Jay Griffin CYCA
- 2nd Byron White CYCA
- 3rd Andrea Green CYCA
- 4th Sophie Lahey Southport YC
- 5th Tim Forbes-Smith CYCA
- 6th Carla Sexton RPAVC
- 7th Reece Tailby RPAVC
- 8th Matthew Stenta RPAVC
- 9th Nicholas Howe RSYA

Full results are available at [www.cyca.com.au](http://www.cyca.com.au)

**WINNERS ARE GRINNERS**  
Above: Griffin takes the upper hand in the semi finals. Right: Griffin and crew celebrate their win.



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Full details available at [www.cyca.com.au](http://www.cyca.com.au)



*Photos by Andrea Treleven*

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*Secret Men's Business 3.5* in the Rolex Sydney Hobart and first under ORCi handicaps, but there were several competitors well-known in Australian waters.

Niklas Zennstrom's J-V72 *Rán*, which placed eighth overall in the Sydney Hobart last year, claimed the overall IRC handicap prize (a back-to-back win) ahead of Mike Slade's 100-foot maxi, *ICAP Leopard*, another past Rolex Sydney Hobart contender. Although UK-owned, *Leopard* was built in Sydney by McConaghy Boats, as were other successful boats in this year's Fastnet, the new Ker 40, *Keronimo*, and the Reichel/Pugh 65 *Vanquish*.

The British-owned *Keronimo* beat 65 boats to secure first place in IRC1-A and also 16th overall among the 270 boats that raced under an IRC rating. Nine Ker 40s built by McConaghy Boats have been sold worldwide, including here in Australia. *Vanquish* (USA) placed third overall in IRC, plus second in class behind overall winner *Rán*.

There was, of course, considerable Australian interest on the US maxi *Rambler 100*, which is still mooted as a starter in this year's Rolex Sydney Hobart. Unfortunately, she ended bottom up in the Celtic Sea after her keel snapped off. Fortunately, all 21 crew members, including at least two Australians, were rescued. It seems doubtful that we will see *Rambler 100* in Australia this year, but who knows?

However, one Fastnet division winner is coming here for this year's Rolex Sydney Hobart, the veteran American 48-footer *Carina* which won Class 2 ahead of two French boats, in doing so breaking a Franco-Belgian domination of this year's Fastnet class results.

*Carina* is a McCurdy & Rhodes design, built in 1969 as the Nye family's replacement for *Carina 2*, back-to-back winner of the Rolex Fastnet in 1955 and 1957.

*Carina* is a now a class winner in both the Bermuda Race and Fastnet Races and current owner, Connecticut yachtsman Rives Potts, plans to bring her to Australia in an attempt to obtain the last piece of what he describes as the "triple crown" of ocean racing, the Rolex Sydney Hobart.

Potts is a five times America's Cup sailor and winner, having crewed on *Freedom* in 1980 and subsequent campaigns with Dennis Conner until 1995. He also completed the 1979 Fastnet Race aboard the line honours winner, Ted Turner's *Tenacious*. ↘ [www.fastnet.roc.org](http://www.fastnet.roc.org)

## ROLEX FASTNET

## Rock and a hard place

*With the mid-race disaster for Rambler 100 and an enthralling battle for top honours, Britain's 2011 Rolex Fastnet again made fascinating following for Peter Campbell.*

Britain's iconic ocean yacht race, the Rolex Fastnet, has fascinated me for almost half a century, including the seven times I was in the UK during the heyday of the Admiral's Cup. Back then, the little town of Cowes on the Isle of Wight was the mecca of everyone involved in offshore racing – yacht designers and builders, sailmakers and, of course, many of the best yachtsmen from around the world.

Efforts by the Royal Ocean Racing Club to revive the Admiral's Cup have foundered, but the Fastnet, traditionally held every second year as the final race to decide the winning team in the Admiral's Cup, has gone from strength to strength.

This year the 608 nautical mile race, which starts on The Solent off Cowes and takes the fleet down the Channel and across the Celtic Sea to

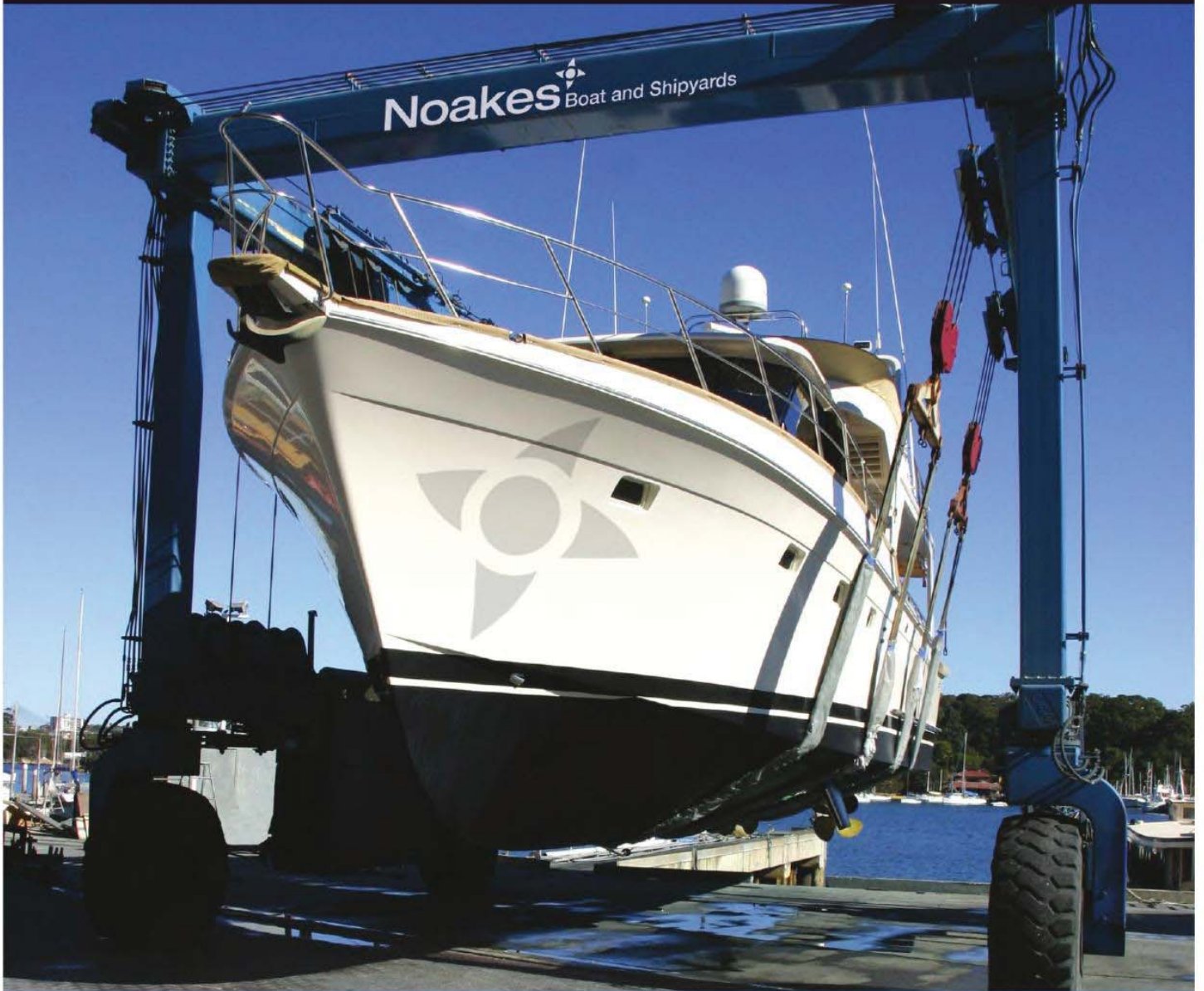
round Fastnet Rock before returning to finish off Plymouth, attracted a record fleet of 318 boats.

It was an extraordinary fleet, ranging from a replica of the original winner of the race in 1925, the French pilot cutter *Jolie Brise*, through to IRC 100-footers, Volvo 70s preparing for this year's Volvo Ocean Race, and several spectacular multihulls.

There were 38 boats in the double-handed division, racing for the Berrimilla Dog Bowl, presumably named after that remarkable little Australian yacht that sailed around the world after the Rolex Sydney Hobart to contest, and win, the double-handed division of the Rolex Fastnet several years back.

There was just one boat with an AUS sail number in the fleet, Chris Bull's Cookson 50 *Jazz* which last year finished second on IRC to

**ROCK STAR**  
The 48-footer *Carina* making good headway as she rounds Fastnet Rock during the 2011 Rolex Fastnet.



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**WHITSUNDAY WARRIORS**

Top row (l to r): *Calm* and *Georgia* do battle in a blustery 25 knots; Michael Hiatt's *Living Doll*; the Hanse 540 *Pandora*. Second row: *Wild Oats XI* crew on the rail and on the foredeck; Marcus Blackmore's *Hooligan*, winner of the top IRC division. Third row: *Lahana* finding some pace;

sports boat fleet in action; Jessica Watson on the Sydney 38 *Another Challenge*. Bottom row: Marten 49 *Ocean Affinity*; *Investec Loyal* cuts through the fleet in the Lindeman passage race; the turquoise waters and consistent breezes that make Hammo the dream escape for many Aussie sailors.

## Hamilton heaven

AFTER THE LIGHT CONDITIONS OF PREVIOUS AUDI HAMILTON ISLAND RACE WEEKS, THE PUNCHY PRESSURE FOR THE 2011 EVENT PROVIDED A POPULAR AND CHALLENGING WEEK OF RACING.

**D**arryl Hodgkinson's *Victoire* had the IRC Class B series sewn up before the final scheduled Molle Islands Race, the Sydney plastic surgeon's champion Beneteau 45 remaining on the dock while the rest wallowed about in light winds and drizzle in Dent Passage until racing was eventually postponed.

"We are elated," said Hodgkinson. "I did my first Race Week in 1997 and not only is this my first win, it's my first podium placing.

"We had a very successful run, the conditions suited our boat and we really seized the moment."

On the news of the Audi IRC Class B Australian Championship win announced at an official trophy presentation on Hamilton Island, Hodgkinson added:

"The Championship and Audi Race Week go hand in hand; for our program the Championship is the reason we are on the island."

*Victoire* has now returned to Sydney to resume its CYCA Blue Water Championship quest, including the final event, the Rolex Sydney Hobart, before heading to Port Lincoln Race Week and back up the east coast to Port Stephens for the end-of-season NSW IRC Championship.

The early part of Race Week brought sunny skies and fresh sou'easterlies

gusting over 30 knots. A lingering mist settled over Hamilton Island for the final two days and the low cloud cover meant the breeze well and truly exited the course, down to a measly three knots and clocking around the dial in Dent Passage, which left the race committee with no choice but to postpone the scheduled final race.

A scoresheet showing one third, a second and five firsts has given Hodgkinson and his classy outfit, including former *Yendys* crewman and now *Victoire*'s boat manager Danny McConville, and tactician and helmsman Sean Kirkjian, the series victory with seven points. The nearest to them is Paul Clitheroe's sistership *Balance*, on 18 points.

Had they had an opportunity to sail on the final day, Ray Roberts' Farr 42 *Evolution Racing* might have been in the running for second in IRC Class B, instead they have to be happy with third on 21 points from a hotly contested division.

In IRC Class C, Matt Owen skippered the older generation BH36 *Local Hero* to a win over Peter Sorensen's near sistership, the Sydney 36 *The Philosophers Club* from Middle Harbour Yacht Club.

"We only do one regatta a year with the boat so we are ecstatic," said Owen this afternoon. "To get this result sailing against the big boys and





the guys who race week in week out is testament to a great bunch of guys.”

Campaigned with a majority Canberra-based crew and flying the Canberra Yacht Club burgee, *Local Hero* has found good success at Race Week. Four years ago they made their debut, winning the PHS division, the following year they finished third in division on IRC and for the past two years have won their division on IRC handicap. *Local Hero*'s on-water victory and timed trial in last year's Audi Drive Challenge also saw owner Peter Mosely leave Hamilton Island a little heavier in the pocket, the keys to an Audi A5 Sportsback a new addition to his key ring.

In the Super Multihull Division Simon Hull's New Zealand based Orma 60 *TeamVodafoneSailing* was the undisputed winner. The trimaran sailed up the east Australian coast to Hamilton Island and added a different and exciting dimension to what has traditionally been a monohull regatta.

Hamilton Island Yacht Club Commodore and America's Cup regatta director Iain Murray knows firsthand the potential of multihulls and embraces the concept of including them at Race Week.

"We've seen the potential of multihulls with the America's Cup and with *TeamVodafoneSailing* being on the course this week.

"Clearly it's a direction the sport is liking; we look forward to expanding the multihull division at Audi Hamilton island Race Week," Commodore Murray added.

The *TeamVodafoneSailing* trimaran is the fastest yacht in the southern hemisphere and after a horror trip across the stormy Tasman Sea to get to Australia, the crew couldn't get to the Whitsundays fast enough. But all memory of their crossing seemed to have been blown away by the consistent breezes, warm weather and superb sailing at race week.

"At home we tend to get turbulent air so when you are sailing the boat tends to be up and down. But here, it's just smooth, smooth air so you can just get the boat up on one hull and rail it," said Hull.

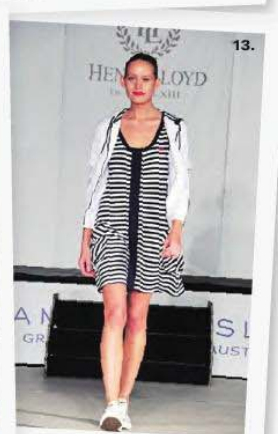
With the weather also turning foul in their home town of Auckland during race week, the only thing worrying the team was what they would tell their partners back home.

"We've just got to be careful when we talk to the wives not to say how warm and nice it is over here, because we're getting a fair bit of grief about that." ⚓  
[www.hamiltonislandraceweek.com.au](http://www.hamiltonislandraceweek.com.au)



## Audi Hamilton Island Race Week 2011

Whether yacht racing around emerald Whitsundays islands, indulging in exotic master cooking classes, long lunches, fashion parades or even fitting in round of golf at the Dent Island course, the socialising on Hamilton Island by day or night is special indeed.



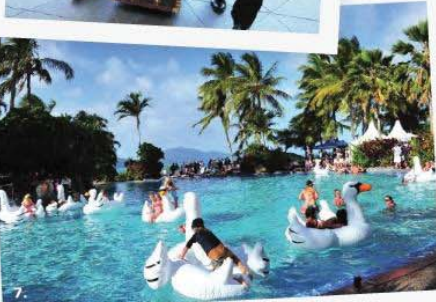
1. Nicky Tindill, Mali Williams and Anna Burgdorf. 2. Kirk Pengilly and Layne Beachley on parade. 3. Mali Williams and Katie Cahill all in white for the Moët lunch. 4. Marcus Blackmore with family & friends. 5. Troy and Nicky Tindill. 6. Mark Richards and Gaynor Meeks. 7. Audi Masterclass cooking with Shannon Bennett, ably assisted by Catriona Rowntree. 8. Massimo Mele cooked up a storm at the Robert Oatley Wines dinner at Outrigger. 9. Naomi Watts, Uwe Hagen, and Collette Dinnigan. 10. Henri Lloyd takes to the runway. 11. Hello boys, I'm Henri! 12. Mark Richards can always be relied upon as a Henri Lloyd ambassador. 13. Fashion in paradise – Hamilton style.





**Parties, lunches and fashion**

Just some of the off-water activities included MAC makeup classes, Robert Oatley Vineyards Cellar door tastings, Callaway Ambrose golf comp, nightly bands at the Marina Tavern, Collette Dinnigan, Pandora and Henri Lloyd fashion parades and celebrity dinners with no less than Massimo Mele of Hugo's, Matt Moran or Aria, Shannon Bennett of Vue de Monde.



1. Rob Mundle, Pru Stirling, Carol and Sandy Oatley enjoy the Moët. 2. Matt Moran plating it up in the kitchen. 3. Moët Ice and oysters – the perfect start to the perfect long lunch. 4. Bob and Val Oatley at the Moët lunch. 5. The America's Cup arrives on Hamilton Island. 6. Tom Ehman of Golden Gate Yacht Club with Iain Murray. 7. Swanning around at the official Beachside Pool Party. 8. John and Kim Clinton of *Holy Cow*. 9. The crew of "109" aspiring to take the Auld Mug. 10. Shannon Bennett out of the kitchen at the helm of *Wild Oats XI* with skipper Mark Richards. 11. Tom Ehman, James Spithill, Iain Murray and Bob Oatley with the America's Cup and Admiral's Cup.



**Collette Dinnigan 2012**

Collette Dinnigan launched her 2012 resort collection, Seaside Escapes, at the luxury Qualia resort on Hamilton Island, heralding the start of Audi Hamilton Island Race Week. Models wearing Paspaley pearls stepped out in Dinnigan's signature feminine designs that included billowing floral prints, high cut bikinis and intricately patterned silk skirts.



1. A model struts her stuff in Collette Dinnigan's 2012 new resort wear. 2. Fashion designer Collette Dinnigan, Audi Australia Managing Director Uwe Hagen and top Australian model Megan Gale. 3. Troy Tindill and Nicky Tindill, Collette Dinnigan, Sandy and Carol Oatley. 4. Race Week flags fly at the Hamilton Island Yacht Club. 5. Audi R8 GT Spyder supercar on display at the Yacht Club. 6-9. Models stepping out in the new Collette Dinnigan 2012 resort wear collection at Qualia resort, Hamilton Island.



## Life's a beach

THE NORTH QUEENSLAND SPIRIT OF FUN, FRIVOLITY AND FRIENDSHIP WAS THE MOST IMPORTANT RULE AT AIRLIE BEACH 2011.

Despite a record fleet this year the fun factor still rules at Meridien Marinas Airlie Beach Race Week, says the regatta's founder Don Algie.

The man who founded Meridien Airlie Beach race week 22 years ago says despite a record number of boats and 1200 sailors descending on the Queensland town this year, the original spirit of the regatta is still alive and kicking.

Don Algie started Airlie Beach race week in 1989 as an informal and laidback alternative to Hamilton Island race week, then just three years old but already gaining a reputation as the richer cousin.

"When I got up here Hamo race week had just started, so I did that for a year and then decided that, gee it would be good to have a regatta on the mainland," recalled Algie.

The first regattas were called 'Cruising Race Weeks' and were about drawing together all the people who cruised the coast into a fun week of sailing together.

Founding Airlie Beach race week

was about recapturing "the fun factor more than anything," says Algie.

Although Meridien Airlie Beach race week has been through a number of phases, including changing from a predominately cruising regatta to a more race-oriented event, Algie says the organisers have managed to stick to the original plan.

"I think [in recent years] Hamilton Island has moved up scale, but we've stayed where we are," he said.

Algie has raced in all but one of the 22 Airlie Beach race weeks. This year he noted the absence of many of the top grand prix IRC racers from previous years, such as the Farr 55 *Living Doll* and TP52 *Evolution Sails*.

Both Whitsundays race weeks have struggled to secure high profile grand prix boats this year, but Algie believes it has come at less cost to Airlie Beach than its island-based competitor.

"It hasn't affected us because this year the sports boats have filled the void," he said.

One of the regatta's most colourful and loyal supporters agrees that 'fun' is still the best word to describe Airlie.

The flamboyant owner of *Holy Cow*, John Clinton, who moonlights as the drummer and vocalist for race week's favourite band *The Wolverines*, is a veteran of 12 race weeks and says Airlie is up with there with the world's best when it comes to having a good time.

"The buzz around here is that people are really thinking it's the most friendly in the southern hemisphere, and I'd say in the world," said Clinton, who has travelled to regattas throughout Europe.

"Airlie Beach has just got this fun feel about it."

This year especially has been a memorable regatta thanks to the abundance of sunshine, good breeze and warm weather.

"We're just trying to figure out where to bury all our winter woolies, I don't think we'll need them any more," said Clinton. "From the sailing point of view, it couldn't have been any better."

This year the sports boat division recorded record entries and was one of the highlights of the event.

Former America's Cup sailor Pierre Gal claimed the overall victory from a highly competitive fleet.

