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I begin with the success of two of our Youth Sailing Academy graduates, Olivia Price and Lucinda Whitty, who together with Nina Curtis of RPAYC sailed a magnificent regatta in challenging conditions in the Olympic Match Racing Series in Elliott 6m yachts, bringing home silver medals. Taking the Spanish team to five races, our girls' performance was an inspiration to our young sailors. A crowd of 200 people watched the final racing from our club spellbound till the very early morning. The atmosphere was magic and a wonderful experience to share.

The celebration continued with a Club welcome home which was held to celebrate their success. Olivia and Lucinda participated in a Q&A forum with many interesting questions being asked from the 150 guests who attended, including members, Youth Academy sailors and friends. The girls are great ambassadors for the sport of sailing and our club. I would like to record my thanks to the CEO, Mark Woolf and his team for organising the events above at short notice.

I also would like to congratulate our Australian Paralympic Sailors — Daniel Fitzgibbon and Liesel Tesch on their gold medal performance in the Skud 18 class.

The club has been interested in fostering good relationships between clubs both here and abroad. Recently two teams travelled to New York to compete in the Dennis Connor International Yacht Club Challenge, hosted by the Manhattan Yacht Club. The teams' leaders were Tim Austin and Tara Mc Call and they both recorded respectable results in the J24 class racing on the challenging Hudson River.

The CYCA Blue Water Pointscore got off to a great start with Wild Oats XI completing the Audi Sydney Gold Coast Yacht Race in the record time of 22h 3m 46s, reveling in the fresh southerly conditions and breaking Brindabella's record set in 1999. Also beating the record was Black Jack and Loki recording 2nd and 3rd place on line respectively. It was a big boat race with Loki winning overall IRC honours from Black Jack, and Wild Oats XI and Black Jack winning ORCi



honours from Ragamuffin and Calm. On PHS, She's the Culprit won from director Andrew Wenham's Southern Excellence and Mortgage Choice Rumba. Many of our members continued on to the northern regattas and achieved success. Geoff Ross in Yendys won IRC at the 23rd Teleoinabox Airlie Race Week and Geoff Lavis in UBS Wild Thing finished second in PHS. At Audi Hamilton Island Race Week, Marcus Blackmore's TP52 Hooligan won IRC Division A, securing his second consecutive Audi IRC Australian Championship title. Darryl Hodgkinson, continued his top performances with his Beneteau 45 Victoire, securing back-to-back Audi IRC Australian Championship Class B titles, and Matt Allen, with his new Farr 400 Ichi Ban, took Performance Racing Division 1 honours.

Now I would like to draw your attention to what has been happening around the club. I am sure you have noticed the substantial improvements

EXCITING TIMES
Recent months at
the CYCA have been
full of achievement
and excitement
with the Olympics,
Queensland race
weeks success for
CYCA members, a
new Audi Sydney
Gold Coast record
and a new website
to top it off.

made to the marina. I refer to the reconfiguration of Arm C of the marina, which greatly improves convenience for boat owners. The Youth Sailing Academy Elliotts are now prominently displayed and in full view of the club. The added bonus is the increased pond size and improved visual presentation.

On 14 September it was my pleasure to launch the Cruising Yacht Club of Australia's new website. This has been redeveloped to provide the latest features and online tools for members and those interested in finding out more about the Club. The website can also now be viewed on your smartphone or tablet. I trust you will go online and view the website which I think you will find is both convenient and informative — www.cyca.com.au.

On Thursday evening 18 October, the Annual CYCA SOLAS Trusts Dinner will be held and I hope many of you will be attending. The CYCA Sydney Hobart Yacht Race Safety of Life At Sea Trusts (CYCA SOLAS Trusts) was established by the CYCA in 1998 following the tragic loss of life in the Sydney Hobart Race. The Trust's objectives are to assist immediate family needs of those lost at sea during Yachting Australia sanctioned races, provide assistance to search and rescue organisations and foster research and training to improve procedures and equipment for use at sea. I encourage all boat owners and their crew to take a table and support this worthy charity, particularly as the money donated by the trustees to search and rescue organisations might one day be used to assist our ocean racing members.

It is pleasing to see applications for entry are already being received for the 68th Rolex Sydney Hobart Yacht Race. At the time of writing we have 36 applications received and are again anticipating a bumper fleet of 90-100 yachts.

Finally, following the success of the Australian Olympic Sailing Team raising the profile of the sport of sailing, we hope that this will lead not only to an increased number of people wishing to sail but will encourage former sailors to reengage with the sport and return to our club for Twilight races or Saturday sailing. So let's take this opportunity by inviting friends and associates out for Twilights on the world's most spectacular harbour.

HOWARD PIGGOTT Commodore CYCA

# Dehler 41 Designed for those who know ...







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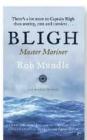
s the skies brighten and the days warm, the first signs of summer are here. This issue is cruising focused with a global perspective to raise your sight to more distant horizons.

For all the racers out there, take heart, as there's still plenty of racing action inside, rounding up scores of recent regattas, race weeks and the first shoots of springtime racing. Speaking of cruising further afield, perhaps even to foreign shores or around the world, a very special summer subscription bonus awaits to inspire you.

We are giving away your choice of two riveting nautical reads from esteemed yachting author and longtime journalist of the seas, Rob Mundle. But act fast as this bonus offer is only available for the first 40 new subscribers (or annual subscription renewals) who apply by November 30.

Bligh: Master Mariner was released last Christmas, becoming a bestseller and particularly popular Christmas gift for the nautically and historically inclined. Mundle's next major work to be released later this month is the fascinating story of mariner Matthew Flinders. Flinders: The Man Who Mapped Australia is bound to be equally riveting reading, and is on sale nationally from October 30.

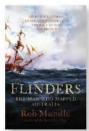
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# BLIGH: MASTER MARINER

The eighteenth century was an era when brave mariners took their ships beyond the horizon in search of an unknown

world. Those chosen to lead these expeditions were exceptional navigators, men who had shown brilliance as they ascended the ranks in the Royal Navy. They were also bloody good sailors. From ship's boy to vice-admiral, discover how much more there was to Captain Bligh than his infamous bad temper.



# FLINDERS: THE MAN WHO MAPPED AUSTRALIA

Matthew Flinders is a towering figure in Australian history – the first to chart our

coastline and the leading champion for naming the country Australia. In 1801 he was made commander of the expedition of his life — the first close circumnavigation of Terra Australis. Famous for his meticulous charts and superb navigational skills, Flinders was a bloody good sailor. He battled treacherous conditions in a boat hardly seaworthy, faced the loss of a number of his crewmen and, following a shipwreck on a reef off the Queensland coast, navigated the ship's cutter over 1000 kilometres back to Sydney to get help.

Rob Mundle brings Matthew
Flinders' fascinating story to life
– from the heroism and drama of
shipwreck, imprisonment and long
voyages in appalling conditions, to
the heartbreak of being separated
from his beloved wife for most of
their married life.

Enjoy!

Chotafuital.

ANTHONY TWIBILL



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# Printed in Australia by

SOS Print & Media Group

# Cover photography

Spinnakers set ablaze at Audi Hamilton Island Race Week 2012 photographed by Craig Greenhill (Saltwater Images).

# Subscriptions

One year (six issues) A\$48.00 inc gst Phone +61 (0)2 9566 1777 subscriptions@oceanmedia.com.au



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**CLUB NEWS** 

# New look CYCA website

 ${\it The Cruising Yacht Club of Australia\ has\ launched\ a\ new-look\ club\ website.}$ 

In March this year the CYCA board approved the necessary funding required to redevelop the club website, the club newsletter and the Rolex Sydney Hobart Yacht Race website. This was a direct response to feedback received from the members survey conducted in 2011.

Ever since this approval was granted, a dedicated team has been working behind the scenes to capture member feedback as to what features the club website should include.

The new website was launched on Friday 14 September 2012, and aims to deliver a fresh, contemporary and easy to use website that will enable CYCA members and other visitors to the site to take advantage of club services online.

Some of the new features include:

- A new 'member only' section that allows members to update personal details, check account statements and pay club accounts online.
- Easy access to the CYCA's calendar of sailing events.
- An online notice board that will keep you up to date with what's going on around the club.
- · An online calendar that allows you

- to insert club events directly into your electronic calendar or register your attendance for the many complimentary and ticketed social events.
- · An online shop for merchandise.
- A treasure trove of digitised archival material collected since the club was established in 1945.
- An enhanced news and information section that will deliver better quality and greater selection of digital photos and video.
- A club Facebook and Twitter page.
   The site has also been designed for easy viewing on smart phone and tablet devices.

The new Club newsletter was launched to members on Monday 17 September and the new look Rolex Sydney Hobart Yacht Race website is planned for launch to members and the public in November.

"I'd like to thank all those members who provided their time and opinions in helping shape the new website into what has been delivered and I hope you enjoy the information and online services provided," said Commodore Howard Piggott. \$\Psi\$ www.cyca.com.au

A NEW HOME ONLINE CYCA members and guests now have access to a raft of online features including an electronic calendar, unprecedented access to images and video, as well as an online notice board to help keep up to date. EVENT

# SOLAS Trusts dinner

CYCA members are invited to the second annual CYCA SOLAS Trusts Fundraising dinner at the CYCA on Thursday 18 October. Commodore Howard Piggott and CYCA SOLAS Trusts Chairman Matt Allen, together with the Associates Committee are proud to announce that the guest speaker will be Victor Kovalenko, Head Coach of the Australian Sailing Team. Victor is a driving force behind Australia's continued success in Olympic class sailing, working closely with athletes from all corners of the country and helping them to reach their goals. The CYCA Sydney Hobart Yacht Race Safety of Life at Sea Trusts (SOLAS) was set up as a charitable trust in 1999 as a result of the tragic events of the 1998 Sydney Hobart Yacht Race.

Tickets to the evening cost \$125 per person and include a 3-course meal and beverages. Tickets can be booked online or via CYCA's reception.

# Ocean Racer of the Year Awards

Nominations are open for the CYCA's Ocean Racer of the Year Awards. The awards will be announced on Wednesday 12 December. The categories are Ocean Racing Yachtsman of the Year, the Sally Gordon Memorial Trophy for the Ocean Crew Person of the Year, Ocean Veteran of the Year, Ocean Rookie of the Year and Ocean Navigator of the Year. Nominations close on Monday, 19 November 2012 and should be forwarded to the CYCA with a brief history of the candidate's offshore performances and achievements for the period of 20 July 2011 to 20 July 2012. The CYCA welcomes nominations from fellow offshore clubs. The nomination form is available on the CYCA website.

www.cyca.com.au/news/racing



QUIET LITTLE DRINK

# All hail Cahalan

Adrienne Cahalan has been honoured as the first woman to complete 20 Sydney to Hobart Races while 11 others were inducted into the 25 Hobarts Club.

Renowned Sydney navigator Adrienne Cahalan was recognised as the most prolific female sailor of the Rolex Sydney Hobart Yacht Race at the Quiet Little Drink cocktail party celebration, hosted by the CYCA.

Pam Messenger, President of the Associates Committee, presented Adrienne with a special trophy for women who have competed in 20 Sydney Hobart Yacht Races. The elegant trophy incorporates the first ever CYCA Ladies Day trophy that was presented to Mrs PW (Betty) Luke, wife of CYCA founder Peter Luke, in 1950.

In her 20 races, Cahalan has notched up five line honours wins (including four on *Wild Oats XI*). She was part of the *Wild Oats XI* crew when they claimed the treble of line honours, race record and overall win in 2005.

Cahalan has skippered two all-girl crews to Hobart, in 1992 (*Ella Bache*) and 1996 (*Elle Racing*), having started her career in 1984 at the tender age of 20. She was just a crew member aboard *Mystic Seven* in that year, and was to continue as a crew member for her next two races to Hobart.

Speaking of her experiences over the years, Adrienne paid tribute to other women with whom she has sailed to Hobart, such as Vanessa Dudley, Nicky Bethwaite and Gail Harland.

"Thanks to the CYCA Associates Committee, who have made a point of recognizing women competing in the Sydney Hobarts throughout the years, when they achieve the milestones of 10, 15 and now 20 races. It's a great honour to have my name associated with this trophy."

Mary Holley was also presented with the Jane Tate Memorial Trophy for having completed her 15th Sydney Hobart Yacht Race – 14 of which she has done with husband Jim aboard their modified Farr 40 *Aurora*.

lan 'Barney' Walker was one of the eleven sailors who sailed in their 25th Sydney Hobart race in 2011 and were inducted into the Sydney Hobart Hall of Fame

Walker, together with: John Woodford and David Hodgson (JBW), Gavin Gourlay and Peter Fletcher (Chutzpah), Larry Jamieson (Ragamuffin), Peter Inchbold (Wild Rose); Robert Moore (Copernicus), Julian Freeman (Shogun), Damian Parkes (Duende) and Greg Johnston (Vamp), now join 87 sailors who have their name on the beautiful Huon Pine Map of Tasmania honour board.

Together with the 10 and 15 year honour boards for women, the Map of Tasmania honour board hangs in the Coasters Retreat at the CYCA.

WOMEN OF
THE WATER
Left to right:
Adrienne Cahalan,
Pam Messenger
(President of
the Associates
Committee) and
Mary Holley receive
their awards at the
Quiet Little Drink.

Jason Van Der Slot, owner of *Calm* who sailed with Walker last year in his 25th race, provided the citation. "His skill and passion for sailing has led him to do the 25 Hobart races," Van Der Slot said.

"Barney did his 25th Hobart on Calm and I've never learnt so much from someone in the ocean – his passion for the sea, the crew and that race is unbelievable."

Barney started his Hobart journey in 1983 on *Black Magic* and has only missed five Hobart races since then. He has achieved three overall wins (*Ultimate Challenge* in 1989, *Terra Firma* in 1995 and *Ausmaid* in 1996), three line honours wins (*Nokia* in 1999, *Alfa Romeo* in 2002 and *Skandia* in 2003) and nine divisional wins.

Walker thanked his family – daughters Jamie and Michaela, partner Sandra and his sister. "I just want them to see what I see and why I leave my Christmas lunch to sail in this great race. It's a big part of my family life.

"I guess I have saltwater running through my system – I do love competing in the Rolex Sydney Hobart Yacht Race. I have sailed in many ocean races around the world but I know that when I come to the CYCA and participate in the Hobart, I'm part of another family. Most of my life has been spent in this sport and I love it. I've never felt so comfortable, welcomed and at home as I do when I'm at the CYCA."

Tony Ellis provided the citation for Larry Jamieson, whilst Michael Doherty provided the citation for Robert Moore.

Two Youth Sailing Academy students, Alex Paton and Rob Bell, were also recognised as having sailed their first Sydney Hobart and were presented with a commemorative plaque, similar to the plaques presented to the 25 Hobart hall of fame inductees.

Tony 'Glark' Cable was again convenor of the annual awards with Steve 'Mothy' Jarvin handling duties at the microphone. Warren Kermond entertained the crowd with a tune reminiscent of the original jazz band that was secured by Cable for one of the first Quiet Little Drink events in Hobart. Kermond showed he still had form on the dance floor, belting out a tap dance number that could put Michael Flatley to shame!

Other sailing identities present included Bob Thorpe, David Slingsby, David Kellett, Lindsay May, Phil Eadie, John Dawson, Dick Bearman, David Reid and John Sheridan. ‡

AUDI SYDNEY GOLD COAST YACHT RACE

# Top three smash race record

It was white-knuckle sailing much of the way, but the same southerly wind that brought waves over the bow also sent the boats up the coast faster than ever before. By Di Pearson

It was third time lucky for Mark Richards and crew on Bob Oatley's 100ft super maxi, Wild Oats XI, which obliterated Brindabella's 13 year-old Audi Sydney Gold Coast Yacht Race record, slicing 5 hours 31min 57sec off the 27 hours 35min 43sec record set in 1999.

In ideal downwind conditions, Wild Oats XI crossed the Main Beach finish line with a time of 22 hours 3min 46sec. Peter Harburg's RP66, Black Jack, with Mark Bradford at the helm, was second on line and was the first Queensland boat home.

Black Jack also finished inside the record, as did the race's overall winner. Loki, which claimed third on line some 28 minutes later. The three Reichel/ Pugh designs also finished top three overall, in the reverse order; Loki, Black Jack, Wild Oats XI.

Wild Oats XI took line honours in 2010 and 2011; the latter well outside the record in one day 18hr 11min 27sec, when the fleet coped with light to moderate breezes.

This time, conditions played into the hands of Wild Oats XI, which was on record pace from the outset. South and south-westerly winds, mainly in the 15-25 knot range and gusting in the 30 knot range, relentlessly drove the yacht to her third line honours victory and the record.

