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KEEPING TRIM
During the Land Rover Sydney Gold Coast Yacht Race.



The Club's 70th anniversary celebrations are now in full swing and there are a number of key events planned to recognise this significant milestone in our history.

The 70th Anniversary Party was held recently and was a night full of storytelling and recollections as to how the CYCA was created and the place it holds in the sailing community today. Over 170 CYCA members and their guests enjoyed the festivities and I would like to thank event coordinator Kendi Kellett and her team for their outstanding efforts to make this evening such a success. Thanks also to Peter Shipway who acted as Master of Ceremonies, reliving the memories of our Club with assistance from Gordon Ingate, John Messenger and Bradshaw Kellett. It was an evening that remembered the past and celebrated the future.

The CYCA Spring Series has drawn to a close for another year. It was an exceptional series with a range of conditions that only Sydney can deliver – Sydney Harbour was at its best for every race in the Series and there were smiles all round on competitors faces. I am pleased to advise the Sailing Committee has recommended this Series continue in 2015 as it provides members with an opportunity to race their boats prior to the major summer series' commencing in mid-September.

The CYCA Summer of Sailing has commenced with the Blue Water Pointscore, Ocean Pointscore, Grant Thornton Short Ocean and Short Haul Pointscore Series all underway.

October sees the return of the Mount Gay Rum Monday and Club Marine Wednesday Twilight Series. Twilight sailing is a perfect opportunity for social sailing and the Club Marine Wednesday Twilights offer the perfect mid-week opportunity to get out of the office and experience Sydney Harbour. For those who enjoy the challenge of spinnakers and a pointscore series, the Mount Gay Rum Monday Twilight series is great fun and allows for several short hoists and drops.

I am pleased to announce Club Marine has re-signed as the naming rights sponsor of the Wednesday night twilight series up to the end of the 2018/2019 season, with Mount Gay also renewing its long standing relationship with the CYCA as the naming rights sponsor of the Monday



Twilight Series for a further three years until the end of 2016/2017 season. I would like to extend my thanks to both organisations for their continued support of the Cruising Yacht Club of Australia.

The stage is set for a wonderful summer of sailing.

The 70th edition of the Rolex Sydney Hobart Yacht Race is shaping up to be another great year and at the time of going to press, 70 plus entries had been received, with approximately 120 yachts expected to take part in the blue water classic. To celebrate the foundations of our great race there will be a Parade of Sail conducted for those yachts that have participated in a Sydney Hobart race from 1945 – 2013. Three of the yachts that took part in the first race have already registered their intentions to participate: *Wayfarer*, *Kathleen Gillett* and *Archina*. In addition, *Defiance* and *Christina*, who were competitors in the 1946 race have also registered.

Our race finishing partner, the Royal Yacht Club of Tasmania, has planning well underway to ensure the famous Hobart welcome for all

yachts is better than ever.

Since the new Board was formed in July, the first priority has been to address the challenge of building the membership base – and in turn the number of active sailing members.

Over the last 10 years our membership has remained static, however the mix of member categories has altered with full members reducing in number and other categories of membership increasing for various reasons.

The Board has given consideration to this fact and decided that full membership needs to increase. When seeking feedback from non-members who utilise the club facilities and who crew in our sailing events as to why they are not members of the club the overwhelming feedback has been that the entrance fee is seen as a barrier to entry. Therefore, at the August Board meeting, the decision was made to reduce the entrance fee to 70 cents, coinciding with the 70th anniversary of the Club, and be available to all potential full members until 31 December 2014.

In the words of Rear Commodore Paul Billingham:

"I must say that so far, three of my crew have decided to join this week – all are long term sailors on my boat who have never seen the value (or even need) before to become members, but do covet a closer association with us... This experiment is designed to run for just four months – it may work to increase our full membership category back up to where we need them – adding another 300 would be great. It is not a financial push – but a desire to keep our club active, improve participation in our sport and to introduce a new generation of sailors to the club and sport."

This is not an initiative on its own, but one of many strings to our bow. We are examining how to improve youth membership, family membership and retention rates for all classes of membership.

Membership strategy is under constant review; we must remember the challenges of retaining existing members and acquiring new members is one being dealt with by all member based organisations. We are not alone and we must be on the leading edge to ensure long term sustainability.

May all your lines bear under equal strain, keep your sails full and bye, enjoy our club and your sailing.

JOHN CAMERON
Commodore CYCA

COMING SOON
The Australian National Maritime Museum have included in their 2014/15 event schedule an exhibition celebrating the place our great race has held in the maritime history of Australia. The exhibition will run from November until March 2015. More information about the exhibition will be made available through the weekly Onshore newsletter.

SOLARIS, 40 YEARS EXPERIENCE FROM 37' TO 100'

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Built for Sailors

Welcome to a more cruising orientated edition of *Offshore Yachting*, celebrating the joys of life under sail in a more sedate style.

Conveying a more relaxed pace than the competitive spirit on show in the Land Rover Sydney Gold Coast Yacht Race, the ever popular Queensland regatta weeks in the Whitsundays and the many competitive club pointscore series underway, this milder mannered October issue is a breather of sorts in the lead up to the historic 70th Rolex Sydney Hobart race come Boxing Day, which is looking set to attract a bumper fleet.

This issue our Cruising focus includes Jenifer Wells' special report on the importance of good seamanship as taught (or refreshed) when undertaking the RYA-YA Yachtmaster course, our Cruising Log feature on the CYCA's biennial cruise early in the new year to Hobart and around Tasmania simply called "H15" (appealing to the non-racing types who wish to sail south), as well as our Charter feature from Queensland Yacht Charters on getting away from it all, whether or not you're an experienced skipper. Plus, we review the Amel 55 (and big brother Amel 64) bluewater cruisers, among the finest and most comfortable 'fit for purpose' cruising yachts you will ever set sail upon.

We also have a comprehensive round up of racing and regatta reports from the Land Rover Sydney Gold Coast Yacht Race sailed in July, as well as all the action – on water and off – from both Airlie Beach and Hamilton Island race weeks during August.

Di Pearson chats with "The Patrician" Tony Kirby for this issue's Skipper feature telling of his enjoyment and burgeoning tally of trophies from racing his latest *Patrice*, a McConaghy Ker 46.

With the amateur Clipper Round the World Race of 2013-2014 now well in the wake, for our Tack & Gybe interview we ask five circumnavigating Aussies what inspired them to take on such an awesome challenge and how the experience has changed them and their lives.



Our Aperture photo feature 'Over the Rainbow' tells the majestic story in words and pictures of racing aboard the mighty J Class yacht *Rainbow* during the recent Maxi Yacht Rolex Cup sailed from Porto Cervo in Sardinia.

In our Race & Regatta previews this issue we shine a light on the upcoming 70th Rolex Sydney Hobart and the Parade of Sail to feature a historic line-up of classic Sydney Hobart competitors spanning those decades of the great race south. We also chat one-on-one with Volvo Ocean Race CEO Knut Vorstad about the ocean racing excitement about to set sail as the globe circling professional regatta dubbed the "Everest of sailing" crosses the start line from Alicante, Spain on October 4.

And much closer to home, Sydney will host the first ever Southern Hemisphere round of the Extreme Sailing series on Sydney Harbour from December 12th to 14th, which is bound to bring out the crowds and competition around the Farm Cove stadium sailing course.

Plus, there's much, much more... We hope you enjoy the read!

ANTHONY TWIBILL
Publisher / Editor

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AMEL 64



Loyola Iltro 05 46 30 22 29 - Photos © J. M. Bouchard



The AMEL 64 is coming to South Pacific !

An AMEL 64 is currently in the South Pacific and will be in Auckland mid-December. We are now taking bookings to view this amazing vessel by appointment.

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ROLEX / CARLO BORLENGHI



CYCA MEMBERSHIP PROMOTION

New members for 70th celebration

There is no better time to be a full member of the Cruising Yacht Club of Australia with the entrance fee reduced to only 70 cents!

As part of the Club's 70th Anniversary celebrations the CYCA Board has resolved to significantly reduce the entrance fee for full membership from \$500 to only 70 cents for all new membership applications received from 1 September until 31 December 2014.

Furthermore, the CYCA member who introduces the most new full members will win four tickets on board the Club's spectator vessel located inside the exclusion zone to watch the start of the 70th Rolex Sydney Hobart Yacht Race on Boxing Day.

CYCA Commodore John Cameron said "I put the challenge out to all members eligible to propose and second new members to the club to encourage your family, crew, business associates and friends to join our great club during the promotional period, and join in the celebrations of our 70th anniversary year."

Application forms can be downloaded directly from the club's website. ↓

www.cyca.com.au/join-the-cyca/membership-application/

NEW NUMBERS
The CYCA Board is hoping to attract plenty of new members to the club from 1 September until 31 December 2014 with prizes for existing members and a serious reduction in entry fee costs.

NEWS IN BRIEF

CYCA SOLAS Trusts Long Lunch

Friday 24 October from 12.30pm onwards.

The annual CYCA SOLAS Trusts fundraising dinner will change in format slightly this year to a long lunch and be conducted on Friday 24 October from 12.30pm onwards. Guest speakers will be ex Wallaby turned sailor Phil Waugh and bush poet Murray Hartin. Tickets are \$125 per head and include lunch, beer, wine, champagne and soft drinks with part of the ticket price automatically going to CYCA SOLAS Trusts. As always the highlight of the event will be the silent auction with some great items available from Evanslea B & B Mudgee, Camilla, Appliances Online, Hunt Leather, Harken, Quincy and more. If you would like to donate an item for the CYCA SOLAS Trusts Silent Auction please contact: louise.bashford@cyca.com.au To book your tickets visit: www.cyca.com.au

Marine Safety & Equipment Day

Sunday 2 November 10am – 2.30pm

Following the success of the 2012 Marine Safety Equipment and Demonstration Day (MSED), the CYCA Cruising Committee will be conducting the event on Sunday 2 November from 10am – 2.30pm for the benefit of CYCA members and their guests. This will keep members and the sailing community up to date with the latest developments in personal safety. The focus of the day is on man-over-board safety; and location and retrieval with as many in-water and live demonstrations of equipment as can be practically arranged. If your company would like to participate and showcase your products please contact Denis Doyle at didoyle@bigpond.net.au. Visit the website for further information and to register your attendance on the day. www.cyca.com.au



OCEAN RACER OF THE YEAR AWARDS

Open for nominations

Nominations are now open for the Cruising Yacht Club of Australia's prestigious Ocean Racer of the Year Awards.

The 2014 Ocean Racer of the Year Awards will be announced on Thursday 11 December 2014 and the CYCA welcomes nominations from fellow offshore clubs that have suitable candidates they feel would be eligible for these awards.

2014 AWARD CATEGORIES

- Ocean Racing Yachtsman of the Year
- Sally Gordon Memorial Trophy for the Ocean Crew Person of the Year
- Ocean Veteran of the Year
- Ocean Rookie of the Year
- Ocean Navigator of the Year

Nominations close on Monday, 17 November 2014 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 2013 to 20 July 2014.

"These awards were introduced 30 years ago to recognise the outstanding achievements of yachtsmen and women Australia wide," CYCA Commodore John Cameron said.

"I encourage Commodores of fellow clubs and yacht owners to nominate eligible individuals for these prestigious awards."

Last year, CYCA member Stephen Ainsworth was named the CYCA Ocean Racing Yachtsman of the Year having won the 2012-2013 Blue Water Pointscore Series (BWPS) from *Celestial* (Sam Haynes' Rogers 46) by 10 points having won the 2012 Sydney Gold Coast Yacht Race, breaking *Brindabella's* 13 year-old record to

claim a new record for a conventionally ballasted yacht with his Reichel/Pugh 63, *Loki*.

Ainsworth also notched up wins in the Flinders Islet and Cabbage Tree Island races and finished second overall to *Wild Oats XI* in the 2012 Rolex Sydney Hobart after winning the race overall in 2011.

Michael Bellingham, navigator on *Loki*, the CYCA Blue Water champion for 2012/2013, was named the Ocean Racing Navigator of the Year. This is the second time Bellingham has received the award, playing a major role in Stephen Ainsworth's successes.

The Sally Gordon Memorial Trophy for Ocean Crew Person of the Year went to Jenifer Wells. The Crew Person of the Year award was rededicated in 2010 in memory of Sally Gordon who lost her life in the CYCA's Flinders Islet race (2009). Sally was a previous recipient of the award in 2000.

Wells is an integral part of the *Wild Rose* crew acting as navigator when required and coordinating all logistics for the boat including entry paperwork, crew training and return passages.

Sydney businessman Chris Bran was named the Ocean Racing Rookie of the Year. Since he purchased his Beneteau First 40, *Brannew* in February 2012 "to race in the Hobart", Bran notched up some impressive results.

The Sydney yachtsman finished 18th overall in the 2012 Sydney Gold Coast Yacht Race in which he won Division 3. He replicated his 18th overall result in the 2012 Rolex Sydney Hobart, with

"These awards were introduced 30 years ago to recognise the outstanding achievements of yachtsmen and women Australia wide."

John Cameron

a second in Division 3, after using the CYCA's Winter Series for crew training and to explore the inner workings of the boat.

Bran went on to secure his first major offshore victory (although it occurred outside of the award criteria) winning the 2013 Sydney Gold Coast Yacht Race overall.

Syd Fischer OBE was named the Ocean Veteran of the Year for the third time after completing his 50th offshore season in 2012/2013. His season highlights included being second to *Loki* after the first three races of the BWPS with his TP52 *Ragamuffin*. This was before he stepped up to the 100-foot *Ragamuffin* which he sailed to second on line behind *Wild Oats XI* in the 2012 Rolex Sydney Hobart.

Fischer then went on to claim the fastest time for a monohull (with *Ragamuffin* 100) in the 2,225 nautical mile 2013 Transpac Race from California to Hawaii in July 2013 and received a Lifetime Achievement Award at the Australian Yachting Awards.

Since its inception in 1985, the Ocean Racer of the Year Award has gone to many of Australia's most notable ocean racing skippers, starting with Tasmanian Don Calvert and including Victorians Gino Knezic and Lou Abrahams, South Australian Kevan Pearce and Sydney yachtsmen Syd Fischer (four times), Roger Hickman, Geoff Ross, Matt Allen (twice), and Bob Thomas and Ed Psaltis (twice).

The Crew Person of the Year list of winners includes some of the best Australian sailors who have played significant roles in the success of the boats on which they sailed.

Among the winners have been David Blanchfield (NSW), Brad Stephens (NSW), Phil Thompson (NSW), Julian Freeman (TAS), Tom Braidwood (NSW), Ian 'Barney' Walker (Vic), Adrienne Cahalan (NSW), Lori Wilson (NSW), the late Sally Gordon (NSW), Brett Filby (NSW), Tony Ellis (NSW) and Tom Barker (NSW).

The Ocean Veteran of the Year winners have included Syd Fischer (NSW, three times), Alby Burgin (NSW, twice), the late Merv Finn (WA), the late John Bennetto (Tas), Dick Fidock (SA), the late John Walker (NSW, four times), the late Lou Abrahams (Vic), Don Mickleborough (NSW), the late Richard Hammond (NSW) and Alex Whitworth (NSW), twice. ⚓

Further information can be obtained from Justine Kirkjian, Sailing Manager, Cruising Yacht Club of Australia, Ph (02) 8292 7800 or email sailingoffice@cyca.com.au

OCEAN WINNERS

Above from left: Ocean Racing Rookie of the Year Chris Bran, Ocean Crew Person of the Year Jenifer Wells, CYCA Ocean Racing Yachtsman of the Year Stephen Ainsworth, Ocean Racing Navigator of the Year Michael Bellingham, Ocean Veteran of the Year Syd Fischer OBE with Past Commodore Howard Piggott.

CYCA LIFE MEMBER

Kirkjian honoured

International ISAF Judge and racing rules expert John Kirkjian was elected a Life member of the Cruising Yacht Club of Australia at the Club's 70th Annual General Meeting in July.

John Kirkjian would have to be considered one of Australia's foremost authorities on the Racing Rules of Sailing. For the past 40 plus years, he has presided as either a protest committee member or chairman in: 2,500 club protests; 100 Australian championships; 150 State Championships; 110 International Juries; and 130 Major non-title events.

He has been an ISAF International Judge since 1994 and still continues to hold this certification today.

From 2003-2011, John has acted as Chairman of the International Jury for the Rolex Sydney Hobart Yacht Race and has been a member of the jury for 20 years. He has been a Yachting Australia National Judge and Umpire for over 18 years and is a former Chairman of YNSW Racing Rules and YNSW & YA Special Regulations Committees.

John has been a member of the CYCA Protest Committee since the early 1980s and was appointed Chairman in 1985, after the retirement of David Goode.

CYCA Commodore John Cameron said "John is a well-respected member and his knowledge and passion for the sport of sailing is invaluable to yacht clubs throughout Australia.

"It is with great pleasure that I present John with his Life Membership of the Cruising Yacht Club of Australia."

John's career in sailing began when he joined Woollahra Sailing Club in 1974 and was appointed race officer and Protest Committee member for Manly Juniors and Flying Eleven Classes. He joined the Cruising Yacht Club of Australia in 1979 and was appointed as a CYCA Safety Inspector in 1981 and has previously held the appointment of CYCA Senior Safety Inspector.

John became part of the CYCA Protest Committee in 1984 and still remains an integral part of CYCA Protest hearings today. He is the Chairman of the Protest Committee for the CYCA and has been a member of the CYCA Sailing Committee since 1990. He has represented the CYCA on YNSW Safety Committee (1989-2012) and the YNSW Racing Rules Committee (1989-2012).