"It's been very good racing," said Gal on the final day. "Even today we were streets ahead and then we lost by just 13 seconds." ⚓

[www.airliebeachraceweek.com.au](http://www.airliebeachraceweek.com.au)

**AIRLIE RISERS**  
Spinnakers aloft at Airlie Beach Race Week 2011, which saw a record turnout of 130 boats and some 1200 sailors competing.



ROLEX FASTNET RACE

## Rambler 100 in Fastnet capsized drama

RAMBLER 100'S ROLEX SYDNEY HOBART CAMPAIGN PLANS WERE THROWN INTO CHAOS BY THE SUPER MAXI'S DRAMATIC CAPSIZE IN THE ROLEX FASTNET RACE. PETER CAMPBELL FOLLOWED THE DRAMA.

August 15 is a date long to be remembered in the history of the Rolex Fastnet Race, the Royal Ocean Racing Club's ocean classic that every two years takes a huge fleet of yachts from Cowes on the Isle of Wight down the English Channel and across the Irish Sea to round Fastnet Rock off the southern tip of Ireland before returning to finish off the famous British seaport of Plymouth.

August 15, 1979 saw then record 308 boat fleet in the Fastnet Race decimated by a violent storm that swept across the Atlantic. It left 15 amateur yachtsman dead by drowning or hypothermia as yachts sank or were abandoned. Many more were rescued by a huge air-sea rescue operation.

August 15, 2011 saw another record fleet, this time 318 boats, and a dramatic search-and-rescue operation in the Irish Sea when the US super maxi *Rambler 100* lost her keel and capsized in the Fastnet Race. At the time, *Rambler 100* was leading the monohull fleet and vying for monohull line honours in the Rolex Fastnet Race which had started on Sunday August 14.

Fortunately, all 21 members of the crew were rescued although ten, including the owner/skipper, George David and his partner Wendy Touton, were in the water for more than four-and-a-half hours before being picked up.

*Rambler 100*, reputed to be the fastest 100-foot racing yacht in the world, had recently taken line honours in the TransAtlantic Race after a series of successes in the US and was favourite to lead home the monohull maxis in the 608 nautical mile race. Originally called *Speedboat*, the super maxi was designed by Juan Kouyoumdjian and built in Auckland by Cooksons.

*Rambler 100* was skippered by New Zealand professional yachtsman Erle Williams with American Peter Isler as navigator. Also in the crew was Australian Mick Harvey, originally from Port Lincoln.

All three gave dramatic accounts of the incident in which *Rambler 100* lost its keel and bulb, with the yacht capsizing immediately and then turning turtle, leaving some crew members trapped in the hull, others scrambling onto the upturned hull,

others thrown in the rough sea.

All seemed to be going well for *Rambler 100* - the yacht had just 265 nautical miles remaining to sail in the 608 nautical mile Rolex Fastnet Race, which had started on The Solent, off Cowes. They had just rounded the Fastnet Rock and needed a short seven mile beat before they could bear away and enjoy a spinnaker ride back to the finish off Plymouth.

But then, at 1725 hours UK time, the unthinkable happened: the keel and its bulb snapped off.

At midnight that night, Eddie Warden Owen, Chief Executive of the Royal Ocean Racing Club received a call from Mick Harvey, project manager of *Rambler 100*. Harvey spoke about the harrowing incident when the 100-foot maxi *Rambler 100* capsized in the Irish Sea with next to no notice for the stricken crew.

Mick Harvey's account of the incident was charged with emotion. The tough Aussie, who now lives in Newport, Rhode Island (USA) is a seasoned veteran, but even he was understandably shaken by his yacht's capsized disaster:

"Soon after rounding the Fastnet Rock, the wind went southwest, right on the nose. We were beating into big seas, launching *Rambler* off the top of full size waves. I was down below with navigator, Peter Isler when we heard the sickening sound of the keel breaking off. It was instantaneous; there was no time to react. The boat turned turtle, just like a dinghy capsizing. Peter Isler issued a Mayday and we got out of there as quickly as we could."

"The EPIRB had been activated and a number of crew climbed over the guardrails and onto the hull as the boat capsized and helped those swimming to safety. The Atlantic swell made it difficult for the crew to get out of the water. However, working together, 16 of the crew managed to scale the upturned hull.

"Six of the crew were swept away by the waves out of reach of the stricken maxi and these included owner/skipper George David and partner Wendy Touton, who were in the water for four and a half hours. This group linked arms, forming a circle.

Valencia Coastguard diverted a local fishing boat, *Wave Chieftain*, to assist, which winched the crew on board. Earlier a helicopter had been scrambled from Shannon Airport. Wendy Touton was airlifted to hospital for medical attention due to the effects of hypothermia, and the four remaining crew were taken to

**DOWNSIDE UP**  
*Rambler 100* after her dramatic keel-loss incident during the Rolex Fastnet.

Baltimore Harbour where they were re-united with the 16 crew rescued by the Baltimore Lifeboat.

"It was a scary moment. One that I will never forget," admitted Mick Harvey. "I can't begin to tell you how relieved I am that all of the crew are safe. The town of Baltimore has given us a wonderful welcome. I cannot thank our rescuers and the people of this lovely village enough."

Crewmembers later described *Rambler 100* navigator Peter Isler as hero of the incident, remaining at his station to send out mayday calls. Isler later shared his story on Facebook:

"In 23 knots of wind, we were headed upwind after rounding Fastnet, and heard the big bang. The boat immediately flipped to 90 degrees, and within 30 seconds it turned turtle.

"It was immediately apparent what happened. Despite being in the nav station, I could easily tell that the boat was on its side. It couldn't be anything else but a keel issue. Luckily I had all my gear on, including my lifejacket.

"I immediately called mayday on

the main ship's radio, but I didn't get a response, so I picked up the handheld and started calling. The sails and rig had helped to keep the hull on its side, but during this second call the boat turtled.

"I am still in the nav station, with a big jump and a swim to go.

"Luckily, there was an air bubble in the cockpit, so when I exited the hatch I was able to get a final breath before my big swim out from under the boat. I knew I had to get really deep because the boat was going up and down in the waves, and I had to clear the lifelines.

"I swam for all I was worth, but once I was clear of the lifelines I had ran out of air.

"All I had to do now was surface, but I was so weighted down with my gear that the life jacket was not pulling me up too fast. I finally saw two dark shapes, and reached for what turned out to be boots. As I did, a hand reached out and Andrew Taylor pulled me up and I grabbed one of the nicest breaths of air I have ever had."

Isler went on to say how the crew had then waited almost three hours,

during which time they saw the Farr 100 *Leopard* go by "maddeningly close and the Volvo 70s pass by at a little greater distance."

Then a lifeboat came out, responding to one of the two personal EPIRBs that Mick Harvey and Isler had carried in their pockets. However, in the rough seaway it took the lifeboat 45 minutes to locate the stricken yacht.

"We then notified the rescue team of the five crew that were separated from the boat, which a second rescue boat then located. Everyone was extremely cold, which included owner George David and his partner Wendy Touton, who was hypothermic and was airlifted for treatment.

"The remaining twenty of us were then taken to the incredible Baltimore Sailing Club, where in very short order the club members had put together a dinner, a stack of dry clothes, and two nice big houses to accommodate us, and the most incredible small town welcome you could ever hope to get." ⚓

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AUDI SYDNEY GOLD COAST  
YACHT RACE

## The long haul to Gold Coast glory

RACE GIFT WRAPPED FOR BIRTHDAY GIRL *LIVING DOLL*, WRITES DI PEARSON.

At the end of the Audi Sydney Gold Coast Yacht Race, which according to participants went on for an eternity, *Wild Oats XI* took line honours from *Investec Loyal* after a protracted battle and Michael Hiatt received a great present when Living Doll was declared the IRC overall winner from *Loki* and *Ragamuffin* on his 59th birthday.

Michael Logan from the Bureau of Meteorology warned everyone in the Cruising Yacht Club of Australia's annual 384 nautical mile race that the weather would be light and changeable, but the direction of wind and pressure was a little different than anticipated.

Contested by 69 boats, of which eight retired (mostly due to time constraints), the race was characterised by its light to medium winds and the sundry wind holes that trapped even the smartest players. It was agreed the race was tactically and navigationally challenging, but nevertheless enjoyable.

Swords were drawn between the two 100 footers from the outset. Bob Oatley's *Wild Oats XI* with Mark Richards in his usual role of skipper, and *Investec Loyal*, now solely owned

by Anthony Bell, boasted some of the biggest yachting names in Australia and New Zealand.

Richards' crew contained 32nd America's Cup winner Grant Simmer (*Alinghi*) calling the shots and Adrienne Cahalan navigating. Bell beefed up his crew with helmsman Billy Merrington, tactician Michael Coxon, 32nd America's Cup winner Will McCarthy, Tommy Braidwood, and New Zealander Mike Quilter, who along with Cahalan, is among the world's top navigators.

*Wild Oats XI* won the day, finishing the Audi Sydney Gold Coast Yacht Race in one day 18hr 11min 27sec, but it was only by a nine minute 22sec gap after Bell and crew pulled to within two miles of the winner in the closing stages. Never more than 8 or 9 miles ever separated the two.

In fact *Investec Loyal* led the fleet off the Nielsen Park start to South Head on July 30, her nemesis only taking control after turning the corner at North Head in a lovely 8-10 knot north-easterly breeze. A light westerly blew all that morning, but transitioned to a light 5 knot sea breeze in time for the start.

It was around the time *Wild Oats XI* turned the corner at North Head that

the CYCA's Principal Race Officer, Denis Thompson, warned there was a pod of whales in the vicinity. He asked the fleet to take care and give the whales a wide berth as they headed north on their annual migration pilgrimage.

After taking line honours, Richards conceded *Investec Loyal* had kept them honest throughout the race. "It was good stuff – really close the whole way – it reminds us we're not infallible," he admitted.

"It was very close towards the end. The most important thing was getting to the finish first. We made it so that they (*Investec Loyal*) had to sail around us to beat us."

Richards said they were very happy with the modifications made to the boat, "The new daggerboard worked well," he said.

Of course Bell was just as happy with his yacht's result. "We're in stage one of some modifications and this was our first big race since Hobart. We've altered the keel and got a new rig, so we didn't want to press the rig too hard in our first race, so we've got more to give," he said.

Closing the gap on *Wild Oats XI* at around 3.00am in the morning, Bell said: "Tactically we pushed a bit harder in the early hours and took a bit out of them. We made a couple of tactical errors in the race, but who didn't?"

Despite being one of many who had to return to the start after crossing early, Michael Hiatt's *Farr 55*, *Living Doll*, featured at the top of the standings from early on, so her win was no accident, nor was it controlled by the whim of the weather.

The Victorian yachtsman, who owns the funky *Living Doll* clothing label, put together a winning crew, and his yacht was race-ready. Malfunctions and breakages have been setbacks for Hiatt in the past, but not this time.

However, it took all of Will Oxley's considerable navigating skills to keep the Royal Yacht Club of Victoria entry out of the wind holes and in the right place, mostly on the rhumbline for the ever-transitioning wind; it swung from land to sea breezes and back again, from nothing to 12 knots or so.

Grey hulled *Living Doll* was leading the race overall on the first afternoon and Oxley, who is in big demand on the international scene, said at the time: "We're working hard to try to get the sea breeze timing right with closing on the coast, and then thinking about how best to deal with tonight.

"Looks like a few parking lots ahead and behind us. Trying hard to avoid this fate, but we'll have to go through

**HEAD START**  
*Wild Oats XI* makes her break from Sydney Heads at the start of the Audi Sydney Gold Coast Yacht Race.

this all again tomorrow morning/afternoon.”

Throughout, they warded off challenges, especially from those who finished second, third and fourth behind them: 2010 winner and reigning Audi IRC Australian champion, *Loki*, a Reichel/Pugh 63 owned by Stephen Ainsworth; Syd Fischer’s TP52 *Ragamuffin*; Harvey Milne’s Archambault 31 *Aroona* (the smallest boat in the fleet at 31ft), skippered by Anthony Paterson and *Victoire*, Darryl Hodgkinson’s Beneteau 45, all from NSW.

Picking up a nice southerly to finish off the race, *Living Doll* stormed home under spinnaker to claim the IRC overall trophy after the smaller boats did not get enough puff to bring them into contention.

Hiatt said their premature start had no bearing on the outcome and did not disrupt their game plan. “Will (Oxley) looked at the weather pre-race and all went as planned. Our timing was good; we knew it would be a tactical race and that navigating would be tedious, but Will and Steve Cotton (a top Kiwi sailor) worked really well to make it happen,” he said.

Oxley and Cotton were assisted by prominent long standing afterguard, Ross Lloyd calling tactics. “I had a lot of confidence in the three of them, and all of my crew, which includes seven from New Zealand,” Hiatt remarked.

“It was refreshing having Will aboard; this is his first ocean race with us,” Hiatt said. “It’s a great feeling to win; it’s a nice birthday present.”

When light winds were forecast for the race, *Living Doll* was proposed as a top prospect by others. “We really enjoy light air – if we get eight hours or more of reaching in light winds we do very well and can take time away from opponents – and we were keeping our eye on *Loki*, *Hooligan* (Marcus Blackmore’s TP52) and others,” Hiatt said.

Hiatt said the best part of their race came just after *Living Doll* was trapped in her only park-up, two miles north of Point Byron (40 odd miles from the finish). “We were three-sail reaching with a Code Zero up. We were on fire and it felt very comfortable,” he said. “Then we put the kite up and flew home.”

*Living Doll* charted a course close to the coast. “We couldn’t see the value in heading out to sea,” he said. *Hooligan* and others spent time further out and it did not pay off for them.

Lahana, Peter Millard’s 98ft yacht, also left the safety of the coast to find breeze. Navigator Carl Craford was drowning his sorrows at Southport Yacht Club after finishing. “You either rock-hopped like most did and took the risks that came with it – stopping and starting – too many parking lots – or you went out looking for breeze that would give you the edge,” he said.

Stephen Ainsworth, who was third on line and beat Hiatt by a little over two hours, and lost on corrected time by just over one hour, commented: “They deserved to win, they sailed the best race and I congratulate them. We’re happy, even though we didn’t win – you can’t knock second place.”

*Ragamuffin* was the first of the TP52’s to finish the race, beating *Hooligan* (sixth overall) and Rob Hanna’s Victorian yacht *Shogun* (10th overall) by over 20 minutes and David Pescud’s *Wot Eva* by a bit more.

Fischer said he had three things to be pleased about. “We beat all the other TP52’s, we were third overall and I always like when I win ORCi – I hope more owners get into it,” he said. “Staying close to the coast was the best way to sail the race; I think that’s where boats like *Hooligan* came unstuck,” he said.

There was only one sour note in the race. Bruce McKay reported the keel had fallen off his Sayer 12, *Wasabi* on the second night at sea. The Sydney owner remained very calm

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and was organised. All his crew were wearing life jackets and the life boat was ready to go. He was only three nautical miles offshore and four miles from Camden Haven, not far from Port Macquarie.

Fortunately, the breeze was soft and the water flat. The boat's water ballast and crew weight kept the yacht afloat as it motored under escort by the Volunteer Marine Rescue to Camden Haven.

Mike Welsh and his *Wicked* crew from Sandringham and NSW Sydney 38s, *Eleni* (Tony Levett) and race retiree, *Calibre* (Geoff Bonus) stood by *Wasabi*, but her crew were all well and in no danger.

As to how slow the going was, at 8.00am on Day 4 at sea (two days 19 hours into the race), only 14 yachts had finished the 26th edition of the race. In stark contrast, *Brindabella*'s race record, set in 1999, is 27 hours 35min 03sec. *Wild Oats XI* finished this race nearly 12 hours behind it.

"It was slow, but it was very enjoyable, my whole crew enjoyed it. It was the driest my yacht has ever been at the end of race," said Geoff Lavis, owner of the downwind flyer *UBS Wild Thing*. "We saw so many whales and the weather was beautiful, even if it was cold at night."

"It's a cruel sport sometimes," *Patrice Six*'s owner, Tony Kirby said laughing about the changeable winds. "It was a very technical race – and I like that. Some of the easiest-looking races are some of the hardest, and this was one of them," he said after just missing out on a podium place with an IRC fourth in Division 2.

CYCA Vice Commodore Howard Piggott summed it up when he said: "It was a unique race, one where everybody had their opportunities and one where you could look at the scenery and relax a bit."

Comments that Julie Hodder, the Middle Harbour Yacht Club Commodore and navigator on Rob Reynolds' *Exile*, made on the morning of Day 4, were typical of several others in the fleet: "Last night was another mixed bag of conditions. We were in a good nor' easter (which was forecast) and were going great guns against the boats inshore; *Victoire* and *Balance*. Then the wind died out, so it was obvious that the westerly was going to come back in.

"We pulled away in low breeze to get into the westerly and took off again. We took Ballina and Smoky Cape fairly wide (1.5 miles) as there was not much current and more wind slightly offshore. From there, the wind was

up and down all night – so now we're going towards the finish with 9 miles to go – boat speed 8.5 knots with the A1.5 up."

Ten minutes later, she said: "As I speak to you, the wind's dying and we have 8.5 miles to go..."

*Exile* subsequently finished second in Division 2, behind *Victoire* and in front of Paul Clitheroe's *Balance*, skippered by Bruce Hollis. The three, along with *Patrice Six*, traded places throughout the race.

Clitheroe was following the race from Mt Kilimanjaro in Tanzania, and reported: "Ironically, while *Balance* is in light breeze, up here in crater camp at 18,600 feet, it's minus 10 degrees and the wind is so strong our toilet tent just got blown off the mountain – last seen heading for Nigeria!"

Jonathan Stone's Davidson 34, *Illusion*, finished on the afternoon of August 3, bringing the Cruising Yacht Club of Australia's 26th Audi Sydney Gold Coast Yacht Race to its conclusion at long last.

The Audi Sydney Gold Coast Yacht Race was the penultimate event of the Audi IRC Australian Championship, and when the yachts headed to the decider, Audi Hamilton Island Race Week, the pointscore standing was a cliffhanger.

Aboard the Radio Relay Vessel, *JBW*, offshore sailing veteran Tony 'Glark' Cable experienced his first offshore race under motor. Many of Cable's friends were nursing the hope he might suffer his first bout of seasickness, but the benign conditions robbed them of that particular laugh.

Instead, Glark kept the troops amused. Bob 'Scriv' Scrivenor shared a cabin with him and said it was a laugh a minute and confirmed the authenticity of one story: Cable had been told if the phone rang aboard, to answer it. Never having heard a sea phone ring before, it took a while to register that the bleeps and blips he was hearing was the phone ringing.

Gingerly answering, Glark heard a voice say "Anger management, anger management," to which he replied, "Not now thanks mate, we're at sea and we're busy," and abruptly hung the phone up, thinking it was one of those unsolicited phone calls we've all had, offering some service or another.

Shortly after, he discovered the call had come from Phil and Richard Arnall's yacht, *Anger Management*, and having problems with their radio, were trying to contact *JBW* on the sea phone! ⚡

[www.goldcoast.cyca.com.au](http://www.goldcoast.cyca.com.au)



**TACKING OFF**  
Left: *Lahana* and *Wot Eva* cross tacks.  
Above: Mark Richards gives a triumphant wave as he crosses *Wild Oats XI* over the finish line.





ETCHELLS WORLD  
CHAMPIONSHIP

## Small wonders

THE WORLD'S FINEST ONE-DESIGN SAILORS WILL CONVERGE ON SYDNEY IN FEBRUARY 2012 FOR THE ETCHELLS WORLD CHAMPIONSHIP, WRITES TRACEY JOHNSTONE.



**T**he publication of the Notice of Race heralds for many Etchells sailors the start of the road to the Sydney Worlds, to be held from 16th to 25th February. Conducted by the Royal Sydney Yacht Squadron in conjunction with the Sydney Etchells Fleet, racing will be held on the open waters of Manly Circle.

Regatta Director David Sturrock said, "it is only appropriate that Sydney and the Royal Sydney Yacht Squadron host the worlds in 2012 as it will be the sesquicentenary year of the Yacht Squadron and this event will bring some of the best yachtsmen in the world to Australia.

"I have had some wonderful feedback from overseas sailors saying that if the worlds were anywhere else they might go, but with their wife wanting to come along and with quite a bit of a family network behind the event, Sydney is the place to be next year. It is a great place for family and supporters to visit and enjoy".