Overall winner Loki's skipper Stephen Ainsworth spoke for all crews:

"It was a wild race; I remember seeing 33 knots on the speed dial. Then there was so much spray I couldn't see the dial anymore. It was like being on a sub - the full fire hose treatment," 🕹

www.goldcoast.cyca.com.au





OUTSIDE IT OUTLASTS





LION ISLAND RACE

# **Battle of the Beneteaus**

Light airs and a slow start didn't dampen the spirits of the fleet of Beneteaus that took their places at the top of the leaderboard. By Di Pearson

Reigning Blue Water Pointscore champion, Darryl Hodgkinson and his Beneteau 45, *Victoire*, have taken out the CYCA's Lion Island Race – the first race of the Club's annual Ocean Pointscore Series (OPS).

It was Beneteau mania as four finished in the top five, with Paul Clitheroe's Beneteau 45, *Balance*, coming in five minutes behind *Victoire* on corrected time to take second place. Third overall was 2010/2011 and 2011/2012 OPS winner, Julian Farren-Price's *About Time*. The Cookson 12 was just 26 seconds behind *Balance* on corrected time.

Fourth and fifth overall went to Chris Bran's Beneteau F40, *Brannew* and *Imagination*, Robin Hawthorne's Beneteau 47.7, in what turned out to be a close race at the top of the scoreboard.

Darryl Hodgkinson described the start as: "A horror show - and then we were on the wrong side of the Harbour (west) when the breeze did come in, so we just said 'oh, well, let's just point the bow in the right direction and get on with it,' so that's what we did.

"We set a chute and were looking in good shape when we reached the Island, but we weren't sure how we were doing against *About Time*, because we haven't raced it before. Poor Julian is probably wondering what to do about all these Beneteaus!"

Paul Clitheroe gave a picture of how events unfolded: "It was odd. At the start it was headsail up, down, code zero up, some tried spinnakers and finally the breeze became more than a whisper and we Code Zeroed to North Head in good shape and set a headsail to go around."

'The Money Man' said the breeze was at south-east, "and we ran to the Island in a fairly consistent 16 knots. The breeze did us a favour as we turned around the Island; it went more to the east-south-east and reached around 17 knots," he said.

"Three tacks later, we were in the Harbour and then the wind did the right thing again; we got a little easterly and popped a kite to the finish," said Clitheroe.

Despite getting off to a slow start, all 21 starters had finished well before the 10.00pm cut-off time. The next race in the nine-race OPS is the Botany Bay Race starting at 10.00am on Saturday October 6. \$\Psi\$

VICTORY FOR VICTOIRE A slow start turned into a win for Darryl Hodgkinson's Beneteau 45.

# EIGHT BELLS

# **Aurian Viva Bird**

Longtime member of the CYCA, Aurian Viva Bird of Pymble, passed away peacefully in Hornsby District Hospital on 29 August, six weeks short of her 90th birthday.

Aurian joined the CYCA in 1976 with her husband John 'Dickie' Bird, now deceased. She was also a longstanding committee member of the CYCA Associates Committee and held the position of treasurer for over 20 years.

She will be remembered for her hard work and commitment to the committee, especially her involvement in the inaugural Parade of Sail. Each year she arranged for a RAN chaplain to officiate the parade and the blessing of the fleet.

Aurian was also instrumental in sourcing the Jane Tate Memorial Trophy, which is presented to women who have competed in 15 Sydney Hobarts.

Aurian was made an honorary life member of RANSA in 1994. She joined the Women's Auxiliary Air Force (WAAF) in 1939 and in the 1950s she was part of the Women's Royal Naval Service (WRNS). Aurian will be remembered by her three sons, Christopher, Adrian and Jeremy, plus her many friends at the CYCA and RANSA.

# **Bernard Alleck**

Bernard Alleck, member of the CYCA since 1992 and longtime member of RANSA, passed away on 6 September, aged 69. A very active member of the club, he served a number of years on the Cruising Committee and was a regular attendee at the weekly badge draw.

Bernard sailed in many long ocean races including Hobart on Seraya and north on The Doctor. His real passion, however, was cruising and simply messing about on boats. He was also a great handyman and enjoyed fixing and making things, such as the Cork Cup. He owned plenty of boats over the years, recent ones being his Top Hat Malacor and Solus. Bernard's other pride and joy was Chenonetta, a boat he bought for his partner of 20 years, Kate. Together they travelled up and down the coast, launching Chenonetta at wooden boat show, parades and regattas.

As well as Kate, Bernard is survived by his brother Colin, another prominent CYCA member, as well as two sons and two daughters.



YOUTH SAILING

# Rooklyn rising

One of the CYCA's promising youth members has convincingly won the Club Marine NSW Youth Match Racing Championships.

After a dramatic day's racing, Ashlen Rooklyn and his crew of Byron White and Jack Breislin managed to win the Club Marine NSW Youth Match Racing Championship.

Coming into the final day, Rooklyn was tied in first place with fellow CYCA Youth Sailing Academy member Tim Forbes-Smith, but thanks to some majestic sailing Rooklyn won all three of his matches to finish in first place at the conclusion of Round Robin Two.

Rooklyn chose to sail his semifinal against Nicholas Howe (Sydney University Sailing Club). In the best of three match he would only need two victories to make his way into the

The first semi final was tight - with only one second between Rooklyn and Howe at the finish line. The second semi was almost as close, this time with five seconds the difference.

Rooklyn knew there were only a few seconds in it throughout. "The first race of the semi final was really close throughout the entire race. At the top mark, he (Howe) got more pressure than us and was able to gybe away and we opted to go straight down the course.

"We gybed back and managed to put ourselves in between him and the finish line. We thought the boat end of the line was closer and Howe opted

for the pin end, it was very tight but we got there first," Rooklyn said.

It was an all-CYCA grand final; the two highest ranked skippers in the regatta battled for the championship title. Rooklyn took the first race, winning by seven seconds.

The second match would prove even closer, with only four seconds between the two on the line. Rooklyn managed to get there first, making it 2-0.

The third match contained some drama. While leading the race, Tim Forbes-Smith went to the wrong mark. Ever gracious in defeat, Forbes-Smith retired from the race, handing victory to Rooklyn.

As the winner of the Club Marine NSW Youth Match Racing Championship, Ashlen Rooklyn and his crew, Byron White and Jack Breislin, gained entry into the Australian Youth Match Racing Championship, hosted by the Royal Yacht Club of Tasmania. \$\pm\$

Rooklyn, together with his crew of White and Breislin, went on to win the Australian Youth Match Racing Championships with Byron White at the helm. The team followed this up by winning the Australian Open Match Racing Championships hosted by Sandringham Yacht Club.

TIGHT RACING Club Marine NSW Youth Match Racing Champions Ashlen Rooklyn, Byron White and Jack Breislin (left) racing in the grand final.

SPONSORSHIP

# Harken gets behind youth

The Cruising Yacht Club of Australia Youth Sailing Academy is pleased to confirm that long-time supporters Harken Australia have extended their sponsorship for another three years. The deal means that the YSA fleet of new 7-metre boats will be fitted with high quality deckware. The Elliott 7s are currently being built by McConaghy Boats in China, and are due to enter service in time for 20th anniversary celebrations of the CYCA YSA

in September 2013. CYCA Commodore Howard Piggot said, "It is wonderful to have the support of a great sailing orientated company like Harken. This company was built by sailors, is managed by sailors and it is just wonderful to see Harken supporting

young sailors in this way." The CYCA YSA has produced some of the nation's best match racers and keelboat racers, such as Olivia Price, Lucinda Whitty, Jay Griffin, Seve Jarvin, Evan Walker and Will Ryan.

www.harken.com.au

# **Noakes commit** long-term

Cruising Yacht Club of Australia Commodore Howard Piggott has announced that sponsor Noakes Group have extended their support for the CYCA and the Youth Sailing Academy for another four years

Noakes Group's sponsorship will provide important lifting, standing and antifouling services to the club's vessels, such as Offshore, Gordon Marshall, the YSA's Elliotts and the tender vessel George Barton until June 2016. Also, Noakes will take delivery of a new fleet of Elliott 7-metre boats when they arrive from China in May 2013.

Sean Langman, managing director of Noakes Group and CYCA member, said, "Noakes Group's commitment to the CYCA will bring club members benefits as we strive to provide the best service and affordability to CYCA members for their yachting needs." www.noakes.net.au

# EIGHT BELLS

# Jeanine Barnard

 $Peter\ Campbell\ bids\ a\ fond\ farewell\ to\ one\ of\ the\ soothing\ voices\ of\ marine\ radio\ communications.$ 

Many CYCA yacht owners and their navigators, along with cruising sailors, will be saddened to learn of the recent death of Jeanine Barnard who, with her husband Derek, operated marine radio communications base Penta Comstat for thirty years.

Jeanine's warm and friendly radio voice was quite the opposite of Derek's gruff tones, but they both made a significant contribution to radio communications for yachtsmen sailing in local waters as well as those venturing up and down the entire east coast of Australia, and into the wide waters of the Pacific.

Jeanine passed away peacefully, aged 66 years, on 17 August. She survived breast cancer when she was 50, but was then diagnosed with early onset dementia at the age of 60. This was the main reason Penta Comstat closed the voice communication service in 2006, but continued the automated Sailmail service.

Derek was able to care for Jeanine at their Firefly property until one year ago, when she was admitted to high level aged care. "But she never gave up trying to do the impossible of beating the disease, but is now at peace," he said in recent letter to friends from Scribbly Gum Estate, near Forster, where he now lives.

The couple operated Penta Comstat from a hilltop property near Gosford on the New South Wales Central Coast, but later moved to a former dairy farm at Firefly, inland from Taree on the mid-north Coast. There they built a comfortable home and garden, together with a spacious radio room, turning the paddocks into an 'antenna farm'.

Penta Base, as it was initially called, came into being as a privately operated coast radio facility in the mid-1970s with the advent of marine citizens band radio, catering mainly for locals out fishing off the Central Coast.

Some five years after they began operations on the 27MHz marine band, Derek and Jeanine began a long and



friendly association with the Cruising Yacht Club of Australia and other clubs, including Middle Harbour Yacht Club, Gosford Aquatic Club and later Gosford Sailing Club.

For many years Penta Comstat conducted the radio 'skeds' with yachts competing in the annual Gosford to Lord Howe Island Race as well as the Sydney Mooloolaba, Sydney Noumea and Sydney Vanuatu Races. An important role every year was the pre-race checking of the radio signal of yachts competing in the Sydney Hobart Race, with Derek quick to voice his displeasure at the strength of some signals.

FAMILIAR VOICES Jeanine and Derek Barnard with CYCA member David Lawson (centre). Both Jeanine and Derek put in long hours monitoring yachts returning to their home ports from the Sydney Hobart Race, several times being the key communication station with yachts that got into difficulties. For many years, Penta Comstat was the land-based "radio relay vessel" for the Gosford to Lord Howe Island Yacht Race and it was during these races that I got to know the Barnards well.

I enjoyed a long friendship with them, last visiting them at Firefly and enjoying Jeanine's warm hospitality and Derek's proud technical tour of his splendidly set up radio room, with its vast array of transmitters and receivers, as well as high-speed computers.

By then they had retired from yacht racing radio relay operations, but were closely involved with Sailmail, the worldwide association of yacht owners operating and maintaining a communications system for cruising sailors combining marine radio and email.

During his long association with the CYCA, Derek did a great deal for the club in his long but successful advocacy with the communications authorities in Canberra for a special 4MHz frequency to be used in the Sydney Hobart Race.

To quote from the book Ratbags to Respectability, the history of the CYCA: "With a deep understanding of radio, Derek also did much to educate yachtsmen about marine radio, writing practical articles about the dos and don'ts of radio installations, radio signal propagation, and giving objective signal reports to yachts at the CYCA prior to ocean races."

While Derek did this with great skill, Jeanine was always his reliable back-up back at Penta Comstat base, broadcasting marine weather forecasts and monitoring long-range frequencies around the Australia coast and into the Pacific.

Jeanine may have signed off for the last time, but many yachtsmen will always remember her clear, concise and always happy sounding voice on the airwayes across the sea. \$\Psi\$

# Sydney regatta heralds a new summer of racing for 2012/13

The Cruising Yacht Club of Australia's sailing season for 2012/13 kicked off in typically fine fashion with the 17th Monica Geddes Memorial Trophy – Sydney Harbour Islands Race. With a fleet of 35 yachts taking their place at the Point Piper start line, the race also marked the start of the Grant Thornton Short Haul Pointscore Series. The winner of the Monica Geddes Memorial Trophy and Short Haul PHS Division (non-spinnaker) was Les Goodridge's X-50 Wax Lyrical, who beat off strong competition from Lady Ann, a Jarkan 38 owned by John and Ann Kirkjian. Karen Hawkett's Beneteau 305, Broulee, was third. "There was lots of competition in the marks between spinnaker and non-spinnaker boats," said Goodridge. "We had very close sailing with Lady Ann – she was snapping at our heels the entire race. "Today's win has probably blown my handicap for the entire season but we've had a beautiful day on the harbour." Taking the honours in the IRC Non-Spinnaker division was lan and Shane Guanaria's Beneteau First 35 One More No More.



OFF TO A FLYING START Loki has added another double to her already impressive Blue Water season.

FLINDERS ISLET RACE

# **Key to victory**

Loki continues her successful Blue Water Pointscore campaign, following her Audi Sydney Gold Coast win with a double victory at the Flinders Islet Race.

Stephen Ainsworth has sailed Loki to yet another exceptional line and IRC overall double victory in the Cruising Yacht Club of Australia's 92 nautical mile Flinders Islet Race. She was, however, unable to break her own two-year-old record for the race.

Despite a soft start and some variable light and patchy breezes on the way back from the Islet, *Loki* took line honours in a time of 9 hours 25min 54sec, not so far outside her record of 7 hours 48min 44sec.

Ainsworth's RP63, which won the 2011 Rolex Sydney Hobart, beat the two TP52's *Ragamuffin* (Syd Fischer) and *Sailors With Disabilities* (David Pescud), the Rogers 46 *Celestial* (Sam Haynes) and *AFR Midnight Rambler*, Ed Psaltis, Michael Bencsik and Bob Thomas' Ker 40 over the line.

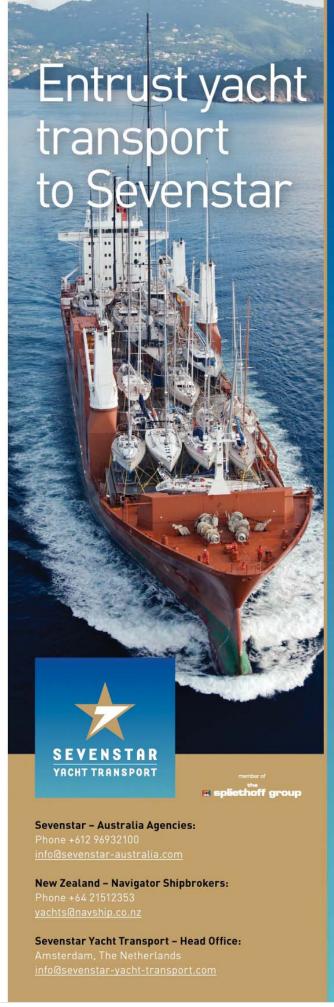
Ainsworth now holds a commanding lead in the Blue Water Pointscore Series, thanks to an overall victory in the Audi Sydney Gold Coast Yacht Race in August.

In the Flinders Islet Race, capricious winds at times frustrated the fleet, however *Loki* seemed to miss the worst of them, as Stephen Ainsworth explained: "It was funky start, but we wriggled our way out of the Harbour and got going. We were lucky to get back into the Harbour in a dying breeze. It was 6 knots, then 5 – we were lucky to ghost into the finish in 3 to 4 knots with some distance on the rest."

Loki beat Ragamuffin in the Flinders Islet Race by close to two and a half hours on corrected time, with Ragamuffin winning under ORCi (Loki was not a competitor in this category), from Celestial and AFR Midnight Rambler.

Ainsworth also won under PHS, so *Loki*'s name will be engraved on the 64th King's Birthday Cup trophy. *Ragamuffin* was second under PHS, with *Celestial* third, so the podium places were unusually contained between four boats across IRC, ORCi and PHS.