John is also a member of the Royal



Sydney Yacht Squadron (since 1983) and is also an authorised Safety Inspector (1983-2012), Senior Safety Inspector (2001-2012) and a member of the RSYS Protest Committee since 1984 and Chairman since 2001.

Mr Kirkjian also represents the RSYS on YNSW Safety Committee (since 2001) and Racing Rules Committee (since 1989).

Mr Kirkjian was Chairman of the Yachting NSW Racing Rules and Appeals Committee from 1995-1997 and is still a current member of that committee. He is also a member of the Special Regulations Committee and was Chairman from 2003-2005.

Mr Kirkjian holds the appointment of Yachting Australia National Judge (since 1991) and was also a National Yachting Umpire from 1994-1999. He was appointed Chairman of YA Special Regulations Committee (2005-2009) and has represented YNSW on YA Special Regulations Committee (1993-2005) and is currently a Yachting Australia accredited National Equipment Auditor and also represented YNSW and YNT on the YA Racing Rules Committee in 1993.

At 78 years of age, John is still a passionate sailor who regularly participates in the CYCA Short Haul and Short Ocean Pointscore series and RANSA/RPEYC Wednesday races in his Jarkan 38 *Lady Ann*. ⚓

EIGHT BELLS

Dr Alan Campbell

Dr Alan Campbell, a life member of the CYCA since 1980, passed away in Tewantin, Queensland on July 7 2014 aged 88.

Alan was elected honorary secretary of the Club in 1954, a position he held until 1958. A tireless worker, Alan carried a tremendous administration load and during his term of office was successful in obtaining the CYCA's first liquor license paving the way, along with Bill Psaltis the Club's treasurer, to establish the Club's financial position.

Alan led an active life particularly in his profession, dentistry, and his passion for sailing.

After graduating from Sydney University he went to London to work as a dentist. Whilst there he visited the RORC and crewed in an early Fastnet Race and sailed on the Solent with Phillip Mountbatten. He then travelled to the USA and completed a postgraduate course at North West University Chicago and became a Doctor of Dentistry.

For his return to Australia he joined the crew on the yacht *Derrigo* for the long Trans Pac ocean race, probably one of the first Australians to compete in this event from LA to Hawaii. From Hawaii he sailed to Tahiti where he spent some weeks on this island paradise before returning home.

Returning to Sydney in the late 40's he commenced a dental practice in Elizabeth St, which was often the focal point for sailing stories and administration of the embryo CYCA.

Although young, Alan was one of the most experienced ocean racers in Sydney and in 1950 after joining the CYCA, competed in his first Sydney Hobart Race, sailing with Boy Messenger on *Gypsy Queen*.

The 1950s were a busy time for Alan running his dental practice, teaching at the then new Dental College, an Honorary at Crown Street Women's Hospital, besides attending countless meetings at the CYCA. He was a member of a very active sailing committee that started Sunday races on the harbour during winter, short ocean races to Coogee and the development of radio relay and safety regulations. Alan raced in many east coast races, 18 Hobart races, as well as many voyages as crew on the radio relay vessel and numerous Hobart - Sydney delivery trips.

Alan moved to Queensland in the early 80's but continued his active interest in club affairs. He was a member of the archives committee assisting David Colfelt with his history of the CYCA and constantly phoning to correct club input. His one regret was that distance and progressing old age precluded him from visiting the club to socialise with his old sailing mates as often as he would have liked.

John Keilty / Bill Psaltis



CYCA SUMMER SERIES 2014-2015

Lots of racing choices this summer

Spinnaker or Non Spinnaker; Harbour or Ocean Racing; the choice is yours this summer at the CYCA!

The CYCA's Summer Series commenced with the traditional season opening day race: the 19th Monica Geddes Memorial Trophy Sydney Harbour Islands Race on Sunday 14 September. This race marked the commencement of the Grant Thornton Short Haul pointscore series which consists of 14 races including a separate passage pointscore; and also a Spring and Autumn Pointscore. This non-spinnaker series provides a variety of races and is sailed competitively but in a spirit of camaraderie.

The ever popular Club Marine Wednesday Twilight Series is once again set to be a fun, social evening of sailing each Wednesday from October 2014 through to 25 March 2015. Every Wednesday evening from 6pm approximately 120 yachts sail a short Harbour course around the spectacular landmarks of Sydney Harbour – it's a perfect opportunity to step away from the stress of the office mid-week. It is a non-pointscore series with great weekly prizes to be won.

Club Marine has recently re-signed as the naming rights sponsor of this series up to and including the 2018/2019 Club Marine Wednesday Twilight Series. Club Marine National Relationships & NSW State Manager Corey Yeung said: "We are proud to continue our longstanding partnership with the Cruising Yacht Club of Australia. It's a spectacular sight to see so many boats on Sydney Harbour midweek enjoying the sailing and the stunning views."

For those who enjoy the challenge of spinnakers, the Mount Gay Rum Monday Twilight Series commencing on Monday 13 October, are great fun and great practice with several short hoists and drops.

Long term sponsor of the CYCA's Mount Gay Rum Monday Twilight Series, Mount Gay Rum, has renewed its highly successful relationship with the CYCA as the naming rights sponsor of the Mount Gay Rum Monday Twilight Series for a further three years until the end of 2016/2017 twilight series.

"Mount Gay Rum is a proud sponsor of CYCA's Monday Twilight series and is looking forward to continuing this long term relationship over the next three years. We are actively working with the CYCA to see how we can take the partnership to an exciting new level," Deanna Trianta, Assistant Brand Manager Mount Gay Rum said.

"Mount Gay Rum has an historic relationship with maritime culture and is globally recognised as being sailors' preferred drink of choice which naturally makes the CYCA a perfect home for the brand."

The Grant Thornton Short Ocean Pointscore Series comprises short offshore windward/leeward races and it's the natural progression for those who want to move up to spinnaker racing offshore. The series commences on 27 September.

The Ocean Pointscore Series comprises of 10 passage races to destinations such as Lion Island, Botany Bay and Newcastle. This year, there will be a Spring and Autumn pointscore with the first race of the series to Lion Island conducted on 11 October.

Racing will be conducted on the weekend after the Blue Water Pointscore Series races to ensure that competitors can take part in both the Blue Water and Ocean Pointscore Series races.

The Ocean Pointscore Series will once

again be divisionalised (should sufficient entries be received) with a combined pointscore being used to determine the winner. The same will apply to those competing in the Grant Thornton Short Haul Pointscore Series.

For those that enjoy a mixture of passage and windward/leeward style races, the Combined Pointscore that was introduced in the 2013-2014 series will once again be conducted and consists of three Ocean Pointscore races and three Grant Thornton Short Ocean Races, commencing with the Lion Island Ocean Pointscore race on 11 October.

This year's Blue Water Pointscore Series will consist of six races which commenced with the Land Rover Sydney Gold Coast Yacht Race on 26 July and concludes with the Rolex Sydney Hobart.

The Southern Cross Cup is an international, state and club teams event, and will consist of four races: the Bird Island Race (6 December), the two CYCA Trophy Series races and the Rolex Sydney Hobart. Three boats will represent each team with clubs allowed to enter multiple teams.

The Southern Cross Cup was re-introduced last season to reignite international, inter-state and inter-club competition, camaraderie in the Corinthian spirit, and encourage committed racing in the lead up to the Rolex Sydney Hobart Yacht Race ⚓

Save the date

*CYCA Summer Series
2014-2015 start dates*

**Grant Thornton Short Ocean
Pointscore Series**
27 September 2014

Blue Water Pointscore Series
3-6 October 2014

**Grant Thornton Short Haul
Pointscore Series**
3 October 2014

**Club Marine
Wednesday Twilight Series**
8 October 2014

Combined Pointscore Series
11 October 2014

Ocean Pointscore Series
11 October 2014

**Mount Gay Rum
Monday Twilight Series**
13 October 2014

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CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race



CLUB MARINE NSW YOUTH MATCH RACING CHAMPIONSHIP

CYCA team are winners

Harry Price wins the Club Marine NSW Youth Match Racing Championship reports Jennifer Crooks.

The Cruising Yacht Club of Australia team of Harry Price and his crew of Angus Williams, Finn Gilbert and Owen Long have won the Club Marine NSW Youth Match Racing Championship in a sudden death grand final.

"It's a great result and our first major regatta win for this crew," Price said after defeating Milly Bennett and her Royal Prince Alfred Yacht Club crew of Travis Thorn, Sam Stewart, Alice Tarnawski and Oscar Stranack in the grand final which was shortened to one match winner takes all due to time constraints.

"The final match was all over the place. We got a penalty at the bottom mark (for allowing too much room at the mark) and were able to wipe it off at the top mark," Price said.

"We trailed the whole downwind leg until the last 30 seconds where we caught a gust at the pin end of the line and snuck away with the win by millimetres," he added.

Earlier in the day however Milly Bennett had defeated Price in similar circumstances in their round robin.

Price reflected further on his day: "We won our first match and got off to a really good start in the westerly winds but then lost our second to Milly due to a few boat handling issues.

"In our semi-final against Malcolm (Parker) we got away to a decent lead

in the first race and were never headed but the second race was much tighter.

"I'd like to thank Club Marine for their ongoing sponsorship of this regatta and look forward to competing in the Nationals later in the year," Price added. By winning this Championship, Price has gained automatic entry into the Australian Youth Match Racing Championship that will be hosted by Royal Queensland Yacht Squadron later this year.

"It was tactically very challenging in the shifty conditions," said Milly Bennett. "We had a much better day today – we changed some crew positions around and Alice really stepped up.

"My best match of the day was definitely the last match of the semi-final defeating Sam (Ellis) to make our way into the grand final. It was very tight racing."

Rounding out the podium places was Malcolm Parker and his crew of Annie Wilmot, Dieter Knerim, Pia Doyle and Josh Dawson, representing the Royal Prince Alfred Yacht Club.

"I'm really happy with our third place. It's a fresh team – we worked together well and had a really good vibe on the boat," Parker said.

"The last race was when it all counted and we sailed our best. We had a good start, headed out to the

left and got a lead on Sam (Ellis). From there we just had to protect our lead. It was a great race against a good competitor," he added.

Race Officer Robyn Tames had another tough day battling shifty conditions and trying to push through the required matches. Conditions were in stark contrast to the previous day – light and shifty westerlies which swung 180 degrees to the east as opposed to gusty westerlies.

"We started in a 6 knot westerly and got two flights away before it swung to almost due east. By the end of the afternoon there were two different sets of breeze – one out of Rushcutters Bay and another out of Double Bay that were coming together in the course area and having a party," Tames said.

The competitors handled themselves well in the tricky conditions – they just had to pick the shifts. They were prompt to enter the starting sequence and displayed good sportsmanship when penalties were awarded.

"Winds averaged 12-16 knots with a top gust of 24 knots. The sailors performed well in these conditions which are at the upper limits for match racing," she added.

Club Marine has been the naming rights sponsor of the NSW Match Racing Championship since 2004 and has recently renewed its naming rights sponsorship of this regatta up to and including the 2016 edition. Club Marine also sponsors one of the Elliott 7 boats and the CYCA's Club Marine Wednesday Twilight series.

Corey Yeung, Club Marine's state manager for NSW & Queensland presented prizes and complemented the sailors on their performance. "Congratulations to Harry Price and his team and to all competitors in this Championship. Club Marine is a proud sponsor of this regatta and we see this as a perfect partnership to ensure the future development of youth sailing," Yeung said. ⚓

www.cyca.com.au/youth/club-marine-nsw-youth-mr-championship/

Final standings

1st	Harry Price	(CYCA)
2nd	Milly Bennett	(RPAYC)
3rd	Malcolm Parker	(RPAYC)
4th	Sam Ellis	(CYCA)
5th	Will Dargaville	(RPAYC)
6th	Clare Costanzo	(RPAYC)
7th	Dylan Gore	(RYCT)
8th	Emma May	(CYCA)
9th	Eddie Moulton	(RSYS)
10th	Claudia Thackray	(RSYS)

GRAND FINAL
Harry Price and crew win the Club Marine NSW Youth Match Racing Championship.



Land Rover Winter Series Prizegiving

On Friday evening, 18 July, over 200 Land Rover Winter Series competitors celebrated their success in the 2014 Land Rover Winter Series at the season ending prizegiving. Each of the divisional winners and placegetters were presented with their trophies – a framed picture of their yacht together with a gift from Land Rover Australia. Commodore John Cameron made a presentation to Tim Krieger from Land Rover Australia in recognition of their outstanding support of the CYCA Land Rover Winter Series.



1. Black Sheep crew celebrate their success. 2. The crew of Kirribilli. 3. Doug Sturrock and two crew members of Windflyt. 4. Baltic Lady's Niel and Pam Burling (centre) with their crew. 5. Ann and Bob Penty, Great White. 6. The crew of Alpha Carinae celebrate their successful season. 7. CYCA Commodore John Cameron makes presentation to Tim Krieger, Brand Manager Land Rover Australia in recognition of Land Rover Australia's outstanding support of the Land Rover Winter Series. 8. The crew of Clewless? Owners Guy and Lachlan Irwin (far right). 9. Danny McConville and Darryl Hodgkinson, Victoire. 10. The crew of Akela with owner Alan Mather (centre holding trophy).



CYCA 70th Anniversary Party

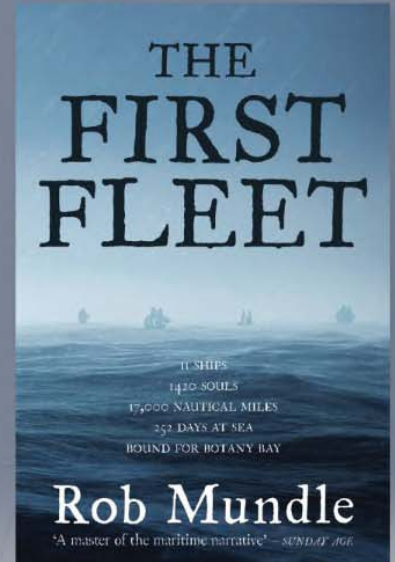
Over 170 CYCA members and their guests attended the Club's 70th Anniversary Party on Saturday evening 6 September. It was a night full of storytelling and recollections as to how the CYCA was created and the place it holds in the sailing community today. Peter Shipway emceed the event and interviewed CYCA members Gordon, Ingate, John Messenger and Bradshaw Kellett who recalled many stories and tales about the CYCA, sailing and much more throughout the decades.



1. Roslyn Cameron, Alex Cameron, Jenny Graham and Mike Campbell. 2. Kendi Kellett, Rhonda Carr and Pam Messenger, President Associates Committee. 3. Sarah Goddard-Jones, Sarah Ley, Peter Lowndes and guest. 4. Bill Psaltis, Elizabeth Dunn and guest. 5. Gail Lewis-Bearman, Jenny Birdsall, Jane Stranger, Vincent Stafrace and Dick Bearman. 6. Victoria Kellett and Sue Crafer. 7. Lindsay May, Christine and Rex Forbes. 8. David Lawson and Adrienne Cahalan. 9. Gordon Ingate and Roger Hickman. 10. Phil Eadie, Darryl Hodgkinson and Tony Ellis.

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LAND ROVER SYDNEY
GOLD COAST YACHT RACE

Northward bound

WILD OATS XI and *CELESTIAL* emphatically took line and overall honours respectively in the 384-nautical mile Land Rover Sydney Gold Coast Yacht Race in July, but the race record stayed intact. By DI PEARSON.

THROUGH THE LENS
Photographer Craig Greenhill set out as a crew member aboard *Southern Excellence II* to capture the excitement of the Land Rover Sydney Gold Coast Yacht Race.



The 29th running of the Cruising Yacht Club of Australia's race was a far cry from last year, when a number of yachts retired citing time constraints as the race climaxed on the fifth day.

Although the tricky weather at the start left a lot to be desired, it was one of the most pleasant races in recent history for those who managed to stay ahead, or up with, the storm fronts and weather changes.

Enjoyable 15-20 knot northwesterly and southwesterly winds, aided by flat seas, were tailor made for a fast reaching race. There was also the added benefit of sea life spotting, anything from seals to penguins, dolphins, whales and sharks.

Conditions prompted America's Cup and Olympic sailor Iain Murray (*Wild Oats XI*) to comment afterwards: "An enjoyable reaching race on flat seas – it doesn't get much better."

Fifty-five yachts piled up at the boat end of the Nielsen Park start line on Sydney Harbour. A wet, miserable grey morning transformed to sunny blue skies by the 1.00pm start, but the predicted breeze was nowhere to be seen.



Instead, light shifty five knot to nothing airs, fanning from all points of the compass, turned to parking lots on the Harbour. The pop of spinnakers during the downwind start at least provided extra colour.

Bob Oatley's *Wild Oats XI*, skippered by Mark Richards, appeared the only one to be free of the windless shackles. Richards would later say, "We had a plan, we stuck to it and it paid off big time. The crew were fantastic and kept the boat going up the Harbour."

He steered the super maxi straight down the eastern side of the Harbour, and although slowing down at times, it didn't stop. Steven Proud's *Swish* was the only boat to get within cooee of *Oats*. The Kernan 44 closely trailed the 100-footer to Lady Bay, but then lost touch with the breeze before finally setting off again.

As *Wild Oats XI* reached the Heads, Paul Clitheroe's *Balance*, Bruce Foye's *The Goat* and Darryl Hodgkinson's *Victoire* all started to make good ground near North Head.

Able to see the funny side, Clitheroe, who recently purchased the 2008 Rolex Sydney Hobart winner *Quest* and renamed her *Balance*, reported: "Must





buy a new boat more often. After much drifting between the Heads and enjoying watching sunbaking seals and penguins, *Balance* is arguably the first boat to Manly.