Racing will be over six days with a maximum of nine races scheduled.

Overseas entries will come from Hong Kong, New Zealand, America, Ireland, England, Italy, France, and Canada.

Hong Kong's Ante Razmilovic, second in the worlds in 2009, and Mark Thornburrow are both planning to be in Sydney. From New Zealand, Alastair Gair and Lindsay Kennedy both said they are looking forward to qualifying.

At least four British skippers are hoping to compete in Sydney – David Franks, Robert Elliott, Rob Goddard and Laurence Mead. It will be an anxious wait for them as their final qualification is the British nationals in mid-September.

Australian Noel Drennan plans to compete in Sydney in February with his team from last year's worlds, Will McCarthy and Anthony Nossiter. "The Sydney Worlds will be great as it's a good time of the year weather-wise and we will have to be ready to race in a variety of wind and sea

conditions," Drennan said.

Worlds 2010 champion, Australia's John Bertrand, will definitely be in Sydney. "We will be there with the same boat and same crew as Ireland," confirmed Bertrand. Their boat goes back in the water in September for some local Melbourne racing. They will then head north to Pittwater for the NSW state titles in November. The boat will stay at the Royal Prince Alfred Yacht Club while the team travels in for some training before lining up again on the offshore start line in early February for the national championship also to be held off Palm Beach, which will give Bertrand and his team some time to practice racing in the open water conditions.

"It's been a long time since I have raced on Manly Circle. I was there last year to look at the Farr 40 World Championship. I haven't spent a lot of time out there, but I enjoy big wave sailing which I have grown up with on Port Phillip Bay," Bertrand said. [www.etchellsworlds2012.org/worlds](http://www.etchellsworlds2012.org/worlds)

**INBOUND TRAFFIC**  
Racing on Sydney Harbour in the Etchells Worlds, which will be hosted in 2012 by the Royal Sydney Yacht Squadron.



67TH ROLEX SYDNEY HOBART YACHT RACE

## Hobart hopes

OLD HANDS AND NEW FACES, INCLUDING SOLO ROUND-THE-WORLD SENSATION JESSICA WATSON, HAVE SIGNED UP TO COMPETE IN THE 67TH ROLEX SYDNEY HOBART.

**T**he print on the Notice of Race is barely dry, but already the 67th Rolex Sydney Hobart Yacht Race is shaping up to be a bluewater classic to remember.

It comes as no surprise to learn that leading the battle for line honours will be Bob Oatley's *Wild Oats XI*, the defending champion and race record holder, that has claimed line honours in five of the last six Hobart races, including four consecutive victories from 2005-2008.

The super maxi has undergone significant hull surgery this year, which included the forward rudder being removed and replaced with twin retractable centreboards. The modifications are aimed at improving the yacht's speed up and downwind.

Trying to bring an end to *Wild Oats XI* supremacy will be Anthony Bell's *Investec Loyal* and possibly *Rambler 100*. *Rambler* has been recovered after its keel bulb snapped off whilst competing in the Rolex Fastnet Race last month, and is hoping to race.

Rumours are swirling that *Rambler*'s owner, George David, will have the boat and her new keel shipped directly to New Zealand where the new keel will be fitted and

the rig reinstalled before making the trek across the Tasman Sea.

Anthony Bell took sole ownership of *Investec Loyal* after last year's Hobart race and has given it a facelift, modified the keel and bought a new carbon fibre canard, all designed to increase boat speed. The yacht, which gave *Wild Oats XI* a serious run for her money in July's Audi Sydney Gold Coast Yacht Race, will undergo phase two of a re-modeling program over the coming months to ensure she is at her optimum come Boxing Day.

Stephen Ainsworth's 2010-2011 Blue Water Pointscore champion, *Loki*, was the first of 10 entries to be received when the Notice of Race was made public. The RP63 has been the boat to beat over the last couple of seasons, after also being named the 2010 Audi IRC Australian champion.

*Natelle Two* was the first Tasmanian entrant to be received, and will sail this year under the burgee of Derwent Sailing Squadron.

Other early applications for entry were Immediate Past Commodore Matt Allen's Jones 70 *Ichi Ban*, Murray Owen and Jenny Kings' Sydney 46 *Mahligai*, Tony Kirby's X-412 *Patrice Six*, Roger Hickman's Farr 43 *Wild*

*Rose*; all sailing under the burgee of the host club, the Cruising Yacht Club of Australia.

Perhaps no yacht will be more closely watched in the race than *Ella Bache – Another Challenge*, the Sydney 38 sailed by Jessica Watson and her young crew. Having achieved her dream of being the youngest person to sail solo around the world non-stop and unassisted, and turning 18 earlier this year, Watson is about to embark on another sailing milestone by competing in a Rolex Sydney Hobart Yacht Race with one of the youngest crews in the race's 66 year history.

*Ella Bache – Another Challenge* was once owned by Sydney Hobart luminary Lou Abrahams. The boat has a longer race history than its crew, having completed eight Hobart's – four with Abrahams at the helm and four with Chris Lewin as skipper – and will receive its new pink livery in September. (Lewin holds the record for the youngest average aged crew, having completed the 2004 race with a crew of Melbourne University students and placing third in the Sydney 38 Division.)

Watson's young crew includes fellow round the world sailor Mike Perham from Britain; Lisa Chamberlain, last year's recipient and the first woman to receive the Rani Trophy for outstanding seamanship and CYCA Youth Sailing Academy member Alex Paton. The crew will come together in Sydney in October for a two-month training program that includes competing in the CYCA Blue Water Pointscore lead-up races.

The CYCA is predicting that an international fleet of around 90 yachts will make the start line on Boxing Day, December 26 at 1pm AEDT for the annual 628 nautical mile sprint to Hobart. ⚓

### Rolex Sydney Hobart 2011

The Rolex Sydney Hobart Yacht Race will be broadcast live on the Seven Network throughout Australia, webcast live to a global audience on Yahoo!7 and the Australia Network throughout the Asia-Pacific Region. The Rolex Sydney Hobart Yacht Race 2011 Notice of Race is now online at [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com) with applications for entry being accepted. Applications for Entry close on 1 November 2011 at 1700hrs AEST.

**MAD MAXIS**  
*Wild Oats XI* and  
*Investec Loyal*  
head out to sea  
at the start of the  
2010 Rolex Sydney  
Hobart Yacht Race.

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“Don’t worry my friend, our Mercedes has metal spiked tyres,” says my taxi driver, as he heaves the unwieldy sedan through the ice-clad village streets at an alarming pace. Speeding beyond the outskirts of Kokkola, a pale moon illuminates the vast white emptiness, with only the occasional small farm blanketed in deep snow baring witness to human habitation.

impressive growth from humble beginnings in a tiny backwoods shed.

An early coup for the fledgling builder was persuading Olin Stephens from Sparkman & Stephens to design the first Nautor’s Swan boats, the Swan 36. Its success as the first production fibreglass yacht over 10 metres led to a partnership that produced around 800 S&S designed Swans between 1966 and 1978. Tomorrow I’ll tour the factory at the site where it all began,

## THE SWAN’S NEST

BRAVING HEAVY SNOWDRIFTS, SUB-ZERO TEMPERATURES AND HAIR-RAISING TAXI RIDES, KEVIN GREEN TRAVELED TO FINLAND’S ARCTIC NORTHERN REACHES TO VISIT THE HOME OF FAMED LUXURY YACHT BRAND NAUTOR’S SWAN.

The clock is approaching midnight and this shrouded, frigid landscape in Finland’s wild north – not far from the Arctic Circle – seems like a strange place to build the world’s most refined sailing yachts, but this is what Nautor’s Swan has been doing here for more than 40 years.

Nestled at the northern arm of the Baltic Sea, 400 kilometres from Finnish capital Helsinki, Kokkola is an hour’s flight in a tiny turbo prop over snow-clad hills and frozen lakes, ending with a dicey landing on the small runway walled by high snowdrifts. After a hair-raising hour on the icy roads, the taxi finally pulls up to the lobby of the Stadshotellet, in the small town of Jakobstad. It’s well after midnight now, and after a warm welcome at reception I head to the bar, where one of the locals proudly informs me that the old hotel was once the home of Finland’s national poet, Johan Ludvig. But the images of yachts lining the walls tell the story of another famous local export: Nautor’s Swan.

The Nautor’s Swan shipyard was founded here in 1966 by Finn Pekka Koskenkylä. His forbears, the Vikings, knew a thing or two about boats, so Koskenkylä went where the skilled workers were to establish his yard. Today, the boatbuilding operation is one of the major employers in Jakobstad, a town of 20,000, with 350 staff employed throughout its three main worksites;

and see just how far Swan has come in just over four decades since this fateful meeting.

### BREAKING THE ICE

Driving alongside the frozen sea that makes up the Gulf of Bothnia in the crisp morning is a surreal experience. Nautor’s Swan’s technical manager Antii Ivaska is at the wheel this time, his Ford station wagon sliding around the empty bends on the narrow road. These roads are used to transport partly-built Swans between assembly plants on the back of trucks. Being mostly fresh water, the Gulf is usually frozen over for five months of the year, but this winter has been unusually cold and Antii says it could hamper the yard’s launching season.

As we near the Pietarsari headquarters, out in the bay an icebreaker is at work clearing a path. It’s spring but much of the lake is still frozen. Inside the spacious main building, however, it’s business as usual for the staff. The workers speak both Finnish and Swedish, reflecting this remote region’s close ties with its nearest Scandinavian neighbour and former colonial master. Along the walls of the spartan upstairs office hang pictures of dozens of Swan models that helped make the brand successful: sepia-tinted photos of the first 36 footer; the best selling S&S 38 and the glamorous Swan 80, similar to the one Lachlan Murdoch owned.



### SNOW BUSINESS

Clockwise from top: Timber samples from every Swan yacht are kept on file at the factory; a new build up on the hardstand inside Swan’s Kokkola yard; A Swan 131 being worked on in sub-zero temperatures; at least the welcome is warm at the Swan yard.





Most prominent in this era was the S&S 38. With around 130 sold, the model firmly put the small Finnish yard on the racing map. A major milestone and something that would establish the company as a 'big boat' brand happened in 1970 with the introduction performance cruiser Swan 55 followed by the Swan 65, the latter becoming a legendary boat and the world's largest fibreglass production yacht of the time. The Swan 65 dominated early Whitbread Races with *Sayula II* winning in 1973.

A new era began in 1980 with Argentinean designer German Frers' involvement, which carries on until this day. Frers Swan 51, a prominent race yacht, heralded the 1000th boat from the factory in 1982. The 1990s again saw major changes, with Italian tycoon Leonardo Ferragamo taking over the company in 1998 and establishing a sales office in Florence, from where the brand's growing Mediterranean fleet competes in the biannual Rolex Swan Cup in Porto Cervo, Sardinia with 2012 the next



This shrouded, frigid landscape in Finland's wild north – not far from the Arctic Circle – seems like a strange place to build the world's most refined sailing yachts, but this is what Nautor's Swan has been doing here for more than 40 years.

## Making Swans light as a feather

Weight reduction is a major part of the modern Swan equation, attained by a combination of high structural integrity and stability. Stability is greatly aided by lightweight and strong rigs which nowadays mean carbon but this material is about four times the cost of rod rigging. Rig suppliers to the yard include Holspars from the Netherlands and Southern Spars. Figures from Southern Spars show carbon to be 70 per cent lighter material than rod while being a similar percentage stronger; and with its narrower diameter, reduces windage by approximately 15 per cent. The Swan 100 *Fantastica* was one of the first large cruisers to use Southern Spars EC6 carbon standing rigging, saving a whopping two tons from its previous rod rigging. The weight saving allowed a 400kg lighter keel to be fitted, while maintaining the same stability ratio.

COURTESY NAUTOR'S SWAN



**RICH HISTORY**  
Top: Plentiful local timber and the craftsman skills that went with it was a major reason for Nautor's establishment in the far north of Finland.  
Above: Early Swans penned by Sparkman & Stephens, who designed 800 of the first 1000 boats.  
Left: Pekka Koskenkylä, who founded Nautor's in 1966.

event. The SwanLine nowadays ranges from the one design ClubSwan 42 to the Swan 130 and two standard deck layouts are offered: 'FD' denoting the race orientated flush deck and the 'S' representing semi raised saloon.

Like another of Finland's famous brands, Nokia, Nautor's Swan is synonymous with quality and innovation and this has allowed the marque to sell nearly 2000 boats so far during its illustrious history.

### BIRDS OF A FEATHER

The Pietarsari HQ is one of three production locations within a short truck ride of each other, made across winding paths through the frozen landscape for eight months of the year. It is also the assembly plant, with the site established in 2000 as a joint venture with the Finnish government. The yard has grown since then to

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include a marina in 2006 and is home to about 300 staff across its nine hectares and 13,017 square metres of heavily insulated indoor space.

With winter temperatures reaching -30° Celsius the region is covered in snow for much of the year and the launching season is short – about four months. The midnight sun makes the days seem endless in these 63 degree latitudes, a mere three degrees below the Arctic Circle.

All the major components are transported by road here for assembly, so the large yard space contained decks being worked on, hulls awaiting furniture modules and various keel assemblies. The models being assembled included a Swan 82, a Swan 60 and a 66 in for refit.

“Refitting is not a major part of our company’s business but we do offer some maintenance services in France and Italy,” says Antii.

The 60-foot category, he says, is a hotly contested size for production builders whereas the 80 range was more specialist and a sweet spot for Nautor’s Swan. The all-carbon Swan 60, along with the 80, is one of the later models in the range and takes eight months to build. The most recent 60, *Emma*, was sold to German Johann Killinger, a first-time boat owner – not a bad way to start. The Hamburg businessman is currently campaigning *Emma* on the Med circuit after a successful local debut winning the Baltic Sea Week.

The cruiser-racer 80 is like a big version of the 60, a performance boat with high aspect Weldox keel and a lightweight sandwich interior. The Weldox keel is made of high tensile steel, estimated to be four times stronger than traditional steel yet also lighter and stronger than carbon. This means a thinner keel stem can be fitted, allowing more weight to be added to the bulb.

Other interesting gear that the yard appears to be installing includes Harken 990 winches (as used by America’s Cup teams and the Volvo 70s), made of alloy, titanium and carbon composites. For mainsheets Nautor’s Swan is using the Cariboni Magic Trim systems along with underdeck Reckman furlers. The hydraulic Magic Trim allows a 4:1 purchase on the mainsheet controlled by hydraulic pushrods/actuators that run beam-wise under the transom. When the actuator is extended, the sheet passing through the sheaves is trimmed by a length equal to four times its extension, and there’s a quick release for emergencies as well.



KEVIN GREEN

Other exotic deck gear around the yard includes a retractable mooring capstan made by Sanguineti, which helps to give Swans’ their ultra clean decks.

For electronics Nautor’s Swan is installing B&G systems. The yard opt to have a deep understanding of one brand, which allows for a higher quality initial installation. But it was only in more recent times that electronics were included, as Nautor’s Swan realised the long-term benefits to the owner of having the gear factory fitted. Both the 60 and 80 have the latest CAN bus systems which use a single data bus cable with separate power ring and ECU (electronic control units) which allow instant fault finding and control of particular onboard items.

“You can save about 30 per cent weight over standard systems using this technology,” says Antii.

The ergonomics are more intuitive as well with this system, thanks to a touch screen panel which manages all controls.

Every Swan that leaves the yard is comprehensively fitted out, including navigation gear, air-conditioning and galley appliances, except for the sails which often tend to be a personal choice.

“The only thing we don’t fit is the cutlery, but we do offer a nice package for that as well, to help those bachelor owners,” laughs Antii.

Walking along the spotless walkways past tidy racks of components, to mount the mezzanine stairs, I gaze down at a shrink-wrapped Swan 60 ready for shipment. With the winter landscape outside, it conjures up images of the trashy TV program *Ice*

**SWAN 80 CONSTRUCTION**  
The Swan 80 (pictured above) is one of the company’s later models, a fast performance cruiser, and its build is reflective of the Nautor’s Swan state-of-the-art construction standards. A 12 month build overall, the hull is foam-cored carbon-fibre reinforced construction using a pre-preg lay-up, which ensures a stiff laminate with high strength and longevity. Stiffeners are pre-made in epoxy with unidirectional carbon-fibre reinforcements, whilst the foam-cored structural bulkheads are pre-preg carbon-fibre sandwich construction. The composite chain plates are built using pre-preg unidirectional carbon fibre straps laid over stainless steel bushings and bonded to the hull using high strength structural adhesives. The flush deck is a carbon-fibre foam-core sandwich, with the majority of flat surfaces finished in the company’s trademark teak.

Road Truckers. Antii shoots me a quick smile when I mentioned it.

“Keeping the trucks on the road can be challenging,” he laughs, as we stroll towards the canteen for lunch.

Lining up along with other staff, there’s a mix of tall Arian looking blokes with the occasional swarthy complexion reflecting perhaps the indigenous Sami lineage. The indigenous Sami people traditionally herded reindeer and were hardy ice fishermen. Fish was also on our lunch menu with locally caught salmon chowder and home-made non-alcoholic beer, with dessert a real hen’s egg infused with delicious chocolate.

#### TIMBER TOWN

After lunch we motor off in the fading daylight. The cold, low sun is basking the pine tree covered hills in a fickle radiance, as we head for the hamlet of Kronoby, home to the woodworking yard. Finland is the most densely forested nation in Europe, so there always has been a ready supply of good timber for boatbuilding. The woodworking yard is located about 16 kilometres from the Pietersaari headquarters and the CAD data is sent electronically to the yard’s CNC machines.

Approaching the yard, Antii points out an innocuous looking old cowshed. “That’s where the early Swan’s were built,” he says.

The much newer 7,000 square metre facility stores a variety of commercially farmed teak and European Oak for machining. There is even a coded library of sample wood kept of all boats built to ensure consistency and quality upgrades or renovations.



Other examples of good workmanship include the use of semi-transparent acrylic used in bathroom doors, allowing light but retaining privacy.

As you'd expect from Nautor's Swan only the best quality components are used in finishes including real Corian, brushed stainless fittings and quality laminations for strength, while remaining lightweight. When the joinery process is complete the finished interior modules are transported over to the assembly yard for installation.

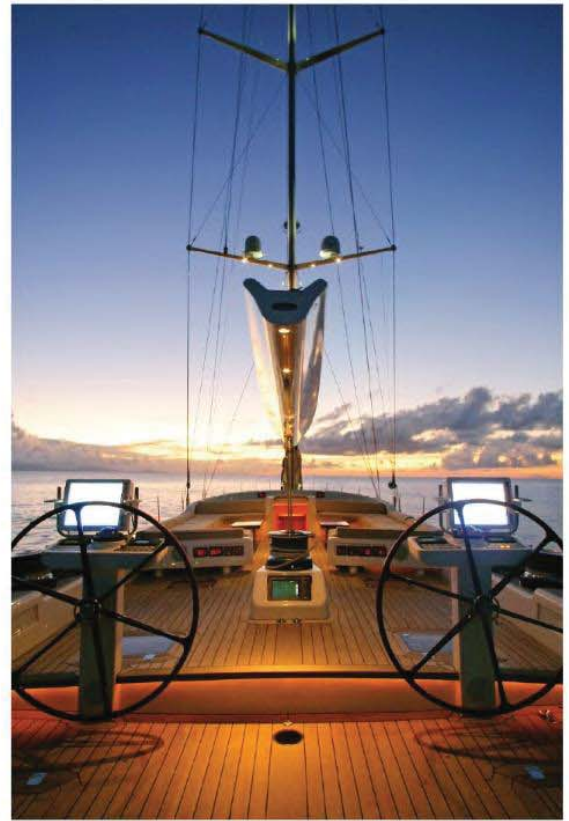
Lamination takes place in the village of Kallby, 15 kilometres from the main yard. It was the headquarters of Nautor's Swan from 1968 until 2006 when the management team moved into the assembly yard at Pietarsaari on the shores of the Baltic. An important feature of Kallby is the large curing oven for polymerisation of pre-pregs for hulls and decks, occupying 260 square metres. Nautor's Swan also has a FlexMill CNC milling machine in Kallby which accepts 3D data direct from the design team for bulkheads and other key structural components. Taking up almost half of the moulding shop the FlexMill dimensions (30 metres by 6 metres wide and 3 metres

high) allow it to machine components across the entire Swan range.