On hearing he had taken the double and PHS as well, Ainsworth responded: "It's always fantastic to win, no matter how many times you do it. This is a great start to our Blue Water (Pointscore) campaign – winning the Gold Coast and a record was great – now this."  $\clubsuit$  www.cyca.com.au











# Audi Winter Series 2012 Prizegiving

On Friday 20 July, over 240
people celebrated at the annual
prizegiving for the Audi Winter
Series 2012. Commodore Howard
Piggott congratulated all crews
on their success and thanked
Audi Centre Sydney for their
sponsorship of the long running
series. He also acknowledged
the volunteer race management
team, members of the Sailing
and Protest Committees and the
Breakfast Club for their fine BBQ
breakfast fare that feed hungry
crew members each week. Funds
raised by the Breakfast Club are
used to purchase items for the
Club, such as the new TV for the









1. Terry Rhodes (secod from right) and the crew of Wild Blue Yonder celebrate their Division G win. 2. Guy and Lachlan Irwin, Winners Division H. 3. A crew member from Broulee (second, Division H) accepts the trophy on behalf of owners Karen Hawkett and Brett Pearce. 4. Solahart Rum Jungle (The Lost Boys Syndicate), Winners Division B with Commodore Howard Piggott. 5. Rod Gibbs and Shere Khan crew, winners Division E. 6. The crew of Marigot Bay collecting the trophy for second place in Division C from Commodore Howard Piggott. 7. Sally Warneford (bottom left) and Larry Jamieson (back right) and the Thirlmere crew celebrate their Sydney 38 Division win. 8. Commodore Howard Piggott with the Wine Dark Sea crew and owners Sarah Goddard Jones (middle front) and Peter Lowndes (far right). 9. Julie Roebuck, Marketing Manager, Audi Centre Sydney accepts a thank you gift from Commodore Howard Piggott. 10. Ray Stone (far right) and the Razors Edge crew celebrate their third place in Division D.



he first of five Olympic Games sailing regattas with which I was involved as reporter, and later press officer, was Montreal in 1976. A youthful John Bertrand won bronze in the Finn class; Ian Brown and Ian Ruff also collected a bronze medal in the 470 class, then making its debut at the Olympics.

Since then Bertrand has gone on to win the America's Cup and a world championship in the Etchells class while Brown and Ruff have devoted their efforts into coaching up-andcoming young sailors.

Over the following 38 years, Australia has had its ups and downs in Olympic sailing, but the London 2012 Olympic Games produced our best ever result - three gold medals and a silver that could well have been another gold medal.

Appropriately, John Bertrand was there as chairman of selectors of the Australian sailing team to see the extraordinary results, with gold medals won by Tom Slingsby in the Lasers, Nathan Outteridge and Iain Jensen in the 49ers and Malcolm Page and Mathew Belcher in the 470s, while the women's match racing team of Olivia Price, Nina Curtis and Lucinda Whitty went down fighting in a dramatic final off Weymouth.

The efforts of our 2012 team surpassed the two gold medals at the Munich 1972 Olympics (Dragon and Star) and the two gold, a silver medal and bronze at the Sydney 2000 Games (men and women's 470s, Tornado and Laser).

The pure sailing talent of John

# GIRLS DON'T CRY

OUR SILVER GIRLS DIDN'T CRY... THEY JUST DRIPPED, REPORTS PETER CAMPBELL OF AUSTRALIA'S STERLING EFFORT AT THE LONDON 2012 OLYMPICS

# 

Cuneo (Dragon) and Dave Forbes (Star) and their crews won them gold at the Munich Games as it did when Bill (later Sir William) Northam and his outstanding crew won gold in the 5.5 metre class at the Tokyo 1962 Olympics.

Since the 1992 Barcelona Olympics coaching and physical fitness has become a key factor in the success of our young sailors. They have been treated as true athletes, no longer "Olympians who win their medals sitting down" as some critics of sailing have commented.

In fact, Australia's gold medals in the 470 and 49er classes have been won by a wonderful combination of athleticism, sailing skills, good seamanship and tactical racing. Added to that has been remarkable endurance. Few other Olympic athletes can match the time spent on the water, the physical demand of hanging out on a trapeze, then instant tacking or gybing, often for several

PARTY TIME The Australian Sailing Team celebrates its nost successful Olympics ever.

hours in a day.

Even for those sailors who did win their medals at the London Games "sitting down", Tom Slingsby with gold in the Laser class, the women led by Olivia Price bringing home the silver medal, they had to be finely tuned athletes to achieve what they did.

Hiking out on a Laser in some of the fresh to strong winds encountered at Weymouth required great physical strength and balance, not to mention endurance for hours on the water. Laser sailing, too, requires strong mental attributes and tenacity, as we saw in the final gold medal "match" race as Tom literally wore down his Cypriot opponent.

The agility of the three-women crews in sailing the Elliott 6s in the women's match-racing placed a huge demand on the tactical sailing skills of all of the crews representing their nations, but also on endurance.

In the lead-up, each crew had to sail ten races and for those who made the finals it was best-of-five race encounters as they raced quarter final, semi-finals and then the final for the Spanish and Australian crews. Their's was no "sitting down" sailing,

The women's match-racing final was one of the best sailing encounters I have ever seen, in person or on television. It brought out extraordinary skills of match race tactics, brilliant steering and crew work by both helmswomen and their crews. Both crews deserved the gold medal; silver was almost as good.

The Australian women deserved a special award for seamanship. When Olivia was swept over the stern in the steep seas, their reaction was immediate. She began swimming after the boat while Nina and Lucinda quickly dropped the spinnaker and sailed the boat back to haul their skipper back on board.

Bedraggled and shaken they may have been, they did not give up. Olivia was back on the helm, the spinnaker re-hoisted and the Aussies were off in pursuit of their Spanish rivals. It was a fruitless chase, but the Spanish girls could have still suffered some mishap in the 25-knot wind and rough seas.

Olivia may have made a tactical error in the deciding race, costing them the series but they had to "have a go" if they were to win gold. Instead they represented their country with great skill in gaining the silver medal.

And unlike other members, both male and female, of the Australian Olympic team, they didn't weep when they missed out so narrowly on a gold medal. They just dripped water! ‡



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As is so often the case, this year the results in many divisions went down to the wire, but without doubt some of the hottest racing to be seen was in the IRC Grand Prix Division where Marcus Blackmore took the title for the second consecutive time — and became the first to do so since the inaugural Race Week in 1984.

The intensity of the racing in this division was confirmed as being among the best in the world by none other than Kiwi Olympic and America's Cup sailor, Gavin Brady. At one stage, when the competition was heading towards the business end of proceedings and the ferocity of the racing was relentless — a few seconds gained or lost could mean the difference between first and fourth — Brady, who was sailing with Geoff Ross aboard the TP52 Yendys, declared, "This racing is more intense than anything I've





experienced in the Med Cup."

Right then five TP52s, and two other entries - the Farr 55, Living Doll (Michael Hiatt) and the CBTF Reichel/ Pugh 66, Black Jack (Peter Harburg) were in the hunt for the podium.

Incredibly though, while all the major places were still up for grabs in the last race - a 20-miler around some of the spectacular Whitsunday Islands - the top spot on the

podium disappeared for all but two contenders, simply because they made surprisingly bad downwind starts from the line in Dent Passage, immediately off Hamilton Island Yacht Club.

From that moment two TP52s that were left standing in the stoush: Marcus Blackmore's Hooligan, and Rob Hanna's Shogun V. The Hooligan team sailed a near faultless race,







AFFINITY WITH THE SEA
Ocean Media crewed aboard Stewart Lewis' Marten 49 Ocean
Affinity, racing a competitive regatta to secure second place in the
Performance Racing.class. Below: Living Doll stayed in contention.



was the presence of the America's Cup that made the regatta so special. This year the highlight was undoubtedly the day Hamilton Island literally glittered with gold - Australian Olympic sailing gold (and silver) medals. Mid regatta almost every member of the Australian Olympic sailing squad - winners of three Gold and one Silver (an achievement that made sailing Australia's most successful Olympic sport) - arrived on the island fresh from Weymouth for a huge 'Welcome Home' reception from Race Week sailors, family, friends and island residents.

When it came to Olympic gold, Black Jack actually got the jump on everyone because, after winning the gold medal in the Lasers in Weymouth, Tom Slingsby was on a plane within hours and heading for Hamilton Island so he could sail aboard that yacht as tactician at Race Week. He saw the regatta as a winddown period before heading to San Francisco and cranking up again, this time with the Oracle America's Cup effort. Tom certainly scored high marks on the island for sharing his medal, and some time, with anyone who approached him, and no-one was more excited than 11-year-old Ezra Pritchard, a budding champion from Southport Yacht Club who steered a Sydney 32, Southport Mentor, for most of the week. Tom took time to chat to Ezra, and also signed his

and that was enough to see the yacht become the new Audi IRC Australian Champion. Shogun missed first place by only one point while Black Jack claimed third.

"It's all about where you finish on the last day when the racing is that close," said a beaming Blackmore. "Fortunately for us, we were reminded about the importance of a good start early in the week. Even so, you've got to be persistent and never give up.

"There were probably three of the best TP52s in the world here for Race Week. It's been fantastic sailing."

In fact it was fantastic sailing and fantastic fun on-shore. Last year it









oversized peak-cap, which never left the youngster's head for the rest of the regatta.

There was another America's Cup flavour to Race Week this year — Australia II skipper, John Bertrand. He chartered a Volvo 60, Spirit of the Maid, so he and a group of friends, all in their 60s and 70s, could sample some competitive sailing. Most had never been aboard a yacht in their

lives, so a win in their first race in the Performance Racing division made it all appear too easy. However, that was where the run of success ended: Spirit of the Maid ended the week ninth in fleet.

Ironically, while next year will be the 30th anniversary for Audi Hamilton Island Race Week, just four weeks later, September 26, will be the 30th anniversary of when Bertrand and his mighty team guided *Australia* 



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FLYING A HULL
Left: Shogun V.
Right: Pre-start
manouvers getting
a touch tight.
Middle: Smiles
galore aboard
Southern
Excellence.
Below: A
kaleidoscope of
colours in the
cruising division.



 $\it II$  to that history-making victory in the America's Cup.

Back at Race Week 2012 — Australia regained some bragging rights over the Kiwis at this year's series when the local team of *Yendys*, *Hooligan* and *Terra Firma* (Nicholas Bartels) regained the South Paeific Trophy from the team representing New Zealand.

Hamilton Island's CEO — and the winner of the SB20 division at Race Week — Glen Bourke, came away convinced yet again that the key to success for the regatta is the plethora







of social activity, really great racing in a stunning location, and the camaraderie among the yacht crews.

"Next year's 30th anniversary of Race Week is poignant for a lot of people, particularly those who have been coming here for many, many years," Bourke said. "We plan to make it a spectacular party.

"Another reason for the extra focus is next year marks a decade of the Oatley's ownership of the island. I know they're very keen to make it special for everyone.

"This year we worked particularly hard to make the cruising guys feel more a part of the regatta and we'll continue in that vein going forward to next year's birthday celebrations."

Audi Hamilton Island Race Week Regatta Director, Denis Thompson, said the camaraderie developed among the cruising yachties on what is now known as 'The F arm' – because they are based on F Arm on Hamilton Island's marina – was phenomenal.

During the week luxury carmaker Audi confirmed that it would continue to be the major sponsor of the regatta for at least two years. ‡ www.hamiltonislandraceweek.com.au/



# 026 RACE & REGATTA ROUND-UP









# Social sailing at Hamo

Whether yacht racing around emerald islands upon an azure sea, indulging ashore in exotic master cooking classes and the longest of lazy lunches, or savouring the fine dining dinner treats of celebrity chefs Matt Moran, Shannon Bennett and Massimo Mele, and watching the fashion runways with Collette Dinnigan and Henri Lloyd on parade, the social scene on Hamilton Island by night and day matches the magnificent scenery of the Whitsunday's itself.











<sup>1.</sup> Kylie Kwong with Sandra Sully and her husband Symon Brewis-Weston. 2. Nicky Tindill and Michael Sharp. 3. Asher Keddie. 4. Robert Oatley with his wife Valerie. 5. Darren Jahn and Terry Biviano flanked by family and friends. 6. Caroline Furlong and Marcus Blackmore with his daughter. 7. Kylie and Nick Pagent. 8. Tanya and lan Oatley. 9. Bradley Cocks and Collette Dinnigan. 10. Linda and Glen Burke. 11. Kicking back swan style at the pool party. 12. Rike and Mathew Belcher. 13. Malcolm Page and wife Lisa. 14. Australia's next top model winner Montana Cox. 15. Richard Roxburgh and Uwe Hagen of Audi. 16. The glamorous line up of models during Collette Dinnigan's fashion show. 17. Celebrity chef Matt Moran gives Hamilton Island race week the final thumbs up.





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# Sydney to Hobart via the world

THE ROLEX SYDNEY HOBART YACHT RACE WILL SEE SOME NEW FACES COMPETING THIS YEAR, INCLUDING THE FIRST EVER BOAT FROM LITHUANIA.

he Rolex Sydney Hobart Yacht Race has long been a distinctly global affair, and the 68th edition of the famous race will be no exception.

For the first time a crew from Lithuania will try their hand at crossing the famous strait. Ambersail, a Volvo 60 skippered by Simonas Steponavicius, will boast an all-Lithuanian crew. Ambersail has featured at a series of significant offshore regattas, including the Sevenstar Round Britain and Ireland, RORC Caribbean 600, Transatlantic, Rolex Fastnet and the Rolex Middle Sea Races. The unique vessel, claims skipper Steponavicius, comes from

a bygone era and is not designed for racing under corrected time, yet she has a habit of regularly upsetting more modern international competition.

"This is a legendary, classic event," says Steponavicius of the Sydney to Hobart, "so the desire to compete has been there for years.

"Finally this year we decided to leave the beaten track of the European and Caribbean circle and head down under.

"The boat is currently in cruising mode in the Pacific — we plan to stop in Auckland for maintenance at the beginning of December and afterwards head to Sydney."

The boat, owned by the club/ company VSL Tomaga, benefits from THE GREAT RACE At last count, 36 entries are in for this year's Rolex Sydney Hobart Yacht Race. Among the contenders is race's first ever Lithuanian entry. a highly experienced crew; some have have sailed at the Olympics and others have won at European Championships. Ambersail is currently being trekked across the Pacific and will stop in Auckland for maintenance in the beginning of December before making her way to Sydney.

Also racing this year is a Japanese crew in Bengal7, a Humphreys 54 launched in 2010 for owner Yoshihiko Murase and skippered by Yoichi Ito. Another in the running will be Geoff Hill in his Dubois 90 Genuine Risk from Hong Kong and Rikki, a Reichel Pugh 42, owned by Ray Haslar, proudly flying the Kiwi flag.

It will come as no surprise that leading the line honours charge will be Bob Oatley's super maxi Wild Oats XI, with skipper Mark Richards at the helm. "We'll be on the pace the whole way to Hobart - racing the clock in the hope we can beat our own race record time. Plus we'll be doing our best to beat the fleet on corrected time too," said Richards.

Most of the race's applicants are from Australia, with all states and territories represented. The CYCA is expecting an international fleet of around 90 yachts to make the start line on Boxing Day at 1pm for the annual 628 nautical mile slog to Hobart. \$\Psi\$ www.rolexsydneyhobart.com

# Rendezvous to Hobart 2013

If you would enjoy a cruise to Hobart but don't want to race, the Rendezvous to Hobart 2013 may be for you. The Rendezvous will involve cruising from Sydney to Hobart in January and February 2013. Boats may depart whenever they decide but they must arrive into Hobart no later than 1200 on Thursday 7th February. The timing is set to allow boats and crews to participate in the Australian Wooden Boat Festival 8 – 11 February, and the Van Diemen's Land Circumnavigation Cruise, which starts on February 13. Rendezvous to Hobart 2013 will visit Twofold Bay, Triabunna and Maria Island. Individual boats take responsibility for their own boat preparation and cruising plans, and may elect to opt in or out of any or all of the Rendezvous Points. An information evening will be held at the CYCA on Tuesday November 6 from 6.30pm for all interested parties. www.cyca.com.au





# Summer of sail in Hobart

HOBART AND THE RIVER DERWENT WILL BE AWASH WITH SAILORS THIS SUMMER AS YACHT AND SAILING CLUBS HOST AUSTRALIAN AND WORLD CHAMPIONSHIPS. BY PETER CAMPBELL

p to 800 competitors are expected to head south this sailing season to compete in Tasmania's sailing competitions; this in addition to the normal influx of more than 1800 crew on yachts in the long ocean races from Sydney, Melbourne and Launceston.

The Royal Yacht Club of Tasmania (RYCT) and Sandy Bay Sailing Club will host the biggest championships, but the Bellerive Yacht Club, the Derwent Sailing Club and Montrose Bay Yacht Club will also conduct national titles.

The RYCT will conduct the Audi Australian Championship for the International Laser class, with more than 200 sailors expected to compete in three categories, Laser Standard rig (Olympic class), Laser Radial and Laser 4.7, with the championships running from 27 December 2012 through 4 January 2013.

The club will then conduct the OAMPS Insurance Australian Youth Championships from 6-10 January 2013, with up to 150 teenage sailors competing in Yachting Australia's chosen youth classes.

Sandy Bay Sailing Club expects up to 80 crews to contest the Australian and World championships for the International Cadets, double-handed junior class in which the club has a long and successful national and international success rate. The Australian championships will run



from 21-27 January, the Worlds from 26 December to 4 January.