"A fair point is that *Wild Oats* is halfway to the horizon and made more distance, but if it was Sydney Harbour to Manly, we've got that covered. Problem is, we've got no idea what will happen next, but lovely afternoon...so far!" said Clitheroe.

Left in the frontrunners' wake was 100-footer *Perpetual LOYAL*, owned by Anthony Bell who had friend and Australian cricket captain, Michael Clarke, along for the ride north. Up alongside was *Black Jack*, the V70 owned by Peter Harburg.

Harburg's skipper, Mark Bradford, commented pre-race: "The predicted reaching winds will suit us and *LOYAL* down to the ground, although the breeze won't be strong enough. These boats (both designed by Juan Kouyoumdjian) need 20-25 knots."

His prophecy proved accurate, as the closest *Perpetual LOYAL* got to *Wild Oats XI*, was four nautical miles on the first evening. "At one point, *Black Jack* "came barreling at us, but when she gybed back into the coast, that was it," Richards said.

From there, *Wild Oats XI* kept up a steady pace all the way to Southport,

averaging speeds of 18 knots. It reached the finish line in 15.27.46 hours, taking 26 hours 27 minutes and 47 seconds, more than four hours short of its 22 hour 3 minute and 46 second record set in 2012.

Over two hours later, *Perpetual LOYAL* finished second on line for eighth overall, while *Black Jack* repeated its third on line of last year, but this time was well up the overall results board in second place.

The only blip on *Oats*' radar was her year-old carbon fibre hydrofoil wing snapping off while surfing down waves at speeds averaging 18 knots, but surging into the 20's, at around 1.30am on the morning after the

start. Installed to improve downwind speed, a crewmember said it did affect their performance.

Richards said they would likely go back to the drawing board. "We're not really sure what happened yet – whether we hit something or not – we'll have to take a look at the hull and see what's what," he commented.

Anthony Bell had mixed feelings on playing maiden again. "Obviously we're a little disappointed with second over the line; getting stuck in the Harbour was a disaster. But the lighter conditions didn't suit us and we have to accept that," he said, adding they had not seen more than 21 knots during the race.



CUTTING EDGE
Opposite page and above: Action from the deck of *Southern Excellence II*. Right: Overall winner *Celestial*.

“Cocko (Michael Coxon, his sailing master) and I are extremely happy with the boat looking ahead to Hobart, where we know the conditions will be tougher. I’m just thankful to my crew for the great job they did.”

On Michael Clarke’s first offshore adventure, Bell said: “He loved it – had a great time and wasn’t seasick at all. He tweeted from the boat constantly, ran around helping where he could, and he’ll have another crack. But the Hobart will have to wait until he’s retired from cricket.”

Sam Haynes’ overall win with his Rogers 46 *Celestial* was an impressive one; two hours better than nearest rival *Black Jack*, the next six places filled by *Wild Oats XI*, Matt Allen’s *Ichi Ban*, Colin Woods’ *Pretty Fly III*, *Balance*, *Victoire* and *Perpetual LOYAL*. It was a big boat race, but somebody forgot to tell Haynes that.

Best finisher nearest in size to *Celestial* was Tony Kirby’s ninth placed *Patrice*. The eight month-old Ker 46 is the same length, give or take an inch or two, and led the race overall until east of Yamba, when *Celestial* took the reins.

Patrice spent more time offshore



than the others in the group, including *St George Midnight Rambler*, *Balance*, *Victoire* and *Primitive Cool* (former *Secret Mens Business 3.5* with previous owner Geoff Boettcher in the crew) and that decision probably sealed Kirby’s fate.

“What a great race to win – it’s a marquee event,” CYCA member Haynes said when given the news. “It’s great winning the first race of the CYCA’s Blue Water Pointscore too,” he said of the Sydney club’s six-race series, which includes the newly re-introduced Montague Island Race.

Others such as *Chutzpah*, *Ichi Ban*, *Occasional Coarse Language Too* and *Pretty Fly III*, also flirted with the top spot, but Haynes and crew kept chipping away and then got away.

“We did our best sailing at night. On the last night we had our A3 spinnaker up and ran hard all night. It enabled us to sail close to the rhumbline and that gave us an inside line all the way up. It meant we avoided the current, which was quite strong. I think that made a difference.” Haynes said the course they took meant as few gybes as possible to make Cape Byron, thereby saving time and effort. “And we were in the right place at the right



time to pick up some shifts," he said.

"The wind was forecast to swing round to the east – and it did – we had a nice 14 knots. It eventually dropped down to only nine knots – that was scary – but we needn't have worried, it stayed in."

From Point Danger to the Main Beach Southport finish line, *Celestial*'s crew changed sails "four to five times for maximum benefit.

"We knew we had to keep racing hard, because some, like *Pretty Fly III* (a canting Cookson 50), and *Balance* (a TP52) were too close for comfort. *Patrice* sailed out from the coast, so we thought we had it over her," Haynes said. "My crew put in a fantastic effort."

Haynes' 16 year-old son Will was aboard *Celestial* and can now lay claim to being the youngest winner of the race – and in his maiden offshore yacht race. "He was very good, he trimmed and packed spinnakers and pulled his weight," Haynes commented.

Will said it was "pretty good to win my first offshore race. It was interesting to see how the crew performed offshore racing compared to how it works inshore. I had a great time – I'd do it again."

Among a few first-time offshore racers aged from 16 to 19, Will was one of at least three from the CYCA's Youth Academy, along with 19 year-olds Emma May and Nicky Bradley, who were overjoyed to accept Noel Cornish's offer to sail on his Sydney 47, *St Jude*. The lucky girls were also given two full sets of new ocean racing wet weather gear, donated by the QLD (Quiet Little Drink).

Ben Psaltis got the best grounding he possibly could. The 18 year-old sailed with father Ed (*St George Midnight Rambler*), who's standout win was the fatal 1998 Sydney Hobart aboard the little Hick 35 now racing as *Luna Sea*.

Like Will, Ben has clocked plenty of ocean miles on deliveries and raced inshore, but had not raced offshore. On *Wild Rose*, Samantha Scott had the advantage of Roger Hickman and her father Andrew Scott as teachers. She will contest the rest of the BWPS with Hickman, including her first Hobart race, as he defends his title.

Celestial also won ORCi overall from the two canting Cookson 50's *Pretty Fly III* and *Victoire*. PHS came down to a fight between yesteryear boats *Helsal 3* (Robbie Fisher/Paul Mara, Tas) and *She's the Culprit*.

Helsal 3 led for most of the race, until the *Culprit Syndicate*, headed by Glen Picasso, momentarily sailed their modified Inglis/Jones 39 into the lead. However, the Tasmanians



Others also experienced ripping kites and other sails in the hard running conditions.

"Going into the southwesterly front we were in a decent position to attack the fleet and hold onto our position with the other boats around us. It all went pear-shaped when our A3 spinnaker burst out of its seams and started flapping all over the ocean at 2.30am; just what everybody wants," Kellett said.

The last four yachts finished on the fourth day. Some of the smallest in the fleet, they were caught in the shifting west-nor-west to north-west 10 knot and weakening breeze during the third day. Peter Mosely's *Local Hero* from Canberra and John Nolan's *Isabella* finished just after 8.00am, leaving just two behind.

John Blair's *Bear Necessity* and Robert Carr/Stephanie Cook/Kerry Burke's *Mortgage Choice Rumba* were a couple of miles apart with 20 odd miles to go, when Blair reported: "We've only been doing three knots of boat speed this morning, it's been very light – a bit painful – but it's very nice out here. We hope to make the finish by just after 5.00pm.

It did get better; the light west-



IN THE LEAD
Opposite page:
Australian cricket
team captain
Michael Clarke
onboard *Perpetual*
LOYAL; Line
Honours winner
Wild Oats XI.
Above: The fleet
departing Sydney
Harbour.

prevailed, the *Culprits* took second and James Murchison's *Tripp 47*, *Abracadabra*, was third.

Other wins went to *Ichi Ban* (first yacht 60-ft and under), *Pretty Fly III* (50-ft and under) and *St George Midnight Rambler* (40-ft and under).

Not everyone had an easy ride. Brad Kellett (on Jim Cooney's *Brindabella*) reported from the 21 year-old yacht on the second day: "It's been a tough 24 hours. The start was very slow and we found it hard to get the old girl rolling."

nor-west winds picked up again to 10 knots, bringing the pair home just after 3.00pm, 41 minutes apart. *Mortgage Choice Rumba* was last to dock and loudly cheered in by fellow yachties kicking back at Southport Yacht Club.

From all 55 entries, there was unusually only one retirement. Phillip King's *Salona 44*, *Last Tango*, sustained substantial damage to its forestay, which the crew were unable to repair. ⚓

<http://goldcoast.cyca.com.au>



VISION SURVEYS AIRLIE
BEACH RACE WEEK

Clouds part for Airlie

After a few days of unsettled weather, wind and white-outs, conditions for the final day of sailing were ideal.

For those sailors who saw the forecast and the rain, and decided to stay tucked up onshore for the final day of racing, they missed out on a perfect day for the Vision Surveys 25th Airlie Beach Race Week.

There were several moments during the Pioneer Bay course when the rain squalls whited-out the fleet and the 25 knot gusts caught some

trimmers unaware, but they only served to keep the pressure on the competitors and racing exciting.

As the race progressed the wind eased and so did the swell, but not before local boats maxi-yacht *Condor* split their yellow spinnaker and *Tulip* had a 'Priscilla of the Bay' moment as their white kite floated unglamorously off their stern and close to the rigging on the passing



AT LONG LAST
After some stern weather early in the week kept competition high, the wind finally eased and the swell calmed for what became a perfect final day of racing at Vision Surveys Airlie Beach Race Week.





yacht *Ocean Affinity* as the crew frantically tried to haul the massive sail back on board.

In the IRC Division, Tony Kirby's *Patrice*, with six straight wins under his belt, kept his team on shore. Matt Allen's *Ichi Ban* went out to defend his second place and the two Cookson 50s made the race count in their one-on-one battle for regatta supremacy.

The battle handicap winner on the

final day was Colin Woods's *Pretty Fly III* as she led Darryl Hodgkinson's *Victoire* around the course.

"We pretty much match-raced each other around the course in the last few races. *Victoire* are a little faster than us uphill and we are a little faster downhill. In the race the other day out to Dent Island, we were in front by a fair way, but we broached when a big gust hit us and that closed the gap and

NICE LEAN
Left: *Ocean Affinity* had a close call with the white kite of *Tulip* when it threatened to get caught in her rigging as she passed. Below: The fleet on gusty Pioneer Bay. Right: Hands up who had a fun ride on *Twister*.

then *Victoire* got us uphill on the run to the line. That was a bit frustrating. The boats are very close and it's good to race against them.

"It was nice to get on top of them today. They did seem to have an issue somewhere in the race, some gear problems, but we were in front of them by then and I doubt they would have caught us. The crew worked well and the boat went like clock-work today. Everything worked well and the boat just felt great," Woods said.

Pretty Fly III will now turn their focus to preparing for the 70th Sydney Hobart Race. "We might regatta race them again next year," Woods added.

The IRC Division overall results were first to *Patrice*, second to *Ichi Ban* and third to *Victoire*.

Performance Racing Division 1's race was won by New Zealand entry, Janine Robinson's *Bullrush*. In second on handicap was Pierre Gal's and Doug Gayford's *Dolce*. In third place, and after a dramatic day when, with the help of the *Ichi Ban* team, the boat had to be rescued after it broke its mooring and headed off on its own for a while, was Walter Lewin's *Vento*.

"We are pretty happy how we sailed this week, apart from a navigational







first place overall after struggling with the wind as it eased during the late morning and into the afternoon.

"I was quite glad I was on this boat in this weather, but we needed more wind. We go our best in 20 plus where most people go better in under 20 knots. When we race in the 15s we got today we go backwards. It's a big boat weighing 14 tonnes where some of our opposition weigh to maybe three tonnes.

"We saw around 17 to 20 knots, just a bit short for what we really wanted. We knew we were going to have a fight today. We knew we just had to sail the course because we had done so well in the rest of the week. Luckily for us there wasn't a huge fleet and some of the boats that were there at the beginning of the week, weren't there today," Cooper said.

In second place overall in the division came Simon Dunlop's *Namadgi* and in third, on count-back, *QLD Marine Services*.

The Multihull Racing Division 1 numbers were down with only four boats competing and two of them retiring mid-race. In first place was Ben Kelly's *Turning Point* and in second place, Robert Remilton's *Wilparina II*. The top two overall results remained the same with Andrew Stransky's *Fantasia* in first, Wayne Bloomer's *Chillpill* in second and *Turning Point* in third.

Division 2 had just two starters on the final day; first placegetter Peter Millar's *Quick Skips* and mid-race retiree, Danny McMillan's *Purple Haze*. The overall division results went to Drew Carruther's *Rushour* with *Quick Skips* in second on a count-back to Bob Critchley's *Cool Change* in third.

Multihull Cruising was another fleet where more than half didn't make it out on the last day. In the final race for the division, event sponsor, Brian Forrester and his ORAM 62 *Drumbeat* won handicap honours ahead of Ken Gibson's *Resolute II* and Norm Fraser's *Wet Bar*. The final overall results went to John Williams's *Tyee III* with *Resolute II* in second and Fiona Kermeen's *Mon Amie* in third.

The Sports Boats were back out on the course after choosing not to race in the penultimate day's strong wind and tide passage race. Norman Ryde's *Conquistador* won the race ahead of John Rae's *Vivace* and Ray and Jill Carless's *Junior*. The overall results for this division were *Vivace* in first place, *Conquistador* with their repaired mast in second and Jason Ruckert's *Mister Magoo* in third. ⚓ www.abrw.com.au

error in Race 1 when we had to retire," a relieved Lewin said.

The line honours victory and overall honours remained with Stewart Lewis's *Ocean Affinity* just one point ahead of John Leman's *Bobby's Girl*. In third and after a count-back, *Dolce* took the honours while Trevor Bailey's *Carbon Credit* slipped back to fourth overall.

Performance Racing Division 2 was won by the Townsville team on Mike Steel's *Boadicca*. The team struggled to handle the strong conditions of earlier in the week having only sailed the new boat in very light conditions. But by the final day, they had found their pace and delivered their second and consecutive first place. In second place was Roger Jepson's little blue boat, *Where's Wal?*

The Division 2 results overall went to Jeff Rice's *Rogue* with Gary McCarthy's *Brilliant Pearl* finding their form again with a fourth to secure his third consecutive regatta second place. Maybe next year he will finally achieve a first place overall. In third place and after a count-back was the young Drummoyne Sailing Club team on Sandor Tornai's fast 30 footer, *Skeeter*. In fourth place was Bill Laing's *Dusty Muzzle*.

In Cruising Division 1 John and Kim Clinton's *Holy Cow!* finished as they started, with another first. In second was Tony Horkings's *Led-Way* which was a good enough result to propel them to the division's first place overall. The remaining overall places were split by just one point between them with Rob Marshall's *Femme Fatale* finishing in second, Paul Lindemann's *Biddy Hu II* third and Ian Griffith's *Witchy Woman* in fourth.

In Division 2, Col Thomas and Nic Cox's *Ella* won the final day's race across the line and on handicap by two seconds, but it wasn't enough to return them to the top of the podium. Tich Timmermans's *Against the Wind* took out the division's overall honours ahead of *Ella* and Keith McGuire's *Fargo*.

Cruising Division 3's race was won by Peter McKenzie's *Le Rossignol* with Bob Beale's *Kameruka* coming in second. These results cemented *Kameruka* into first place overall and moved *Le Rossignol* up one place ahead of John Fowell's *Ells Bells* to take out second overall.

In Non Spinnaker, John Galloway's *QLD Marine Services* took out the race, but it was Belinda Cooper and her team on *La Quilter* who slipped into

SMILING FACES
Clockwise from top: *Patrice* performs; *Pretty Fly III*, *Patrice* and *Victoire* at the windward mark; Tony Kirby (centre) and the *Patrice* crew celebrate their win. Opposite page: Post-race celebrations at Vision Surveys Airlie Beach Race Week this year.



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Interstate and international crews from 182 boats called Hamilton Island home in mid August for this year's Audi Hamilton Island Race Week. Starting out with a light breeze under azure skies, the week's racing was boosted by the return of the trade winds and ideal conditions declared the "best ever" by yachting journalist Rob Mundle who was part of the first-ever regatta in 1984 and has been involved ever since.

The 31st edition in 2014 marked nine years of Audi's title sponsorship of this premier Australian yachting event, which included an impressive 13 different divisions to better suit the wide range of competing boats. The line-up included three IRC divisions, six PHS cruising divisions (spinnaker and non-spinnaker), two One Design classes for MC38 and Melges 32 yachts, and two Multi-hull divisions (racing and cruising).

DIVISION BY DIVISION

The best of winter sailing in the Whitsundays capped off racing at Audi Hamilton Island Race Week. Bucket loads of sunshine and puffy 18-20 knots of SSE trade winds farewellled the fleet from Dent Passage for the final time this series.

Keeping it fresh, the race committee offered crews a navigator's choice for the deciding race. At Sidney Island off Lindeman Island, IRC divisions 1 and 2 opted to head for home either via Dent or Hamilton Island. The remaining divisions made the same choice at Isolated Rock.

A full spectrum of conditions over six days created opportunities to climb, and slip down the pecking order. Gear and crew were challenged in various wind ranges of seven to ten knots and shortened courses on day one to double that on the final days racing.