In terms of build options, Nautor's Swan offer a choice of carbon or glass builds across much of their range but even the glass boats are highly structured. For instance even though the Swan 82 is a cruiser it comes with a Nomex carbon deck and all bulkheads are carbon with sandwich topsides.

During the visit the lamination yard had a Swan 90 hull being laid up in its female mould. Similar to *Solleone*, the Swan 90S owned by company boss Leonardo Ferragamo, the new 90-footer is destined for an American owner, the US being the company's largest market.

For owners visiting this legendary yard the delivery trip home should be enjoyable as the northern Baltic is a popular summer cruising ground with island strewn archipelagos and plenty of quiet anchorages to enjoy peaceful moments on your new Swan. Even in the ice-choked harbour, I'd certainly choose sailing a Swan home over taking another taxi ride to the airport. ⚓



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**CAPTAIN AND  
COMMODORE**

Main picture:  
The First 40 *La Réponse*, skippered  
by Andrew  
McIrvine, sailing  
in the 2010 Rolex  
Commodores' Cup  
in Cowes, UK.  
Far right: (L-R)  
Catherine and  
Niklas Zennstrom  
of winning yacht  
*Rán*, Roger  
Maingot of Rolex  
UK and RORC  
Commodore  
Andrew McIrvine at  
the Rolex Fastnet  
Race Prizegiving in  
Plymouth, 2009.



ROLEX / CARLO BORLENGHI



WHEN ANDREW McIRVINE WAS APPOINTED RORC COMMODORE HE SET OUT AN AMBITIOUS AGENDA NOT JUST FOR THE UK CLUB, BUT FOR OCEAN RACING ITSELF. WITH FIVE MONTHS LEFT IN THE JOB, HE TALKED TO JOHN ROBERSON ABOUT HIS REMAINING 'TO DO' LIST.

# McIRVINE'S MISSION

It could be claimed that as Commodore of the Royal Ocean Racing Club, Andrew McIrvine is one of the most influential people in the world of offshore racing. As the custodians of the IRC rating rule, RORC's influence can be felt on the docks of just about every yacht club in the world. But when any suggestion of his far-reaching power is presented to him, McIrvine is quick to deflect and dismiss. However there remains no doubt that during his tenure at the prestigious UK yacht club, he has laid out a clear agenda, not only for the RORC but for the wider sport of ocean racing.

## MAN WITH A PLAN

When McIrvine came to office, he set out three main objectives, and a fourth has been created along the way. His first aim was to return RORC to an organisation of international stature.

"I thought at the time of becoming Commodore, there was a danger that RORC was concentrating on cross-Channel races, so that it was really becoming impossible to differentiate us from JOG and other small clubs,"

said McIrvine. "I knew we'd always had the pull of the Rolex Fastnet, and that we'd had an interest in the China Sea Race and the Middle Sea Race, and I was very keen that we came back international, because 1,500 of our 3,500 members are from overseas."

Second on the Commodore's agenda was the re-launch of the Admiral's Cup, for many years the most prestigious trophy in offshore racing and currently held by Australia's Bob Oatley.

"We did quite a lot of travelling around the world to try to re-launch the Admiral's Cup," he recalled.

"That is still ongoing; we are on plan C now. But it's not going away, and at last the Australians have agreed to send the Cup back, which has been a little bit of an interesting battle."

Next in line was a tilt at trying to get more uniformity into rating systems on a worldwide basis, and this in particular was a project that required extreme patience and very good negotiating skills. McIrvine has been on a mission to "re-open friendly negotiations and develop trust with ORC".



“The world isn’t really big enough for two competing systems,” he said. “I’ve spent a lot of time bringing French IRC and UK IRC together so we will be one organisation. Heads of agreement are all drawn up, and so we’re a long way down that track.”

**UNFINISHED BUSINESS**

So, with five months until his tenure in the job expires, how is his report card looking?

In many ways these three objectives are intertwined, and he gives credit where it is due for the progress on all fronts. Eddie Warden Owen was appointed as chief executive just before McIrvine took over as Commodore and the two have grown in respect for one another.

“Eddie has been absolutely fantastic because he knows everybody internationally. We have done a lot of travelling around the world.”

Most of this travel has been at

“I think there is a very strong feeling that the Admiral’s Cup could come back. When we tried to do it three years ago... the recession hit and everybody stopped building, so it was just the wrong moment. But the concept was right.”



McIrvine’s own expense, so intense is his passion for the job at hand. One of the most successful attempts for RORC to reassert its international status has been the establishment of the Caribbean 600 race, which McIrvine considers his “big new project”.

He says the race is “growing and growing and has got a lot of publicity”. Indeed it was from his participation in this year’s Caribbean 600 race that his fourth objective arose.

“That is another of my projects,” he enthuses, “an inter-club schooner challenge.”

McIrvine recently got 12 members together for a race, which he sailed in a chartered 154-foot schooner, *Windrose*.

“It was such a success, but of course we didn’t really have anybody else equivalent to race against. There are quite a lot of schooners in the Caribbean and the east coast of the States, so I sent a little DVD



**IF THE CAP FITS**  
 Left: Andrew McIrvine says he is now on “plan C” in his attempts to bring back the Admiral’s Cup. Above: *DSK Pioneer Investments* sailing off Antigua in the 2010 RORC Caribbean 600.

challenge to all the other major yacht clubs that I could think of, saying go charter a schooner and we’ll have an inter-club schooner challenge in the Caribbean 600.”

So far five clubs have expressed an interest, or are at least likely to come on board.

“It’s a good mixture,” he said. “I think New York will come, the Yacht Club de France want to come, the Royal Southern, the Royal Thames, even Gstaad perhaps. I think that would be huge fun.”

**CUP’S COMEBACK**

To revive the Admiral’s Cup is still a big task, and will require going back to basics. Not since Australia won in 2005 has the Admiral’s Cup been raced, but the tide could be turning back towards monohull racing’s premiere event.

“I think we are in an ideal position at the moment because the America’s Cup has gone with extreme catamarans there are a lot of

ROLEX/ CARLO BORLENGHI / PAUL TODD

professional monohull sailors who are looking around for something," he said.

"I think there is a very strong feeling that the Admiral's Cup could come back. When we tried to do it three years ago, Eddie and I went around and tried to persuade mini-maxis and TPs, and we were going to run it on that, but that was when the recession hit, and everybody stopped building, so it was just the wrong moment but the concept was right.

"I think we need to go back to basics and say, look we've got the Cup, come and challenge and we'll do the Channel Race, the Fastnet and two big races in Cowes Week, right back to where we started from. Forget sponsors, forget anything else, just each country turn up with two or three boats."

McIrvine believes teams could include Hong Kong, America, France and Australia: "Even if it's only five countries, I reckon we could re-launch it like that."

Certainly putting the Rolex Fastnet race back into the Admiral's Cup would win approval from many offshore racers and draw boats from



**MEDIA MAN**  
Above: McIrvine and colleagues at the Rolex Fastnet 2009 Press Conference in the Sir Max Aitken Museum, Cowes.

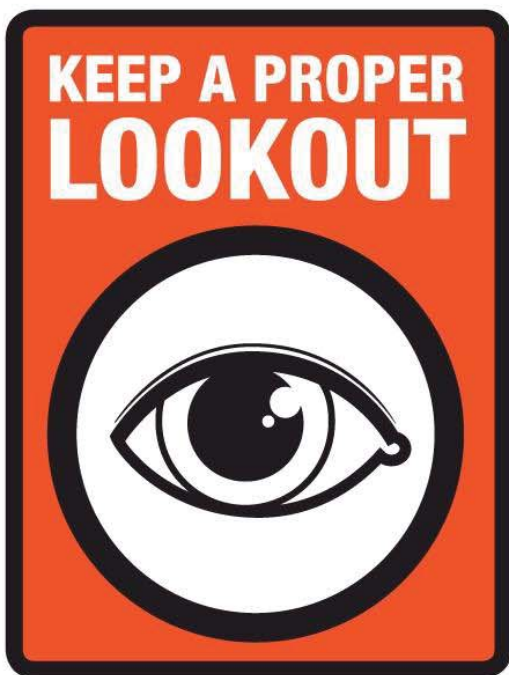
all over the world.

"They might as well throw in another few races and then we are back to where we were, and I think then it will climb back."

Asked what happens if he hasn't achieved all his goals by the time his incumbency expires he says, "I think it may be that I will continue some of the negotiations with some of the overseas people that I've been involved with so that we maintain some continuity. Chris Little, the Admiral, has been involved in that

as well. I shall certainly continue racing, I've done just about every race this year, and I have done throughout my three years in the role."

There is no doubting Andrew McIrvine's enthusiasm and vision, and during his time in the big job he seems to have managed to keep the rank and file membership happy – mostly made up of weekend warriors – while reaching out to the cream of the ocean racing world within the club's activities. ⚓



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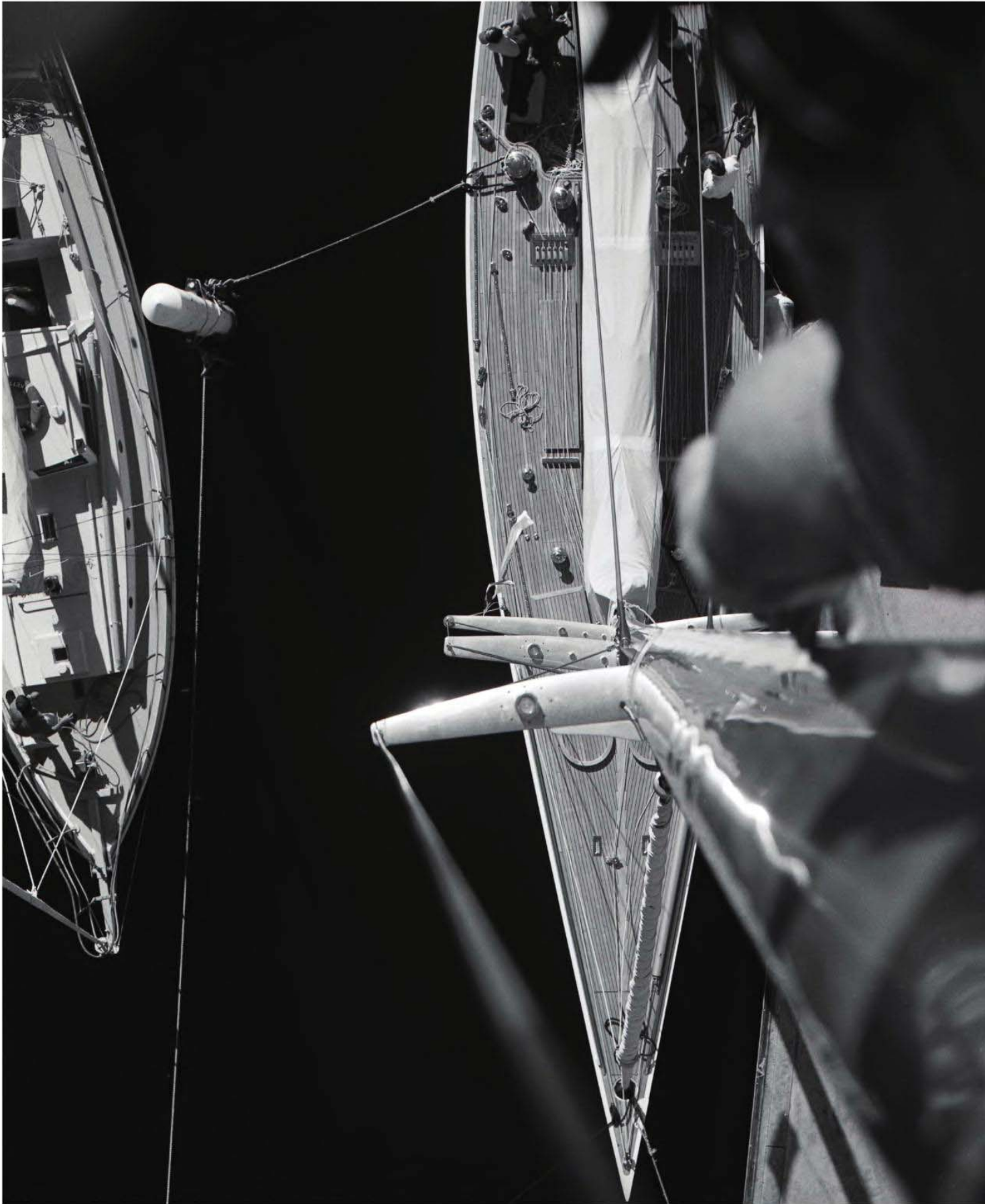


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September next year will mark 50 years since Australia's first challenge for the America's Cup with *Gretel* in 1962. While we had to wait another 21 years and six more challenges before *Australia II* created yachting history and won the elusive trophy, over those years the International 12-metre class yachts provided some of the greatest match racing in the history of the event.

Off Newport, Rhode Island, and then off Fremantle, Western Australia the 'Twelves' enjoyed a quarter of a century of unchallenged supremacy as the America's Cup class yachts, post World War II.

But the era of the Twelves ended in early 1987, along with Royal Perth Yacht Club's short-lived possession of the Auld Mug that *Australia II* had won at Newport in 1983. The America's Cup contest was to change forever.

Around the world, International 12-metre class yachts became obsolete, if they were not already so. *Australia II* became a museum exhibit; others were turned into cruising boats or day sailers in the Whitsundays or the Caribbean, crewed by eager tourists. In the USA, a shed at Bristol, not far from Newport, Rhode Island, was full of abandoned old hulls.

A small group of 'metre' boat

enthusiasts still hold occasional regattas for the once classic 12-metre class yachts.

Nevertheless, the graceful lines of the 12-metre class yachts still catch the eye of yachties with the wherewithal and passion to restore, and then maintain, these superb craft. Sydney-based Mike Maxwell is one such yachtsman; the boat is *Gretel II*, designed by the late Alan Payne as Australia's second challenger for the America's Cup, and the last International 12 to be built of wood.

*Gretel II*'s design included many innovative concepts for the 12-metre class: twin steering wheels, collapsible spreaders to enable closer sheeting of the genoa, a wind tunnel tested mast and a short keel with a large trim tab and small rudder. Several models of the hull were tank tested before the boat was built.

In 1970 *Gretel II*, skippered by Jim (later Sir James) Hardy lost 4-1 to the NYYC defender *Intrepid*, skippered by Bill Ficker. She had the potential speed to win the Cup. She won two races, but was disqualified from one in a controversial protest, while *Intrepid*'s winning margin in all but one race was less than two minutes.

Alan Bond bought *Gretel II* and used her as a trial horse against his 1974

AFTER WALLOWING IN DISREPAIR FOR DECADES, THE FORMER AMERICA'S CUP CHALLENGER *GRETTEL II* HAS BEEN RESTORED TO HER PAST GLORY. PETER CAMPBELL FINDS THAT OVER 30 YEARS SINCE HER FIRST SAIL, THE AGING STAR CAN STILL DAZZLE.

## A STAR REBORN



challenger *Southern Cross* and then sold the boat to Gordon Ingate, the internationally successful offshore and one-design class yachtsman and 1972 Olympian.

Ingate initiated another America's Cup challenge with *Gretel II* in 1977, with the boat undergoing an extensive refit that included underwater modifications and replacement of the original timber deck with an aluminium one.

Ingate and his veteran crew arrived at Newport, Rhode Island with *Gretel II* to be nicknamed 'Dad's Army'. *GII* (as she became known) was eliminated by the Swedish challenger *Sverige* in a very close series.

Ingate continued to occasionally race the now aging 12-metre in special events, but in 1989 he gifted the old warhorse to the Sydney Heritage Fleet. Sailed from time to

**TIMBER TWELVE**  
 Right: *Gretel II*, Australia's second challenger for the America's Cup, was the last International 12 to be built of wood. Above: *Gretel's* five-year restoration included new electric drum winches and steering, new teak deck, replacement hull frames and a new mast.



BRETT ROGERS





time by Fleet members. *Gretel II* began to fall into disrepair, with the cost of maintenance a heavy burden on the Heritage Fleet coffers.

Mike Maxwell took over that commitment in 2005, buying *Gretel II* and beginning a major restoration project that involved shipping the boat to New Zealand. The first task was to replace the aluminium deck with a beautiful teak timber deck, strengthening the hull with new frames, and building a new mast.

Many old deck fittings were replaced with gleaming stainless steel ones; the old coffee grinder winches went, in their place easy-to-operate electric drum winches; a new steering system was fitted; along with other changes to make the 18.97-metre LOA, 29.2-tonne yacht easy for a small crew to handle on long cruising voyages.

*Gretel II* sailed back across the Tasman in 2010, arriving in Sydney in pristine condition to become a showpiece at the Sydney Wood Boat Festival. Maxwell and a small crew then sailed her from Sydney to Hobart for the 2011 Australian Wooden Boat Festival, the 40-year-old yacht making the voyage in a remarkable three and a half days.

Just before the Wooden Boat Festival, *Gretel II* returned to racing, with Maxwell inviting the boat's former skipper Gordon Ingate down to Hobart to steer the 12-metre in the Royal Yacht Club of Tasmania's Green Island Race on Australia Day.

Racing *Gretel II* for the first time after a quarter century, the 84-year-old Ingate (wearing his original jacket and distinctive pale blue hat he wore at Newport, Rhode Island, in 1977) steered the yacht to a line honours victory in the 20 nautical mile race down the River Derwent to the d'Entrecasteaux Channel and return.

*Gretel II* became the star attraction for the thousands who visited the 2011 Australian Wooden Boat Festival in Hobart's Sullivans Cove, joining several hundred other wooden boats, restored and maintained by their owners, 'custodians of nautical history' as they like to call themselves.

Gordon Ingate stayed on in Hobart, regaling everyone with stories of yacht racing in the grand old days of the America's Cup. At the age of 84, he too is part of Australian living yachting history. ⚓

*Gordon Ingate is planning another trip to Hobart in January 2012 to again contest the prestigious Prince Philip Cup for the International Dragon class, an event he won on the River Derwent in 2008.*

NANCY KNUDSEN HAS KITTED OUT MORE CRUISING BOATS THAN MOST. HERE SHE REVEALS THE ESSENTIAL GEAR THAT SHE WON'T LEAVE PORT WITHOUT.

## KITTING OUT A CRUISE BOAT

I am gliding like a fish in the clear saltwater, sunlight streaking past me to the sandy bottom. I can see every small shell and tiny seaweed clump clearly, even though the seabed is 10 metres below. As I look up I can see the surface glittering and fluttering above me and the black hull shapes of the sailing boats in the anchorage hanging ponderously overhead.

This might sound idyllic, and it is, but what I am really doing is checking the anchor; just an excuse really for another swim. What I see is very pleasing, as our Spade anchor is all but invisible, its fluke disappeared, leaving a slight line in the sand where the chain ends. Our anchor checked, I swim round the other boats. The CQR's and plough anchors, which most of the charter boats seem to have, are all lying on their side, one point catching lightly into the sand. The boats seem to be held by the mere weight of the anchor and its chain. It's soft weather today, so there'll be no trouble at the surface, I think, but I am so glad we changed to a new generation anchor.

My partner and I had both been racing sailors before we left to cruise away from the nine-to-five world. We prepared carefully and our boat met the Yachting Australia requirements

of a Cat 1 racing boat, exceeding them in many areas, particularly with spares, tools, charging capacity, water and fuel.

We read every book we could lay our hands on and had more spare parts and redundant systems than we hoped we would ever need. It took five years to prepare the boat and make the break with our city lives, and we were sure that our cruising boat was kitted out perfectly.

It wasn't.

As the weeks and months came and went we learned, sometimes painfully. Here are the five top items of gear that I wish someone had told me about before we went off on our first long-range cruise:

### 1. THE NEW GENERATION ANCHOR

We bought a Spade, but there are many other brands on the market – the Manson Supreme, the Rocna, the Ultra to name just a few. From the moment we saw the light and changed over, we slept at anchor confidently and peacefully. Not once in all the years since our purchase of that Spade have we ever dragged. All the weight in the new generation anchor is concentrated in the point and the clever shape means that the harder it blows the deeper the anchor penetrates. Deep weed is no

problem either, because that lethal point keeps heading down and down until it strikes something solid to cling to. Even though we employed all the other tricks to make sure we anchored securely – heavy gear, good scope (never less than 5:1), snubber, anchor alarm and anchor buddy – the Spade made so much difference it felt as though we were anchored to a two-tonne concrete block.