Competitors are expected from Britain, Spain, Germany, Poland, Czech Republic, Turkey, Hungary, Russia, Holland, Belgium, Ukraine, Belarus, Argentina, and local boats from New South Wales, Victoria, South Australia and of course Tasmania. The world event is expected to host a fleet of up to 80 boats.

There is plenty more on offer this season in Tasmania, see Yachting Tasmania's website for details \$ www.tas.yachting.org.au

DINGHY-RIFFIC Among Tasmania's chock-full sailing program this season are plenty of opportunities for young sailors to get involved.



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# ON TOP OF THE WORLD

AUSTRALIA'S SAILING TEAM RESCUED THE NATION FROM COLLECTIVE EMBARRASSMENT, AFTER A WORSE THAN EXPECTED START AT THE LONDON OLYMPICS. IN DOING SO, THEY WERE THRUST INTO THE PUBLIC ARENA AS SUPERSTARS — AND QUITE DESERVINGLY. CRAIG HEYDON TAKES A LOOK AT HOW IT ALL WENT SO RIGHT FOR SAILING AT LONDON 2012.

# 

he London 2012 Olympic Games was one of firsts for Australian sailors: Tom Slingsby's gold was Australia's first individual sailing gold and first gold in the Laser class; Nathan Outteridge and Iain Jensen claimed Australia's first medal of any colour, let alone gold, in the 49er; and in winning the 470 Men's gold with Mathew Belcher, Malcolm Page became the first Australian sailor to defend an Olympic title.

Olivia Price, Nina Curtis and Lucinda Whitty won silver in the first, and last, Olympic Games appearance for Women's Match Racing, and London 2012 was the first time that sailing was Australia's most successful Olympic sport.

It was also the first time that that a country other than Great Britain sat at the top of the sailing medal table since their winning streak began back at Sydney 2000.





#### LASER

# TOM SLINGSBY - GOLD

Tom Slingsby went to London 2012 with only one goal in mind, the gold medal. Since his disappointment four years ago in Beijing, Slingsby had been steadily building towards London 2012. First up, he regained his world number one ranking, then he added to his tally of World Championship victories with wins in 2010, 2011 and 2012, making



SLINGSBY BREAKS THE DROUGHT Tom Slingsby was the first in the Australian Sailing Team to be rocketed onto the front pages around Australia.

it five titles in six years. The final piece to the puzzle was dominance in Weymouth, much like Great Britain's Paul Goodison did in the lead-up to Beijing. Slingsby, working with coach Michael Blackburn, ensured he would head into the Games undefeated when he won a fifth straight regatta at the venue in June 2012.

Slingsby was at the front of the Laser fleet from day one of competition; finishing with a second and a first, making him the man to beat. The nature of the Laser fleet meant that it was never going to be a one-horse race, with Cyprus' Pavlos Kontides stepping up to challenge Slingsby, taking the lead at the halfway point. After three days of racing Slingsby hadn't had a result outside the top 10, sailing his way back through the fleet on a couple of occasions, before the fleet headed to the tricky Nothe spectator course for



# 032 | LONDON 2012

race seven. In a tough race Slingsby finished 14th and said afterwards that he was a bit worried after the race, that he felt things may have been slipping away from him. But he quickly put that behind him and came home strongly, winning the final three races to take a 14-point lead over Kontides into the medal race.

Guaranteed at least silver, Slingsby controlled the medal race, getting off the line well and sailing Kontides to the back of the fleet, eventually crossing the line ninth with Kontides tenth to claim gold. The relief was evident as Slingsby came across the line — this one was a long time coming.

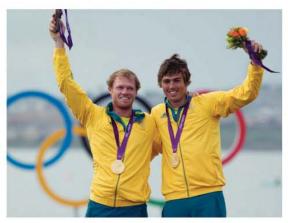
# 49ER NATHAN OUTTERIDGE AND IAIN JENSEN – GOLD

Nathan Outteridge and Iain Jensen have been the team to beat since teaming up in the 49er at the beginning of 2009. They've won three of the last four 49er World Championships, are the world number one ranked crew and won five straight regattas on the Olympic









waters in Weymouth.

Gold in London had been on Outteridge's mind since coming so close four years ago in Beijing. He teamed up with childhood friend Iain Jensen and together with coach Emmett Lazich the team began working towards London 2012. In August they lined up for race one in Weymouth as favourites, and rightly so. Their plan was a simple one, sail low-risk, stay out of trouble and wait for everyone else to make a mistake. The plan paid off with the pair having a worst result of 10th from the opening 15 races, including five wins, three of which were in a row.

Heading into the penultimate day of racing Outteridge and Jensen were 20 points clear of second placed New Zealanders Peter Burling and Blair Tuke, knowing that with two





of making history, as Page set out to become the first Australian sailor to defend Olympic gold. The two, who had previously been rivals, teamed up early in 2009 and from day one the target was gold in London. Under the guidance of coach

Under the guidance of coach Victor Kovalenko the pair set about dominating the 470 world, and dominate they did. Their first stop was winning the 2010 470 World Championship, they then went on to win the ISAF Sailing World Cup and take the world number one ranking. Belcher and Page repeated this feat in 2011 and 2012 and headed to London as clear favourites for gold.

After two days of racing Belcher and

Page were second overall with a clear rival emerging, British crew Luke Patience and Stuart Bithell. Wherever the Australians were the British were close by with the two crews finishing in the top few in every race. The decider became a two-boat race with the gold either heading to Australia or Great Britain. After a lack of breeze kept the crews on shore on the day of the scheduled medal race they finally hit the water 24 hours later. In a tense affair the British had one hand on the gold at the top mark before Belcher and Page worked their way up to second, crossing the line behind the Croatians to claim the ultimate prize.

For Page it was a second gold at



good races they could wrap up the gold medal before the medal race. The Australians did just that, with a race win and a third giving them a 28-point lead over the Kiwis.

The medal race became a formality for Outteridge and Jensen: make an effort to complete the race and the gold would be theirs. In light winds the pair did just that, finishing fourth to seal the gold medal.

# 470 MEN MATHEW BELCHER AND MALCOLM PAGE – GOLD

Mathew Belcher and Malcolm Page went into London 2012 with the aim



# 034 | LONDON 2012

his third Olympic Games, with the 40-year-old given the honour of carrying the Australian flag into the closing ceremony. Belcher may have been at his first Olympics but it was a long road to get there, having missed out on selection in 2004, and 2008, and a great reward for years of hard work.

# WOMEN'S MATCH RACING

# OLIVIA PRICE, NINA CURTIS & LUCINDA WHITTY – SILVER

Olivia Price, Nina Curtis and Lucinda Whitty were Australia's youngest crew at London 2012 but showed maturity beyond their years to claim silver in the Women's Match Racing class. The trio only teamed up in the middle of 2011 but were quickly up to speed, challenging the leading crews in the final run-up to the Games. They tasted success on Olympic waters in June 2012, winning the Sail for Gold Regatta, the ideal way to finish off their preparation.

Price, Curtis and Whitty had the ideal start to the Games, winning their first two races for a share of the lead. The winning streak continued, with another two the next day, and the next, with the Australians taking the





outright lead. They kept things simple on the water, going through the same process and treating the event like any other. It paid off, with Price and crew picking up 11 wins from 11 starts in the round robin.

The Australians defeated the Dutch in the quarter-finals before qualifying for the final following a two-one victory in incredibly tricky conditions against Finland. Price, Curtis and Whitty took on Spain for the chance to win the first, and last, Women's Match Racing gold medal. The Spanish got the early jump before the Australians fought back to level the final at oneall. With the breeze getting up towards 25 knots the close final continued with the Australians pushing hard in the third race. Halfway through the race



Price was swept out of the back of the boat with the Spanish extending their lead as Curtis and Whitty recovered their skipper.

The Australians composed themselves well, levelling the series at two-all and forcing a fifth and deciding race. Again it was a tight affair with the Spanish claiming gold after the Australians were forced to execute a penalty turn. The Australians showed great maturity throughout the regatta, handling the pressures that come with the Olympic Games incredibly well in their first appearance at the top level.

London 2012 looking for that elusive medal at the class's last Games appearance.

Crisp was around the top 10 all week but ultimately just missed out on a spot in the medal race. Heading into the penultimate day Crisp needed to make up points on 10th but gear issues hampered her run, finishing the day with a pair of 13ths.

#### LASER RADIAL

# **KRYSTAL WEIR - 12TH**

London 2012 was Krystal Weir's second Olympic Games, having competed in the Yngling class at SILVER SMILES
Right: Olivia Price,
Nina Curtis and
Lucinda Whitty
post-victory.
Below: Neck-andneck with the
Spanish team in
the dramatic and
hard-fought final.
Below right: The
girls at the medal
ceremony.

Beijing 2008. For London she returned to the class she won the 2004 World Championship in, the Laser Radial.

Racing was close in London with just two points separating the top four heading into the medal race. Weir had a tough week, and after a slow start was unable to claw back enough points to qualify for the medal race. She had a number of good races during the regatta, with a fourth and a pair of sevenths, eventually finishing 12th.

#### FINN

# **BRENDAN CASEY - 13TH**

Brendan Casey made his Olympic debut at London 2012 after a number of years of campaigning for the single Australian spot. He secured his spot following a comefrom-behind win at the World Cup round in France and left no stone unturned during his build-up for the Games.

Unfortunately Casey's regatta hit a speed bump on the first day when he was forced to retire from race one following gear breakage. After some quick repair work on the water he bounced back well with a seventh. The next hurdle came on day two when he received a points penalty for not having the correct safety gear on board but Casey pushed on, chasing a spot in the medal race.

He finished the week strongly, rounding out his regatta with two ninths and a fifth to finish 13th overall. ‡



# **470 WOMEN**

# ELISE RECHICHI & BELINDA STOWELL – 7TH

Elise Rechichi and Belinda Stowell teamed up in late 2011, competing in their first regatta together in November 2011.

They began 2012 with a fourth place finish at the ISAF Sailing World Cup in Spain where unfortunately Stowell injured her back. The injury slowed them down dramatically, hampering their build up for the London 2012 Olympic Games. They were in the mix at London 2012, picking up a race win during the event before eventually finishing seventh overall.

# RS:X WOMEN

# JESSICA CRISP - 11TH

Jessica Crisp was Australia's most experienced sailor racing in Weymouth, with London 2012 being her fourth straight Olympic Games. The veteran windsurfer headed to



he sailing boat that's perfect for a weekend cruise will require a little re-thinking for coastal cruising for three months; and that will also be very different from what's required for sailing off to the remote islands of the Philippines or for a circumnavigation. But there are some essentials that I 'wouldn't leave home without' when bluewater cruising:

# THE NEW GENERATION ANCHOR

Statistically, a cruising boat will spend a maximum of 20 percent of its time at sea, so the choice of anchor and how you deploy it can make or break your peace of mind while cruising. We bought a Spade, but there are many other brands on the market — the Manson Supreme, the Rockna, the Ultra to name just a few. From the moment we saw the light and changed over from our CQR, 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 good holding.

Even though we continued to employ 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.

# TRAILING GENERATOR

We examined all the options and installed a wind generator and solar panels on the davits. But sometimes there's no sun and sometimes a storm threatens or the wind is already too strong to operate your wind generator safely. The trailing generator, however, that little black twirling shark on a thirty-metre line off the back of the boat was the unexpected star of power generation, and never let us down. At six knots it gave us six amps an hour, twenty-four hours a day in all weather. But remember (and I do, with embarrassment) that if you are sailing in water that is less than twenty metres deep and the wind lightens, the little black shark is likely to anchor you to the bottom. On one memorable night it took me a while to work out why my boat was sailing in circles at two knots...I still wonder

WHAT ARE THE THINGS YOU DON'T KNOW YOU'LL NEED?
CRUISING EXPERT NANCY KNUDSEN TELLS US
ABOUT SOME OF THE GEAR SHE WISHES SHE'D STARTED WITH
WHEN SETTING OUT FOR LONG-RANGE CRUISING.

# CRUISING





what the nearby fishermen thought of my lights flicking from green to red to green to green to red to green...

#### **FULLY COVERED COCKPIT**

You'll never regret joining the dodger to a very strong bimini cover to make a fully enclosed cockpit - or going for a redesign. No matter how much you love sun, when you are sailing short-handed, which is the case with most cruising sailors, you'll spend a minimum of 12 hours a day on watch, and that's at least six hours of sun. And it's not only the sun. Going into wind on a blustery night will put salt water in your eyes, and hour after hour of that is not amusing - and that's even if it's not raining. But this measure is not just for comfort. When you have only two working crew it's a safety measure to keep them in good health and spirits. A prudent skipper will keep in mind that an emergency can happen at any time at sea, and you don't want a tired or weary crew to manage it.

#### **SWIM BOARD**

Or boarding ladder that you can reach and commission from the water: A swim board has many uses apart from the obvious hedonistic one of easily slipping into and out of the water while at anchor. It's great for doing dirty jobs that you don't want done on the deck - scaling fish, cleaning the barbecue just for starters. However there's another reason. The statistics show that there are many sailors lost who fall overboard and go missing in relatively calm waters and sometimes even at anchor. Whenever I read of another tragic incident, I can't help wondering whether he (it's usually a he) might have reached the boat but couldn't get back on board from the sea. Can you get back on board your boat, without help, from a calm sea?

#### HAND-HELD DEPTH SOUNDER

The old 'Ball and string' method is excellent for testing depth, but no good in a current.

If we had had a hand-held electronic depth sounder on board we might have avoided one of the most dangerous incidents of my sailing career. Arriving in a remote port for which we did not have detailed charts, we could not raise anyone by VHF. As it turned out, there was no one in the port who owned one. There was one tiny harbour with a very small entrance, and the rest of the anchorage was too deep (40 metres) to anchor a sailing boat, and, when we arrived, deserted. The current

#### 038 | CRUISING ESSENTIALS

through the tiny entrance was too strong for the 'ball and string' method of determining depth. Approaching the narrow entrance in the boat we found the bottom was shoaling so quickly I backed off and we anchored instead on a sand spit - but that's another story. Had we had a hand-held electronic depth sounder we could easily have dinghied in to test the depth in the entrance. Arriving in any unknown anchorage, this little electronic gem is also handy for all sorts of less lifethreatening purposes.

A 'new generation' anchor such as the Kiwi-designed Rocna 20kg gives peace of mind when moored.



sounder such as the Hondex PS-7 may prevent you from getting yourself in

winds and furled again quickly when conditions threaten - without involving the other crewmember.

#### 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 small fortune, but had only a modest output of water.







This might sound controversial and your marine electrician won't agree, but once you've left home where you can call for help easily and are in strange ports where the marine help is less than adequate, the simpler the systems are, the better. We started our cruising life with very smart gel batteries and a super-duper management system until a badly



connected crimp blew the system (think about soldering all your crimps for safety). Replacing some of the gel batteries proved a major job. A truck battery that you can get anywhere in the world is the answer-they're cheap, reliable, and every mechanic in the world knows how they work.

#### 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 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



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 important 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. Follow the diagram shown or Google for other versions.

#### 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



their anchor over yours 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!

#### THE SALTWATER TAP

What a boon this little beauty was when added to our boat. Best operated with a foot pump (don't forget to carry a spare pump) 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! \$\psi\$





n the last 12 months alone, 24.
Australian-flagged boats have crossed oceans with World Cruising Club rallies, including seven crossing the Atlantic in ARC 2011 and a record-breaking ten yachts booked for ARC 2012 this November. Almost one third of those boats were newly launched from popular European yards like Lagoon, Beneteau, Hanse and X-Yachts.

#### CROSSING THE ATLANTIC

The ARC (Atlantic Rally for Cruisers) is the iconic sailing rally—the one on most sailors' 'bucket list'. The very first ARC rally set sail from Las Palmas de Gran Canaria in 1986, instigated by veteran cruiser Jimmy Cornell as a way for cruisers to share the excitement and fear of crossing the Atlantic. The rally has run every year since, attracting sailors of all

ages, backgrounds and nationalities.

There have always been a couple of Australian entries each year, but from 2006 the numbers started to grow, reaching double figures for 2012. As well as 'bounty hunters' out for a prize or crack at the record (11 days, 5 hours, 32 minutes and 30 seconds for 2,700NM, set by maxi-yacht Capricomo in 2006), the 'average' boat is a 45-foot production yacht around nine years old, crewed by a mix of family and friends. More than 30 children aged under 16 sail every year, and there will be three Australian family boats this year: Chillicat, Kalimba and Senta.