IRC

Karl Kwok's all-conquering TP52 *Team Beau Geste* cleaned up another major Australian regatta and title at Hamilton Island this year. The Hong Kong-based TP52 has been campaigned on the Australian east coast for the past two years and raked in the spoils – the TP52 Southern Cross Cup and the 2014 Audi IRC Australian Championship raced off Newcastle among the biggies.

"We had persistent winds this week, no matter how strong or weak, there were no car parks," said Kwok. "The first day we ran aground due to a miscalculation. After that we got better each day and rounded off all our rough edges."





Colour run

The 31st Audi Hamilton Island Race Week was declared the 'best ever' by more than one commentator, myself included, says editor ANTHONY TWIBILL. Under the clearest blue skies and near perfect sailing conditions as the regatta progressed, Hamilton Island's biggest event of the year was another resounding success – on water and off – with a plethora of shore-side events entertaining sailors and guests throughout the week. LISA RATCLIFF, LAURA MCKEE and ANTHONY TWIBILL report.

AZURE SKIES
182 boats took to the water under ideal skies at this year's Audi Hamilton Island Race Week.



Beau Geste has now headed back to Hong Kong for the Southeast Asian racing circuit.

Phil Turner's RP66 *Alive* from the Derwent Sailing Squadron finished second in IRC division 1 by four points among the big boat division.

In IRC division 2 Stephen Barlow's Farr 40 *Forty* had enough credits to stay on dry land for the final day while the rest of the division fought for the minor placings in the last day's 22 nautical mile race island course. It was perhaps a lucky break for Barlow and his Sydney-based crew as they came ashore the previous afternoon with 100 buckets of water slopping around the bilge, a result of rudder bearing damage.

"We were going to race (the final day), but luckily we didn't need to as we were half sinking when we came ashore," said Barlow. "It's been a great regatta. We are surprised how we finished given the quality of the IRC competition at Audi Hamilton Island Race Week."

Post-race the co-owner of *Forty*, Sam Hill, organised for a couple of bottles of the island's finest to be sent to the winning crew. Hill was back in Sydney and had calculated *Forty* couldn't be



beaten well before the news hit the crew dealing with the palaver.

Ross Wilsons' race week regular *Eagle Rock*, a Beneteau First 47.7, took out second and Geoff Boettcher's *Secret Mens Business* third.

In IRC division 3, the victor *Local Hero* from Canberra Yacht Club led the pointscore from the outset. Four wins from six races for the near two-decade old boat was even more impressive given Hamilton Island Race Week is the one time each year the ACT crew race aboard the 36-footer that is Airlie Beach-based.

"Yesterday was the best, a cracker breeze to claim the series; and luckily we did," said skipper Matt Owen. "None of us sail on this boat regularly, just one regatta a year. We saw almost 20 knots of wind yesterday, which was a little bit scary for us with big waves and whales about. We've had a reasonable record at Race Week; a standout being in 2010 when we won our division and walked away with an Audi as well."

"I've done 11 or 12 consecutive Race Weeks," said the multiple Elliott 7 and Flying 15 national champion. "We've got our Flying 15 world champs in France next year so sadly

we won't be at Hamilton Island. It's really cool that I get to sail at Race Week with all of my mates. We don't need an excuse to get out of Canberra in August, as it's only five degrees there at the time ... a bit 'chilly willy!'

Newcastle based Beneteau 40.7 *Schouten Passage*, campaigned by the Howard family, finished up second on the points table and Andy Kearnan's Summit 35 *L'Altra Donna* third in the six race series.

ONE DESIGN MELGES 32S

Barry Cuneo's Melges 32 *Envy Scooters* out of the Royal Queensland Yacht Squadron was one of a small Melges fleet that spent the majority of the week on the windward/leeward track in Turtle Bay to the east of Hamilton Island. The boat's results in the final two windward/leeward races in blowy conditions cemented *Envy Scooters'* overall win, but not without a casualty. Rob Brown, one of four seasoned yachtsmen mentoring the RQYS youth crew in this stepping-stone to their world championship later in the year, was thought to have torn a medial ligament in his knee. It was a long week.

Klaus Lorenze, one of the young sailors under the tutelage of Cuneo,



"We saw almost 20 knots of wind yesterday, which was a little bit scary for us with big waves and whales about... Yesterday was the best, a cracker breeze to claim the series; and luckily, we did."

Matt Owen

SETTING FORTH

Clockwise from top left: Karl Kwok's all-conquering TP52 *Team Beau Geste* cleaned up another major Australian regatta and title; Geoff Boettcher's *Secret Men's Business* came third in IRC Division 2; Phil Turner's RP66 *Alive* from the Derwent Sailing Squadron finished second in IRC division 1; Karl Kwok.





“You have to time these things. We had the choice of heading home via Catseye Bay or via Dent Island passage. Six out of 10 boats chose Dent Island and we chose Catseye. That was our winning leg.”

Ben McGrath

HIGH SPIRITS

Above: *Spirit of the Maid* was presented with the Don McLean trophy for the best performing Queensland boat. Below: The MC38 *Ghost Rider*. Opposite page: A spectacular spinnaker start in Dent Passage; Just shooting the breeze, this bunch were left hanging on the rail.

Brown, Grant Wharington and RQ coach Adrian Finglas, said, “We are so excited to have had the opportunity to learn from the ‘old guys’. We want to thank them, RQYS and in particular Barry for investing in the program.” A major highlight was meeting Olympic Gold medalist Tom Slingsby who spoke to the boys about transitioning from dinghies to keelboats. Second placed overall in the Melges 32 class, Stephen O’Rourke’s *Panther* broke its rudder on the penultimate day of racing, finishing their series.

MC38

The crew on Leslie Green’s MC38 *Ginger* celebrated winning the McConaghy MC38 class’ Australian Championship at Hamilton Island. John Bacon’s *Dark Star* from the Royal Prince Alfred Yacht Club finished with a bullet in the final day’s passage race and held off class newcomer, Marcus Blackmore’s *Hooligan*, to come in next best behind *Ginger* by six points after 12 races.

Variable SSE winds of nine to 15 knots had the one-design fleet taking plenty of water over the decks, with Chris Hancock’s *Vino* topping 14 knots of boat speed on the downhill kite run.





PHS PERFORMANCE RACING

Having dominated Performance Racing for most of the week, Hamilton Island based Bruce Absolon's V060 *Spirit of the Maid* came ever so close to taking out the division. There weren't quite enough miles in the closing race to put enough distance between the 60-footer and the smaller boats to take the handicap gain, allowing the Beneteau 40 *Peter Lehmann Breakthrough* to slip in to first, on equal points with *Spirit of the Maid*.

"You have to time these things," said *Breakthrough*'s skipper Ben McGrath sailing for the CYCA in Sydney. "We had the choice of heading home via Catseye Bay or via Dent Island passage. Six out of 10 boats chose Dent Island and we chose Catseye. That was our winning leg."

"We are over the moon to end up on equal points with first," Absolon said. "It's the highest the boat has ever finished at Race Week." Another highlight for the *Spirit* crew was being presented with the specialty Don McLean trophy for the best performing Queensland boat at the awards presentation. McLean's son, Lach, made the presentation.



CRUISING

With the largest divisional numbers by far, it was the year of the cruisers at Audi Hamilton Island Race Week 2014, though the word 'cruise' is misleading. A cutthroat finish to the regatta on day six, Saturday August 23, brought out the division's competitive edge at the critical stage of the regatta.

Overall regatta numbers were boosted by 29 entries over the prior year thanks to the growth in the cruising and multihull divisions, with the standard of the cruising boats coming to Hamilton Island over the past five years having also increased considerably.

Downwind starts in the downwind current of Dent Passage are where many cruisers, and racers, have in the past come unstuck at the start. Barely a boat was caught out this year for misjudging and jumping the start line before the signal sounded, an encouraging trend noticed by the race management team.

The final day's racing saw a spectacular spinnaker start in Dent Passage on Saturday August 23 for the cruising fleet in the 16-knot average SSE trade winds, which left the channel adjacent to Hamilton Island decorated in a plethora of rainbow hued kites.

It was Charles Cupit's Bavaria 45 *Three C's* that had the last hoorah overall in cruising division 1, coming in ahead of *Four Bells* and *Infinity*.

Division 2 Skipper Peter Byford aboard his three-month-old *L'esprit* pipped *Boadicca* by just one point in a nail-biting race on day six of racing. Byford has raced in five Audi Hamilton Island Race Weeks but had never tasted success. "I've never been on a podium in five years," he said. "We are over the moon!"

The 46-footer's crew of 11 included two of Byford's sons. "They are 36 and 31 years old. I've been sailing with them since they were seven. It's got better as we've all got older," he laughed.

The crew demonstrated their competitiveness when they continued to the finish line in fresh breezes on day five having offloaded a crewman who had taken the top of his finger off in an accident.

In cruising division 3, it was the magic produced by *Wizard of the Wind* that hailed the Brisbane crew as champions. Skipper Michael Waldie said the Catalina 42 showed she had the goods on the final day of racing. "We are stoked, it was fantastic. We worked better and better every day,



that was the highlight of the week. Also, the Piper Heidsieck lunch at qualia was amazing."

The 14-year-old boat built in California competed last year but didn't collect any silverware. Armed with brand new sails and three fresh crewmembers, it was their turn this year. There was one bumpy moment during the six-day regatta that didn't have the crew laughing though. "We had to evict a snorer from our apartment and onto the boat. It was affecting the performance," Waldie chuckled.

Second placed *Synergy* may not have taken the gold but they got the surprise of a lifetime when a whale showed its belly right in front of their boat.

Oasis rolled in third for division three overall results.

CRUISING NON-SPINNAKER

Still Dangerous proved their moniker is apt with victory in the non-spinnaker division one, beating Russian skipper Mikhail Beleborodov in his chartered Sunsail boat, *Rhythm*. Skipper Ivor Burgess was thrilled with his second division win in four years.



The odds of taking out the competition weren't looking good on the final day. "We didn't think we had a cat's chance in hell on the final morning with the handicap. It was very tough competition out there, we had the Russian crew behind us and it was an international contest. We were sailing for Australia," he laughed.

The 74-year-old, who has raced in five Audi Hamilton Island Race Weeks, said sailing at Hamilton Island was a luxury he and his mates treasured. "The week was great; there were beautiful sails, scenery and blue water. It was just beautiful, it's magic. We've had a lot of parties."

The 45-footer is a favourite toy for Burgess' and his veteran crew from Sydney. "One of the crew members said to me 'Ivor, you are saving some elderly guys from a boring retirement'," he said.

Division two saw 46-foot *Supertramp* take out the top spot overall. The Mooloolaba-based boat was steered by Alan Pick, accompanied by his wife Sue.

Principal Race Officer Denis Thompson commented on the standard of the cruisers saying, "the level of sailing has lifted considerably over the last five years. Ten years ago we'd get boats turning up 15 minutes late for the start with whatever old sails they had up. Now we've got a host of privately owned cruiser/racers – Beneteaus, Jeanneaus, Bavaria – and all with the latest sails!"

"It was very tough competition out there. We were sailing for Australia."

Ivor Burgess



WAVES IN MOTION
Opposite page below: Anthony Twibill raced aboard *Solaris 42, Avventura*. Above: *Black Jack*; Right: Marcus Blackmore's MC38 *Hooligan*. Below: *Wilparina II* had to take a *Chillpill* in the Multihull Division.



MULTIHULL DIVISION

Much of the growth in numbers this year came from an increase in the entries of multi-hulls from a bare handful last year to full fingers and toes this year. Multi-hull owners had the option to enter the racing or cruising division.

In multihull racing, it was make or break for Wayne Bloomer's Schionning G-Force *Chillpill* from Brisbane, which had to beat Scott Galow's same design, *Bulletproof*, in the final race to take out the series. Bloomer and his crew, including sailmaker Paul Mitchell from Airlie Beach, and the winner of the multi-hulls division last year, Matt Johns, pulled off the overall win to finish the series with a one point break to Galow.

In the larger multi-hull cruising division, William Dicker's *Seawind*



1000 Miz Behavin – delivered to the owner just two weeks ago – had a welcome win at the boat’s inaugural Audi Hamilton Island Race Week.

The Oatley family’s AC45 branded *Wild Oats*, shadowed the fleet during the week and a daily prize of a demonstration sail aboard the high-tech, high-speed America’s Cup catamaran for the daily winner helped to raise funds for the CYCA’s Safety of Life at Sea Trusts charity.

RACE MANAGEMENT TEAM

Principal Race Officer Denis Thompson paid tribute to his race management team saying, “The team worked efficiently and hard all week. It might look easy running races but starting big fleets in Dent Passage in wind and current is hard work. Day one also had its challenges as we had to set up four different finish lines around the islands to shorten courses due to the light air.

“I was happy with the variety of courses offered, we popped in a couple we hadn’t used for years and finished the final day with a navigator’s choice, which went down well. Some of the races ended up ‘soldier’s courses’ – unfortunately we can’t shift islands to make them all windward/leewards.

ANDREA FRANCOLINI



"I would like to thank my team for their fine effort over the six days of racing," Thompson concluded.

Hamilton Island CEO Glenn Bourke oversaw the smooth running of the 31st edition of one of Australia's premier yachting regattas, commented for Audi's guests and raced part of the week aboard Bob Oatley's supermaxi *Wild Oats XI* in IRC division 1.

"We had a great diversity in conditions from the beginning to the end of the week – there was something for everyone this year," said Bourke. "The best breeze in years mixed with the entertainment on offer and the opportunity to catch up with old sailing friends really made the week. Our aim is to always do it bigger and better next year."

Trophy winners were awarded at a spectacular final presentation function on Saturday 23rd August. www.topyacht.net.au/results/2014/ahirw/series/index.htm

ENERGY ABOARD

Opposite page from the top: AC45 *Wild Oats* shadowed the fleet and gave joy rides to the daily winners; Barry Cuneo's Melges 32 *Envy Scooters* out of the Royal Queensland Yacht Squadron won overall in the One Design Melges 32 division. Above: Great Gatsby movie star *Hurrica V*. Right: Superheroes aboard *That Boat*. Below: Robert Oatley commanding Maxi *Wild Oats XI*.



CRAIG GREENHILL / SALTWATER IMAGES

2015 IRC Champs back to Hamilton

Yachting Australia has announced that the 2015 IRC Australian Championship will be heading back to Hamilton Island.

The premier national IRC racing event returns to Hamilton Island and the Hamilton Island Yacht Club next year, which last hosted the Australian championship in 2012. History was created at that event when Marcus Blackmore took out the IRC Australian Championship with his TP52 *Hooligan*, making it back-to-back wins following his success in 2011. His was the first boat in 29 years to win successive championships in the grand prix division at Hamilton Island.

Racing will again take place in three classes (Division 1, Division 2 and Division 3) allowing similar-sized yachts to compete in their relevant division and offering fairer racing.

Yachting Australia CEO Phil Jones believes Hamilton Island Yacht Club hosting the 2015 IRC Australian Championship will strengthen and grow the event. "The IRC Australian Championship has always been a linchpin of racing in this country and a showpiece in the Yachting Australia events calendar. Yachting Australia is delighted to again be partnering with Hamilton Island.

"With 31 years of regatta management experience hosting Race Week plus the IRC Championship and a number of world championships we know the Island and the club will deliver an excellent program of racing and off-water activities in 2015."

Glenn Bourke, Hamilton Island CEO, welcomed the IRC Australian Championship back to Hamilton Island and said, "We have some of the best racing and courses in the world and to host the championship again provides a great opportunity to experience Hamilton Island.

"I extend an open invitation to all IRC rated boats to come and compete in the Whitsundays next year and fight it out for the honour of being the premier IRC racing teams. Building on the great series hosted by Newcastle Cruising Yacht Club this year, we are hoping for more than 30 challengers," Bourke added.

The dates and duration of the championship are currently being finalised and details will be released later in the year.

www.yachting.org.au



Hamilton's tropical draw

Action off the water too made for a great Audi Hamilton Island Race Week with live music, long lunches and cocktail parties all in the pristine Whitsunday setting. The week began with the Vincent Fantauzzo Exhibition Opening and Club Marine Welcome Cocktail Party to great success. Throughout the week guests could relax with champagne and watch the boats come in or get more active with the Audi Tug 'O' War or a round of golf. There was much to entertain with luncheons throughout the week from sponsors including the Piper-Heidsieck Champagne Lunch and the Paspaley Lunch and a popular highlight of the week – the Lay Day Pool Party.



1. Pumping up the volume at the pool party. 2. Enjoying a long lunch. 3. Piper-Heidsieck Champagne Bar at Bommie Deck. 4. Toasting at the Piper-Heidsieck Champagne Lunch. 5. Mid-afternoon mingling. 6. Audi Tug 'O' War. 7. A fabulous view from One Tree Hill. 8. All smiles for Marcus Blackmore. 9. Darren Jahn and Shelly Horton. 10. The Lay Day Pool Party.

ANDREA FRANCOLINI



Whitsunday style

When the sun set each evening during Audi Hamilton Island Race Week from 17 to 23 August, guests gathered for various fashion events, cocktail parties, poolside drinks and elaborate dinners. Matt Moran featured his pasture-to-plate cuisine for a dinner at Long Pavillion at qualia; Net-a-porter.com and Henri Lloyd both hosted a fashion parade, and bartenders mixed away each evening to music at the Tanqueray bar at the Captains Club. Throughout the week the Hamilton Island Yacht Club played host to sunset drinks every evening with glorious views over Dent Island passage to the mainland and beyond.