### 2. THE CODE ZERO SAIL

We thought that a multiple purpose sail (MPS) would be just perfect for downwind sailing, to complement our





twin-winged yankee and staysail. We were wrong. Most long-range cruisers are, like us, sailing short-handed, which means that in order to keep the crew fresh to deal with any emergency at all times, each crew sails single handed allowing the other to sleep. Moreover the longer you cruise the less important it seems to sail fast – maybe for avoiding an impending storm, or getting in before dark. An MPS may give you a knot or two extra in speed, but it took two of us to put it up and down, and, particularly when used as a spinnaker, demands attentiveness most of the time.

On the other hand a Code Zero is a spinnaker-weight sail on a light furler hoisted on the spinnaker halyard. It can be unfurled in light winds and furled again quickly when conditions threaten – without having to bother the other crewmember.

### 3. THE DIY WATERMAKER

We left home with a watermaker. It took up a huge amount of storage space on the yacht, had cost the previous owner a lot of money, but had only a modest output of water. With all the other expensive gear we were putting on the boat, spending

around another \$10,000 on a better watermaker was something we thought we could do without. It was months later when we discovered, courtesy of a roving sailor, that we could have, for a mere \$2000 or thereabouts, made our own watermaker with an output of 100 litres an hour. An added advantage of this was that this DIY watermaker did not have to be constructed in one unit, but its parts could be apportioned around the boat in convenient small locations.

### 4. THE SALTWATER TAP

What a boon this little beauty was when added to our boat. Best operated with a foot pump (carry a spare), it gives an unlimited supply of water to either swab the decks (eliminating the need to pull buckets up from the ocean), cook vegetables, rinse the plates or a wide range of other minor tasks where it doesn't matter if the water is salty or not. Don't leave home without one!

### 5. THE 'MED HOOK'

This natty little hook is named after the place where it was invented, the Mediterranean, but it is useful anywhere at all where you are likely to have your anchor tangled with another boat's. The first time our anchor became tangled with another it was a comedy of errors that amused everyone in the anchorage – if only we'd had a Med Hook! Two lines are attached to the hook, one for lowering it in the hook position, and another for tripping it so that it releases the chain it has been carrying. It is particularly handy in crowded anchorages where another boat has laid over your boat and then gone touring for a few days. When you want to leave, you simply slip the Med Hook down the other boat's chain, lift the chain while you retrieve your own anchor, and then use the trip line to release the chain. You'll never have to wake the crew of another boat again when you want to leave early in the morning!

So here I am all these years later, still swimming among and below the boats quietly at anchor, feeling the sun on my shoulders as I surface, sometimes chatting to other sailors drinking coffee in their cockpits as I meander past, but mostly musing. I have learned much since we cast off the dock lines of our previous life, but I know that no matter how many years I sail I shall continue to learn. And that is as it should be, and what keeps we cruising sailors interested. ⚓

**SITTING PRETTY**  
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1.

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2.



3.



4.



5.

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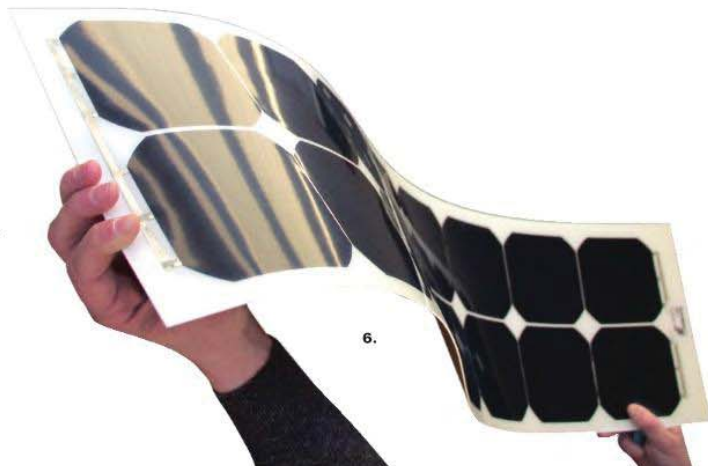
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# WAYPOINT WIZARDS

WITH TECHNOLOGY BECOMING CHEAPER AND TOP BRANDS BATTLING TO OUTDO EACH OTHER WITH EACH PRODUCT RELEASE, THERE'S NEVER BEEN A BETTER TIME TO UPGRADE YOUR BOAT'S NAVIGATION ELECTRONICS. KEVAN WOLFE TAKES A LOOK AT SOME OF THE BEST NEW CHART SMARTS ON THE MARKET.

As the top players in marine electronics Raymarine and Navico vie for market share, today's yachties, navigators and tacticians, even the itinerant cruising skipper, have never had it so good. The range of electronics specifically designed for offshore navigation is mind-boggling.

Time was crews competing in the classic Sydney to Hobart race turned right at Sydney Heads and launched themselves towards Bass Strait with nothing more than a bunch of paper charts, a couple of HB pencils, a set of dividers, a ruler and a compass – and of course the navigator's own mark one eyeball. It was dead reckoning all the way and it was a relief when the towers on the mountain behind St Helens came into view on the horizon. The nickname "navaguesser" fitted well.

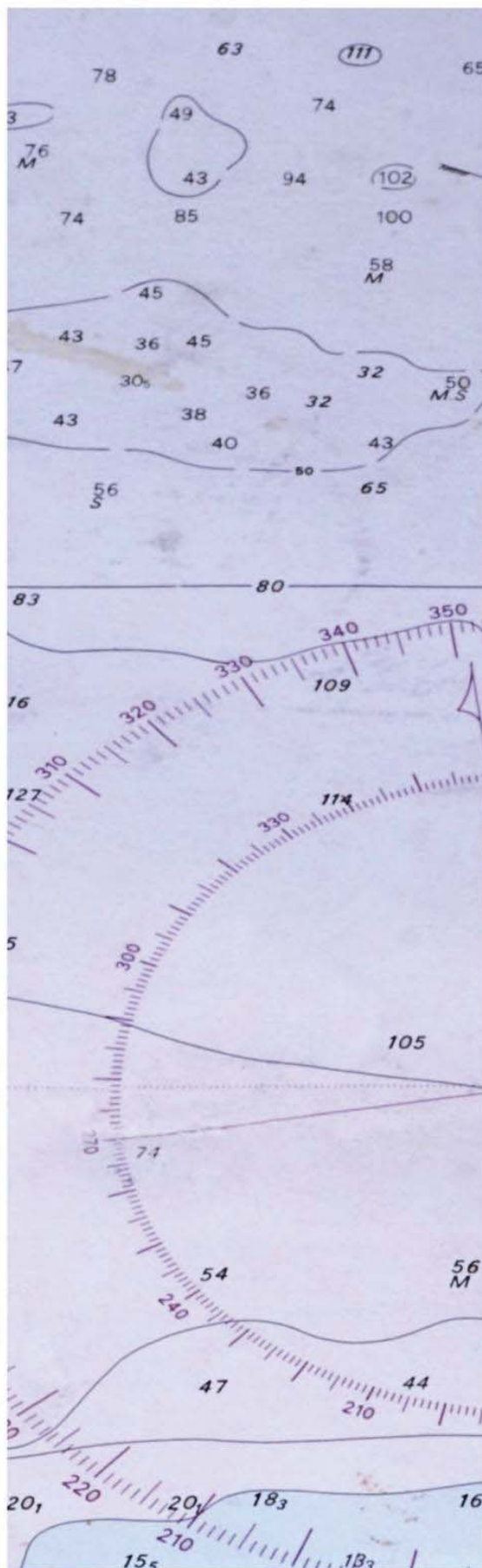
The more professional of the crews carried a navigator qualified in celestial navigation. But this meant he needed a sextant, a virtual library

of books including almanacs, sight reduction tables, star charts and the necessary hydrographic charts.

Using a sextant on the deck of a yacht bouncing around Bass Strait in a 40-knot southerly taxed the best of them and if they did get a clear view of the sky and managed to get an acceptable sight, it then took about 20 minutes to work it on a form just to get a position line.

Then came Satnav, the forerunner to GPS, and we thought it was Christmas. We were able to get a positive fix about every four hours depending on the position above the earth of the array of about half a dozen satellites. This also had an effect on the accuracy of the fix. There was one spot just south of Sydney where on a couple of occasions the Satnav gave us a fix with a lat and long that put us on the Princes Highway near Rockdale.

Of course GPS changed all that, but the system presented another problem. Many of the paper charts were out of whack, some had not been



updated since Mathew Flinders first plotted the coastline and skippers were finding reefs and rocks in places where they shouldn't have been.

Well, haven't times changed ... and so much for the better! We spoke with a few of the leading systems on the market for the lowdown on their latest electronics for recreational yachts – whether cruising or casual club racing.

**Brookes and Gatehouse**, or B&G as the company is better known, has been developing electronic yacht systems aimed at the professional and serious yacht racing fraternity for some 50 years. The original systems, when compared to today's capabilities, were pretty basic and consisted of large readouts of wind speed and angle, boat speed, depth and heading.

When Navico bought the British company about four or five years ago it heralded a new era in instruments for both racing and cruising yachties.

B&G now produce affordable systems for everyone from the trailer sailor to a 100-foot maxi yacht. The core component is the H3000 system, which is an evolution of the original race proven technology and allows an owner to start with the basics and build on it to suit their specific needs with one of the four B&G Hercules packages.

The H3000 suite links seamlessly to the new Zeus navigation system and comes complete with built-in high performance chart plotters and a comprehensive range of sailboat specific software using Deckman software. Deckman is a very sophisticated package which allows a navigator to optimise strategy and tactics while racing; it shows the best lay lines, displays multiple polar tables, keeps track of the weather and among other things will calculate a statistical comparison of the performance of one sail versus another.

While all this high-end navigational know-how may be too much for the average club racer or coastal cruiser to need, B&G have just launched a brand new package called Triton, which the company is very excited about for the cruising sailor and more casual club racing fraternity.

Triton has been kept under wraps for some time and offers a very capable, albeit less sophisticated, system at a competitive price. It includes the standard wind, speed, heading, log and depth gauges in a full colour LCD display.

Using technology from the "grand prix" systems, the new B&G instruments can be read with a

170-degree viewing angle, and being bonded to the face means annoying condensation is not a problem. Triton runs an industry standard NMEA2000 backbone with Micro-C connectors in a daisy chain and can be expanded with a full Zeus navigation system capability if required.

This new range of B&G's Triton instruments will be available in Australia in the first quarter of 2012.

**Simrad's** IS20 yacht instruments are designed for recreational sailing with digital or classic analogue displays. The IS20 system can be as simple or as sophisticated as an owner wants. It can be a basic system for a trailer sailor or, by using the NX40 or NX45 as the hub, a fully integrated system that can be connected with the single cable Simrad Intelligent Marine Network. The network simply plugs in displays and sensors together using the slimline Simnet cable.

The IS20 Graphic multifunction instrument swaps quickly between eight configured display pages that include speed, depth, wind and log graphs. While the IS20 Combi provides depth and speed data presented across four data pages. There are also four individual analogue instruments that display wind, wind tach, wind angle, compass and rudder angle available in the Simrad stable.

**Raymarine** also recently launched their brand new i70 instrument, focused specifically on the sailing market, at the Sydney International Boat Show this year. The new-look i70 has the graphic capabilities to show data views of wind, speed, depth, Tridata, fuel and navigation, as well as traditional analogue dials for engine and tank information on board. Technologically and design-wise, the i70 is a tremendous improvement for both cruising and the club racing yachts.

In a world first, Raymarine have concurrently launched their new e7 system, which provides networking on a seven-inch multi-function screen of up to six displays, plus accessories using Wi-Fi and Bluetooth. With the new e7 technology it is possible to have on-screen control of high-tech equipment such as their thermal imaging cameras, and also be able to stream live video from your instrument system direct to your iPad, iPhone (4 and above) in real time, making navigation charts, thermal video, radar and sonar information more accessible and portable than ever before. Simply put,



**BROOKES & GATEHOUSE**  
The new Triton range from B&G is pitched at cruising sailors and club racers. The units feature exceptional viewing angles and smarts adopted from the brand's grand prix racing products.



**SIMRAD**  
Simrad's IS20 LCDs (left and below) can be configured with digital or classic analogue displays. The WR20 controls the brand's full range of electronics.



**RAYMARINE**  
Raymarine's i70 screen (right) and p70 autopilot (below) are brand new units with user friendly layouts and crystal clear screens.



## Now you see it

Portable thermal night vision goggles and cameras have long been the province of the military and the cost has put them out of the reach of the average boater. Much of this military technology has been developed by Raymarine's parent company FLIR. The same technology is found in the Raymarine fixed mounted night vision system. Now this technology has been developed into a smaller, portable form to put it in reach of the general boating community with two handheld thermal cameras – the TH24 and TH32 series – now available at amazingly affordable prices. TH Series Thermal Cameras make pictures from heat, not light. The cameras see landmarks, bridge abutments and other vessels clearly in all light conditions from daylight to complete darkness. Thermal night vision improves the ability to see rocks, buoys, floating debris, and even helps to find people in the water, who may have fallen overboard. Raymarine TH Series Thermal Cameras provide go-anywhere thermal night vision for everyone on the water. For additional information on these new handheld thermal night vision cameras go to [www.raymarine.com](http://www.raymarine.com)



with built in Wi-Fi connectivity the Raymarine e7 screen display can be accessed from absolutely anywhere on-board your yacht via mobile devices.

Raymarine has also developed a new user interface called "Lighthouse", which brings familiar touch screen navigation and customisation options together. This results in a highly intuitive and logical system that is both visually appealing and easy to navigate. Users are able to customise their e7 through simple drag-and-drop movements and navigation charts can be configured

## RAYMARINE

If you are the type who likes to plan well in advance, Raymarine's e7 multifunction display is the unit for you. With built in Wi-Fi, you can use your iPad to pre-plan routes and waypoints from the comfort of home, then wirelessly send them to the unit when you arrive at the boat. Clever.



incredibly quickly and easily.

The e7 display offers clear and consistent colour and contrast levels, even with changes to the viewing angle – up to 160 degrees vertically and horizontally. The screen has been given a special Sport Optic coating specifically designed to combat the common 'blackout' problem experienced by yachters when viewing screens at an angle through polarised sunglasses.

Nexus products are well known in professional yacht racing circles, but in fact the brand, whose name means 'connection' in Latin, produces systems suitable a range of boats, from entry-level cruisers upwards. In July last year Nexus Australia was formed to distribute Nexus instruments in Australia.

Nexus Australia is a trading entity of Kiwi Yachting Consultants, a New Zealand-based company owned by Richard Macalister and his business partner, America's Cup skipper Dean Barker. The pair are also majority stakeholders in the parent company, Nexus Marine AB in Sweden, which also distributes the regarded Silva compasses.

Nexus instruments can be found on a number of high-profile racing classes including the Tour de France à la Voile Archambault M34 racing yacht, the newly modified TP52 *Georgia*, and the 62-metre superyacht *Vertigo* recently launched by Alloy Yachts yard in New Zealand.

Nexus manufactures three ranges of performance sailing instruments and an autopilot designed specifically for sailing boats. The NX range also features a wireless wind option. The NX2 and NXR use a high-speed server catering for larger cruising yachts through to the high-end racer.

There are four packages in the basic NX series, which starts with a

Sailors have never had it so good. The range of electronics specifically designed for offshore navigation is mind-boggling.



## NEXUS

The Nexus range features four packages in the NX series, including the NX2 analogue dials (below) and top-end NXR digital units (left and above) for serious racers.





simple pack that monitors the key navigational variables of wind, depth and speed. At the core of the system is the WSI connection box that is connected by cable to a Triducer to give real time data on boat speed, depth and water temperature. At the same time the WSI also receives, via a wireless radio link, wind speed and direction from the wireless wind transducer. The information is then processed and sent via a single cable to a Sea Data multi-function display, where the user can select the preferred combination of data readouts. It may be a starter pack, but it provides a heap of information including speed, distance run, depth, water temperature, start timer, deep and shallow water alarms, true wind speed, apparent wind speed and angle and true wind speed and angle. What more does the weekend racer need?

From there, yacht owners can opt up to the NX2 digital and analogue systems, and the top of the line Nexus NXR. The NXR is designed to work as the central nervous system on high-performance racing yachts. It's a versatile package that links to most tactical and charting programs on the

market and comes in separate digital and analogue instrument displays as well as digital and analogue combination displays.

The first truly 'wireless' electronics system **TackTick** was originally designed for dinghy and trailer sailor racing. It was innovative in that it used a wireless connection, which means that there was no need to drill holes or run cables through the boat. The display was simply mounted on the mast. TackTick is now owned by Raymarine and has since been upgraded from fairly basic instruments to a more capable array with a new racing and a cruising package.

The T210 Multi-function Wireless Maxi Display is a solar-powered mast display for racing yachts with a highly visible 50mm digital readout. There is no need to leave the helm to change the data on the screen as this can be done with a remote control. The data can be repeated and configured to display wind trends, speed, VMG, speed over the ground, course, VMG to marks, and performance graphing using the remote control, all from the helm.

The TackTick cruising package consists of a Multi-function display,

a Dual Multi-function display and a Multi-function Analogue display, all designed to be flexible and easy to install. According to TackTick it takes roughly an hour to install the wind and hull transmitters, and all the displays.

Also new for 2011 is the TO70 Race Master tactical compass with a wind shift indicator. It's a two-tier display that shows heading, how far above or below the mean course the boat is sailing and how much the boat has been headed or lifted. It also has the favoured end of the start line, shortest distance to the windward mark and giting angles for the best VMG downwind.

The huge selection of instruments now available for both racing and cruising yachts is mind-boggling. We have only touched on a selection of what is new to the market and available, from entry level to grand prix racer packages. It depends on how much capability you need, how much you want to spend and what type of sailing you plan to be doing, so it would pay to do your homework well before taking off and buying a new system so as to ensure you install the system that is best suited to your boat. ⚓

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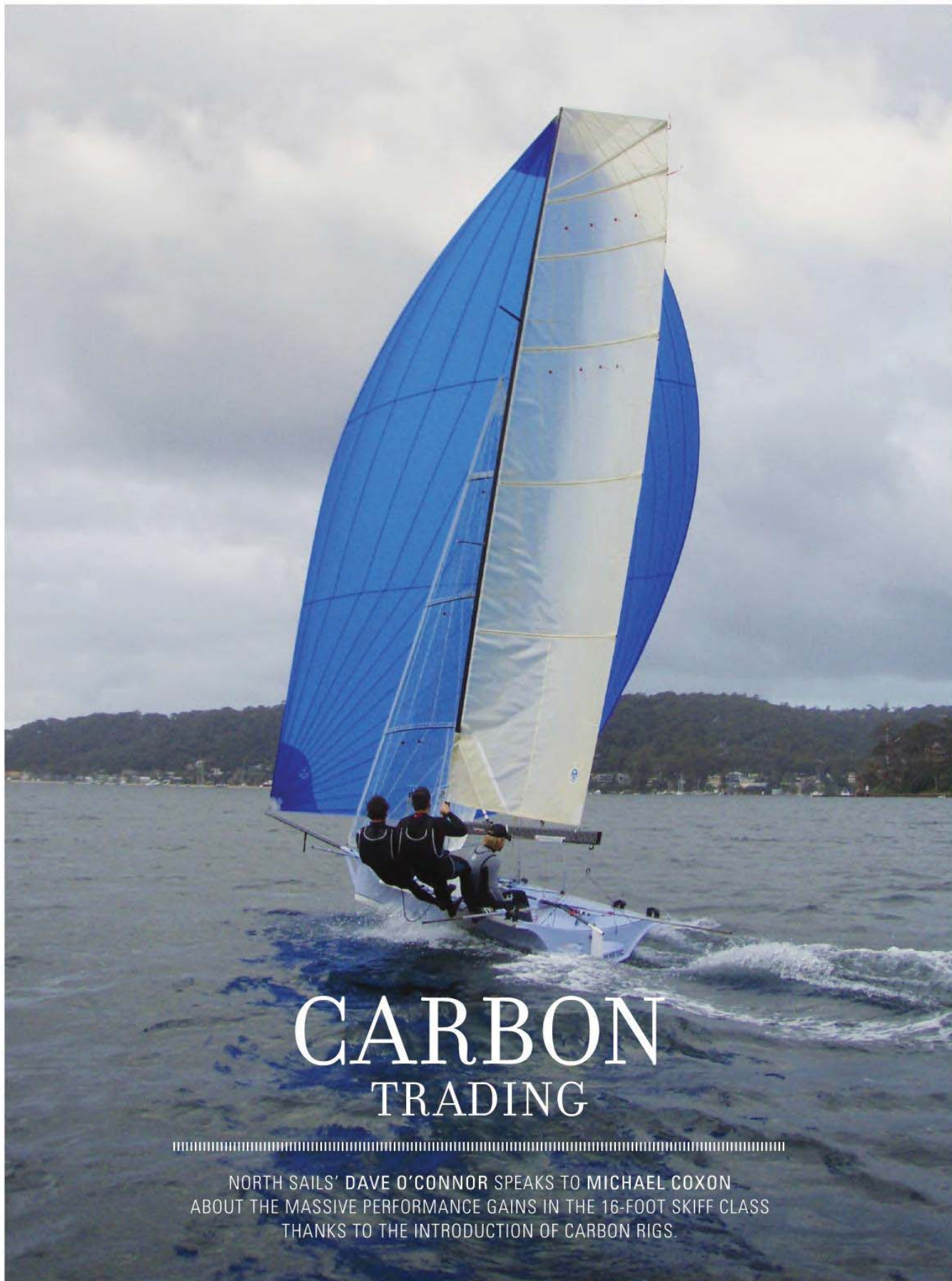
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# CARBON TRADING

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NORTH SAILS' DAVE O'CONNOR SPEAKS TO MICHAEL COXON  
ABOUT THE MASSIVE PERFORMANCE GAINS IN THE 16-FOOT SKIFF CLASS  
THANKS TO THE INTRODUCTION OF CARBON RIGS.