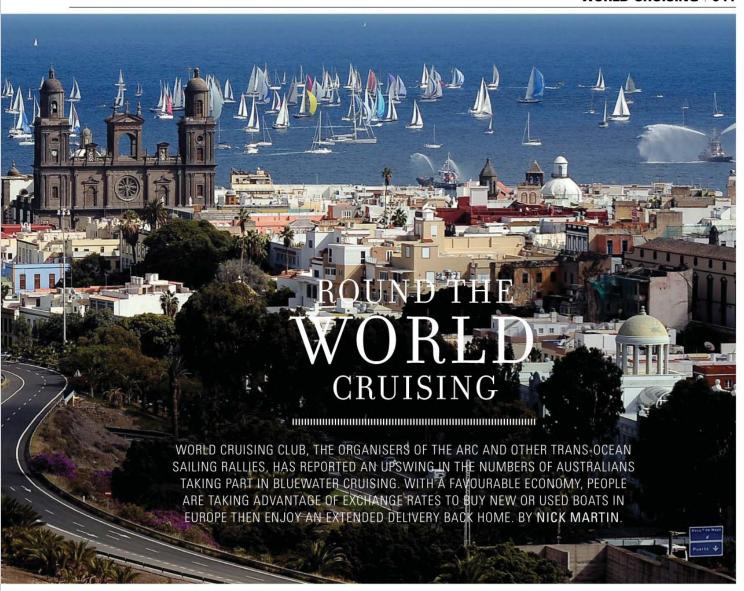
One of the youngest Skippers in this year's ARC fleet will be 29-year old Australian (and recently-joined CYCA member) Nick Black, bringing his new Hanse 4.45 Charm Offensive back home.

"My dream has always been to sail around the world. I'm 29 and I figured I either do this now when I am young and have no serious commitments or I wait till I am retired and have lived my life", said Nick.

After the ARC, Nick plans on cruising the Caribbean for a few months before sailing through the Pacific Islands back to Australia. "I heard about the ARC a few years back—it looked like a fun and safe way to cross the Atlantic and help live my dream as I sail from Germany back to Sydney over the course of a year. I can't wait to just pop the Gennaker out and fly downwind for days on end".

The ARC boats will set sail with a massed start off the city of Las Palmas on Sunday 25 November. There are likely to be more than 230 boats at the start, a stirring and emotional sight for competitors and spectators alike.





#### SAILING ROUND THE WORLD

Arriving in the Caribbean begs the question 'where next?' and those sailors lucky enough to be free of a schedule have the choice of cruising the islands of the Caribbean Sea, or heading north to explore the USA. Most Australia-bound cruisers opt for a month or so in the islands before heading down to the Panama Canal to start almost 9,000 miles of Pacific cruising.

The next Round the World rally "World ARC" departs Saint Lucia in January, making a 15-month circumnavigation via Australia before returning to Saint Lucia. This provides a popular way to make the voyage of a lifetime, as the organisers handle all shore-side arrangements, including liaising with customs and immigration authorities, organising tours and providing briefings on

the route and weather. David and Caroline Thompson of yacht Peat Smoke are sailing with the 2012 World ARC fleet: "Combined with a very strong social side to the event, help with local advice and bureaucracy on arrival have been the main benefits of circumnavigating with World ARC", they said.

The benefits of sailing with a rally were dramatically demonstrated while the boats were anchored at the Pacific atoll of Suwarrow. Australian catamaran Ensemble was caught by strong westerly winds, causing her to drag straight onto the coral of the lee shore. A VHF PanPan call brought 11 helpers who cut Ensemble free of her anchor and re-moored her in deeper water. Buckets were swiftly put into action to clear the metre of water in the port hull, but the loan of a high capacity bilge pump really saved the

boat. A crash mat was placed over the outside of the hull, which reduced water ingress, and six hours later the main bailing teams reduced to a pump watch.

At first light the damage was seen to be two 30cm tears in the port hull, with several smaller punctures. The World ARC fleet included several divers and one boat had a compressor to refill tanks, and using donated materials every hole was slowly plugged from inside and out.

The closest yard with facilities to haul-out the 14-metre catamaran was in American Samoa, but rather than have to face this 4,00NM passage alone, Brit and Shadow from Zoe (USA) volunteered to sail with Dave and Magali, and another seven boats shadowed them on the passage to Pago Pago.

This could have been a very sad

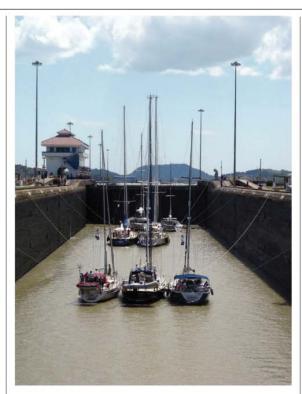
end to a honeymoon cruise home to Australia, but everyone involved in this incident should be proud that Ensemble was saved, and that no one was hurt.

The 2012 fleet are now on their way across the southern Indian Ocean, heading for Christmas in South Africa. The boats spent six weeks cruising Queensland and Northern Territories after making landfall in Mackay, finally departing Darwin on September 5th. During their time in Australia the crews from more than 20 countries enjoyed tours to National Parks and tourist attractions, and flew to visit further afield. A great way to showcase the country!

This was the third time that editions of the World ARC rally have visited Australia over the years, and event manager Paul Tetlow commented: "We are delighted to have visited Australia again, as it is one of the anticipated highlights of the rally. The big Aussie welcome we get is superb, and the cooperation from yacht clubs, marinas and authorities like AQIS and Customs helps make it a smooth-running and memorable visit.'

Finishing the World ARC odyssey by coming home to Australia were Ted Bainbridge and Bernard O'Hanlon's Beneteau Oceanis 393 Glamorous Galah (the smallest boat in the fleet) and David Waterhouse and Magali Schockaert's Fountaine Pajot Salina Ensemble (see above). Joining in Australia for the voyage around the Cape of Good Hope to Brazil and the Caribbean are Gus and Linda Pallot with their Challenger 39 Spirit of Alcides.

John and Sandra Watson have already signed-up to join World ARC in 2014, sailing with family and friends on their custom 17-metre catamaran Sirocco. They'll be joining the rally in Darwin to sail to the Caribbean, then they'll join the 2016 rally to sail in company back to



Australia. "Sailing the world is not only about crossing oceans, the rally is a great way to see and experience other countries and cultures. Safety is considered very important and there is a daily radio contact between yachts, as well as regular weather reports and briefing before each sailing leg. World Cruising Club helps with customs clearance, marina berthing, local excursions and assists in many other ways in port. My wife and I, and two other adults, are doing the entire rally, which will be a marvellous experience for us all and we talk about some aspect of the rally every week."

World ARC arrives in the Caribbean in April, providing Australian boats time to explore before they need to lay-up or sail away for the hurricane season, set as June-November by most insurance companies. With World

20 months before joining the return edition of the rally. An eight month cruise could encompass an Atlantic circuit by

arriving in April have either eight or

ARC departing in January, boats

sailing north to Bermuda then east to the Azores and Portugal in May-June; cruising the western Mediterranean; then maybe joining the ARC to sail west in late November. Those with the luxury of more time could take a year or more and extend the cruise through the Mediterranean or perhaps go north to Scandinavia, before sailing back to the Caribbean, through the Panama Canal and into the Pacific. Alternatively, explore the eastern states of America and Canada between June and November before heading back south into the islands.

World ARC 2014 has already attracted 34 entries, with some people securing their place on the rally before they have bought their boat! The route they'll be following will be a mix of organised stages and free cruising: Departing Saint Lucia in January, then sailing to San Blas, Panama Canal, Galapagos, Marquesas, Tuamotos, Tahiti, Bora Bora, Niue, Suwarrow, Tonga, Fiji and Vanuatu, before arriving in Mackay in July. After departing Darwin, the fleet will sail to Bali, Cocos (Keeling), Mauritius, Reunion Island, then on to South Africa for Christmas and New Year. Leaving Cape Town in early January they will sail to Salvador in Brazil via St Helena, cruise Brazil for Carnivale, then onto Grenada before finishing in Saint Lucia in April.

World Cruising Club is the world's leading rally organiser, running seven rallies including World ARC and ARC. Almost 2,000 people and more than 4,50 boats sail in World Cruising Club rallies every year, enjoying the atmosphere of safe, social cruising that the organisation provides. \$\Psi\$ www.worldcruising.com

**GROUP TUG** Entering the Pacific through the Miraflores Locks



#### Australian entries in ARC 2012

Boat name	Type	LOA	Skipper / Owner	Division
Charm Offensive	Hanse 445	13.52	Nick Black	I: Cruising
Chillicat	Lagoon 440	13.61	Heather Manfredi	IV: MultiHul
Drina	Jade 48	14.50	Michael Thurston	I: Cruising
Kalimba	Beneteau Oceanis 45	13.85	Peter Hayes	I: Cruising
Katherine	X-65	20.01	Leona Boller	V: Open
La Boheme	Amel Super Maramu 2000	16.00	Anna & Greg Haremza	I: Cruising
Maloo	Bavaria 42 Cruiser	12.99	Mark & Karline Shipard	I: Cruising
Senta	Swan 46	14.36	John & Karen Cole	I: Cruising
Sumatra	Swan 48 (Frers)	14.83	Shane Diethelm	I: Cruising
Sundancer II	Savage 42	12.58	lan Potter	I: Cruising

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#### 044 CHARTER CRUISING FEATURE

ailing has long been a favourite activity for the young and old alike. Whether cruising around the stunning islands and beaches of the Whitsundays, or taking a Mediterranean getaway to historic coastal cities such as Dubrovnik, sailing holidays provide a unique way in which to experience the culture and the beauty of the area. You can stop off at uninhabited islands along the way, explore quaint fishing villages, cruise by historic ruins or sail to majestic waterside towns - all at your own pace and creative itinerary.

Those of us who own a yacht are well-versed in the wet and wonderful world this miraculous form of transport opens up to us, but those of us whose only vessel is the one from which we sip our Chardonnay, these exotic locations can seem wistfully off limits. A popular remedy to this problem is to have the sailing experience without owning the boat. Beginners and experienced sailors can make use of the many charter companies that offer sailing holidays for those with the dream but not the vessel.

Two such companies are Sunsail and The Moorings. They both offer sailing holidays around the globe aboard both monohulls and catamarans. If you're a keen sailor and prefer the traditional experience, you're likely to go for a monohull, but if you're passionate about the social experience of cruising, catamarans provide greater stability in the water and have greater indoor space — so they may be just the yacht for you. Their yachts can generally fit between 2–12 people and range from 32–62 feet.

#### DON'T HAVE SAILING EXPERIENCE?

If you don't feel you have adequate experience, you can always choose to have a skipper on board who will take care of all the work for you. Hiring a skipper or sail guide is ideal for sailors who may not have enough confidence or sailing hours to take the helm and also for those who like to have plenty of time for swimming, snorkelling and simply chilling out with a book or a glass in hand. You'll also be able to take advantage of your skipper's insider knowledge of all the best places to visit, sheltered anchorages, and best restaurants in port!

If you would like an added sense of peace, you could sail in a flotilla. A flotilla is the ultimate in social sailing and the perfect balance between independence and unobtrusive support. In a group of up to 14 other yachts and headed up by a lead boat,





#### 046 CHARTER CRUISING FEATURE

you can sail from destination to destination, safe in the knowledge that help is close at hand should you need it. And don't forget, every evening you can join other sailors in your flotilla and participate in evening meals, beach BBQ's and punch parties! Sunsail offer flotilla options in the Mediterranean and Caribbean, and are set to offer flotillas in the Whitsundays in 2013.

If you would like absolutely all of the work done for you, then a Moorings Luxury Private Crewed Charter could be the right option for you. With a professional skipper at the helm, you sail to all the best places in a given destination where you can swim, snorkel, scuba dive, or simply relax in the exotic surroundings while your personal chef prepares meals based on your preferences and with flair unique to your current location. Friendly, discreet, and courteous,

your professional crew is there to ensure you enjoy yourself to the fullest. If an entire yacht is more than you require, you also have the option of a "Sail Away Stateroom" in the Caribbean. These holidays allow you to indulge in the luxury of a fully-crewed yacht charter for the price of a single cabin.

#### **DESTINATIONS**

Every destination has its own style and flavour. With Sunsail you can cruise to 32 destinations across the globe, while Moorings cruises in 27 destinations. No corner of the globe is left out, from our own backyard in the Whitsundays, to Tahiti, Tonga, New Zealand, Thailand, Malaysia, the Mediterranean, the Caribbean and new Northern American destinations including San Francisco, Vancouver and Annapolis.



DO IT YOUR WAY
One of the benefits
of charter cruising is
the ability to choose
your pace – from
lazy afternoons with
a book to active
watersports.

#### WHITSUNDAYS

The Whitsundays, a group of 74. islands and islets in the shelter of the Great Barrier Reef, is rated as one of the world's most beautiful sailing grounds. In fact, Bareboating in the Whitsundays was voted as the Best Cruise or Yachting Experience in Australia at the Australian Traveller 2011 Reader's Choice Awards. Sunsail's base on Hamilton Island, the only yacht charter company based on the island, is the ideal place to begin exploring the Whitsundays - the golden sandy beaches, unparalleled fringing reefs, tropical fish and frequent sightings of dolphins and humpback whales are only a few of the marvels you are likely to experience.

#### MEDITERRANEAN

The possibilities offered by a Mediterranean sailing holiday are



almost limitless. From the thousand islands of Croatia's Adriatic Coast to the secluded anchorages of southern Turkey, the rich culture of Italy and the ancient history of Greece, it's easy to find an ideal sailing experience in the Mediterranean. Highlights of your charter could include world-famous beaches, lively resorts, quiet fishing villages, secluded anchorages and tantalising cuisine. Options include itineraries in protected waters with short passages between stops or longer open-water crossings to remote islands and coastlines.

#### **ASIA PACIFIC**

There is an exotic charm to the Asia Pacific, whether you're cruising the beautiful waters of Thailand and Malaysia, or the South Pacific gems of Tahiti and Tonga, or even around the natural landscapes of New Zealand's Bay of Islands. Get away from busy city life and escape to swaying palms, coral lagoons, mountainous rain forests, shimmering turquoise seas and charming island villages. There's

no better way to explore them than by sailing!

#### **NEW DESTINATIONS** IN NORTH AMERICA

Sunsail this year opened two new bases in North America, one in San Francisco and one on Vancouver Island, Canada. The Moorings also launched a base in Maryland, USA. The destinations offer three distinctly different sailing opportunities: San Francisco offers sailing by amazing landmarks like the Golden Gate Bridge and up to the Napa Valley region, Vancouver Island offers fabulous scenery and amazing wildlife, and Annapolis offers a treasure trove of historic points, famed waterfronts and quaint villages.

#### SUNSAIL FLEET

Sunsail has over 800 yachts across the globe available for bareboat or skippered charter, as well as flotillas, sailing schools and regattas. The brand-new Sunsail 444 catamaran is the cream of their crop, and having already won several awards it is looking to prove a winner. Already in



launched the Moorings 5800, a luxury crewed catamaran that features an extraordinary 3-tiered design with five guest staterooms - all with private ensuite bathrooms as well as a spacious forward cockpit. Atop the large elevated flybridge, the island cruising enjoyment will be amplified by spectacular 360-degree views, stylish lounge seating and conveniences including a wet bar, refrigerator and extra BBQ grill. An entertainment system with a 46" flat-screen TV/DVD player, Apple TV, CD/stereo are built in, as is an MP3 connection with speakers throughout the boat.

#### SPECIALS.

Both Sunsail and The Moorings offer monthly specials on a range of destinations and dates, as well as discounts for repeat charterers, long-term and advance-booking discounts. Check their websites to learn more. \$ www.sunsail.com.au www.moorings.com.au w



many of the Sunsail bases around the world, it will be joining the Hamilton Island fleet from November 2012.

The most significant alteration on the Sunsail 4.4.4 is the addition of an open forward cockpit with direct access from the saloon, which offers increased visibility, ventilation, and living space. The 444 comes with air conditioning and the latest navigation technology. She handles well under sail, with her deep narrow groove hulls and shallow draft enabling her to sail as close to the wind as many monohulls.

#### THE MOORINGS FLEET

The Moorings offers one of the youngest and most innovative fleets and is proud to offer the world's largest catamaran fleet. In addition to bareboat sailing options, The Moorings also offer Luxury Private Crewed Charters. On-board, a full complement of equipment is included to ensure a great time for all, from snorkelling gear to fully-equipped galleys, to easy-to-use navigational aids like large colour chart plotters.

The Moorings has recently

**BRAND NEW CAT** Above: Sunsail's 444 catamaran is built for cruising and is being rolled out to Sunsail bases around the globe.