1. Net-A-Porter.com fashion parade at qualia. 2. Robert and Valerie Oatley with grand daughter Nicky Tindill. 3. Audi E-tron launch. 4. Isabel Lucas at the Net-a-Porter.com fashion show. 5. Vincent Vantauzzo and Asher Keddie. 6. The Long Room, qualia. 7. The Tanqueray bar at the Captains Club. 8. Mr and Mrs. Malcolm Page. 9. Lisa Wilkinson. 10. Getting seated for the Net-A-Porter.com fashion parade.

Life shifted for Tony Kirby during the last year when he launched his first grand prix yacht, unexpectedly became a father for a second time and joined the board of the Cruising Yacht Club of Australia, all in a very short space of time.

Kirby learned the ropes about sailing from his father on his yacht *Patrice III*, and went on to become sailing master for the likes of Robbo Robertson and Stephen Ainsworth, before buying and racing his own boats. In family tradition, he carried on the famous *Patrice* name, derived from his mother's name, Patricia.

Entering the grand prix arena last November, "was a natural progression," Kirby rationalises buying his third *Patrice*, a Ker 46 built by McConaghy Boats, to follow in the footsteps of his prominent ocean racing father Ray.

"There's been seven *Patrice*'s; my father owned four of them," he says of Ray who represented the CYCA internationally. "He won a Blue Water Point Score at the Club, which is my dream too. He's a real follower of my new and latest *Patrice*. I've inherited all his sailing memorabilia, including his sextants; Dad didn't want them around the place anymore", says Tony.

Kirby's great grandfather, who sailed on the *Cutty Sark*, before captaining a trading ship in the Pacific, instigated the family's boating history. Tony Kirby's grandfather, manufacturer, Sir James Kirby, continued the nautical tradition.

A diehard fisherman, Sir James was nonetheless a great supporter of yachting. He chaired the 1964 CYCA committee to form the inaugural Australian Admiral's Cup representation and captained the first two teams.

"My older brothers James and Michael did Hobarts with Dad, something I didn't get to do, but I did deliveries back with him. They didn't carry on sailing; Michael's a game fisherman like my grandfather. Virginia, my older sister, married one of Dad's crew and has loved sailing since. She owns a *Jeanneau*," Kirby says.

So, Tony Kirby is the one to carry on his father's sailing legacy. Now, on the eve of the reintroduction of the CYCA's tough Montague Island Race this

THE PATRICIAN

THE KIRBY NAME IS WELL KNOWN IN YACHTING CIRCLES, EXTENDING BACK OVER THREE GENERATIONS ON THE SEA. HAVING RACED A NUMBER OF BOATS OVER THE YEARS, TONY KIRBY HAS MOST RECENTLY BEEN CUTTING SWATHES THROUGH THE RESULTS BOARD WITH HIS LATEST PATRICE, A MCCONAGHY KER 46, HIS FIRST GRAND PRIX RACING YACHT. DI PEARSON REPORTS.

October, thoughts of Ray taking line honours on *Patrice III* in the 1975 and 1976 Montague races will spur him on, now that he has the right vehicle.

Straight off the bat, the latest Ker 46 *Patrice* showed her class. Debuting in the Cabbage Tree Island Race last November 2013, she led the fleet to the Island and finished fourth overall. Kirby happily reported he could find no chinks in her armour.

In just her second outing, *Patrice* won Middle Harbour Yacht Club's Sydney Short Ocean Racing Championship (SSORC) and in December 2013 finished second in the CYCA Trophy to McConaghy stablemate, *Midnight Rambler*, a Ker 40.

These three regattas were sailed across a range of conditions and *Patrice* excelled in all. A light displacement, carbon-hulled racer, Kirby bought the boat because she had been designed and optimised for IRC and ORCi racing and to suit a wide range of conditions.

"The hull shape is rounded with plenty of flat section aft for planing quickly and she has a slim keel aft and optimised bulb," he says.

But Kirby's biggest challenge was to come late in December.

In the days before the start of the 2013 Rolex Sydney Hobart, the retired



**FAMILY
FAVOURITE**
Kirby's newly
purchased, and
third *Patrice*,
a Ker 46.

ANDREA FRANCOLINI



yacht broker had said: "I love long distance ocean racing and the big picture is always Hobart. Everything leads up to it."

On 29 December at around 7.40am, Kirby reported minor hull damage to *Patrice* east of Tasman Island and felt it prudent to retire.

Looking back, Kirby muses: "Of course I was very disappointed, but we created a bit of the scenario ourselves by going in the deep end. It's a formula one boat and if I had sailed it a bit longer, it wouldn't have happened."

"As soon as I didn't finish that race, I decided I had to win it this year. It's a difficult race to win. There are the obvious factors, and then there are the unknowns, like Roger Hickman (*Wild Rose*)."

It would be fitting to win the 70th edition of the Sydney Hobart race on his 30th attempt.

In August this year, another blow came in the Land Rover Sydney Gold Coast Yacht Race. "That was the worst race; I can't believe we got it so wrong. I lost 20 miles in the last 50 miles to *Celestial* after we were doing so well," he says.

What a difference 10 days can make. Man and boat gave their best performance so far, winning six from six races at the 25th Airlie Beach Race Week in mid August overcoming both Matt Allen's new Carkeek 60 *Ichi Ban* and Darryl Hodgkinson's canting Cookson 50, *Victoire*.

Patrice's most thrilling racing was against third placed *Victoire*, last year's Rolex Sydney Hobart overall winner, with just seconds separating them in two races.

"The cross gybing and tacking with the cruising fleet in the middle was fantastic. I think Darryl got sick of congratulating us, but I had to do that for six years to him. He used to joke his neck always hurt looking back at us. There's been a healthy rivalry and respect between us for years," a smiling Kirby says.

"Winning six from six was beyond my wildest dreams. It's definitely my greatest accomplishment so far, winning against those boats. We worked closely with McConaghy doing a bit of tweaking and optimisation and it paid off," Kirby says.

The regatta consisted of island courses of up to 50 nautical miles and a day of windward/leeward racing that showcased *Patrice*'s versatility. "It was windy up there with 25-30 knots and easing to 12-15 knots through the week," he says.

Kirby's bugbear was selecting the right crew for *Patrice*, but he has the

right combination now. Changes occur between longer races and shorter regattas to suit.

Darren 'Twirler' Jones is a handy man to have aboard for windward/leeward and regattas, for good reason – he wins. He is in big demand on the international one-design circuit, but would like to race in Australia more often.

"I got Twirler involved early because I thought I'd be sailing in the CYCA Trophy against Marcus Blackmore, Trevor Hanna and the like. Twirler's the full package. You know you're getting one of the best tacticians, but he also fine-tunes the boat and motivates the crew. He's enthusiastic – that's why I love having Barney (Ian Walker) aboard too."



"The downside to Twirler is he's colour-blind. I keep asking for blue tail bags, but he keeps making grey ones!"

Last January, *Patrice* finished second at the 2014 Festival of Sails and also at Sail Port Stephens in April, where Karl Kwok's *Beau Geste* outgunned them.

"It was a fantastic warm up for the Australian IRC Championship – like playing against the best tennis player – you get better. We finished a high second to *Beau Geste* there too," Kirby recounted.

I ask Kirby if the new boat is all business. "I bought it because even on a bad day of racing it will be fun. It's fast, fun, friendly – and first. A friendly boat is a happy and fast boat," he replies.

The North Shore yachtsman is also instrumental in using sailing as a means to fundraise for the Kids

"Instead of whinging and whining, I thought we should join and have a say as the new kids on the block. I formed a sub-committee with Brad, Denis Doyle and Paul Williams, so we could throw ideas at the Committee."

Tony Kirby

Cancer Foundation.

"Howard de Torres' daughter, a doctor, was on the now named Kids Cancer Council board. It was his idea to have a bear on board the yacht last year to Hobart to raise awareness and money. Five years ago he didn't do the Hobart and asked me to take it on," Kirby says.

"We've raised over \$130,000; Roger Hickman, Andrew Wenham, Darryl Hodgkinson, Robbo Robertson, Ian Box and the Radio Relay Vessel have joined me. Kids and their future come first," he stipulates.

Kirby is also finding his feet as a new CYCA Director, heading up the Cruising Committee. "I'm here too because I think the Club needs some board members who have a long association with it. I have that and I love my club."

"Becoming a safety inspector years ago when 'Lawso' (David Lawson) was in charge was a starting point. I always felt you should give something back to your club. I had a good knowledge of safety, and people would question me about it, so it seemed natural. I'm still on the Safety Committee; I'm one of a handful doing Cat 1 and 2 safety checks."

Three years ago, he and fellow yachtsman Bradshaw Kellett joined the sailing committee.

"Instead of whinging and whining, I thought we should join and have a say as the new kids on the block. I formed a sub-committee with Brad, Denis Doyle and Paul Williams, so we could throw ideas at the Committee," Kirby says.

"One thing we thought of last year was the Spring Series, to accommodate the boats that don't go north. It's got three divisions this year – 22 odd boats."

"We also spoke to competitors and the sailing office and agreed that separating the BWPS and OPS series instead of running the two in conjunction works. There aren't enough sailors to go around, and some boats wanted to do a bit of both pointscores," he says.

"I'm a new father, new CYCA Director and busy with my new boat," ponders the 52 year-old.

"When I started out, I learnt from smart people like my father and Peter Green. I got so much knowledge from them and I want to continue that."

"I'll be encouraging Sophia (born in late September 2013, a week before *Patrice* was christened) if she wants to sail. My oldest daughter Sami (20) has other interests, but who knows, she may end up like my sister..." ↓

FAMILY TRILOGY
Michael, Ray and Tony Kirby at his 25th Hobart induction.



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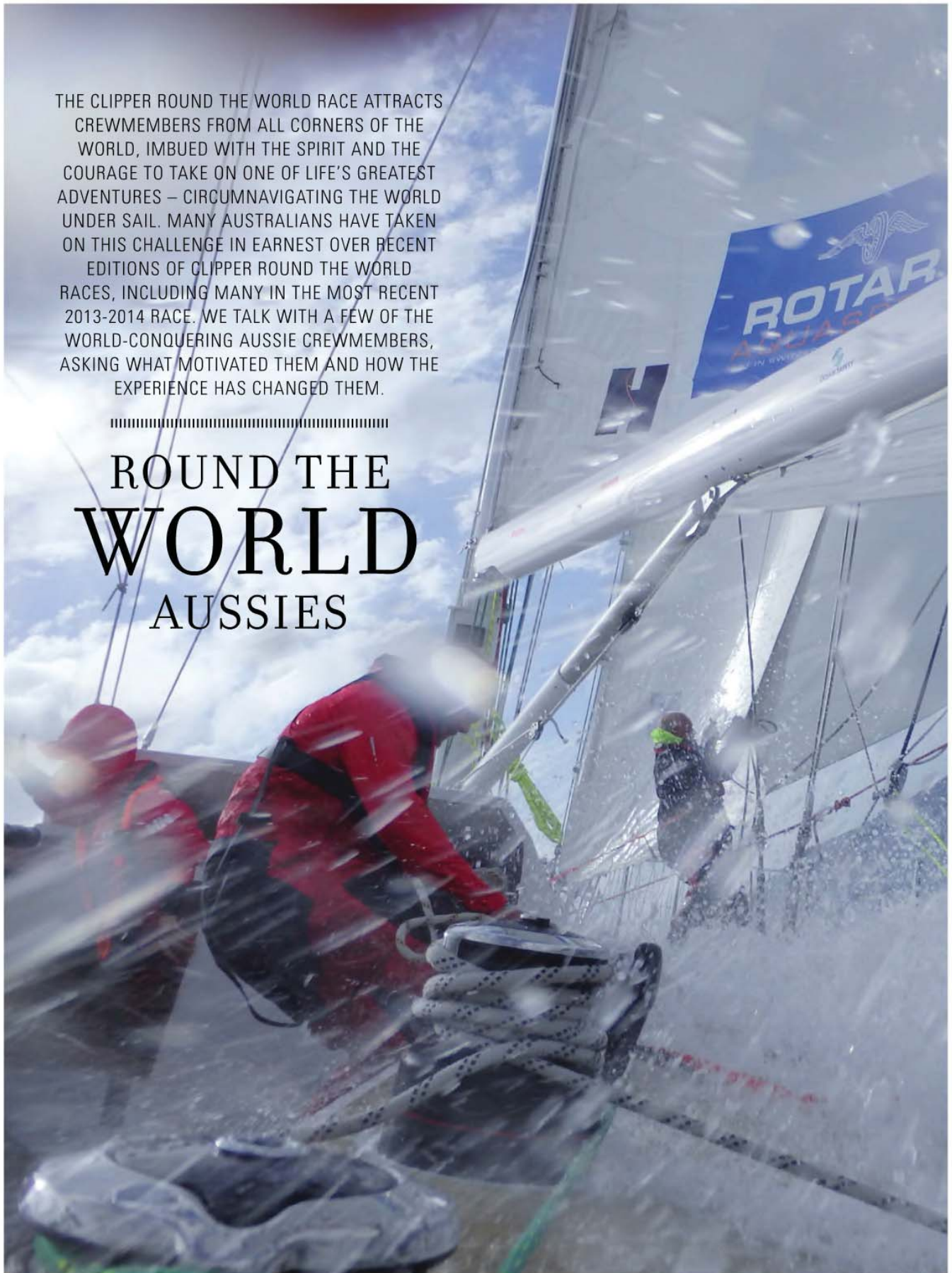
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.....

ROUND THE WORLD AUSSIES



URSULA STROH, round the world crewmember on *PSP Logistics*, 51, comms manager, from Sydney.



Can you tell us a bit about why you signed up to do the race and what your sailing experience was before?

My initiation into sailing was when I was given a weekend introduction to a sailing course with some of my best friends in Sydney Harbour. After that, my partner at the time and I chartered a yacht in the Whitsundays, and I was hooked. I fell in love with the blue, the motion, the salt on my skin, the glistening sparkle of the sun on the water, and all the wildlife. I then did my competent crew course, and when I saw the Clipper poster about the 'race of your life' I knew that this would make my dreams about doing something extraordinary come true.

What next for your sailing in Australian waters?

I will definitely continue sailing in the harbour and hope to do more offshore sailing. It is a great way to explore and seeing land from the water is very special. I plan on doing a lot of weekend races, as it's a good way to learn. I also hope to complete more sailing courses and slowly work myself up to get the Yachtmaster certificate one day!

What was the highlight of the Race?

Nature in all its ferocious and passionate grandeur struck me every day – whether it was the calm sunsets, the building high waves and merciless hurricane winds of the Southern Ocean, the colourful sunrises, the moon glistening over the water, the dolphins paying brief visits, or the whales breaching close to the boat. I also appreciated every kind smile, funny joke, and the team spirit of my wonderful crewmates.

What did you find the hardest?

The long passages without a proper shower in clean water was probably the most difficult. It was also really hard to stay motivated and positive when we had some difficult,

impatient people who shouted commands at the crew, or became rude and threw tantrums. I guess one will always find those people in every crew. But it was also interesting to see how people changed and learnt, myself included. Luckily there were always the kindhearted, jocular, wise and patient role models to offset the problematic ones.

Tell us a bit about what you learnt and how it will help you in your life going forward?

I learnt things about myself that one could only learn when you are brave enough to step outside your comfort zone. I am not a natural sailor – I battle with all the technical things on the boat – but I worked hard and was keen to learn, and I had some great instructors and experienced sailors on the boat who challenged me and taught me to think about all the connections on the boat.

Apart from the sailing side, I learnt a lot about teams, leadership, management, how people react under stress, how to stay focused on the positive, persistence, endurance, my own strength and courage... and how to cook, bake bread and make copious cups of tea at a 40 degree angle!

I also learned that one can overcome any fear and that it shouldn't stop you from doing extraordinary things. When you have to sit on deck when the sea is very wet, wild and angry all around you, and the wind is howling at over 100 knots, you learn to fight fear and that you can get through any storm. Even going up the mast in the middle of the ocean with the boat swaying to and fro becomes a thrilling adventure!

How has the race changed you?

The hours of contemplation and meditation on deck taught me to detach, and also about what is really important. I've become more patient, accepting and calmer within myself.

However, my greatest personal challenge has always been to be more assertive. In these really extreme conditions and with a mostly Aussie crew (who were sometimes rather abrupt and gruff), one had to learn to do and say what is necessary to survive without worrying what others thought. I toughened up for sure!

After a year of utter excitement I don't know how I will ever top the incredible Clipper experience, but I know that I will keep challenging myself and will never just settle for a mediocre life.

Favourite stop? Jamaica.

"I learnt a lot about teams, leadership, management, how people react under stress, how to stay focused on the positive... and how to make copious cups of tea at a 40 degree angle!"

Ursula Stroh

MIKE MORAWA, round the world crewmember on *Team Garmin*, 46, geologist, from Peppermint Beach Grove, WA.

Why did you do the race and what was your sailing experience before?

I initially wanted to sail around the bottom of Australia, Perth – Sydney, to complete my circumnavigation around Australia. I had completed the remainder (top end) through a number of other trips previously. After speaking to the Clipper Race I realised it was possible to become a circumnavigator and it didn't take much of an excuse for me to sign up for that adventure.

I managed to scrape together the cash and put my affairs on hold, which are exploration/mining related so not much was happening in any case. My sailing experience was limited although I did have other sea-time mainly acquired on trawler deliveries. Any sailing knowledge was quickly surpassed on the first few levels of training and subsequent gigs I managed to get on various yachts on weekend races and deliveries prior to the Clipper race, which helped me along the way.

What next for your sailing in Australian waters?