Over the past five months, as an initiative to become more involved with the 16-foot skiff class, which has recently approved the use of carbon rigs, North Sails Australia along with the Southern Spars design team have been developing and testing a new carbon rig and sail plan for the popular 16-foot skiff.

North Sails' interest in the class began about three years ago when North's Michael Coxon was approached by a crew from Lake Macquarie who had seen North Sails' success in the 18-foot skiff class. Over the past six years, Michael and North had revolutionised the rig and sail design in the class, with the big-headed mains coming out five minutes quicker than the previous conventional rigs, and have developed even further with fine tuning.

The 16-foot group wondered if the same technology could be taken and applied to the 16's. Michael looked into this three years ago, designing and testing a new rig and sail set up, but came to the conclusion after a lot of effort and testing that it couldn't work due to the class restrictions, which say the masts have to be aluminium or fibre glass – "not carbon". This meant that you couldn't build an aluminium mast that was stiff enough to make the concept work. In other words you made the mast as stiff as you could, but you couldn't put a big enough roach on it to make the sail become the active part.

"After spending a winter with many people putting a lot of effort and time into it, I concluded that it wouldn't be successful until the class went carbon. This development that we initially did helped prompt the class to the next level and, like most of the skiff classes, introduce carbon into the rigging," Michael says.

"So now that the class rules allow us to use carbon. It has enabled us to take the 18-foot skiff model and apply it to the 16's. However, there are a number of variables that I am aware have worked on both classes, and from the time we spent with our initial 16-foot skiff development stint, I learnt a lot about the boats and learnt that the jibs are very important in terms of shape. The 16s need to be sailed with a lot more twist than an 18 due to the 16 having a lot less righting moment. With an 18, you can make a stiff rig with a big-headed mainsail on it and the main will automatically be responsive because of the righting moment. However, with the 16, because the righting moment is so

much less you need to develop a mast, jib and main which drives off the jib more and can be twisted a lot more, so you can depower through twisting on both the main and the jib when sailing up pressure. As you go down pressure, you sheet back on to create the horsepower."

#### VIRTUAL REALITY

The time spent trying to develop the aluminium rig actually gave Michael a greater insight into the jib design and how the crews sail the boats, which now provides them with a great starting platform and knowledge base for this new development.

"So far with the new North Sails 16's development we have taken a conventional standard rig and put that into the North's virtual design program called 'Flow and Membrane', which allows us to create a virtual rig, boat and sail plan with the exact dimension," says Michael.

"This computer software is shared by both North Sails and Southern Spars as we have a common parent company and we are fortunate enough that our respective designers are able to share and work together through the Flow and Membrane program to come up with the exact design that is trying to be achieved."

Once the conventional rig had been virtually recreated the team then turned its ideas towards the stiffer, big-headed sail and rig combination with knowledge from the 18-footers, where the program guides the designer through the process. It takes all aspects into account, including the stretch characteristics of the wire on the rig in different conditions, and tells them how the mast will respond to the loads which effects the set up, twist and depth of the sails.

The team is able to play with the new virtual carbon rig design and test different stiffness of masts and size and balance of sails between bigger mains, smaller jibs, bigger head comparisons and based on their experience combined with the guidance of the Flow and Membrane design program, and have come up with a combination which North Sails and Southern Spars believe will work and perform.

"On the water so far we have had three test sails. The first session was to just test the new rig and ensure that the sails fitted before we commenced any two boat testing. Everything went very smoothly, with the main sail luff curve matching the mast perfectly. With this ticked off and the team happy with the initial setup we had reached a position

to do some two-boat testing.

For this we matched up the crew weights evenly and took a proven conventional rig and sail set up against the new carbon rig and sail set up in light to moderate conditions ranging from 6 to 12 knots. Initially the new rig was matching the conventional rig for speed but was higher and achieving a better VMG. By the end of the session, and after some rig and sail adjustments, the new rig was higher and faster with everyone giving it the tick of approval in the light to moderate conditions.

"The next test was to see how the new rig performed in up pressure, 12 to 18 knots. A nice southerly on Sydney's Pittwater allowed us to put the Southern Spars and North Sails set up to the test. Again we kept the weights the same and it responded very well. We were very happy with the stability of the sails and the mast, and how it went right through the range."

#### SECOND OPINION

I was on board to assess the rig and sail plan from the perspective of sailing the boat. Through the range, the boat was very automatic to trim, stable and easy to sail. One of my concerns was managing the power up pressure, however when we tested it out in the windy conditions we could effectively depower the boat enough through compressing the rig, increasing forestay tension and achieving the desired twist profile. The boats seem to like being sailed quite free so pulling up some centreboard as an early stage of depowering works well and helps promote the boat to start planning earlier upwind.

The other improvement is downwind performance. The stiff rigs proved to be a significant advantage in the 18s, making the boats much quicker downwind simply because they have less give, and with less give the energy gets transferred back through the sail. The spinnaker and the rig loads up more, and the boat goes faster; once it goes faster it unloads again.

North Sails and Southern Spars have now signed off on the 16-foot skiff rigs, and are confident they can produce a top performing product offering both a carbon #1 and #2 rig, 3DL #1 and #2 mainsail, radial constructed panelled jib and spinnaker. ⚓

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David O'Connor: [dave@au.northsails.com](mailto:dave@au.northsails.com)  
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**LIGHT FANTASTIC**  
Southern Spars and North Sails worked together to design a workable carbon rig and sail for 16-foot racing skiffs, seen here performing with the new set up.



# STARTER'S ORDERS

AUSTRALIAN SAILING TEAM 49ER COACH EMMETT LAZICH EXPLAINS HOW TO GET THE PERFECT START IN YOUR NEXT RACE.

In fleet racing, the start is the beginning of the first beat. It's obviously an important part of any race and the higher up you go in the competitive stakes, the more crucial it becomes to nail it. Plenty of people claim to 'win the start', but a good start is not a question of being first across the start line. Winning the start puts you into a suitable position to execute your first beat strategy. Below are some tips on how to deal with the pre-start, getting a good start, and dealing with the situation when things don't work out.

## BEFORE START SEQUENCE BEGINS

Preparing for consistently good starts is a combination of three factors:

### 1. DO YOUR HOMEWORK

Substantial homework begins before you launch your boat. That is learning the forecasts for wind and current. For wind forecasts you should strive to understand the driving forces and visual cues. A table of wind speeds and directions over time is very one-dimensional.

You should be doing more homework as soon as you are in visual

range of the racecourse, picking up every piece of information possible.

Most fundamental is the mean wind direction and strength. Then looking for the variation patterns and visual cues to predict changes during your start count down and while racing. You can be making these observations on your way to the start line's general vicinity. Do it while doing downwind if necessary.

Once the start line and course marks are laid you can begin to assess the racetrack in more detail. Begin thinking about your first beat. It helps to categorise an upwind as one or more of these five strategies:

**I. Course bias.** One side or a specific upwind path is obviously favoured. This can be due to effects of land or current. It might be a one-tack beat, or you must tack on a series of headlands or whatever. Obviously the initial path is crucial to know if you want to win the start.

**II. Lifted tack.** Emphasis on wind shifts. It doesn't matter which way you are going, as long as you are on the lifted tack as soon as possible after starting. The approximate timing of these shifts is important to know.

**III. Early pressure.** The wind speed is not at all uniform over the racecourse area. Shifts are pressure lifts more than anything else, so you need to position yourself in these gust patches or lanes as often as possible. These conditions commonly occur when the air is moving vertically due to effects of land upwind, low clouds or just general instability in the lower atmosphere. Again, you need a rough idea of the timing of these gusts.

**IV. Random.** Sometimes the combinations of shifts and gusts are so random, that all you care about is freedom to tack. This means either starting toward the starboard end, or else being highly adaptive and keeping options open to get clear air on port tack just after the start.

**V. VMG.** It does not matter which way you go, as long as you are up to full VMG (optimum speed and height) as soon as possible. I often call this a "clear and go" start. It's like a jail break with 50 prisoners, but only five will escape. You must be one of those five. In sailing the trick is to be away from other boats. It's a VMG start when none of the above strategies seem significant.

OK, so you have a general idea of the type of first beat strategy (or combination of strategies) that is likely to apply. You've sighted the top mark and other marks, and also made a rough strategy for the first downwind. But what's going on at the start line?

How long is the line? How many degrees line bias? How much space will there be in the "front row" given the size of your fleet? You must assess all these things and factor them into your start strategy. Often line bias is so huge that it overrides any other plan you had. So I like to think of line bias as the 6th general starting strategy. Always get your visual transits (sighting down the line from a position beyond each end) because every so often they save you from being late or OCS. You might also take note of "safety transits" and "lay transits" depending on your plan.

Substantial current will obviously make starting more complex. There are a few tricks regarding current direction and line versus wind orientation. But you'll get it right most of the time by working out the current velocity and simply considering how it will change your pre-start positioning and timing.

### 2. PREPARE THE BOAT

Your boat needs to be reliable and fast. Most of this work is done days,

**TOP GUNS**  
Nathan Outteridge and Iain Jensen, seen here racing in the 49er class in Weymouth, UK, are experts at grabbing an early lead.

weeks or months in advance. But in some classes, much still remains to be done on the water before the start sequence begins.

Reliability checking is usually as simple as quick visual inspection and also noting the function of everything on your boat from the minute you launch. Access to spare parts is often crucial to race and regatta outcomes.

Speed checks are more complex, particularly in classes with hypersensitive adjustments and controls. So, make no assumptions. Go for a test sail! It's not much use having a great strategy if you cannot execute it because you are too slow to maintain clear air to go that path up the beat.

It often pays big dividends to have a pre-race 'tuning partner'. This is another competitor who you team up with before the start to benchmark your speed against. During "line-ups" with your tuning partner, take note of everything speed related. Decide what settings and techniques will be required at various positions on the course, including differences on port versus starboard tack. In particular think about maximising your speed for the first 30 seconds of the race.

### 3. PREPARE YOUR BODY

This is fairly self-explanatory, but make sure you have the right clothing before you set out, eat what suits you and stay hydrated. Don't get too cold or hot. Sailing can be very physical, so be prepared to do some warm up sailing routines on the water, have a rest and stretch a little if necessary. Watch the time. Feel your heart rate, temperature and thirst.

Pre-start homework and preparation requires effort. You have to find the right balance of pre-start work and recovery time. Allow your body and mind to be at peak performance for the start. You need to be adaptive and not too regimented.

### GETTING A GOOD START

What is a 'good' start? Assuming you are racing the whole fleet, a good start is one that gives you the ability to execute your upwind strategy. Or if you have no firm strategy for the first beat, which is often reasonable, then a good start puts you in a commanding or equal position relative to your key opponent(s). Typically, this means you do your first tack when it suits you.

In most classes of sailing craft you certainly need exceptional boat handling skills and situational awareness. The tasks of positioning and accelerating will be extremely

difficult when headway is low, leeway is high, line space is scarce, and, your opponents are well trained and thus highly skilled.

Beware of over complication or having a visual and mental focus that is too narrow.

There is a simple cyclic thought pattern to apply during the count down sequence:

1. What is my latest plan, and how is it looking?
2. What can I see? Think wind, opposition, clock and line position.
3. What is my position and the relative position of my opponents?
4. What is my potential to accelerate?
5. Adapt and repeat!

Your goal for a start might also be different depending on your goal for the race or the regatta. You need to ask yourself before every start; how defensive or aggressive do I need to be? How much am I willing to risk for a 'great start' when a 'good start' might be all I need? Early in a regatta, a good start is one that allows you to be positioned in the top 20% of your fleet at the top mark. Later in the regatta, if for example there is more to gain and less to lose, then you might need to throw everything you have at fighting for the position you must be in just after the start. Or there might be a starting position that is typically high risk for the start circumstances, but no-one else takes it so you do, and without the risk. Your upwind boat speed potential can also determine your required level of risk. If you are confident in your pace, then you do not need to push the risky limits of positioning, handling and acceleration. Just get away from other boats and go! Or the opposite, when your upwind pace is suspect. Risk is not good or bad. You just need to know what mode you are in.

You rarely can predict your opponents or the wind. Everything is dynamic. Including your plan. You need to be highly adaptive!

### RECOVERING FROM A BAD START

So you've lost a clear path to execute your plan A, and you're thinking should I go for plan B or does plan A still have a chance? This is such a common situation.

The first thing you do is simple: keep the boat going at 100 per cent speed while you make any decisions. I've seen too many cases where people are so emotionally caught up arguing or weighing up the decision

that they forget to focus on sailing the boat forward at 100 per cent. Quickly assess your situation, keep communications clear and concise, and maintain maximum boat speed no matter what.

Be realistic and work out what a 'win' is in your present predicament. For guys racing 49ers in steady winds, on short courses, against high quality fleets made up of the top 25 in a world championship ... it's often impossible to recover from a bad start and win the race. A 'win' in this case might be to claim 20th across the line. In a qualifying fleet or club racing, you might be able to set more ambitious goals to leap or creep up through the fleet.

This is where risk comes back into play; your 'risk mode' will often determine the best decision. Do you go the opposite way from the fleet and try your luck? This can be a good plan when the winds are highly unpredictable or it's survival conditions, so more separation can play into your hands. But generally I advise people to do the preparation and grind out a race, rather than try to do anything in leaps and bounds.

When things go wrong on the start, you have to ask, how much confidence do you have in your original upwind strategy? There's always a temptation to tack to avoid bad air, but if for example the course is heavily biased on one side it might be best to take the bad air and follow the leading boats to the pressure or current. In this case, it can be more costly to tack away. But generally speaking, a bad start on starboard tack means you are considering a fast tack for clear air.

Very quickly you need to accept the worst then get on with improving upon that. You must know the capabilities of yourself and your boat, then determine what constitutes a decent recovery from this point on. The more experience and skilled you get, the better you'll be able to work on clawing your way back into the race, rather than taking a high risk gamble.

Regardless of a good start or a bad start, the process of sailing your boat fast doesn't change much. It's just that the racing environment is a lot easier at the front of the pack. It really pays to train at it and work on your starts. Being as adaptive and open minded as possible, with insanely good boat handling skills. The 49er for example is a boat that loves to go fast, but the start period between -10 and +5 seconds is where many races are determined, and ironically, that's when boat speed is at it's lowest! ⚓



The Australian Sailing Team is Australia's national representative team, featuring some of the leading Olympic class sailors in the world today. Only the best of the best become a part of the Australian Sailing Team and included in the current team are Olympic Gold medalists and World Champions with the team existing for one purpose - to win Olympic Gold medals with the next target being the London 2012 Olympic Games. The team is guided by the world's top sailing coaches with the next step for the Australian Sailing Team on the way to London 2012 the Perth 2011 ISAF Sailing World Championships this December. For more information on the Australian Sailing Team visit [www.australiansailingteam.com.au](http://www.australiansailingteam.com.au) and follow the team on Twitter at [www.twitter.com/AusSailingTeam](https://twitter.com/AusSailingTeam).

One of humanity's oldest dreams is to forecast the weather accurately. In early times the state of the sky was thought to be a reflection of the moods of the various sky gods, and storms were believed to be a punishment for the misdeeds of the society in question. For centuries weather forecasting was bound up inextricably with mythology, superstition and folklore, and only in the last 100 years have improvements in operational meteorology become firmly linked to advances in scientific understanding. For the modern meteorologist, mathematics has brought to bear on the weather forecasting problem.

computer models in a big way.

For those who wish to get into the nitty gritty of weather models, a variety of weather forecast models exist in the world today. These have been developed by various countries including the UK, USA, Japan, China, Canada and a number of others. In one case, a consortium of European countries pooled its resources to produce a combined model available to all participants. This is the ECMWF Prognosis (European Centre for Medium Range Weather Forecasting) which is generally recognised as the best numerical simulation of the atmosphere thus far.

As these various models have become more accurate and robust,

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# CLOUD CONTROL

THE BUREAU OF METEOROLOGY'S KENN BATT LOOKS AT THE EVOLUTION OF THE MODERN MATHEMATICAL WEATHER MODEL AND ITS GROWING AVAILABILITY TO THE AVERAGE SAILOR.

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## MAN VS MACHINE

Mathematical simulation of atmospheric motion was first determined to be a practical and valuable approach to weather forecasting in the 1960s and 70s, and since then the practice has been gaining ground in meteorological circles around the world. Today it is used as the principle tool for forecasting out to seven days.

Although not always acknowledged by mathematical modellers, the object of Numerical Weather Prediction (NWP) models is to assist in weather prediction. Despite the incredible advances in computer technology, to this day human forecasters still produce weather forecasts, often relying on model output for guidance in their forecasts. The forecaster has other tools at their disposal not available to the computer models, such as current analysed weather charts (analysed by him/herself), satellite images, weather radar images, experience, conceptual models of weather systems and local knowledge. We are, however, starting to see satellite observed data populating

they have been made available via the internet, sometimes for free or through paid subscriptions. One example is Predictwind, which was developed by prominent NZ yachtsman and meteorologist Jon Bilger. Predictwind is an example of an internet site that offers the USA's GFS and the Canadian Met Office's CMC models in a number of different formats for the user. The US GFS model has been freely available for a number of years now. This model has also been used to provide forecast GRIB winds to racing and cruising navigators in order to drive the various routing software packages. For example, the Expedition routing software, which has been developed by another kiwi, navigator and meteorologist Nick White, is very popular among the ocean yacht racing fraternity because it assists in course setting, and thus racing strategy.

## GRAPHIC IMAGES

Around the globe, there is an ever-growing demand for more detailed and more accurate forecasts. Yet despite enormous advances in the



**LOOKS LIKE RAIN**

Recent advances in weather modeling technology are playing into the hands of cruising sailors and racing yachts alike.

science of meteorology, most forecasts have remained text-based, requiring substantial manual input by human forecasters to prepare each forecast.

In Australia for example, the Bureau of Meteorology is addressing this demand by utilising the Next Generation Forecast and Warning System (NexGen FWS). This system is underpinned by a set of forecast weather element grids for time intervals out to seven days ahead, initialised from weather forecast models. These grids are then edited and quality controlled by human forecasters using a graphical editor. The Graphical Forecast Editor (GFE) being used in Australia was initially developed in the United States by the National Oceanic and Atmospheric Administration (NOAA), and implemented operationally in all US National Weather Service forecasting offices.