#### International events'

Raja Muda Regatta 16th - 24th November 2012

Phuket Kings Cup 1st – 8th December 2012

Royal Langkawi Regatta 7th - 12th January 2013

Heineken Regatta 28th February - 3rd March 2013

International Rolex Regatta 22nd - 24th March 2013

**BVI Spring Regatta** 29th - 31st March 2013

Antigua Race Week Apr 28th- May 3rd 2013

Tahiti Pearl Regatta 4th – 18th May 2013

Samui Regatta 24th May - 1st June 2013

Phuket Race Wee July 2013 (dates TBA)

**Cowes Week** 3rd - August 10th 2013

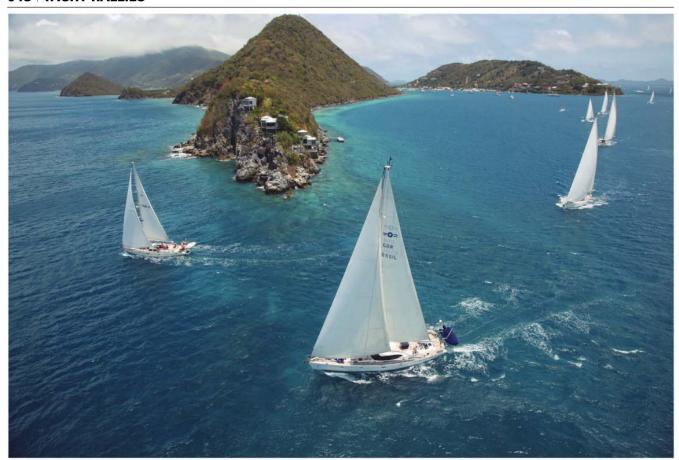
Airlie Beach Race Week 9th - 15th August 2013

Hamilton Island Race Week

16th - August 24th 2013

Magnetic Island Race Week 29th August - 3rd September 2013

\* For which you can charter through Sunsail



ust as the leather-clad weekend warrior motorcycle riders rumble down the endless highway, so do the members the modern yacht rally take to the ocean road. Drawn together by a zeal for their chosen mode of transport and common interest, not going anywhere in particular but loving every minute of the journey, they protect others in their group while enjoying this protection in return.

The attractions of yacht rallies are various. Some people decide that solitary sailing has its limitations, and that being part of a group is a practical and safe way to sail. The idea of safety in numbers certainly has credence here, as does the exchange of knowledge and ideas between people of the same passion. But there are some less obvious benefits enjoyed by those who choose to join a rally, just as there are for those who organise the rallies. In the hands of some of the biggest and best yacht companies around Australia and the world, the modern rally has become a form of "after-sales service", in which customers continue their interactions with their boat brand of choice long after the purchase of their boat, and possibly not so long

# RALLY CRY

AROUND THE WORLD, LIKEMINDED SAILORS
ARE GETTING TOGETHER AND EMBARKING ON
WATERBORNE JOURNEYS. WHILE YACHT RALLIES
ARE NOTHING NEW, THEIR POPULARITY IS ON
THE RISE, WITH BIG-NAME BRANDS LAUNCHING
LARGER AND BOLDER RALLIES AND HAVING A
RAGING GOOD TIME DOING IT. NICK JONES
TAKES A LOOK AT THE FUN, FRIENDSHIP,
AND LEARNING EXPERIENCE THAT IS THE
MODERN YACHT RALLY.

before the sale of their next one. In this way, brands are hosting rallies as a way of "keeping it in the family" — giving their customers the warm fuzzy feeling reserved for those who know they made the right choice when forking out for the boat of their dreams. Moreover, these brands can

HALF A DOZEN OYSTERS A fleet rounds a headland together during an Oyster brand rally. truly say when selling a boat that they are selling a "way of life". If you let them, they'll grab you by the hand and show you how perfect the floating life can be.

#### MULTIHULL SOLUTIONS

Based in Queensland, Multihull Solutions sell several leading brands of multihulls, including Fountaine Pajot, Catana, and Sunreef. In the three years since its inception, their premier rally, the Multihull Solutions Whitsunday Rendezvous, has grown into a star event on the multihull calendar.

Multihull Solutions are liberal about who they allow to join the Rendezvous. Unlike most "brand rallies", they don't run the event exclusively for their clients. The only criterion is that the participant sails a multihull. Rendezvous organiser and rally aficionado Kim McKee says it can be daunting to throw people from all walks of life into one event where they will be in such constant contact with each other. In her organisation of the rally, she tries to create a good balance of sailing and social events, so people have time to enjoy their own space, but can also socialize if and when they choose to. "To date,

we've had a great mix of participants at every rally. No matter their boat or background, their common passion for multihulls brings everyone together," she said.

So what does a day in the life of the Multihull Solutions Whitsunday Rendezvous look like? Starting with breakfast onboard, the group of around 15 catamarans might head out on a group sail to a secluded spot out of the wind, where snorkeling, swimming, sun baking and reading are usually popular activities. After a light lunch onboard, the group heads off on another sail, this time with a few mock races along the way. Before dark, the catamarans are safely anchored in a quiet bay, ready for a well-earned night's rest. Or perhaps, if it happens to be the final night of the rally, the evening may be spent berthed in a marina on Hamilton Island, where the night's celebrations kick-off with sunset cocktails at a picturesque lookout, followed by a '70s-themed party at a local restaurant. After a gourmet buffet, the week's awards are given to participants for sailing performance, costumes and enthusiasm in embracing the spirit of the Rendezvous. Dancing long into the night follows, of course.

Studying the above itinerary it is easy to see the attraction of sailing as part of a rally. McKee emphasises that the rally is not only about participants having fun (although they invariably do), but is also a fruitful learning experience in which even experienced sailors discover how to get the most from their boats for their needs. The

environment is ideal for this kind of learning, says McKee.

The Rendezvous, as is the case with most rallies, allows complete autonomous freedom to the boats. "We take responsibility for organising a fun itinerary with a good mix of sailing and socialising. We arrange all shore-based functions and catering, but entrants are responsible for their own onboard catering, safety and fun. So what's the downside for the sailors?" says Mckee. "The worst thing is the damage to an aging liver," said one.

#### SEAWIND

Seawind Catamarans accidentally invented the "fun rally" concept in Australia back in 1998, with a couple of races around Sydney's Pittwater, followed by a BBQ. From these humble beginnings, was born the annual Seawind Pittwater Regatta. In recent iterations, the event has grown to include two big marquees with live entertainment and a field of around 40 boats, the most recent regatta hosting 32 Seawinds and eight Corsair trimarans (Corsair is part of the Seawind brand). Seawind's Marketing Manager Brent Vaughan believes the modern Pittwater rally could be the largest instance of a single brand of catamarans racing together anywhere in the world. Seawind also runs rallies in the Whitsundays, Moreton Bay, Port Phillip Bay, and even some abroad, including rallies on Catalina Island and in Mexico. The rallies are so popular that Vaughan believes there may be more demand further afield. "I would love to run a yacht rally in Thailand or Vietnam some day as we

PLAY HARD Below right: Rally participants ready for a drink of rum. Below left: An idyllic beach party on an Oyster rally. are getting more boats into SE Asia now and these are wonderful cruising locations," he said. "We have even toyed with the idea of an around Australia rally.'

Similar to the Multihull Solutions Whitsunday Rendezvous, Vaughan's favourite Seawind event is the Whitsunday rally, which first ran in 2006. This is a week-long adventure around the Whitsundays, with a race each day followed by an onshore activity that also counts towards the



ubiquitous "points tally" - this can be anything from karaoke to best dressed crew.

The rallies are also an excellent way to build a community around the brand, as Vaughan outlined. "Seeing all boats participating are Seawinds, this is a great opportunity for owners to learn from one another and build a network of friends that they often catch up with when cruising up and down the coast. This is often referred to as the "Seawind Family". It seems the Seawind Family knows how to have fun. In one of the most ingenious rally activities invented, the Seawind ralliers take part in what is known as the "Blind Dinghy Race". As Vaughan explains: "A husband and wife team race their dinghy from the beach, around a buoy and back using oars only. Sounds easy - except he is blindfolded, while she is navigating. We have had to rescue some crews who have rowed off into the horizon."

The first Oyster World Rally, which will set out from Antigua on 6 January 2013, will take at least 28 Oyster boats on a full circumnavigation of the globe. It is being planned to mark the 40th Anniversary of the Oyster brand. Oyster is the first company to undertake a world rally with its customers. Understanding that a trip round the globe isn't a walk in the park, Oyster has been running a variety of courses for those taking part, covering safety, weather,



first aid and navigation. The trip is planned to take around 15 months; the provisional route includes stops in Galapagos, Tahiti, Fiji, Darwin, Cape Town and Rio de Janeiro, among many others.

Oyster's Marketing Director Liz Whitman is a key part of their rally organising team. She says Oyster's rallies aim to be informal and run in a "Corinthian spirit", with as much emphasis placed on the social events as the low-key racing. Not only does she boast of the superior experience of being part of an Oyster rally: "I've ordered freshly baked bags of hot cross buns which we distributed to each yacht on Good Friday this year in the British Virgin Islands regatta. The owners thought this was fantastic," she is also proud to bring to attention the remarkable feat of an Oyster owner who managed to water-ski while being pulled by an Oyster 82 at a rally/regatta in Sardinia, Italy.

Understandably, this kind of action and service develops a fan base. One owner of an Oyster 82 has attended 15 Oyster rally/regattas, three this year alone. All together, around 350 different Oyster yachts having joined rallies since they have been run. Whitman believes the program has been a resounding success, even going so far as to say that several owners have stated the rallies and regattas as the reason they decided to buy an Oyster. "I think they all enjoy being amongst a fleet where they have one thing in common "they all own an Oyster yacht."

Numerous members of Oyster's staff from every department in the business attend Oyster rallies. In this way, they get to know the owners well, and through the events their owners get to know the people running the business. Oyster even takes this one step further by inviting representatives of brands whose gear is used onboard the Oyster boats. That means those at the rally may include representatives of Dolphin Sails, Lewmar, Raymarine, Pantaenius, to name a few. Owners are able to get expert advice on the equipment installed on their yachts, while their yachts are in use. This is "after sales service" in practice. It is also potential future sales service. As one rally member put it: "Anyone thinking about purchasing a boat would enjoy this ability to look, touch and smell other designs and see how they worked. It certainly provides for people to see how others have modified or adjusted their boats to suit their conditions. This gives ideas to think about for both now and the future."

#### WINDCRAFT

Australian owners of Hanse, Dehler and Moody yachts are all part of the "Windcraft Family", and they enjoy two rallies a year. Firstly, there is a one-day event on Pittwater in which owners who have never made it across a start line before mix with seasoned racers in a day of "racing". There is also an annual "Sail Away" rally, which in September of this year saw 21 boats leave Sydney's shores to head up to Port Stephens on NSW's mid-North Coast. The challenge and sense of achievement involved in getting yourself to the destination



"Anyone thinking about purchasing a boat would enjoy this ability to look, touch and smell other designs."

#### .......

means you deserve the weekend of fun and relaxation that ensues.

The Sail Away format is so popular that this year's event was fully subscribed within a few days, and Windcraft is considering a new Sail Away event, this time taking owners all the way to New Caledonia.

#### X-YACHTS

Another leading yacht brand that puts on an Australian rally is Danish yard X-Yachts, which hosts the X-Yachts Australia Cup in October. Following racing in two divisions on Sydney Harbour, owners get together for postrace drinks, nibbles and a presentation ceremony. Following this is an exclusive owners dinner sponsored by a Danish jewelry company. Managing Director of X-Yachs Australia, Andrew Parkes, says, "The theme for the whole day is the appreciation of high quality Danish design, style and craftsmanship."  $\Phi$ 

LE RENDEZVOUS Above left:The 'figurehead' competition during Multihull Solutions' Whitsunday Rendezvous. Above right: the Rendezvous heads for the next port.



#### Social sailing

Multihull Solutions Whitsunday Rendezvous

2-8 September 2013 Whitsundays, QLD www.multihullsolutions.com.au/

Multihull Solutions

1-3 March 2013 Pittwater, NSW www.multihullsolutions.com.au/ events

Oyster World Rally

6 January 2013 – April 2014 Circumnavigation www.oystermarine.com/events

Windcraft Pittwater Rally 23 March 2013

Pittwater

www.teamwindcraft.com

Windcraft Port Stephens Sail Away

September 2013 Sydney to Port Stephens www.teamwindcraft.com

X-Yachts Australia Cup

12 October 2012 Sydney Harbour www.x-yachts.net.au

Seawind Martha Cove Rally

March 2013 Melbourne, Vic www.seawindcats.com

Multihull Central Mega Multi Regatta

April 2013 Kurnell, NSW www.seawindcats.com

Seawind Whitsunday Rally

15-22 June 2013 Whitsundays, QLD www.seawindcats.com

Seawind Pittwater Regatta

26-28 October 2012 Pittwater, NSW www.seawindcats.com

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ill Ebsary has gone over to the dark side" was the word going around the bar at the Royal Prince Alfred Yacht Club (RPAYC) at Pittwater on Sydney's North Shore early last year. Bill had committed the ultimate sin in a club that very much took pride in being one of Australia's dedicated keelboat racing clubs – he had traded his Beneteau 44.7 for – a powerboat!

But Bill had been such a stalwart of the club and had made such a name for himself over many years of racing yachts that he was forgiven, and instead of moving up the road to the Royal Motor Yacht Club, his Fleming 55 motor cruiser is one of the few powerboats in a marina dominated by towering yacht masts.

His wife Elaine still doesn't believe it. At one stage she thought Bill was having a mid-life crisis as Bill comes from a dyed-in-the-wool sailing family. His dad, Viv, sailed 18-footers in the 1920's and 30's in the days when the iconic sailing craft carried so much sail that they needed the best part of a rugby team aboard just to keep them upright, while the bailing boy would be working overtime to get rid

# JUST THE TICKET

AS OLDER SALTS FIND HAULING THE SAILS AND LINES A BIT BEYOND THEM, SOME ARE MAKING THE TRANSITION FROM SAIL TO POWER. KEVAN WOLFE CHATS WITH ONE OF THE CONVERTS TO MOTOR YACHTING, SUBSTITUTING RACING SAILS AND HEELING FOR THE EASE OF PURRING MOTORS AND THE LUXURY OF A FLAT-FLOORED SALOON IN THEIR GOLDEN YEARS.

#### .......

of the water pouring on board as they charged up and down Sydney Harbour. When the wind dropped off the excess bodies would leap over the side and swim to a channel mark or one of the "Wedding Cake" channel lights to later be picked up by a club boat.

So it's no wonder that at the tender age of four or five years, the intrepid young Bill first set out on Middle WHERE'S THE MAST? The Fleming 55 that shook-up a sailor's world. Harbour in a rowing boat, rigged with a square sheet as a sail. Living at Roseville in those early years it was just a stone's throw to the Northbridge Sailing Club where he excelled sailing in Flying Ants and Cherubs.

During Bill's high school days at North Sydney he reminisces, "Swimming was my sport and sailing was my passion", he says, "I can relax on the water quite happily on a boat even if it's just sitting on an anchor somewhere."

When Bill and Elaine moved to Palm Beach at the tip of Sydney's northern beaches, it was a given that he would join the 'Alfreds' on Pittwater. Over many decades of membership Bill made the annual Pittwater to Coffs Harbour ocean race — and the associated four-race regatta off Coffs — his own, racing his yachts in the 226 nm race 26 times and winning the overall regatta on four occasions. He was also part of the three-boat team that took out the overall teams' prize for the Alfreds on five separate occasions.

At the club Bill first sailed a Peter Cole half-tonner that he called *Spoon Bill*. This was followed by a J<sub>35</sub>, then a Beneteau 4.0.7, and his most

successful yacht a Beneteau 44.7, all having Bill somewhere in their names. The Beneteaus were called Le Billet, which is derived from the French and literally means a displaced sailor's quarters aboard ship — or more literally "The Ticket". He often says all his boats have been "The Ticket" and he has been a great advocate of the Beneteaus he has owned.

Bill has enjoyed much success competing at the Alfreds and is quick to point out that he has never had any real dramas or dropped a rig in his many miles of ocean racing. Although, he has never pointed his boats south to Hobart, he says because "Christmas time is the busiest time of the year for my engineering company" (which his father started) and is called Ebsray Pumps, which inevitably causes confusion with his name when people first meet Bill.

"Consequently, I don't have the time to put in the preparation required for a Hobart race, so the Coffs race suits me. It only takes a couple of days and Elaine and the family can drive up to the finish." blokes and we had a great camaraderie, some were young but most of us were in our 60's. After one had a hip replacement and there were a couple of dodgy knees and one had had a heart attack it was starting to get harder and becoming a risk in the sport. I also had less and less time to race.

"In the last Coffs race in 2010 we spent the time self-tacking our wheel chairs," he joked.

Bill and his mates' agility was starting to become a problem, and with the writing on the wall it was time to change gears.

"My racing has exceeded all expectations. It has been unbelievably interesting and a surreal experience," Bill confessed. Deciding to move on from racing, he had the chance of buying a cruising yacht, but he knew it wouldn't do what he wanted it to do. So he started to look around at cruising powerboats. Being an engineer, he cast a critical eye over what was available in the cruiser scene and kept coming back to the Fleming 55.