Another Sydney Hobart would be awesome and any other racing I can get involved in on the West Coast. I still haven't completed Perth – Albany so that could be on the cards at some stage.

What was the highlight of the Race?

Undoubtedly helping in some of the large seas in the Southern Ocean and North Pacific. The spectacle of the Sydney Hobart was a close second but nothing really beat the exhilaration



EPIC SAIL
Top left: Ursula Stroh conquered her fear aboard *PSP Logistics*; Right: Mike Morawa as watch leader aboard *Team Garmin*.

of surfing down huge swells and seas at over 20 knots with 30 to 40 plus knots of wind behind the beam. There are plenty of other memorable moments that stand out, for example completely black nights with masses of plankton or squid providing the only illumination, the storms in the Taiwan Strait, the list goes on...

What did you find was the hardest?

Being away from home when your support is needed. A good friend of my girlfriend Larisa had a fatal motorcycle accident and it was a close call whether I would continue the race. I'm glad I continued but it was a pretty tough decision to make at the time.

Tell us about your role on board, what it involved, and will it help you in your career moving forward?

My roles varied from general crew at the beginning to watch leader from Brisbane onwards. The leadership role involved keeping the yacht on track with respect to our objective at the time, this included ensuring maximum speed by choosing and changing to the correct sail plans, keeping the helming on track, forward planning some of the tracks with the electronic data we received such as weather, currents, Grib files etc, talking the crew through evolutions and keeping them safe, logs, bilge checks, and so on. There were a lot of things to look out for. With respect to safety, for example, heatstroke, cold-shock, exhaustion, ensuring people were tethered on, and whipping of sheets due to flogging sails was also an ever-present danger. One of the hardest was to try and keep crew motivated especially when we fell behind or after a week or two at sea.

One of the main lessons that was reinforced and I will take into my career will be to ensure that any project (read race) will need a clear focus and concerted effort to complete it effectively (read win!). Clear consistent leadership with a thorough understanding of the task at hand and comprehensive knowledge of the tools required is absolutely essential.

How has it changed you as a person?

You do end up realising what a materialistic world most of us live in. I lived quite happily out of a 20kg bag for 12 months and to be honest that was still too much. I returned home about three weeks ago and it's really been catch-up on a years' worth of paperwork. I can't wait to go sailing!

Favourite stop? New York.

"If you can imagine a sea state, we saw it; from so calm there wasn't a ripple to waves the size of three-storey houses and everything in between."

Mark Pigram

MARK PIGRAM, round the world crewmember on *PSP Logistics*, 36, management consultant, from Sydney.

Why did you do the race?

I did the trip for the challenge, the time outdoors, to experience life outside of the 'normal' patterns, and maybe to learn something about myself.

What next for your sailing in Australian waters?

I'm really looking forward to returning to some 'round the cans' racing with my old crew in Sydney when I get back. Next year I'll look at getting a ride with the crew for some offshore racing, with an eye to another Hobart.

What was the highlight of the Clipper Race for you?

Undoubtedly the nature. We saw amazing sunset and sunrises, night skies that sparkled like a million diamonds, thunderclouds like skyscrapers, fog so dense you could hardly see the bow, whales, dolphins, turtles, and albatrosses. If you can imagine a sea state, we saw it; from so calm there wasn't a ripple to waves the size of three-storey houses and everything in between.

What did you find was the hardest?

The thing I found the hardest was living with everyone else. We all had our own quirks and personalities. That can be tough enough in any environment, let alone in one where people were tired, scared, nervous, drained, and also excited and elated (people being happy can be challenging when you don't share their enthusiasm).

Trying to be conscious of all that

and not just reacting based on your mood could be a real challenge.

Tell us a bit about your chief-of-staff role, what it involved and how it will help you in your life forward?

Being the chief-of-staff on *PSP Logistics* involved a lot of organising and information communication. On our boat it meant I spent time planning for whatever was coming next – be it a race, a stopover, a corporate commitment, basically whatever the team was doing next.

Often it involved trying to get people to do something they didn't necessarily want to do, I mean who wants to clean when there are beers to be had after 30 days at sea? It could be a real challenge to balance the needs of everyone involved, along with ensuring they had the information they wanted and needed to get the jobs done.

I was lucky enough to have several people to lean on and provide sounding boards for ideas and challenges. Invariably everyone wanted to get things done in a way that maximised what we got out of our experience. Being the CoS was a great experience that taught me a lot about communication and working with teams. It'll be invaluable as I progress onto the next challenge in my life.

How has it changed you?

The Clipper Race has taught me various things about myself and about the human psyche. I'm a different person from when I left, with a better understanding of myself and what makes me tick.

It has also given me a greater appreciation for the wonders of the natural world and the confidence to pursue the next challenge.



BALANCING ACT
Right: Mark Pigram was chief-of-staff aboard *PSP Logistics*.



“The absolute highlight for me during the race was when conditions got really rough... The Great Southern Ocean has a fearsome reputation and it certainly lived up to its name.”

Dr. Dan Ho

DR. DAN HO, round the world member on *Team Garmin*.

Can you tell us a bit about why you signed up to do the race and what sailing experience you had prior?

Previously I had viewed yacht sailing and racing as an exclusive activity for people with a lot of spare time and money. It was not something that I had considered despite my enjoyment of the sea. My first introduction to sailing and the Clipper Round the World yacht race was a billboard poster in 2012 at a railway station. It was a simple message – the Challenge of your Life. Essentially that was what drew me to yacht racing, an opportunity for a novice to get a chance to experience sailing and face the hardships and raw force of nature. Everything fell into place, as it was a time when I was looking for a new challenge in my life.

What next for your sailing in Australian waters?

The great thing about the opportunity to sail round the world was that I learnt to appreciate what a great sailing opportunity we actually have in Australia, especially Sydney Harbour. One of my most memorable moments was when we sailed into Sydney. It was an emotional homecoming, as it marked the halfway point of the entire race, and an opportunity to spend Christmas with my family and children whom I had not seen for four months, as well as an opportunity to participate in the Sydney Hobart race. So the attachment with Sydney runs deep and I will always be keen to sail in the harbour.

I am not yet ready to give up my day job but would love to get back into sailing and in the not too distant future

complete my Yachtmaster to skipper my own boat for recreation. In the meantime I would be happy to get an opportunity as crew for other yachts. It would be fantastic to get my feet wet again by joining one of the local clubs and participating in short races.

What was the highlight of the Clipper Race for you?

The Round the World Clipper Race had its moments of highs and lows and no matter how much you prepare yourself mentally, you won't know how you will react until you are faced with the situation.

There were so many moments that will be forever etched in my memories and something that is hard to describe to others who have not also witnessed it – ranging from the rare and mythical green flash just as the sun sets, the moon-bow, the phosphorescence at night lighting up the trails of playful dolphins following the yacht.

The absolute highlight for me during the race was when conditions got really rough. The most memorable was Leg 3 of the race, from Cape Town, South Africa to Albany, Western Australia. The Great Southern Ocean has a fearsome reputation and it certainly lived up to its name. We faced rolling waves sometimes 20-foot high, and depending on the situation we were often beating into them. Occasionally there would be a “greenie” which would come rolling along like a steam train (it actually sounds like one too) and just slams into the side of the yacht. It made for challenging helming conditions and there was always the concern of broaching. However, despite these challenging moments, it was exhilarating when we were downwind and sailing with the spinnaker surfing the waves. The closest analogy as best described by a fellow Australian crewmate Rick Day was surfing on a 70-foot surfboard! I have never felt more alive than when you are facing Mother Nature head on, a mixture of fear and adrenaline rush, knowing that no matter how tired and fatigued you are the job has to be done. It is so rewarding once the danger has passed and surprisingly the crew would all be bursting out in laughter. I guess it could be the feeling of camaraderie having faced the dangers together and surviving.

What did you find was the hardest?

After I had signed up for the Clipper Round the World Race and informed my friends and family that I was going sailing for a year, everyone

thought I was going for a cruise. After I explained to them the actual sailing conditions they all thought I had gone mad. In hindsight I was probably mad, and now know for certain that I am mad to spend 11 months sailing the seas in cramped living conditions, sleeping on uncomfortable bunks, eating freeze-dried food, enduring lack of sleep and facing the full fury of Mother Nature.

The hardest thing I found was learning to live and work with the crew, transforming it from a mix of complete strangers to a co-operative and effective and cohesive team. Our boat (*Team Garmin*) had a predominant mix of Australians and British and a few from other nationalities. On a 70-foot yacht there was very few spaces that you could disappear for reprieve, so it was a matter of learning to understand when to give people space and when to offer support. It was also important to know when you were at your limit and took steps for self care.

There were moments when voices were raised and words exchanged. Often these occurred during the heat of the moment when urgency was required and safety was at stake. But in typical Australian fashion, it would be ‘water off a duck’s back’ a moment later, and we would all be friends again.

Through all that hardship, it has forged incredible bonds of friendships for life and I know that I can continue to depend on them to cover my back as I would for them.

Tell us a bit about your medic role, what it involved, and how will it help you in your career moving forward?

On the yacht we would utilise our skills for the benefit of the crew. In my case, I was asked to act as the team medic and was able to offer the crew peace of mind with my medical background. I took the opportunity to improve the crew’s nutrition by incorporating multivitamin and protein supplements to maintain health. While at sea we sustained some minor injuries like head injuries with loss of consciousness and rib fractures, which could be managed without the need for evacuation. However, more injuries were probably sustained when the yacht was docked and crew were on land. There were occasions when crew had to be sutured, or given intramuscular injections of antibiotics to treat infections sustained while on shore.

The experiences on the race have taught me invaluable lessons on how

NEW CHALLENGES
Top left: Dr. Dan Ho aboard *Team Garmin* was the team medic on board.

we all deal with stress and stressful situations. I have learnt that everyone possesses incredible resilience that comes to the surface under conditions of enormous stress. Also that the smallest gesture of kindness, like offering a drink of water when someone is seasick, or an encouraging word when someone is feeling low, can make a huge difference to their enjoyment of the trip.

My career in medicine has been a progressively evolving journey even before the Clipper Round the World Race, but after the trip it has cemented my view of the importance of the mind and our psychology on disease and illnesses. I plan to utilise my experiences from the race to assist my patients to achieve their goals – whether it be health or any other area of their life that they set their mind to.

How has it changed you?

I started the race with a lot of caution. There were certain things that I did not feel very comfortable with, such as going to the bow or up the mast. I didn't have any confidence in going on the helm in the first leg of the race. However, it was not long before I overcame this hesitation and ended up being one of the bowmen, climbing out on the bowsprit, going up the mast and becoming one of the dependable helmsmen. The evolving confidence has taught me that if I ever experienced fear again, it was a sign that I had not pushed my boundaries or that I had not tried it enough.

I hope to take this experience with me and apply it to all areas of my future life.

The energy and excitement of the Clipper Race, particularly with the homecoming celebration, is still there since my return home. I hope to keep the momentum and use it to be a springboard for more adventures in the future.

My immediate future is to get back to work with aims of making it into a career that will allow me to travel the world some day.

Favourite stop?

It is very hard to specify a favourite stop as they all had individual flavour and all left an impression on me. If pressured to choose one, it would have to be Cape Town – great landscapes, great people and great food.

“There were so many highlights – the first one to come to mind was the race finish into Rio de Janeiro, where there was a valiant battle for the line with only 18 seconds between finishers.”

Kath Hall



KATH HALL.

Why did you sign up to do the race and what was your sailing experience before?

When I saw the race advertisement I immediately thought “I have to do that”. There were several reasons – I had been sailing since about 2003, mainly racing on Lake Macquarie as well as some offshore racing. I just loved sailing and I love travel so I thought the race provided a good combination with Clipper taking care of all the major logistics. I thought the experience would provide me some credibility to participate in a future Sydney Hobart race. Movies and books that featured sea faring adventures, as well as the romanticism of sailing around the world had also captivated me. Until this race, I never thought that I would have the opportunity to participate in such a major adventure.

What next for your sailing in Australian waters?

I plan to resume sailing at my local Lake Macquarie Yacht Club and participate in more Australian offshore races. I am particularly keen to participate in the Sydney Hobart Yacht Race again. That race start is just an awesome experience. While I learnt a lot and had many opportunities to helm in difficult conditions, there are still many facets of sailing that I want to skill up in and many experiences yet to have.

What was the highlight for you?

There were so many highlights – the first one to come to mind was the race finish into Rio de Janeiro, where there was a valiant battle for the line with only 18 seconds between finishers after a 5000-mile journey. Though we crossed second we also

won on redress for stopping to assist another yacht during the race. Another was surfing the waves in the formidable and awesome Southern Ocean with my personal best boat speed at 23.5 knots.

What did you find was the hardest?

The thing I found hardest was coming to terms with people who had a very different benchmark of behavioural expectations both on an interpersonal level and within a team dynamic. It was interesting to observe those that were team players and those that were not and how individuals responded to stress situations against their scope of responsibilities and how their behaviour either diminished or enhanced the experience for others in the team.

Tell us about your role on board, (victualler/medic/media), and will it help you in your career moving forward?

I initially volunteered for the media role but was allocated to assist the Chief Victualler. My role involved assisting with shopping for groceries, sorting and packing items into day bags according to the menu plan, and organising stowage in the galley. There were times when some of these activities could be logistically challenging, particularly in foreign non-English speaking countries.

I have always been interested in things mechanical, so from Leg 4 I became assistant engineer and helped with maintaining and running the water maker, generator and engine. As the engineer and I were on separate watches for most of the races I was able to manage these responsibilities during my watch. This was a role and a learning experience that I really enjoyed.

I also took on the role of assistant watch leader and on a couple of occasions, watch leader, which was both challenging and rewarding.

Finally, I had an opportunity to take on the media role in Leg 8. With mainly self-guided training I managed to keep the blogs rolling in and had fun with the photography.

How has it changed you?

After 12 months away from family and friends I was really looking forward to getting home and resuming a normal life, whatever that is now. It has given me an appreciation of how my attitude and experiences can uplift and inspire others.

Favourite stop? Hobart. ⚓

RACING SPIRIT
Right: Kath Hall took on multiple roles including assistant engineer and assistant to the Chief Victualler.

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OVER THE RAINBOW

IN EARLY SEPTEMBER ANTHONY TWIBILL SAILED AT THE MAXI YACHT ROLEX CUP 2014 ABOARD THE J CLASS *RAINBOW* – SOME 130 GLORIOUS FEET OF YACHTING TRADITION CRAFTED WITH MODERN SAILING TECHNOLOGY. LAUNCHED IN 2012, THIS LATEST OF THE MAGNIFICENT J CLASS IS A YACHTING DREAM COME TRUE.



REGAL RACING
Carlo Borlenghi

Rainbow is unique among J Class yachts in that she carries an eco-friendly, hybrid power system that allows her to sail under batteries alone.

On 15th May 1934, the original J Class *Rainbow* – designed by William Starling Burgess – was launched at the Herreshoff Yard in Bristol, Rhode Island, USA. Harold Vanderbilt named her *Rainbow*, eager for better times ahead in the aftermath of the Great Depression. She had been built in just 100 days to defend the America's Cup against *Endeavour*, the 1934 Challenger owned by T.O.M. Sopwith.

Losing the first two races to *Endeavour*, *Rainbow* won the last four races to take the America's Cup that year. Harold Vanderbilt then laid *Rainbow* up in a dry dock following the series and put her through refit, before selling her to Chandler Hovey in 1937. She competed in the Cup Defender Series again in 1937 but was beaten by the more recently launched, *Ranger*.

So, in 1940 *Rainbow* was sold for scrap. But the story of *Rainbow* didn't end there, as somewhere over the rainbow dreams do indeed come true – in this case for a Dutch yachting enthusiast with the passion and the means to build an all-new *Rainbow* JH2.

The new *Rainbow*, built at Holland Jachtbouw in Zaandam on the outskirts of Amsterdam to a modern design by Dykstra Naval Architects, was launched in February 2012. She was specially fitted out for racing against other J Class yachts to the J Class Association Rules, Lloyds Register and MCA classification. *Rainbow's* hull is aluminium, her spars of carbon fibre, and uniquely among J Class yachts she carries an eco-friendly, hybrid power system, which gives the yacht the ability to generate a large amount of power while sailing and to operate under batteries alone (without her generators running). *Rainbow* can be regularly seen competing on the superyacht race circuit, both in the Mediterranean and the Caribbean, racing amongst other J Class and various superyacht fleets.

The Costa Smeralda provides a stunning setting and a variety of great, challenging conditions for the Maxi Yacht Rolex Cup, one of the highlights of the Mediterranean yachting season. The first-ever Maxi World Championship held in Sardinia in 1980 was the brainchild of the Yacht Club Costa Smeralda and its president, the Aga Khan. The regatta is now an eagerly anticipated annual event attracting a sizeable fleet of majestic maxi-yachts to Porto Cervo each September competing in



various classes, including a dedicated J Class division. 2014 marked the 25th edition of the competition, which also comprised the fifth running of the much-vaunted Mini Maxi Rolex World Championship, so popular on the Med-racing scene.

A casual stroll along the docks of the Yacht Club Costa Smeralda (YCCS) in Porto Cervo during the Maxi Yacht Rolex Cup provides ample evidence of the evolution of this regatta: sleek racing yachts constructed from carbon fibre using the latest thinking in technology; tacticians carefully analysing data tracking their yacht's performance; navigators downloading and studying weather models on tablet devices.

Evolution is everywhere but other features that have remained consistent since its creation in the 1980s equally define this annual benchmark for maxi-yacht design. The sailing landscape of the Costa Smeralda remains arguably the greatest in the world, the host yacht club a world-renowned and respected establishment, for maxi owners it remains the event in the calendar to win in Med racing circles and it marks one of the longest and most successful relationships in sailing, the partnership between the YCCS and Rolex, sponsors of the event since 1985.