In 2005, the Bureau commenced a demonstration pilot project to modify, develop, and configure the GFE system to operate under Australian conditions. The pilot system was successfully launched for Victoria on 28 October 2008. GFE was made operational in New South Wales in September 2010 and Tasmania in June 2011. It's due to be implemented in South Australia in October 2011, with Queensland, Western Australia and the Northern Territory to follow during the 2012 to 2014 period.

Each weather element grid, for each time period, is stored in the Australian Digital Forecast Database at a resolution of three kilometres. From these grids, forecast maps of the different weather elements are generated for display in the Bureau's new Forecast Explorer web interface, with more traditional text forecasts also generated by specialised automated text generation software. These text forecasts can then be validated and edited by Bureau forecasters if required.

Philosophically, numerical weather prediction must represent one of the great triumphs of human achievement, combining as it does the physics of the atmosphere and oceans, mathematics, and the high technology of the supercomputer. It represents the flowering of some 2000 years of science in a mixture of abstract thought and practical methodology. It is one area where high technology is being applied every day to provide information on that one thing that affects us all - the weather. ⚡

[www.bom.gov.au](http://www.bom.gov.au)

**Timeline***Evolution of the weather model*

- 1593** Invention of the thermometer (Galileo)
- 1632** Trade winds resulted from the Earth's rotation (Bacon)
- 1643** Invention of the mercury barometer (Torricelli)
- 1686** Global wind belts explained (Halley)
- 1735** Understanding of the Trade winds improved (Hadley)
- 1756** Trade winds better explained (Kant)
- 1783** First meteorological measurements from a balloon (Cesar)
- 1788** First instrumented weather observations taken in Australia (Dawes)
- 1805** Beaufort Scale first appeared (Beaufort)
- 1805** Classification of clouds (Howard)
- 1816** Weather maps first appeared (Brandes)
- 1828** Equatorial Trough (Doldrums) explained (von Humboldt)
- 1837** Invention of the telegraph (Morse)
- 1841** Apparent turning due to Earth's rotation- Coriolis "force" (Coriolis)
- 1844** Invention of the aneroid barometer (Vidie)
- 1848 - 1860** First wind charts for the oceans (Maury)
- 1852** UK Met Office established
- 1856** Relationship between pressure and winds (Buys Ballot)
- 1856** Global wind circulation (Ferrel)
- 1859** First intensive study of the Australian climate (Jevons)
- 1861** First storm warning system for shipping established in UK (Fitzroy)
- 1870's** Birth of synoptic meteorology (Koppen)
- 1876** First world wind charts (Coffin)
- 1877** First weather map to appear in an Aus newspaper (Russell)
- 1878** Idea of the cold front first conceived (Ley)
- 1884** First long range forecast of the monsoons (Blanford)
- 1901** First long distance wireless transmissions (Marconi/Tesla)
- 1908** Australian Bureau of Meteorology (BoM) established
- 1921** Polar front theory of weather (Bjerknes)
- 1922** First attempt at Numerical Weather Forecasting (Richardson)
- 1949** First successful numerical forecast (Charney)
- 1950** Laboratory model of the global circulations (Fultz)
- 1955** Numerical Weather Prediction became operational as electronic computers came onto the scene.
- 1960** First weather satellite launched. (USA)
- 1968** First computer appeared in the Australian Bureau of Meteorology
- 1969** First operational numerical analysis performed in Australia
- 1976** First numerical weather forecasts produced for the Southern Hemisphere
- 1977** First Japanese geostationary meteorological satellite launched

Sailing the Queensland race weeks of Airlie Beach and Hamilton Island has long been an enthusiastically supported event on the calendars of hundreds of yacht owners and their fun loving crews. There is no mistaking the magic of racing through the azure, coral waters of Queensland's Whitsunday passage, rounding rocky offshore islands dotted with green firs and palm trees as your course marks. Such weeks, spent racing on the water by day and socialising ashore by night, mark one of the great annual pilgrimages of many a yachtsman who loves competition as much as the camaraderie.

To get up there for most participating yachts requires a great commitment in resources, time away from home and logistics, most notably by the yacht owner of course. So, a yacht that can double as a truly comfortable offshore passage-maker for the long ocean delivery cruise, and still be a fast and competitive race boat when the race fleet crowds the pin end and the gun fires, is the quintessential definition of the modern day cruiser-racer. Sailing aboard Dufour's new 40 E in the Whitsundays was just such an experience, and we can safely attest that rarely can such a supremely comfortable family cruising boat perform such an effective double act as one of the most truly competitive racing yachts in its class.

#### PURPOSE BUILT

This mid-size cruiser-racer hails from the French yard of Dufour, located in the historic port of La Rochelle. *Vitesse*, the 40 E we were aboard that perfect Queensland day, is hull #2 of this new model to Australia. It is a sleek and slippery looking design that from the first glance presents a profile appearing similar to what we have come to expect from the various performance-orientated models coming out of the big French yards of recent years.

The new 40 E, while familiar to those who may know its more cruising focused stable-mate the Dufour 405 Grand Large, presents a lower, longer, more purposefully performance profile. With this racing-orientated design, the coach house and topsides of the 40 E are much lower, the rig and sail plan taller and the performance-racing keel deeper. The hull, while of similar length, is narrower and lighter with a much finer entry, while retaining a beamy transom for downwind speed





TERI DODDS



## Passage-making with panache

BRIGHT AND BREEZY SAILING CONDITIONS DURING THE RECENT WHITSUNDAYS RACE WEEKS PUT DUFOUR'S SLEEK, STYLISH, FRENCH-BUILT 40 FOOTER TO THE TEST. AND SO DID WE, WHILE REVELING IN THE CLOSE RACING AND NATURAL BEAUTY AROUND THE ISLAND COURSES. **ANTHONY TWIBILL** CAME AWAY IMPRESSED THAT SUCH A COMFORTABLE YACHT COULD ALSO BE SO FAST.

and a roomy cockpit. Slim coach house windows and double-letterbox styled hull windows also provide a distinctly 'Dufour' appearance, so as not to be confused with its other French cousins.

When you take a closer look aboard the 40 E, you notice that the set-up of the boat is quite different to many other 40-foot euro cruisers in its class. As the primary focus of this Dufour model is defined as 'fast passage-making' rather than family cruising or racing, the cockpit is therefore set up for short-handed offshore sailing with all lines leading back to winches and jammers directly ahead of twin helm wheels. The black leather trimmed wheels are set on pedestals located further aft than the norm for a boat of this size, maximising cockpit space ahead. A full width traveler and German mainsheet system is close at hand



for the skipper and crew, as are the primary winches and sheets. This is an ideal set up for a cruising couple, but I imagine it could tend to get a little tight while racing if there's more than three in the cockpit at once, as all controls are so closely grouped.

Only when the start gun fired and we began sailing the 40 E in the punchy 20 to 30 knot breeze that nature dished up to yachties throughout race week this year, did we notice why Dufour yachts have been so highly regarded for their pure sailing qualities. While the yacht sports a similar profile to others in its class, the 40 E does sail a little differently, displaying a helm with a great balanced feel and a certain finesse in its steady progress through the water and precision in its pointing and sailing performance underway; a Dufour characteristic over the 55 years since French engineer Michel Dufour first opened the yard.

The 40 E is a yacht that gets up and goes, quickly accelerating its

**FAST IN ANY LANGUAGE**  
Up or downwind, the 40E lived up to the name on its transom, *Vitesse*: French for 'fast'.

relatively light 7,950 kg and tracking true in a groove with more than enough elbow room to keep her sailing fast, while seeing 7.5 knots to 8.5 knots of upwind boat speed in the 20+ knots of breeze of the day. Downwind runs under symmetrical spinnaker in the conditions saw the yacht easily surfing along at 10 to 11 knots, so for a 40 foot luxury 'cruising boat' the 40 E really delivers exciting sailing performance. Thoughtful touches I liked included teak safety grab handles on the flat coach house roof (which also incorporates teak deck panels as do the cockpit bench seats); the multitude of Spinlock jammers on the coachhouse roof with the halyard winches; the German mainsheet system and the convenience of all controls to the dual helm wheels. My one gripe is that the single adjustable backstay is too close to the helm positions, making it a minor obstruction when tacking.

**CRUISING COMFORT**

Although this Dufour 'Performance' model is designed primarily for speed under sail, the 40 E is very comfortable below decks, with either three double cabins of stylishly appointed accommodation (or you can opt for just two cabins with an optional cavernous locker aft, as seen aboard *Vitesse*). It is spacious and very comfortable in the saloon, with gloss timber finishes, sumptuous furnishings and all features well up to the high European standard of a luxury cruising yacht above 40 feet or so.

But performance is certainly the strong suit of the 40 E and indeed all of the more sporting focused models of the Dufour line feature large sail

plans (94 sqm in the case of the 40 E for main and genoa alone, excluding spinnaker), fully adjustable back stay, flat deck furler system, adjustable genoa cars, German mainsheet systems, and all of Dufour's performance yachts are specified with performance North Sails (Kevlar in the case of *Vitesse*).

Some of the really 'go fast' features of *Vitesse*, being a Performance version of the 40 E, include a deep keel draft of 2.1 metres (an optional 1.75 m shoal keel is available), suspending a torpedo lead bulb of 2,386 kg, a rudder blade hydro-dynamically designed for laminar flow to minimise drag, and a tall racing rig (of aluminium) with double swept-back spreaders supporting 94 sqm of upwind sail area (compared to the standard 88 sqm of the 40 E).

The target that was set by Dufour for naval architect Umberto Felci and the Dufour Yachts design office was to come up with something better than the popular Dufour 40, which preceded this new and speedy 'E' model. When you pause to consider it you can only conclude that it is a very well thought-out balance: a deck layout optimised for cruising / racing, suitable for sailing with a full or reduced crew and passage-making out on the open sea or racing around buoys, all blended with all-round refinement and quality accommodation below decks.

Dufour Yachts have certainly come up with a 40-footer that appears to be the best of both worlds – performance racing and cruising comfort, all packaged superbly in those sleek and stylish French lines. ⚓ [www.dufour.com.au](http://www.dufour.com.au)



**LAYOUT OPTIONS**  
 Top: 2 cabin / 1 head  
 Middle: 3 cabin / 1 head  
 Bottom: 3 cabin / 2 head



SPECIFICATIONS	Dufour 40 E
DESIGNERS	Umberto Felci / Patrick Roseo
LOA	12.35 m
HULL LENGTH	11.99 m
LWL	10.76
BEAM	3.89 m
DISPLACEMENT	7,950 kg
DRAFT (DEEP KEEL)	2.10 m
BALLAST (DEEP KEEL) WEIGHT	2,386 kg
FUEL CAPACITY	220 L
FRESH WATER	360 L
ENGINE	Volvo Saildrive 40 hp (29kW)
TOTAL SAIL AREA	93 sqm (980 sq ft)
MAIN SAIL	48 sqm (514 sq ft)
GENOA	45 sqm (466 sq ft)
HULL	Hand Laminated GRP hull, vacuum bagged PVC foam core sandwich shell plating.
PRICE	From AUD\$288,400 for 2 cabin/1 head layout and standard rig without electronics or sails-



# The real Riviera

IT'S THE WORLD'S ORIGINAL SAILING RESORT, BUT IN MORE RECENT YEARS THE FRENCH RIVIERA HAS GAINED A REPUTATION AS TOO CROWDED AND TOO EXPENSIVE. ON HIS FIRST SAILING TRIP TO THE REGION, TREVOR JOYCE FOUND THE STEREOTYPES DON'T STACK UP.



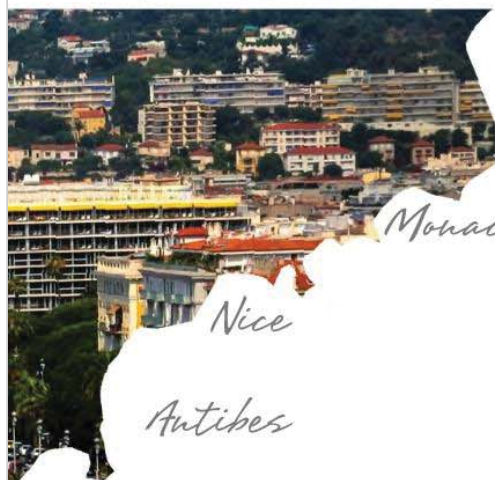
**SO FRENCH,  
SO CHIC**  
The beautiful town of Cassis in the French Riviera photographed during a clear morning.



**T**he French Riviera is reputedly the *creme de la creme* of all Mediterranean cruising grounds, and in July 2012, our sailing charter company Mariner Boating Holidays will conduct our first-ever yacht rally along the coast Toulon to Monaco. So to make sure it lived up to the reputation, my wife Maggie and I recently took on a *reconnoitres* trip along this fabled coast in preparation for the rally.

The big surprise for me was the cost – my preconceived notions about cricket score prices for everything in this part of the world quickly went out the window. The Amalfi Coast in Italy is certainly more expensive, as is soaring Sydney, Australia. Of course if you are determined to empty your pockets you can easily part with extra money; we went to famous Club 55 on Tahiti Beach near Saint Tropez but even there the bill for four people, with wine, was only \$AU472; and Giorgio Armani was at the next table.

The marinas are actually cheaper than in Italy and of course yachts



charter at the same price, so there is no premium payable for the transport, accommodation and sun deck. While in Saint Tropez, we spent a Sunday morning at a fabulous market where anything and everything was on sale at a price subject to agreement between seller and buyer.

Off the coast just south of Hyeres is Ile de Porquerolles one of three islands beautifully preserved in its natural state by rigorous conservation. Purchased in 1820 as a wedding present for his wife by Francois



Cannes

**FRENCH CONNECTION**  
 Left: Nice has the glamour and the crowds, but you can still find quiet anchorages on the French Riviera.  
 Right: A good tan is one souvenir you're guaranteed to come home with.



Fournier, the island is now owned predominately by the state and is part of a national park and nature conservatory. Dazzling white sandy beaches, electric blue sea and forested shores typify this stunning dot in the ocean. The population of 200 live largely in the island port of the same name, where the rally fleet will make a stop after the first leg from Port pin Rolland. The south coast is lined with cliffs while the north is famous for beaches such as Notre Dame, La Courtade and Plage d'Argent.

MAGGIE JOYCE



*Here's something that's sure to float your boat*

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**HIDDEN GEMS**

Many people we spoke to claim Villefranche as the jewel in the Riviera crown. To me there are many jewels in that crown but the more we scratched the more we realised that we had never heard of most of them, and I'm sure that will further be the case when we slow down and sail the coast through to Monaco rather than skip along at speed with SNCF. Once again it's the food, wine, atmosphere, history and the hospitality of the locals that is memorable and clearly the Cote d'Azur is not the place to go if it's a reduction in the waistline that you aspire to.

Technically, Monaco is not France; it is a sovereign city-state with an area of just 1.98 km<sup>2</sup> and a population boasting the highest per capita income in the world of \$US151,630. The Grimaldi family has ruled Monaco since 1297. It's all a pretty tight squeeze for 36,000 people and when the Formula One grand prix comes to town it's even more so. Any and every vantage point with an actual view of the race track is controlled by the organisers but friends of ours



were able to lunch in a café where they could hear and smell the race live and watch the action on television.

While you're there you have to be seen at the Hotel du Paris, where room rates start at 1,530 Euros, or the Casino Buddha Bar where if you could take your own hip flask you would because a drink at the bar will seriously impact upon your balance of payments. It's a once in a lifetime experience though and not to be missed.

Of course the big names will be included in the rally route: Saint Tropez, Cannes, Nice and Antibes, but travelling on the sea will enable a shift in focus to the lesser known but equal attractions. This shift will not, however, detract from two weeks of total indulgence in French culture, style, cuisine and wine, with a little history thrown in for good measure, and of course some sailing as well. ⚓

*The French Riviera Yacht Rally will sail from June 29 to 15 July 2012. Details from Mariner Boating Holidays on 99661244 or from outside Sydney 1300 131 724. The brochure is on the website [www.marinerboating.com.au](http://www.marinerboating.com.au)*

# BEACON REGISTRATION WHY IT MATTERS



Your 406 MHz distress beacon registration details provide essential information for rescuers in an emergency.

Not only will rescuers know where you are, they will know who you are and who to contact for more information which may assist in the rescue effort.

This information is critical, especially if your beacon is not GPS equipped, your location can be determined much faster when your beacon is registered.



Registration of 406 MHz distress beacons is mandatory.

You can register and update your information online with the Australian Maritime Safety Authority.

[www.amsa.gov.au/beacons](http://www.amsa.gov.au/beacons)  
1800 406 406



Australian Government  
Australian Maritime Safety Authority



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### 1. NAUTICA CHINO

Using only the finest wrinkle-resistant cotton, Nautica's Spring/Summer colours for trousers include fresh shades of beige and buff, bringing modernity and stylish refinement to a summer wardrobe. RRP: \$99.95

[www.nautica.com](http://www.nautica.com)

### 2. MUSTO CHECK SHIRT

For the yachting enthusiast who's out to make a statement, this bold check shirt will do the job. A zigzag stitch is located on the inside of the collarstand, and for added flair there is an embroidered boat to left chest. Contrast patterned fabric is stitched inside both the collar and cuffs. Available in summer red and navy. Sizes S to XXL. RRP: \$159

[www.musto.com.au](http://www.musto.com.au)

### 3. NAUTICA MINERAL WASH TEE

Gone are the days when the humble basic Tee was considered bland or boring. Nautica's mineral wash t-shirts have taken basics to a new level. Featuring a simple flag print, this one will have you emulating effortless style. RRP: \$49.95

[www.nautica.com](http://www.nautica.com)

### 4. BEN SHERMAN EC1 CHINOS

Your bright future of as a pro racer can now be even brighter with these Ben Sherman chinos. The impeccably designed and seriously wearable chino collection ranges in colour from green, to blue, to orange. RRP: \$149.95

[www.bensherman.com.au](http://www.bensherman.com.au)

### 5. HENRI LLOYD SURF MOLLY TOTE

Whether you're on holiday at Hamilton Island, yachting with your friends, or just sipping mimosas on the beach with the girls, the nautical tote bag is an essential staple in your Spring/Summer 2011 wardrobe. RRP: \$149

[www.henrilloyd.com](http://www.henrilloyd.com)

### 6. AUTHENTICS NAVIGATOR VENETIAN SHOES

Genuine hand-sewn construction ensures durable comfort with these tan shoes. Additionally, a full-length cushion is used as a footbed, enhancing breathability whilst still looking smart. RRP: \$179.95

[www.authentic.com.au](http://www.authentic.com.au)



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#### 7. LACOSTE ESPELETTE SHOES

Not just a Summer shoe, the loafer also kicks on into Autumn as the perfect yacht-to-street footwear option for all-year versatility. RRP: \$109.95

[www.lacoste.com.au](http://www.lacoste.com.au)

#### 8. STRAW FEDORA HAT

Stay sun-smart with this trendy fedora by Campaign Homme. With the SPF protection provided, you can be sure fashion and function go hand-in-hand with this timeless hat. RRP: \$69

[www.campaignhomme.com](http://www.campaignhomme.com)

#### 9. HENRI LLOYD FRENCH NAVY PEARL SWIMSUIT

Chic and sophisticated, this fashionable swimsuit has a keyhole and halter-neck feature. Diagonal nautical stripes contribute to a flattering fit for all shapes and sizes. Make a splash! RRP: \$159

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#### 10. MUSTO COTTON CLASSIC SHORTS (WOMEN'S)

These comfortable summer shorts are available in soft baby bedford cord or nautical mini stripes. Jetted front pockets and front pleats make the short versatile for both off and on shore. Available in white and navy stripe. Sizes 8-16. RRP: \$129

[www.musto.com.au](http://www.musto.com.au)