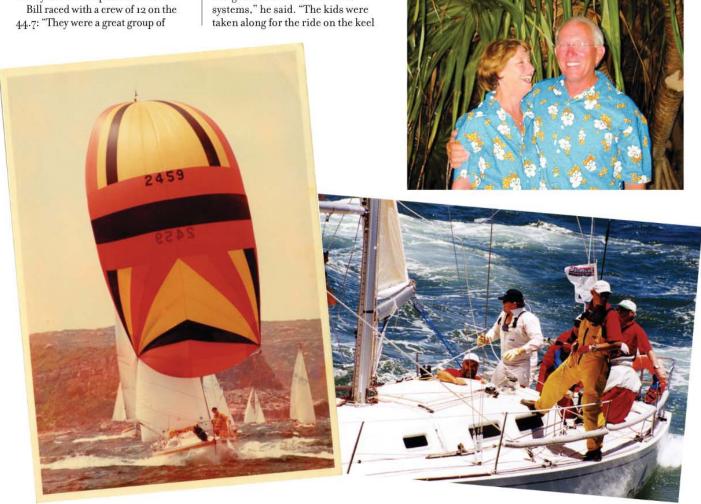
"It was classical with a traditional design but ultra-modern in its systems," he said. "The kids were taken along for the ride on the keel

WIND-POWERED Below from left to right: Bill's sailing boats Spoon Bill and The Bill. Below right: Bill Ebsary, pictured with his wife Elaine. boats, but the Fleming is just great for the grandkids."

Bill says his family are now more interested in boating and can now go places they couldn't before in a yacht, such as under the bridges at Brooklyn and explore the upper reaches of the nearby Hawkesbury river.

He also has plans in the pipeline to explore Tasmania, and make the trek around the "top end" to the Kimberley's. The Fleming 55 is just the boat to do it with a long cruising range and all the comforts of a luxury home afloat. While the boat has vast live-aboard space when compared to his previous sailing yachts, it is of a manageable size that both he and Elaine can handle without the extra crew a sailing yacht demands.

Bill chose the Fleming 55 because it is a well-proven, raised-pilothouse motor yacht designed for the serious cruising he has in mind. A semi-displacement hull gives great flexibility in performance, with the boat capable of cruising 2,000 nautical miles at 8 knots, yet with her standard



#### 054 | SAIL TO POWER

twin Cummins QSC 500 hp common rail engines she can attain a top speed of around 20 knots if needed. A maximum sustained cruising speed of around 17 knots is possible, where her moderate deadrise provides a comfortable ride unlike boats for which speed is the main design criteria and whose high speed, planning hulls require flatter sections making for a hard ride and the need to slow down in a seaway. On long passages, Fleming owners typically prefer a more leisurely and economical cruising speed of around 10 knots, where the typical fuel burn is slightly more than 40 litres per hour.

The Fleming also has a deep keel providing protection for the running gear and stability in following seas. Because noise and vibration contribute to fatigue, Fleming has also paid special attention to producing a boat that has become a standard in the industry for its whisper-quiet, smooth ride, particularly due to their use of Aquadrive anti-vibration drive systems.

It's interesting that almost without exception, yachties who decide to change from living on an angle to the more stable, level motion of a motor cruiser opt for traditional displacement or semi-displacement hulls. Although they may have enjoyed the thrill of sailing a yacht downwind at 12 to 15 knots or more under a spinnaker or Code Zero, they don't want to be charging around the ocean in a planing powerboat at



20 to 30 knots; so the slower, more traditional trawler motor yacht appears to be their style.

Ålthough Bill's Fleming 55 is fitted with twin-engines, these days many trawler (or passage maker) motor yachts come equipped with just one engine (and a back-up auxiliary) for long-range cruising efficiency. So for yachties the transition to a cruising motor yacht is not too hard as they are used to close quarters maneuvering with only the one engine of a sailing yacht. This gives sailing skippers the docking skills that most motor yachtsmen used to driving a boat



MOTOR MAN Le Billet - Bill's Fleming 55 had enough features to feed his salt-water addiction in a different style.



with two engines don't experience, especially when getting into and out of a tight spot. For skippers know that steering a yacht with only one engine in and out of a marina berth, particularly with a stiff crosswind blowing, is an art mastered over many a year. For racing yachts this can be particularly difficult especially if fitted with a drag-reducing folding prop that doesn't have the grip of a fixed blade propeller. But in the world of motor yachts equipped with twinengines, and often with bow and stern thrusters, it's easier to maneuver a large motor yacht than many a much smaller sailing yacht has ever been.

So, take heart, there is still life after sailing! Although racing yachts on the open ocean may forever be the salt in your blood, when the time comes to hang up the wet weather gear, Bill's experience is one of many yachties who are finding that cruising the waterways in the level-riding comforts of home, is a new challenge

of the seas. \$





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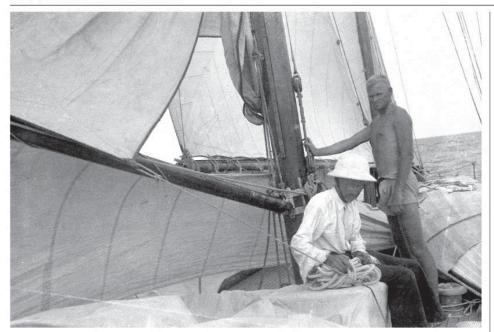


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t 1900 hours on 20<sup>th</sup>
May 1937, the staysail
schooner Sirius, flying a
rather battered burgee of
the Royal Sydney Yacht Squadron,
dropped anchor in Watsons Bay, just
inside Sydney Heads. Aboard were
Harold Nossiter and his sons, Dick
and Harold, thus becoming the first
Australians to circumnavigate the
world in a yacht.

Having sailed from Sydney on Sunday, 14<sup>th</sup> July 1935, Sirius had completed a voyage of 28,145 nautical miles, the first Australian designed and built yacht to achieve this remarkable feat. Today, the binnacle and compass of Sirius from that epic voyage are proudly displayed in the foyer of the Squadron while the yacht herself is still afloat, owned in Thailand.

Harold Nossiter, who set sail just two days after his retirement, has long since passed on to calmer waters, but he left a family that has continued to make their mark on international sailing, as well as a legacy of longevity. His son Harold reached 97 years of age, while Dick, the other son who accompanied him on the circumnavigation 75 years ago, celebrated his 102<sup>nd</sup> birthday on the 22<sup>nd</sup> June 2012.

Richard (Dick) Nossiter DSM OAM is the oldest and longest serving member of the Royal Sydney Yacht Squadron, having joined the club in 1939 just before heading overseas as a Royal Australian Navy Reserve officer and a distinguished wartime career.

"Dad still lives alone in Newcastle, looking after himself and is very 

# CRUISE OF THE SIRIUS

1935-1937

EDITOR AT LARGE PETER CAMPBELL RECENTLY RESEARCHED THE FIRST CIRCUMNAVIGATION OF THE WORLD BY AN AUSTRALIAN YACHT, THE SIRIUS, 75 YEARS AGO. ONE OF THE CREW, DICK NOSSITER, THIS YEAR CELEBRATED HIS 102ND BIRTHDAY WITH A CHAMPAGNE TOAST TO THAT EPIC VOYAGE WITH HIS FATHER AND BROTHER.

alert and quite active," according to his son, Tim, who lives in southern Tasmania where he is skipper of the Research Vessel *Penghana*, based at the Marine Discovery Centre at Woodbridge. Tim's seafaring career



SIRIUS SAILORS Above: Harold Snr and Richard Nossiter on Sirius at sea. From a collection at the Australian National Maritime Museum. Left: Harold Nossiter's earlier yacht Utiekah on a cruise to Broughton Island. From the collection of the Australian Maritime Museum; Right from the top: Richard (Dick) Nossiter celebrated his 102nd birthday in June; The Sirius wheel situated in the fover of the Royal Sydney Yacht Squadron

includes sailing around Cape Horn on a square rigger.

The Nossiter brothers grew up on the Lane Cove River, crewing on his father Harold's beautiful racing yawl *Uteikah II*. They were in their twenties when Harold launched *Sirius* in 1935 and began planning his circumnavigation of the world in this stoutly built staysail schooner.

Designed by Sydney yacht designer John D Thistlethwaite and built in Neutral Bay by James Hayes and Son, Sirius was entirely Australian in her design, timbers and workmanship. She had (still has) a full-bodied hull, 53.5 feet LOA and 13.5 feet in beam, with generous displacement, a sharp rise in the garboards and sufficient lift in the ends to keep the decks dry. Her mainmast was 64 feet, the foremast 59 feet and she had a 15 horsepower engine.

With long cruising in mind, Sirius had a large saloon of 13 square feet, three cabins and was well fitted with freshwater tanks and stowage space fore and aft. The only communications was a one-way receiving radio used for time signals.

The crew of Sirius comprised
Harold Nossiter, his sons, Harold
and Dick, and Charles Russell.
Dick was the navigator as Sirius
sailed northwards to Rabaul and
thence north of New Guinea to Bali,
Singapore, Penang and Colombo.
Here Charles Russell left, and the
cruise of Sirius continued via Aden,
Suez, Crete, Athens and Malta and,
through rough seas and hailstorms, to
Gibraltar and Spain.

Sirius arrived at Plymouth, England, on 2<sup>nd</sup> June 1936, after a passage of eleven months from Sydney. The Nossiters sailed on to Cowes on the Isle of Wight where, in July, they shared in the moving farewell to the King's yacht, Britannia, as she sailed from Cowes Roads to her last resting place, deep in the ocean.

The King's sailing master, Sir Philip Hunloke, on behalf of the Royal Yacht Squadron, invited Harold Nossiter and his sons to use the Squadron Castle at Cowes and to join, as they wished, the racing fleet in the famous Cowes Week regatta.

Sirius' voyage home to Australia began on 17<sup>th</sup> September 1936, touching at Madeira before crossing the Atlantic to Trinidad in twenty-two days, including the best day's run of the entire voyage around the world, 210 nautical miles noon to noon.

Passing through the Panama Canal, the Nossiters sailed *Sirius* to the Galapagos Islands, then set out on their longest leg, 3,100 nautical miles, to the Marquesas Islands. After a leisurely cruise through the South Seas, Sirius approached the coast of New South Wales where, off Sugarloaf, she encountered the worst gale of the circumnavigation and was hove-to for nearly three days.

Eventually, Harold, Harold Jnr and Dick Nossiter sailed the Sirius into Sydney Harbour on the evening of 20th May 1937, after a cruise of more than 28,000 nautical miles lasting one year and ten months. The Squadron burgee had streamed from the main truck at every port she had entered.

Harold Nossiter Snr recorded their experiences in two books, entitled Northward Ho and Southward Ho. Praising the navigation skills of his son, Dick, in piloting Sirius through the low lying atolls, reefs and dangerous currents of the Tuamoto Archipelago, Harold wrote in the first chapter of both books: "The younger (son), Dick, gladly welcomed the chance of seeing the world and at my suggestion studied navigation with a view to obtaining a yacht master's certificate. In October, 1933, he sat for that examination and passed brilliantly." Dick's Yacht Master's Certificate was the second such certificate to be awarded in Australia.

By the time the Nossiters returned to Australia war clouds were looming over Europe and in 1939 Dick joined up as a Royal Australian Navy Reserve officer. On loan to the Royal Navy, he served overseas until 1946, in command of five different ships, mostly corvettes. He was awarded the Distinguished Service Cross for bravery during convoy work to Murmansk in Russia when he rescued about one hundred survivors from a ship that had been bombed.

On the eve of his 100th birthday, 22<sup>nd</sup> June 2010, Dick Nossiter was awarded the Medal of the Order of Australia, the OAM, recognising the historic voyage of the Sirius and also his distinguished naval service during World War II.

After the war Dick Nossiter returned to live in the family home at Norwood and became an alderman of Lane Cove Council, serving as Mayor for three years.

"Dad bought a case of French champagne for his 100th birthday and ordered another case of the same for his 102<sup>nd</sup>," recalls son Tim Nossiter.

Harold Nossiter not only left his

"Having sailed from Sydney on Sunday, 14th July 1935, Sirius had completed a voyage of 28,145 nautical miles, the first Australian designed and built yacht to achieve this remarkable feat."

mark on the history of Australian yachting, but he left a family legacy of adventure afloat that is being maintained by his grandchildren and great grandchildren.

Dick's son Tim has sailed around Cape Horn on a square rigger and now skippers a marine research vessel in southern Tasmania; Harold Jnr's sons, Tony and Ben are both still actively involved in yachting on Sydney Harbour, while Tony's son Anthony ('Knocker') Nossiter has three times represented Australia at





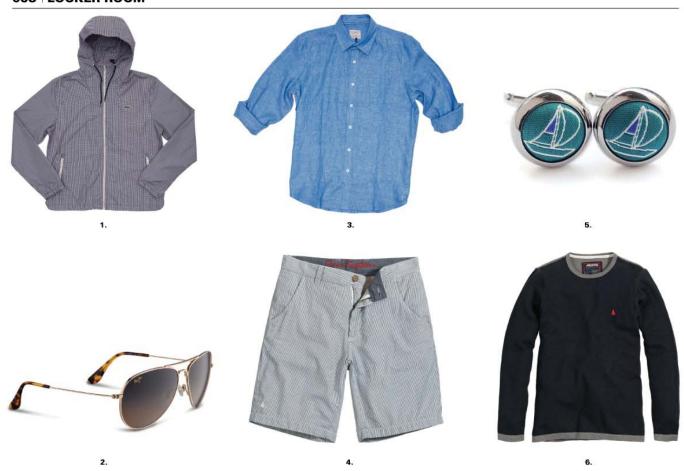
the Olympics in the Finn class. He also recently crewed on a yacht in the Volvo Ocean Race around the world.

And the Sirius? She is still afloat and in outstanding condition after 77 years, thanks to her current owner Simon Morris, a retired British Airways pilot who lives in Thailand. He keeps Sirius there, sailing and racing the historic staysail schooner regularly in local regattas.

Harold Nossiter's grandson Tim and other family members have chartered Sirius for two weeks next February to cruise the Merguie Archipelago in Burma. 4

Peter Campbell originally researched and wrote this story as a feature article for the Royal Sydney Yacht Squadron's 'Logbook Sesquicentenary Edition' which he edited. Research for the photos was done by Jan Harper. The article is reproduced here with kind permission of the RSYS.

#### 058 LOCKER ROOM



### **Dockside threads**

SPRING HAS SPRUNG AND SUMMER IS AROUND THE CORNER. IT'S SUCH A GOOD TIME OF YEAR TO REFRESH THE CASUAL NAUTICAL WARDROBE WE THOUGHT WE'D GIVE A LITTLE INSPIRATION.

#### 1. LACOSTE MEN'S JACKET

This lightweight gingham check zip jacket will keep you protected from the spring rains, it even has a hood to keep you dry and out of the wind. An excellent apres-sail item. RRP \$319

www.lacoste.com/aus/

#### 2. MAUI JIM MAVERICKS

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#### 3. COAST LINEN SHIRT

A good crisp linen shirt is any gentleman's summer staple. Coast's linen shirts come in six vibrant spring colours, and like all good linen shirts, they're made from 100% linen. RRP \$79.95

www.coastclothing.com.au

#### 4. MUSTO DREW SHORTS

This solid pair of well-made striped shorts from Musto will see a lot of wear from anyone who likes to get outdoors and active at this time of year. RRP \$119.95

www.musto.com.au

#### 5. HANNMAID CUFFLINKS

These sailing-inspired cufflinks are perfect for those who want to remind themselves of their saltwater weekends during their business-filled week. RRP \$49

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#### 6. MUSTO OLD HARRY CREW NECK

A fine-gauge cotton yarn makes this crew neck soft and supple, while elbow patches give a look of distinction. Throw it on when spring evenings cool down a little. RRP \$149

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#### 7. COAST COTTON CHECK

Lightweight and breezy, this navy and red check shirt is a versatile go-to shirt for the warmer months. Perfect with jeans or shorts, the check look never goes out of style. RRP \$89.95

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#### 8. SLAM BEACH SHOES

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#### 9. LACOSTE POLO DRESS

This short-sleeve striped polo dress from Lacoste is made from extra-fine cotton, so you're sure to look and feel fresh and nautical. RRP \$199

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#### 10. NAUTICA CRITTER POLO

If you love sailing and you want the world to know it, this anchor-print polo from Nautica should get it across. A great polo shirt, and a great sailing motif. RRP \$119.95

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#### 11. BEN SHERMAN CHINO SHORTS

Ben Sherman does the basics well, and these green chino shorts are testament to that. Some like them tight and some like them loose; wear them your way this summer. RRP \$99.95

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ailing has always been a dream of warm winds and sun and spray and freedom. It's a dream that gets us through the work week that teases us through the coldest winters. But sailing can be more than a dream: it can be salvation. Two men showed me how it can provide a deliverance for those in need.