This year marked the 25th edition of the Maxi Yacht Rolex Cup; 35 yachts took part including seven all-out racing Mini Maxis, one of which was Internet entrepreneur Niklas Zennström's *Rån 5*, and the beguiling J-Class boats, replicas or restorations of 1930's racing yachts and perhaps the very epitome of both evolution and tradition. The competing yachts ranged from 60 to 143-feet – in total measuring nearly one kilometre if lined-up bow to stern; weighing from a slender 16 tonnes to an immense 170 tonnes; and sailed by a combined 724 international sailors.

"I've been sailing here for about 20 years. This is always the top pick of where we like to sail around the world," explained Brad Butterworth, one of many world-class professional sailors in attendance. "The environment of the Costa Smeralda is fantastic: the rock formations, the colour of the water, the wind and sea conditions, there is nowhere as beautiful as this for yacht racing."

In contrast to the raw power and speed of the racing maxis and mini-maxis, the four-strong J Class racing fleet this year provided displays of classical elegance. Sleek lines,

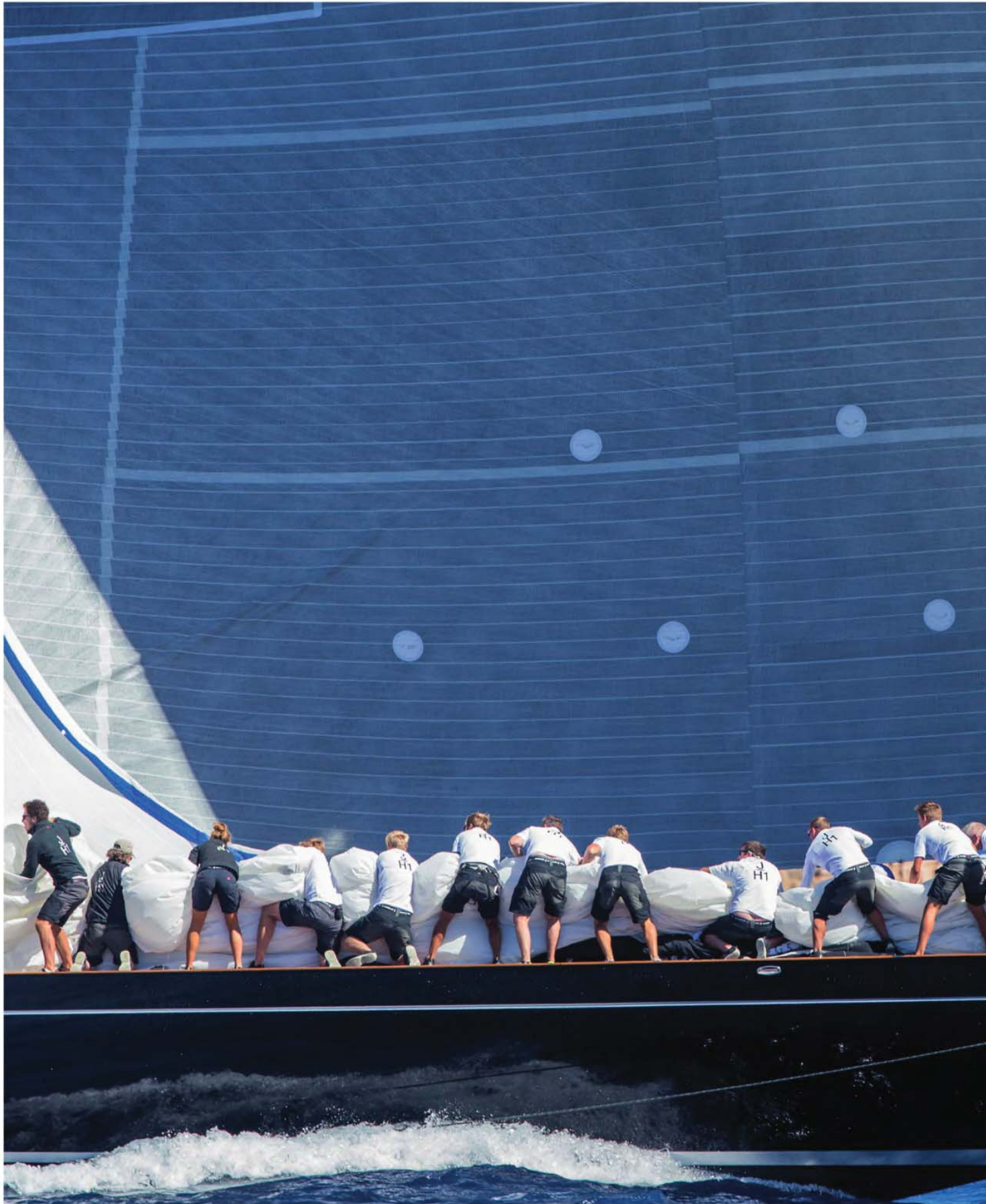
SARDINIAN SAILING

Carlo Borlenghi

Clockwise from right: 35 yachts ranging from 60 to 143-feet took part in this year's Maxi Yacht Rolex Cup; The race has evolved into a highly anticipated annual event; Yacht Club Costa Smeralda in Porto Cervo hosts the race.







TEAM EFFORT
Carlo Borlenghi

At 43.7-metres *Lionheart* was the largest boat in attendance at the 25th edition of the Maxi Yacht Rolex Cup.

towering masts and teak decks gleaming with polished winches and varnished woodwork, ensure the J Class fleet caught many admiring glances. Leading edge racing craft in their day competing for the America's Cup in the 1930s, today's J-Class yachts are owned and sailed by those passionate about yachting's past.

At 43.7m (143-ft) *Lionheart*, a recreation of an original design was the largest in attendance and narrowly won the Class after a topsy-turvy final day's racing, which saw the leadership change three times. Close competition was provided by two more new-build replicas in *Rainbow* and *Ranger*, and the previous year's winner, *Velsheda*, a restoration of an original.

The final day's racing in the Maxi Yacht Rolex Cup saw the 35 competing maxi-yachts sailing a coastal course through Sardinia's Maddalena archipelago. Strong winds ensured conditions were exacting for the five classes of maxi-yacht contesting the event, among them the four J-Class yachts in every way competing in a class of their own.

The America's Cup 'boat of choice' in the 1930s became a victim of the steel shortage during World War II when a number of its kind were destroyed, though extraordinarily the Class has enjoyed a revival since the turn of the new century. In 2000, the J-Class Association was formed encouraging the construction of replicas of the perished originals. *Lionheart*, *Rainbow*, *Ranger*, *Shamrock V* and *Velsheda* were the five J-Class boats on show in Porto Cervo for the Cup, all racing with the exception of *Shamrock V*. The former three are replicas or recreations of original designs, the latter two restorations. Graceful to watch, captivating and fun to sail, the Class is equally defined by the Corinthian spirit of its competition.

Jeroen de Vos who designed the replica of the original *Rainbow* for Dykstra Naval Architects, says the great challenge for a latter-day J-Class designer is creating a finished yacht that is aesthetically loyal to its original design, complies with class rules, includes a full, luxury interior and is capable of high performance.

In order to compete on racecourses as demanding as those at the Maxi Yacht Rolex Cup, the contemporary take on the J-Class requires 21st century engineering. "We worked with the original line span from 1934 – it's the one fixed factor in the design," explains de Vos. "The boat



now has an engine and there is an extra ten centimetres of freeboard to allow for all the systems and interior – all the stuff that they didn't have in the '30s. Additionally, there are powered winches, there is a deck house, the rig is taller and there is more sail area, so while it looks the same from a distance, the way the boats are sailed is completely different from the old days."

The similarities in design of the J-Class yachts ensure close competition in the Class, rewarding who sails best on a given day. Whereas the 1930s America's Cup races between the mighty J's were based on elapsed time, today's regattas see the born-again J Class vying for position based on VPP (velocity prediction program) ratings and a handicap system that facilitates genuine competition between 'old' and 'new' members of the Class.

They are challenging boats to race – loads are enormous, they weigh in excess of 170 tonnes and the sail area can cover up to 1,000m². So, the crew of 35 plus skilled sailors on board need to plan well in advance and communicate efficiently (by radio), so as to execute every manoeuvre with perfect timing.

I had to pinch myself. Was I really there in Sardinia as one of the 40-crew racing the J Class *Rainbow*? For a sailor whose first yacht was a J24, the opportunity to race aboard a "J" of an entirely different scale and class – and to do so at the Maxi Yacht Rolex Cup no less – was a very special occasion indeed. One of those experiences that serve to remind us that life is not measured in the number of breaths you take, but the moments that take your breath away.

A comparison oft expressed about J's of then and now is it's said that Harold Vanderbilt chose the name *Rainbow* in 1934, as an expression of his hope of better times after the Great Depression. There are parallels today, though less desperate, to the global economics of more recent times and it would be gratifying to think this new *Rainbow* and the growing fleet of J Class may shine upon a bigger and brighter future for the sport of yachting and our industry alike. ⚓

HEAD TURNER

Carlo Borlenghi

Right: J Class boats are challenging to race weighing in excess of 170 tonnes and with a sail area of up to 1,000m².





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HEAD START
The fleet races up
Sydney Harbour
at the start of the
2013 race.

**ROLEX SYDNEY HOBART
YACHT RACE**

70 entries and counting

It's all about the numbers for this year's Rolex Sydney Hobart Yacht Race, with entries in the 70th edition of the Cruising Yacht Club of Australia's bluewater classic passing 70, including classic yachts such as LOVE & WAR and high-tech flying machines such as the Carkeek 60 ICHI BAN and McConaghy Ker 46 PATRICE.



Noel Sneddon's Vickers 41 *C.Q.R. IT Inca* (pronounced secure it) was the 50th entrant to be received by the CYCA. The sturdy workhorse from the ACT also serves as Sneddon's home and spends most of her time in Airlie Beach.

C.Q.R. IT Inca last competed in the Rolex Sydney Hobart in 2012, and was the second last boat to cross the finish line, arriving just a few minutes before the 9.30pm New Year's Eve fireworks. The crew includes father and son trio Ian, Michael and Nicholas Cooke who are are hoping for a champagne run this year.

The 2014 fleet showcases the cream of Australian yachting and an ever growing number of international entries that will traverse the globe just to reach the Sydney Harbour start line this Boxing Day.

Yachting Australia President and Past CYCA Commodore Matt Allen worked with the Carkeek team to ensure his latest 60-foot *Ichi Ban*, was at the cutting edge of yacht racing design when he launched the boat just 10 months ago. Since then, *Ichi Ban* was declared overall winner and claimed line honours in the CYCA's



RECORD MAKER
Bacardi sailed her 28th race last year to record the most Sydney Hobarts ever by a yacht.

Sydney Newcastle Race and finished second at Airlie Beach Race Week.

Allen will be competing in his 25th Sydney Hobart, joining 116 yachties who have achieved this milestone, including 12 who have completed 40 plus Hobarts.

Other notable entries include Tony Kirby's year-old *Patrice*, which made a big impression winning the Sydney Short Ocean Racing Championship, then reeled second place at the Festival of Sails, Sail Port Stephens and the Audi IRC Australian Championship. In August, the Ker 46 won six from six races at Airlie Beach Race Week.

Roger Hickman's 29 year-old Farr 43 *Wild Rose*, the 1993 overall IOR winner and reigning Blue Water Pointscore champion always performs, and John Newbold's *Primitive Cool* from Victoria is worth watching. The Reichel Pugh 51 won the 2010 race as *Secret Men's Business 3.5* for original owner, Geoff Boettcher.

Heading the classic yacht entries are: *Bacardi*, Victorian Martin Power's Peterson 44, which last year sailed her 28th race to record the most Sydney Hobarts by a yacht; *Maluka of Kermantie*, Sean Langman's classic gaff-rigger will be the oldest and



ON THE FOREFRONT
Ichi Ban was declared overall winner and claimed line honours in the CYCA's Sydney Newcastle Race and finished second at Airlie Beach Race Week.

smallest yacht to compete and *Love & War*, Simon Kurts' S & S 47, one of the only two yachts to win three times overall in the history of the race.

A strong contingent is building from interstate. Victorian entries are at 15, Tasmania can boast six, Western Australia has five, while Queensland numbers four.

Two international entries have been received so far; *Caro*, Mark Bertlett's Botin 60 from the Cayman Islands, and *Passion 4 C*, Stefan Lehnert's Tripp 56 from Germany. Entries are also expected from New Zealand, Hong Kong, USA and United Kingdom.

As a nod to the race's founding fathers, the CYCA has extended an invitation to those yachts that have competed in previous Sydney Hobarts to participate in a Parade of Sail, which will commence at 10am.

RACE ON
Right: *C.Q.R IT Inca* was the 50th entrant to be received by the CYCA. Directly below: Tony Kirby's year-old *Patrice* has made a big impression winning multiple championships. Bottom: *Love & War*, Simon Kurts' S & S 47, one of the only two yachts to win three times overall in the history of the race.



120 yachts take to the start line. Man and machine will battle the elements down the eastern seaboard for 628 nautical miles to see who will be crowned the overall winner.

"To win the Sydney Hobart is a dream of many yachties and to do so in an anniversary year will be a very special moment in the race's history book for the winning owner and their yacht."

The start of the race will be broadcast live on the Seven Network throughout Australia and webcast live to a global audience on Yahoo!7.

Entries close on Friday 31 October 2014 at 1700hrs AEDT. The Rolex Sydney Hobart Yacht Race 2014 Notice of Race is now online. ↓

www.rolexsydneyhobart.com/competitors/online-race-entry/
www.rolexsydneyhobart.com
www.facebook.com/RoloxSydneyHobart

Participants will motor-sail a short Harbour course led by the historic naval vessel *HMAS Advance*. Competitors from the early years of the race such as *Kathleen Gillett*, *Archina*, *Wayfarer*, *Christina* and *Defiance* have already signaled their intentions to be part of this historic event.

CYCA Commodore John Cameron announced the commemorative Parade of Sail would be conducted in keeping with the Club's ongoing tradition of celebrating key anniversaries of the Race.

"The 70th Sydney Hobart Yacht Race is a significant milestone and what better way to pay tribute to the sport of ocean racing than conducting a Parade of Sail featuring veteran yachts.

"We trust that the Parade of Sail will be a perfect curtain-raiser to the main event, which could see up to





OCEAN ROOTS
Maluka of Kermadie, Sean Langman's classic gaff-rigger will be the oldest and smallest yacht to compete in this year's race. Sean Langman with his son, Peter are just two of many sailors of classic Sydney Hobart yachts expected in the line-up for the Parade of Sail.

Parade of Sail

The CYCA will host a curtain raiser to celebrate the start of the 70th Sydney Hobart Yacht Race.

For those lining the Sydney Harbour course for the start of this year's 70th Rolex Sydney Hobart Yacht Race and the millions watching on television, a spectacular, curtain-raiser Parade of Sail, featuring veteran boats that have competed in past races, including the inaugural 1945 event, will take place prior to the start of the blue water classic.

The Parade of Sail will be conducted by the Cruising Yacht Club of Australia in conjunction with the Australian National Maritime Museum. It will pay tribute to the 5,600 plus yachts and their crews, totaling some 52,000 sailors who have transformed the Sydney to Hobart Yacht Race into one of the greatest, most competitive and professionally run ocean races on the world yachting calendar.

The Parade will showcase the evolution of ocean racing yacht design – from the era of the famous *Kathleen*, as she was then known, a solidly built, wooden gaff-rigged ketch through to the fibreglass, carbon-fibre, high-tech flying machines of the 21st century.

Up to 50 yachts, under power, fully dressed, and flying their 'battle flags', will proudly parade on Sydney Harbour, crossing a start line off Bradley's Head at 10.30am, proceeding to a rounding mark and returning to the starting area finishing at 11.30am – in good time to allow

for this year's racing yachts to warm up prior to the 1.00pm start of the main event.

The historic RAN vessel, HMAS *Advance* will lead the Parade, closely followed by Jack Earl's famous *Kathleen*, one of the original starters in the first Sydney Hobart race in 1945. The historic naval vessel *MMB168* will bookend the Parade.

The Seven Network will cover the event and integrate the footage into their start broadcast program. Plans are also for a 'live to air' radio coverage of the Parade.

For each veteran yacht taking part there'll be a special place of honour reserved in a prime spot to watch the Start.

CYCA Commodore John Cameron announced the commemorative Parade of Sail would be conducted in keeping with the Club's ongoing tradition of celebrating key anniversaries of the Race. "The 70th Sydney Hobart Yacht Race is a significant milestone and what better way to pay tribute to the sport of ocean racing than conducting a Parade of Sail featuring veteran yachts from the great races south to Hobart."