#### 11. HUGO BOSS CREST JACKET

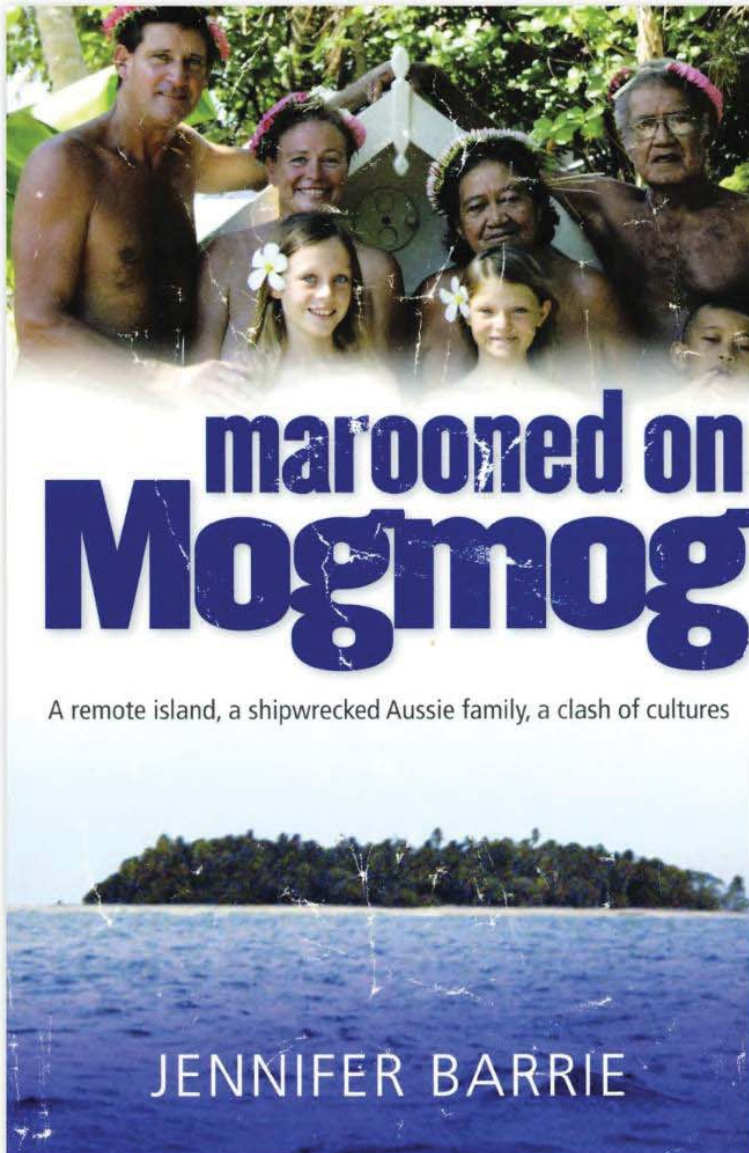
The Boss Black 'The Crest' jacket is a white cotton blazer featuring a special brand badge on chest pocket, cotton navy tape and vintage buttons. RRP: \$999

[www.hugoboss.com](http://www.hugoboss.com)

#### 12. HUGO BOSS CADDIO SHOE

The Boss Black 'Caddio' white leather lace up shoe features a leather-rubber sole. It is calf leather lined, with contrast navy sole and laces. RRP: \$449

[www.hugoboss.com](http://www.hugoboss.com)



THEIR DESERT ISLAND HAS ALL MOD CONS AND THEY AREN'T EXACTLY STRANDED, BUT THIS TALE OF A FAMILY'S FIVE-MONTH SPELL ON A TROPICAL ATOLL PACKS PLENTY OF SALTY APPEAL.

#### **Marooned on Mogmog**

Author: Jennifer Barrie

Price: \$27.99

The old PR axiom 'there's no such thing as bad publicity' never rang truer than in the world of book publishing. Once a book is being talked about, it doesn't matter whether it's being critically panned or hailed as best thing since Harry Potter's private diaries went public on Wikileaks – it will fly off the shelves as people fall

over each other to find out what the fuss is about.

This could well be the case with *Marooned on Mogmog*, a "true story of a modern-day Swiss Family Robinson" whose cruising catamaran foundered on a remote South Pacific atoll in 2010, leaving them stranded there for five months living on turtle meat, providing fine dining for the mozzies and getting involved in all sorts of culture-clash shenanigans with the locals as they work to repair their boat and return to civilisation.

So far, so standard desert-island-shipwreck-yarn fare, and I don't think it's going to ruin the ending for too many readers to report that the Barrie family – Andrew, Jennifer and their children Diana and Shannon, aged 11 and nine – all get off Mogmog alive and return to their home in Perth with nice sun tans and some darn good material for Show & Tell.

Adding to *Marooned on Mogmog's* enigma, though, is the light dusting of controversy surrounding the veracity of the Barrie's account and the circumstances in which they ended up playing Robinson Crusoe on a remote Micronesian atoll.

For starters, the Barries' 42-foot catamaran, *Windrider*, was not insured when it was swept onto Mogmog and wrecked in a storm. Jennifer takes pains to explain why they lacked insurance in the book's prologue, but it still seems incredible that a family would embark on a major ocean cruise in an uninsured yacht.

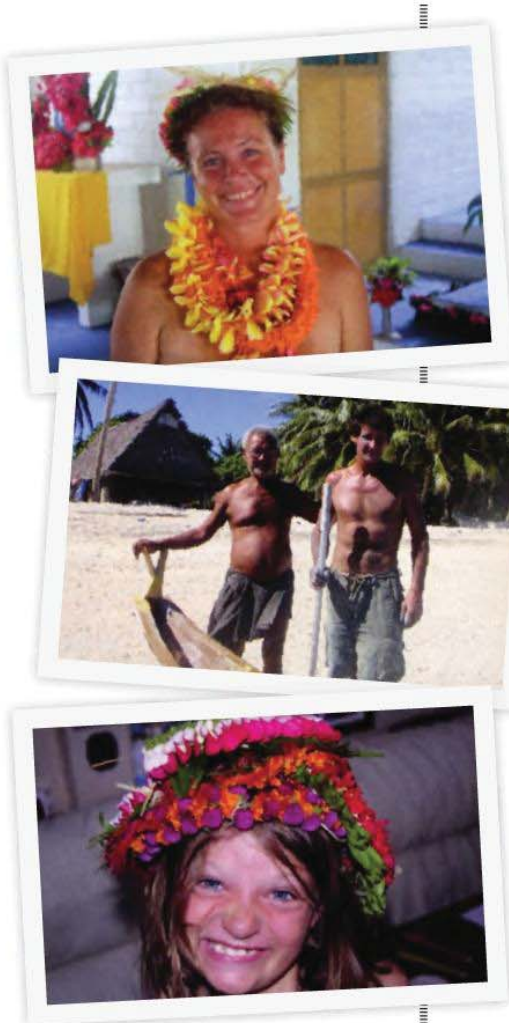
Then there's the question of exactly how 'marooned' the Barries were. Mogmog is serviced by ships that regularly drop off essential supplies to the island, and the Barries could have hitched a lift home at any time – yet they chose to stay in order to repair their (uninsured) yacht and experience a bit of desert island living in the meantime.

And while life on Mogmog is basic by any means, the Barries were not scrabbling around digging for witchety grubs. There is water, electricity, basic medical supplies – even TV. In one description of a package of goodies arriving from the mainland, Jennifer Barrie lists:

"... a pair of polaroid sunnies; Andrew's prescription glasses; books; five family blocks of Cadbury chocolate; canned vegies and fruits" and "over 100 DVDs of movies and our favourite TV series to watch on the computer..."

Hardly *Lord of the Flies*, but this shouldn't detract from what is essentially a cracking good read. Jennifer writes with gusto and no-nonsense humour (and f-bombs aplenty) particularly during her long, agonising description of *Windrider's* undoing – in a chapter simply titled 'Weather' – that culminates with the boat's spectacular denouement on a rusty jetty as the Barries, having abandoned ship in the nick of time, watch helplessly from the shore:

"Sticking out into the water were the remains of two jetties built by US soldiers during World War II. Time had reduced them to metal shards

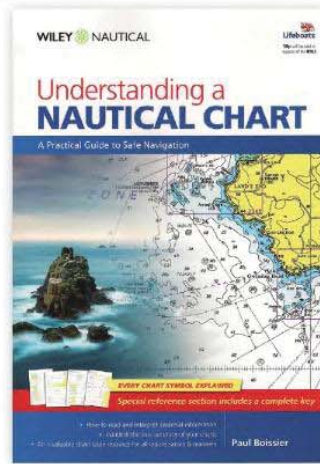


pointing skywards... Before my eyes, *Winnie* was can-opened right down the starboard hull in great jagged holes. Very disappointing. She finally came to rest on the beach, with surf pounding her and, instantly, about a hundred Mogmog men started climbing all over her."

From that point forward, the Barries walk a delicate tightrope as they struggle to protect their boat and belongings from feckless locals on whose help and hospitality they so desperately depend. On this level, Jennifer's memoir is an insight into what happens when cultures and economic priorities clash in a confined space. It just seems a little too convenient that they had a camcorder handy to record it all, and the family's 'ordeal' was subsequently broadcast in a special Channel 7 show.

Marooned? Not really. But take it all with a good pinch of salt (and there's plenty at hand) and Mogmog is about as good a sailor's yarn as you can get. ⚓

**ISLAND LIFE**  
From the top:  
Author Jennifer Barrie in traditional Mogmog finery; Andrew Barrie with islander friend Juanito; Daughter Shannon, aged 11, keeps in step with local fashions.

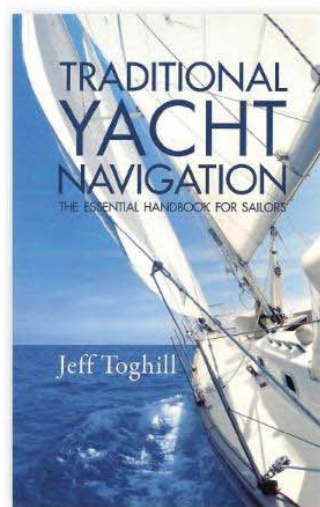


**Understanding a Nautical Chart**

Author: Boissier

Price: \$34.95

Making the best use of navigational charts requires an understanding of their many symbols and abbreviations, as well as an awareness of the limits of accuracy in positions and soundings. This book not only helps you to read a chart, it allows you to understand the information and use it to navigate safely. Learning the abbreviations and symbols is critical to anybody using a chart and before you can use one, you must know them or at have easy access to the definitions, all of which are included in a full copy of the key to UKHO charts.

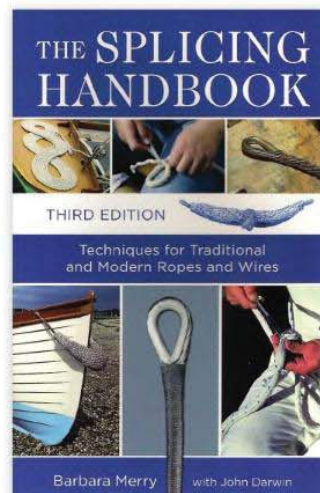


**Traditional Yacht Navigation**

Author: Toghill

Price: \$29.95

This combines two of Jeff Toghill's most popular books – *Coastal Navigation* and *Celestial Navigation* – into an essential handbook about small-boat navigation. Electronic systems can be unreliable, so a skilled navigator also needs to be familiar with traditional navigation tools of compass and sextant. The book deals with electronic navigation, but covers the basic aspects of the traditional systems in depth. The complex subject of celestial navigation is made simple enough for even the most non-mathematical sailor, with details on plotting position by sun, planets and stars; checking the compass by using heavenly objects; taking radio time signals and adjusting the sextant for day-to-day corrections.



**Splicing Handbook 3rd Edition**

Author: Merry & Darwin

Price: \$24.95

Devoted entirely to splicing today's ropes, the Splicing Handbook includes step-by-step illustrations and explanations to cover every kind of splicing project you are likely to encounter, from traditional braids to modern cordage such as Spectra, mainstream Dacron and Nylon ropes, and wire and rope-to-wire splices. It also shows how to make a broad range of useful onboard projects, and several that will find uses around the home including dog collars, netting, rope railings, and lanyards.

[www.boatbooks-aust.com.au](http://www.boatbooks-aust.com.au)

Two things conspired to cause me to muse about blood this month. "What a funny mind he must have, to be thinking about blood", you might say. But a little bloodshed is a part of sailing.

First, when I married She Who Must Be Obeyed, I gave up all rights and interest in the kitchen and/or galley. After all, she'd owned French restaurants and she loves to cook. Why should I, someone who can char a TV dinner, stand in her way?

So it was with some bemusement and surprise that I discovered that they still make metal cans that have to be opened with old-fashioned can openers. I thought all that had gone out with Teflon, plastic and those peculiar pop-tops.

"Holy crap," she said, or something similar, holding up a thumb that seemed to be a small blood fountain. For a moment, I thought it was actually one of those kid's jokes. You remember, the fake rubber finger that you fill with tomato sauce and then pretend to slice with a knife?

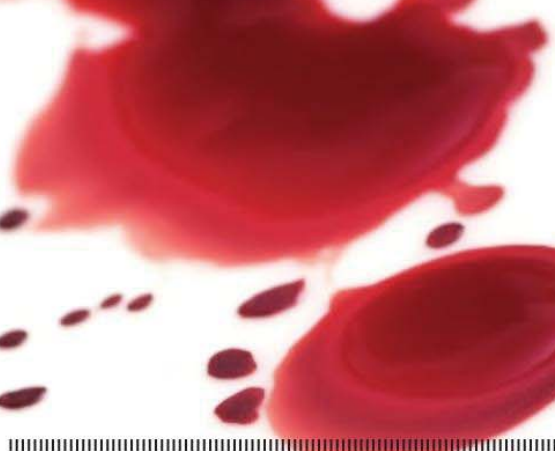
But, no, this was the real thing. Thumb had gotten too close to the razor edge of a metal can lid and, voila!, a deep slice.

Dr. Caswell to the rescue. Blood, of course, is a guy thing. Skinned knees and elbows are part and parcel of male childhood, Band-Aids become second nature, and scabs, well, let's not go there. Being a typical guy who has fooled around with boats, cars and tools, the colour red may not be my favorite, but it's always been in fashion.

So it was with great calm that I examined the wound and determined that, while deep, it was neither fatal nor even particularly interesting in a guy-way. I had her hold it under cold water in the sink while I went in the bathroom and rummaged through the three first-aid kits that are leftovers from various boats.

The reason I have three first-aid kits is because I'm simply too lazy to combine them into one, and because they are a simple filing system when looking for something. The small kit is from the daysailer I had, and it's just the basics: Band-Aids and aspirin. At the other end of the scale, the big survival kit is something Hillary might have humped to the top of Everest. It's from my 40-foot ocean racer, and there's medical gear in it I wouldn't know how to use, from tooth repair goop to scalpel and forceps.

What I needed from this first-aid



## BLOODY MINDED

SAILING'S NOT A BLOOD SPORT, BUT EVERY SAILOR SPILLS SOME CLARET ONCE IN A WHILE. CHRIS CASWELL DONS THE DOCTOR'S COAT AND PULLS OUT THE DUCT TAPE FOR A BAND-AID SOLUTION TO FLESH WOUNDS.

filing system was in my medium bag, a left-over from dinghy racing and Olympic campaign days. After a bit of pawing, I found the appropriate box: adhesive suture strips.

Guys know that these are the poor-man's emergency room: adhesive strips that can bind a cut back together without requiring stitches. Drying her finger, I stuck one of these on and covered it neatly with a large and, if I may say, rather professionally applied Band-Aid.

"Where did you learn that stuff?" she asked. I gave her a modest aw-shucks and went to clean up the shambles I'd made during the bathroom search before she saw the dark side of guy-medicine.

Not a day later I came across an item that I found intriguing. Returning from the Bermuda Race, one of the crew aboard a 40-footer slipped and whacked her head on a stanchion, opening up a flap of skin

with considerable bleeding. After trying to deal with the problem, the skipper wisely called the Coast Guard who, with their usual skill and heroism, were able to airlift the patient to a hospital.

That is admirable, but what caught my attention was that a couple of other returning Bermuda race boats stood by during the crisis. One had a doctor aboard, who is clearly my kind of doctor. He couldn't transfer to reach the patient, but he provided medical advice by radio on how to control the bleeding.

His remedy was duct tape: apply a layer of duct tape over the wound and then more layers until the blood flow ceased. Every guy listening to this radio drama had to secretly smile, because we've all used duct tape to bind our wounds at one time or another. I'm glad the doctor was there, but the rest of us guys didn't need years of medical school to come up with that solution.

Sailing is not a blood sport, but it has its moments. Deciding that one of your wire halyards needs replacing usually occurs a millisecond after locating that "meat hook" on the halyard with a soft spot on your hand. And believe me, you'll only forget once to keep your thumb out of the way as you slam the heavy companionway hatch closed.

As the designated medic on one long-distance ocean race, I had to stitch a guy's hand up after he forgot to let go of a heavily loaded spinnaker halyard during a crash house. I'd actually trained for just such an occasion by sewing up a sliced orange, assured by our family physician/advisor that it was exactly like the real thing. Well, it's not. For one thing, the orange is neither jumping around nor screaming in agony.

Some time ago, I was looking at a used boat and noticed that the jib had several large rust stains, but not where I thought it might have rubbed against something rusty. When I asked the owner, his curt answer was "blood stains don't come out of Dacron". True enough...I've left my mark on a lot of otherwise pristine white sails during a lifetime of little cuts and scratches from cotter pins that aren't quite closed.

A couple of weeks after the incident with the tin can, my wife came into my office and held up her thumb. "Look at this", she said. "It's completely healed and there's no scar. You're amazing".

She just might be ready for duct tape doctoring next time. ⚓



*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.*



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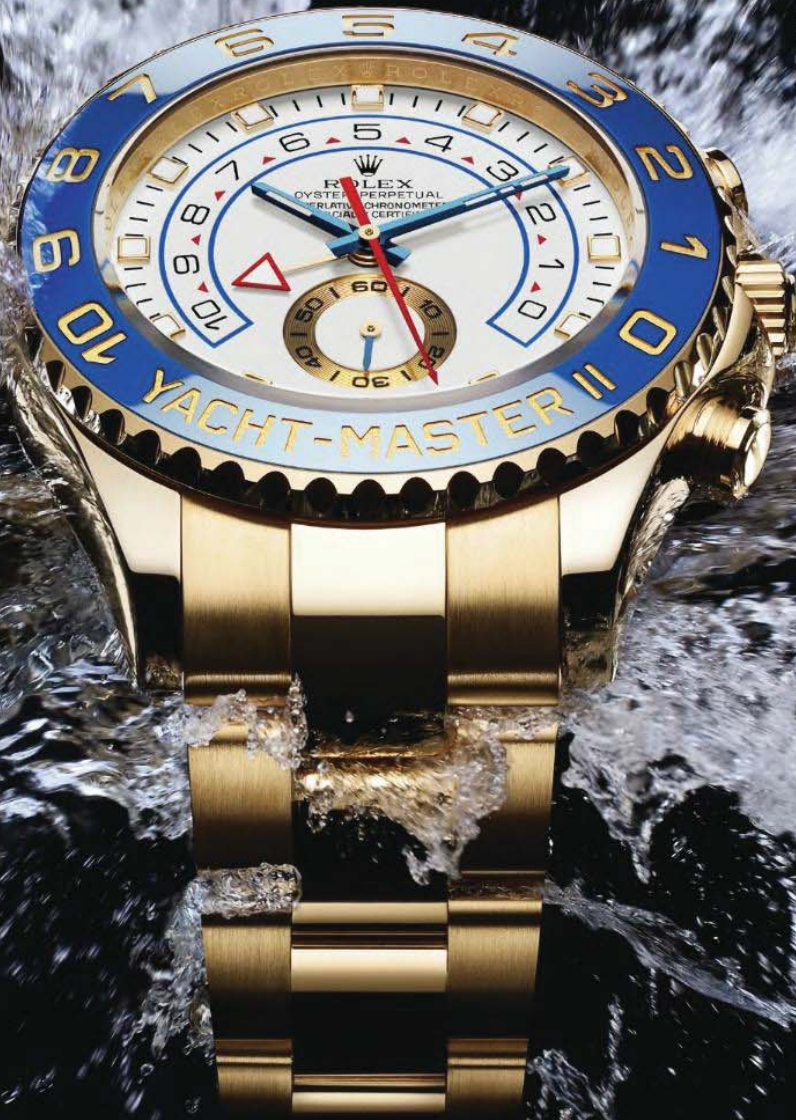
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