We were on a charter in the BVIs, sitting at anchor late in the day, sprawled in the cockpit in a total repose that we had assumed ten seconds after we'd cleared immigration. To say we were relaxed is like saying Everest is a mountain.

So it was with interest that we watched a sailing yacht come around the point under mainsail alone, and we could almost imagine the skipper looking at his choices.

Hmmm, nice spot next to that powerboat, but his generator is going to run all night. Next best is alongside that bareboat with people lying all over the cockpit. Hopefully they'll pass out early.

He was, of course, looking at us. Anchoring in a bareboat paradise like the BVIs is a spectator sport for those already anchored, but this was a textbook example.

The sloop rounded up neatly and we could see just a single man aboard. The main came down and, with the easy grace of experience, it was quickly secured as the boat made a wide circle with the diesel just ticking over.

He put the bow where he wanted his anchor, strolled forward to release it with a clatter of chain, and let the boat drift back. He sauntered aft, gave a short burst of reverse to set the hook, and shut the engine down. No muss, no fuss. It was so boringly perfect that I was even more intrigued.

And so I found myself in our tender the next morning. I'm an inveterate dinghy-hopper, and can amuse myself for hours in a busy anchorage, just looking at boats. Some great friendships have been formed with two sentences: "Great looking boat. What is she?"

As I neared the mystery sloop, I could see the man propped in the cockpit, reading a book. He looked up as I said, "You gave a great lesson in anchoring to all the bareboaters yesterday."

He laughed and said modestly, "Well, I've been doin' it long enough..." And thus was launched a 

# SWEET SALVATION

CHRIS CASWELL DOES SOME SOUL
SEARCHING BY DINGHY, CHATTING IDLY WITH
PASSING YACHTIES HE FINDS RELAXED WHILE
MOORED AT ANCHORAGES HALF A WORLD APART.
WHAT HE FINDS THOUGH IS MUCH MORE; IN
FACT NO LESS THAN SALVATION OFFERED EVERY
MAN BY SIMPLY SAILING THE SEA AS THE
YEARS SLIP BY IN OUR WAKE.

#### 

most fascinating conversation.

He looked like any other sailor... khaki shorts, faded t-shirt and bare feet, although he was no spring chicken. I'd guess mid-70s, but clearly fit and tanned. Invited aboard for a glass of juice, I was intrigued as his story unfurled.

A sailor all his life, from dinghies through ocean racers and into more comfortable boats, he'd looked forward to retirement and cruising with his wife. It was their dream, but she died suddenly before it was fulfilled.

His kids were grown, and he found that most of his friends were really couple-friends, with little interest in him as a single. He was at loose ends and depressed.

"One day, I thought, what the hell? Go by yourself!" He grinned as he recalled that turning point, and the rebirth of enthusiasm that followed. He found a suitable yacht, threw



With more than 40 years as an awardwinning boating journalist, and as a former editor of both Yachting and Sea magazines, 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.

himself into fitting her out, and was soon ready to cast off.

"My God," he recalled, "So many naysayers. So many who went tsk-tsk, both in private and to my face. How silly of him, they'd say. How dangerous. What if something happens to him? What about his kids?"

"I thought, phooey on the kids. They've got their own lives, they're in the will, and now is my time".

He's been sailing for several years now around the Caribbean. Some exciting times, a few storms, but mostly just pure pleasure. His cabin was stacked with paperbacks so he wouldn't run short of reading, and he seemed a man who was supremely happy.

"If I hadn't gone, I'd be dead by now. I would have had dry rot of the soul, and I would have let grief and loss take over my life. Yes, of course, I miss my wife. But this renewed me."

Sailing can be salvation.

A couple of years ago, we met a young man while we were chartering in Greece. He and his father were aboard a small sloop next to us in the harbor at Hydra. The young man was not just visiting, though, but taking his father home.

We sat one evening and listened to his plan. He was worried that his father, now well into his 70's, might hurt himself on the boat. His idea was to sell the boat, take his father back to England, and put him in a home for the elderly. Of course, his father didn't want to go.

The father's arguments were good ones. "It's my life." "I'm not harming anyone." "I don't want to go to an old folks home." "So what if I kill myself...I've got to go sometime."

The son was torn between doing what seemed best and what his father wanted. We waited to see the outcome, and it was Mother Nature who provided the answer.

One afternoon, a meltemi wind blew with a hot ferocity, and the boats in the harbor started to bang around. Out of nowhere, half a dozen men arrived at the old man's boat, reset the anchor, added fenders, and generally made things right.

The next day, the son stopped by our boat to say goodbye. His mind had been put at rest by his father's many friends who were clearly looking out for him, and he had seen that taking the old man home probably would have killed him. It was a tough decision to make, and the two hugged for a long time on the quay as they parted.

Sailing can be our salvation. \$\Psi\$











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### **RACES AND** REGATTAS

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS WITH OFFSHORE YACHTING'S CALENDAR.

INTERNATIONAL	DATE	COUNTRY	Mount Gay Rum Monday Twilight Series	15 Oct	CYCA
INTERNATIONAL	DATE	COUNTRY	Giant Steps Autism Regatta Gascoigne Cup	19 Oct 20 Oct	MHYC
OCTOBER			Mission Beach Sailing Club 30th Regatta	20-21 Oct	MBSC
Argo Group Gold Cup	2-7 Oct	Hamilton, Bermuda	Pittwater Seawind Regatta	26 Oct	RMYC
RC44 World Championship	2-7 Oct		Financial & Media Markets Charity Regatta	26 Oct	MHYC
	4-7 Oct	Rovinj, Croatia	4. 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	Oct/Nov	BCYC
Class 40 World Championship		La Rochelle, France	Port2Port (South Pacific to Bundaberg)		RMYC
Columbus Day Regatta	5-7 Oct	USA	Pittwater Seawind Regatta	26 Oct	
Skipper Cup	6 Oct	Slovenia	Financial & Media Markets Chariy Regatta	26 Oct	MHYC
BMW ORC Australian Championship	6-12 Oct	Croatia	Grant Thornton Sydney to Pittwater Short Haul	27 Oct	CYCA
St Requis International China Coast Regatta	12-14 Oct	Hong Kong	Grant Thomton Pittwater to Sydney Short Haul	28 Oct	CYCA
China Coast Race Week	12-21 Oct	Hong Kong	Balmain Regatta	28 Oct	BSC
India International Regatta	16-21 Oct	Chennai, India	SAME SAME SAME SAME SAME SAME SAME SAME		
Hong Kong to Hainan Race	18-21 Oct	Hong Kong, China	NOVEMBER		
J 30 North American Championship	18-21 Oct	New Orleans, USA	SAP EcoSystem Regatta for Redkite	2 Nov	MHYC
Extreme Sailing Series Act 7 Nice	18-21 Oct	Nice, France	Stanley Race	3 Nov	RYCV
Rolex Middle Sea Race	20-27 Oct	Valletta, Malta	Grant Thornton Short Ocean & Short Haul Race	3 Nov	CYCA
ILake Taupo Two Island Race	20-21 Oct	New Zealand	Marine Safety Equipment & Demonstration	4 Nov	CYCA
ODA North American Championship	20-28 Oct	Valle de Bravo, Mexico	Rotary Charity Regatta	9 Nov	CYCA
Sail Qatar	9-10 Oct	Doha, Qatar	Morna Cup	10 Nov	RSYS
Marblehead World Championship	14-20 Oct	Ploermel, France	Grant Thornton Short Haul Night Harbour Race	16 Nov	CYCA
Egypt International Regatta	20 Oct	Alexandria, Egypt	Blue Water Pointscore Race – Cabbage Tree	16 Nov	CYCA
Catamarans Cup International Regatta	21-25 Oct	Greece	Ocean Pointscore – Port Hacking Race	17 Nov	CYCA
Fort Lauderdale Boat Show	25-29 Oct	USA	Lipton Regatta	18 Nov	RYC
6th China Cup International Regatta	26-29 Oct	China	APC Logistics National Multihull Regatta	18-23 Nov	WASO
our Crima Cup international negatia	20-25 001	Ullila	Beneteau Regatta		Vicsail/CYCA
NOVEMBER			Seawind Regatta	26-25 Nov	RQYS
Annual North American Rally to the Carribean	1-13th Nov	Newport, USA	Sydney Short Ocean Racing Champtionship	24-25 Nov	MHYC
	1-1301 Nov	France			CYCA
J/80 French Nationals	(i. 0.00F)		Musto International Youth Match Racing Regatt		
All Souls Regatta	2-3 Nov	Phillipines	Australia Cup	28-1 Nov/D	ec WAYF
Triskell Cup	2-4 Nov	Guadeloupe	550514555		
Kona World Championship	2-7 Nov	Grand Canaria, Spain	DECEMBER		
Rolex Osprey Cup	6-11 Nov	St Petersberg, USA	Blue Water Pointscore Lion Island Botany Bay	1 Dec	CYCA
Bermuda Open & National Championships	10-12 Nov	Bermuda	Grant Thomton Short Haul/Short Ocean Race	1 Dec	CYCA
St Barth Cata Cup	14-18 Nov	St. Barthelemy	Sail Melbourne	2-8 Dec	SYC
Optimist North Island Championship	16-18 Nov	New Zealand	CYCA Trophy Series – One Design & Rating	7-9 Dec	CYCA
J 24 Caribbean Match Racing Championships	17-18 Nov	Barbados	NSW Yngling State Championship	8-9 Dec	RSYS
			Solas Big Boat Challenge	11 Dec	CYCA
DECEMBER			CYCA Trophy Series – Passage	15-16 Dec	CYCA
Phuket King's Cup Regatta	1-8 Dec	Phuket, Thailand	Rolex Sydney Hobart Yacht Race	26 Dec	CYCA
Monsoon Cup	4-9 Dec	Malaysia			
Extreme Sailing Act 8 Brazil	6-9 Dec	Brazil	JANUARY		
Trofeo Ciutat de Palma	6-9 Dec	Palma de Mallorca, Spain	International Moth National Championships	6-12 Jan	WRSLASO
St. Nicholas	6-9 Dec	Pula, Croatia	Australia Day Regatta	26 Jan	RSYS
Wirth M. Munroe Ft Lauderdale to Palm Beach	7 Dec	Fort Lauderdale, USA		23 0011	11510
TTHE IV. WUITIOUT LEGITICITIES TO FAITH DESCRI	, 500	Tort Educatione, USA	FEBRUARY		
JANUARY			Ocean Pointscore – Port Hacking	2 Feb	CYCA
2013 Jaguar Cup Series - Sid Doren Regatta	5 Jan	Miami, USA	Milson Memorial Cup	9 Feb	RSYS
Women's Professional Match Race	19-20 Jan	USA	Marinassess Women's Match Racing regatta	9-10 Feb	CYCA
Quantum Key West	20-25 Jan	USA		16 Feb	CYCA
			Ocean Pointscore - Sydney Newcastle	10 LED	GTCF
Women's Professional Match Race	19-20 Jan	USA			

AUSTRALIA	DATE	CLUB
OCTOBER		
Corsair Australian Championship	30-5 Sep/C	oct LCSC
Blue Water Pointscore Race – Bird Island	5 Oct	CYCA
Grant Thornton Short Haul Night Harbour Race	5 Oct	CYCA
Ocean Pointscore Race – Botany Bay	6 Oct	CYCA
Club Marine Wednesday Twilight Series	10 Oct	CYCA
Thursday Twilight Series Race 1	11 Oct	MHYC
Dragon Interport Regatta	11-14 Oct	RSYS
K-Yachts Australia Cup	12 Oct	X-Yachts
Grant Thornton Short Ocean Race		CYCA/MHYC
	13 Oct	
Mount Gay Rum Monday Twilight Series	15 Oct	CYCA
Giant Steps Autism Regatta	19 Oct	MHYC
Gascoigne Cup	20 Oct	RSYS
Mission Beach Sailing Club 30th Regatta	20-21 Oct	MBSC
Pittwater Seawind Regatta	26 Oct	RMYC
Financial & Media Markets Charity Regatta	26 Oct	MHYC
Port2Port (South Pacific to Bundaberg)	Oct/Nov	BCYC
Pittwater Seawind Regatta	26 Oct	RMYC
Financial & Media Markets Chariy Regatta	26 Oct	MHYC
Grant Thornton Sydney to Pittwater Short Haul	27 Oct	CYCA
Grant Thornton Pittwater to Sydney Short Haul	28 Oct	CYCA
Balmain Regatta	28 Oct	BSC
Dalillaili Negatta	20 001	550
NOVEMBER SAP EcoSystem Regatta for Redkite	2 Nov	MHYC
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Stanley Race		1000
Grant Thornton Short Ocean & Short Haul Race	3 Nov	CYCA
Marine Safety Equipment & Demonstration	4 Nov	CYCA
Rotary Charity Regatta	9 Nov	CYCA
Morna Cup	10 Nov	RSYS
Grant Thornton Short Haul Night Harbour Race	16 Nov	CYCA
Blue Water Pointscore Race – Cabbage Tree	16 Nov	CYCA
Ocean Pointscore – Port Hacking Race	17 Nov	CYCA
ipton Regatta	18 Nov	RYCV
APC Logistics National Multihull Regatta	18-23 Nov	WASC
Beneteau Regatta	23 Nov	Vicsail/CYCA
Seawind Regatta	26-25 Nov	ROYS
Sydney Short Ocean Racing Champtionship	24-25 Nov	MHYC
Musto International Youth Match Racing Regatta		CYCA
Australia Cup	28-1 Nov/[	
DECEMBER		
Blue Water Pointscore Lion Island Botany Bay	1 Dec	CYCA
Grant Thornton Short Haul/Short Ocean Race	1 Dec	CYCA
Sail Melbourne	2-8 Dec	SYC
CYCA Trophy Series — One Design & Rating	7-9 Dec	CYCA
NSW Yngling State Championship	8-9 Dec	RSYS
Solas Big Boat Challenge	11 Dec	CYCA
CYCA Trophy Series – Passage	15-16 Dec	CYCA
Rolex Sydney Hobart Yacht Race	26 Dec	CYCA
IOIEA SYUTEY FIODAIT TACHT NACE	20 Dec	CTCA
JANUARY	C 12 I	M/DCI ACC
International Moth National Championships	6-12 Jan	WRSLASC
Australia Day Regatta	26 Jan	RSYS
FEBRUARY	0.5.1	aug.
Ocean Pointscore – Port Hacking	2 Feb	CYCA
Milson Memorial Cup	9 Feb	RSYS
Marinassess Women's Match Racing regatta  Ocean Pointscore — Sydney Newcastle	9-10 Feb	CYCA CYCA



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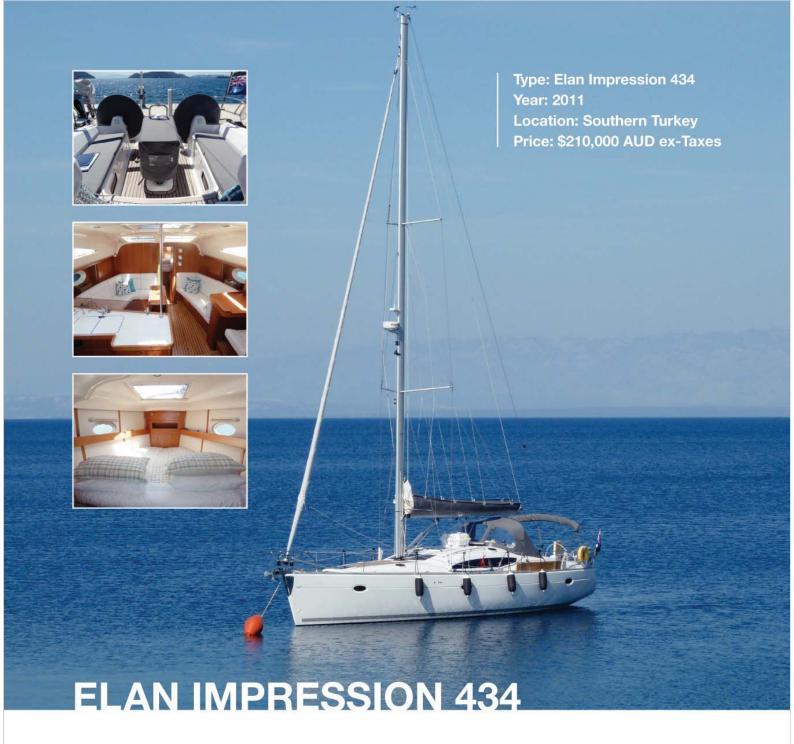
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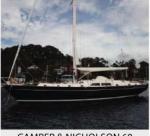
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