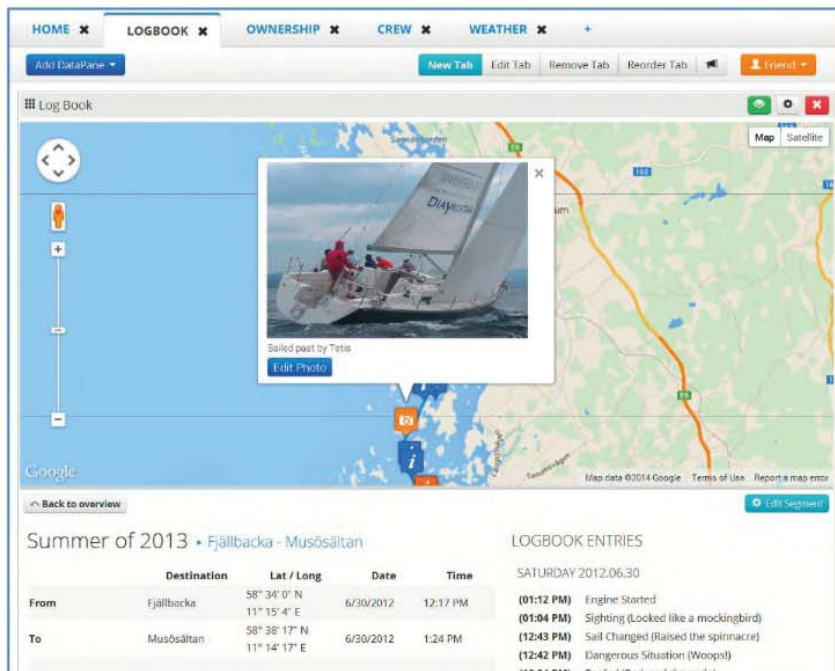
Negotiations are still under way for a fly-past over the Parade by either the spectacular RAAF Roulettes, or the newly restored Catalina flying boat, the type of aircraft that played a key role in searching for the yachts *Rani* and *Horizon*, thought missing during the inaugural race back in 1945.

Captain Illingworth RN, skipper of *RANI* had taken a long leg to sea and had 'disappeared over the horizon'. At 4.00pm on New Year's Day a RAAF Catalina on search and rescue patrol located and identified *Rani* three miles east of Cape Raoul. Later that night *Rani* crossed the line to win the first Sydney to Hobart Yacht Race.

After this year's Rolex Sydney Hobart fleet has cleared the Heads, all Parade boats are invited back to the CYCA for a "Quiet Little Drink" or two. Marina berths will be available and crewmembers will enjoy the magnificent CYCA clubhouse facilities.

The CYCA invites expressions of interest from owners of yachts that have competed in the Sydney Hobart Yacht Races during the past 70 years to take part in this historic Parade of Sail.

www.rolexsydneyhobart.com
www.cyca.com.au



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A new logbook concept

When the plotter, our phone and the other instruments on board know everything about where we are and the boat, why do we then keep an old school logbook?

The truth is, most of us don't do it, but now we also do not have to! BoatLogger.com uses the information available and creates the logbook for us!

Your boats own home page

In a few seconds anyone can create a homepage for their yacht on BoatLogger. This 'Yacht Page' is a highly customizable home page where you can choose to show a wealth of predefined information. This information comes in small windows called datapanes where the data gets



populated automatically. Examples of datapanes are crew lists, weather forecast, maintenance records, blog, Facebook feeds and much more.

An important datapane is the logbook where live data is sent from the yacht to

the logbook to create complete records of the journeys - including position tracks, events, weather reports etc.

BoatLogger Yacht Pages can also keep track of all information about the boat. This is anything from vital statistics to cost of ownership, inspection records, manuals etc

iPhone and Android Apps

BoatLogger supports a wide range of ways to record the information on board. The easiest is perhaps our apps that can be downloaded from iTunes or Google Play.

The app use the GPS to record the position, but is also used to record events and weather. Everything is immediately stored in the logbook and synced to the online logbook. With a press of a button you also take photos that are integrated into the map of the logbook.

The app also doubles up as your on-board logbook.

SPOT, deLorme inReach

Further out where there is no internet connection the mobile apps still work, but they do not send the information to the online logbook until closer to shore again. If you want to ensure your friends can cover every move in real time, BoatLogger also supports satellite trackers such as SPOT and deLorme.

For other logging needs you can use GPS loggers (any brand) or 3G trackers to enable totally automatic creation of your log.

NMEA2000

To take the automation one step further you can integrate the onboard electronics to send much more information to BoatLogger. BoatLogger supports any brand that can interface to our API and a good example would be SeaSmart.NET! With such a device all information on the NMEA2000 bus becomes a part of your online logbook. This could be battery status, tank levels, engine data and much more.

Flotilla sites

If you area organizing a flotilla with anything from a few friends to a large scale event, BoatLoggers Flotilla Sites comes to rescue. You create a unique site for your flotilla in a few seconds. Just like for Yacht Sites, this site is easily configurable for your needs via datapanes.

The Flotilla Sites contains many datapanes that help organizing a flotilla. This could be datapanes such as 'sign up', participant location, photo album aggregator etc. The sites handle the whole life of the flotilla - from marketing, signing up, payment, information, tracking, sharing experiences and enjoying the event both before and after the flotilla!

All participants interact and share information via BoatLogger!

BoatLogger Race sites

The Race Sites are similar to a flotilla, but adds real live tracking of all race participants and shows result tables of participants! Organizing a sailing race could not be easier or more fun!

How to get started

To create a BoatLogger site, just head over to www.BoatLogger.com and you will be going in a few minutes! Most functionality is free, but some special functions are available at a small cost.

Advertorial material provided by BoatLogger.com



Feel the ferVOR

Declared “The Everest of sailing”, the Volvo Ocean Race could be considered the mark of professional sailors, only a handful of whom can claim to have won in the event’s 42-year history. As frenzy builds in Alicante ahead of the 4 October start, JENI BONE leads the cheer squad for this grand and gripping global circumnavigation.

On this epic nine-month voyage across the globe, the world’s top sailors confront everything from tropical cyclones to Antarctic storms. The worst weather conditions are usually encountered in the Southern Ocean where waves sometimes top 100-foot (30-metres) and winds often reach 60 knots (110 km/h).

Competition kicks off with an inshore race in Alicante Spain, 4 October. The 2014-2015 race will cover 39,379 nautical miles, the longest route in its history, taking in 11 stopover ports, the stress of which organisers compare to “organising 11 massive weddings in 11 countries!”

From smaller, but no less ambitious beginnings, the Race came to life in 1972 when England’s Whitbread company and the British Royal Naval Sailing Association agreed to sponsor a globe-circling regatta, to be known as the Whitbread Round the World Yacht Race.

Some 17 yachts and 167 crew started the first race of 27,500 nautical miles (50,900 km), which began from Portsmouth, UK on the 8th of September 1973. The original course was designed to follow the route of the square-rigger fleets responsible for ferrying cargo around the world during the 19th Century.

From 2001 the ownership of the race was taken over by Swedish manufacturer and automotive behemoth, Volvo, and the race was renamed the Volvo Ocean Race.

In this edition of the race, teams will line up in a new class of high performance one-design racing yacht, the Volvo Ocean 65, created by Farr Yacht Design and built by a consortium of four European boatyards.

At the epicentre of the building commotion in Alicante is Chief Executive, Knut Vorstad, himself a professional offshore and Olympic sailor who has competed in no less than four editions of the globe-circling event.



Speaking to Ocean Media just two weeks out from the start of the latest epic ocean race, Vorstad is eager for the 4th of October to finally arrive and for competitors, staff, sponsors, stopovers cities and their citizens to commence writing the next chapter in the event's illustrious history.

"It seems like just yesterday since we witnessed the exciting finish in Galway for the 2011-12 race, yet here we are again ready to see off a new fleet of seven evenly-matched teams for the 2014-15 edition in Alicante early next month.

"We're confident that this 12th edition of the Volvo Ocean Race will be as thrilling as any that we've seen since the event launched back in 1973. Why? There's a bunch of reasons for that but primarily we took a game-changing decision to launch our one-design Volvo Ocean 65 boat back

It'll be fascinating to see how they do as race rookies. But every team has its own story and growing fan bases around the world."

That's a grand part of the appeal – the international scope, competitors drawn from all parts of the world and of man (and woman's) battle against the elements.

"This edition, there's a bunch of ways people can follow us. Ideally, they could come to one of the 10 host ports starting with Alicante or our pit-stop in June in The Hague and see the boats close-up. Otherwise, the race will be followed more closely than ever on our own platforms including the Volvo Ocean Race website, Facebook page, Twitter, YouTube and Instagram accounts, to name a few", says Vorstad.

"We'll be showing the arrivals, in-port race and leg departures live online

"So much of life generally in 2014 is now safe and ordered and this race is anything but. You don't know from one day to the next, one hour to the next, what will happen on board."

Knut Vorstad

our improved Volvo Ocean Race app, which we'll be launching very soon, plus two versions of the Volvo Ocean Race game."

For the host ports, the benefits that flow from welcoming the VOR fleet and entourages are massive. The 2011-12 post-race report presented a detailed review of the Race's global reach, multimedia impact and importantly, its ROI.

The study estimated the cumulative TV audience from 8,969 broadcasts as 1.55 billion. The increase in cumulative print readership between the 2008-09 and 2011-12 races was estimated as 41 percent, and online news articles from 4,240 different online outlets totalling 58,978.

An extraordinary 41.6 million people visited the VOR website and the official YouTube channel attracted eight million viewers. On Facebook there were over 206,000 fans, and there were 16 million visits to the VOR race tracker, generating 244 million page views.

Some 2.9 million visitors enjoyed the hospitality and celebrations at the Race Villages from Alicante to Galway, there were 2,954 accredited journalists representing 86 different nationalities at the Race Villages and 21,959 corporate guests were hosted at the stopovers.

Sponsors reportedly earn a 200 to 300 percent ROI, and in Spain sport sponsorship is 100 percent tax deductible, aiding global brands' enthusiasm to get on board the VOR.

With just a few weeks to go, Vorstad – a self-confessed "addict" of the great Race – urges us all to succumb to VOR fever and vicariously experience the tagline: "Life at the Extreme".

"I've been suffering from it since I first competed as a sailor back in the early 1990s. Actually, I guess it started before that when I was a kid and I followed my heroes doing the Race while dreaming of doing it myself. Different people will give you different answers, but for me unpredictability is the main reason I find this event so compelling.

"So much of life generally in 2014 is now safe and ordered and this race is anything but. You don't know from one day to the next, one hour to the next, what will happen on board. This is why the Race is dubbed "Life at the Extreme". It pitches man against nature over nine gruelling, challenging months. There's no sporting event that I know of that tests anyone to the limit in quite the same way." ↓

www.volvoceanrace.com



in 2012 for the upcoming 2014-2015 race and the next in 2017-18. This has cut costs dramatically for the teams and has put the emphasis for success firmly on the sailors on board, which is where it should be.

"Everybody has the same tools to work with so the racing should be as close as it's ever been. From what we've seen the public both here in Alicante and around the world have latched on to that and the buzz is really growing before we kick off with the Alicante in-port race on October 4."

Vorstad is also elated that a women's team is back in the event after an absence of more than a decade. "We welcome *Team SCA* to the event. I think people are wondering just how they'll fare against the men. We'll also be welcoming more Chinese sailors than ever before – six to be rotated – into the challenge on *Dongfeng Race Team*.

and also have a new 39-part, half-hour show which is made for both TV and online. We'll also be featured heavily by 'outside' media including well over 80 TV channels around the world and countless other online and print outlets, not to mention radio stations. We're determined to tell the 'people story' of the race better than we've ever managed before, to show exactly what it's like on board one of these Volvo Ocean 65s.

"To that end, we've built the boat with communications very much in mind including new HD remote-controlled cameras, which capture almost every inch of the boats above deck and improved noise-reducing audio systems. We have an on board reporter on each of the boats who will be sending daily multi-media content to Race HQ, which we'll pass on to the fans", Vorstad continues. "Don't forget too that you can follow us on

ULTIMATE TEST
Clockwise from above: This year teams will line up in the Volvo Ocean 65 created by Farr Yacht Design; Ownership of the race was taken over by Swedish brand Volvo in 2001; The event will be captured more than ever for fans with each boat fitted with HD remote-controlled cameras.



Get Extreme Sydney!

Singapore, Muscat, Qingdao, St Petersburg, Cardiff, Istanbul, Nice... Sydney is going Extreme.

With just two 'Acts' to go in its eighth season, the Extreme Sailing Series showcases the best of the best in the most exciting sailing you will ever see. Now with those magnificent men and women in their flying machines on their way downunder, come December Sydney Harbour will never be quite the same again.

The sailing takes the thrills of the action to within metres of the crowds on shore, and if you are lucky enough to be one of the guest sailors on board, you will experience the white-knuckle ride of your life.

Starting in Singapore in February, the racing was immediately living up to its reputation. Olympians, America's Cup sailors, Australia's own 18-foot skiff champions and Volvo Ocean Race competitors all on one piece of water. Sometimes that piece of water was just not big enough.

Roll with the punches and keep sailing—the professionalism shows along with the sheer skill of the sailors and the shore crew involved.

As Tanguy Cariou, Skipper of *Groupama* sailing team, commented casually after losing a mast and missing the next four races in Istanbul. "You learn so much from

your mistakes, but sometimes, when it is not our fault, like the collision, or the mast breaking, it's tough. We love sailing, we love the Extreme Sailing Series and we have to come back and do our best so we can close the gap with the top teams, that's the most important thing."

Now, for the very first time and for the final act in the 2014 series, Extreme Sailing is coming to Sydney. For three days, from December 12 to 14, set against the internationally iconic backdrop of the Opera House and the Sydney Harbour Bridge, we are about to experience all the action, lights and colour of one of the

COMING IN CLOSE
UK team *J.P. Morgan BAR* and Russian *Gazprom Team Russia* battling it out in Istanbul.



most exciting and accessible sailing competitions in the world.

The Extreme 40 is a 12.2-metre long, carbon catamaran that requires a high-level of sailing skill, co-ordination and sheer muscle to race. Designed by Olympians Yves Loday and Mitch Booth, these boats are built for speed and acceleration that makes the racing a treat to watch for the spectators and a challenge for the crews.

Weighing in at just 1,400 kg, the Extreme 40s are highly powered with mainsails 71m², jibs of 24m², and Gennaker of 106m². Just think of a Tornado Olympic class catamaran,

double it, and hold on!

The Extreme Sailing Series is designed to be an exciting spectator sport. It is "stadium sailing" at its best, with races of around 15-20 minutes sailed within close proximity to the shoreline making for a riveting spectacle. Up to eight races take place each day, there is a race village with a wide range of entertainment, and supporting events on the water, making each act of the Extreme Sailing series an event that attracts big crowds of sailors and non-sailors alike.

The Australians will be carrying our flag racing aboard *GAC Pindar*, with

Kiwis Dean Barker and co. racing on *Emirates New Zealand*. Trans-Tasman rivalry is sure to show big time, not to mention Sir Ben Ainslie and the English who are coming to Sydney to show the Antipodeans who's the boss.

Add into the mix the Russians, the French, the Swiss, the Red Bull Austrians, and the winner of the very first Extreme 40 sailing series, Rob Greenhalgh on the *Oman Air* entry, and you won't want to miss this spectacle of sailing competition to be played out on Sydney Harbour from December 12. ⚓

<http://extremesailing.com.au>
info@extremesailing.com.au

TIGHT-KNIT
GAC Pindar with Aussies aboard and the Austrian **Red Bull Sailing Team** among competitors in Istanbul.



Racing South

The return of the New Zealand Millennium Cup for sailing superyachts – this time aligned to the annual Bay of Islands Sailing Week to be raced next January 21-23 – is evidence of a surge of positive momentum in New Zealand’s marine and yachting industry, says ISLA MCKECHNIE.

Hosted by the NZ Marine Export Group, whose members ensure the Millennium Cup superyacht racing events provides fierce contest and a fun environment for owners, guests and crew, the Cup serves a function beyond just the race itself, by attracting superyachts to visit Kiwi shores.

It gives the small island nation a hook, not just for New Zealand, but the wider Pacific region too. Staging this superyacht regatta provides a platform for local marine industry names – who because of distance and markets do much of their business offshore – to show the international yachting industry how they do things at home.

“The timing of the 2015 Millennium Cup, being mid to late January, works well for many superyachts who head to New Zealand for summer cruising, working their way down country from the Bay of Islands to Auckland and further south. Many often have maintenance and refit work completed with one of the

many expert suppliers around New Zealand,” says Peter Busfield, CEO of the NZ Marine Export Group.

Organisers of the Cup are also keenly aware of developing Western Pacific cruising routes – and how easy it is for a yacht to just turn around and head back for well-beaten northern hemisphere paths once it reaches Tahiti. The Cup gives those yachts transiting the Pacific a target and another reason to head southwest to New Zealand and for some yachts further on to Australia. Another plus for yachts that have been cruising more remote parts of the Pacific, is participating in the Millennium Cup event gives them a rendezvous point to ‘compare notes’ with other yachts doing the same.

Since the notice of race was released in August, entries have steadily flowed in and organisers are looking forward to not only seeing the superyachts racing out on the picturesque Bay of Islands courses, but giving industry from around the Pacific region a forum to meet and discuss the year ahead.

For the first time the Millennium Cup will be contested as part of the popular Bay of Islands Sailing Week in January 2015. The move from the Cup’s previous Auckland sailing grounds around the Hauraki Gulf will see the giant entrants duck and weave around the 144 unspoilt islands that make up this marine playground of New Zealand.

“It’s a fun regatta with a competitive edge. You don’t need to spend thousands flying in “rock star” crew as there are plenty of world-class sailors available locally who will jump at the chance to help you get round the track in one piece,” said Captain Blair Macleod of S/Y *Silvertip*.

Peter Busfield of NZ Marine tells us that creating a dedicated superyacht race series within the Bay of Islands Sailing Week offers owners an opportunity to get a taste for the way the seafaring nation does things while retaining separate race classes with handicapping by Jim Teeters to the international superyacht rule (ISYR).

Ocean Media, publishers of *Offshore Yachting*, *Sails* and *Ocean* magazines, are an official media partner for the Millennium Cup 2015. ↓
www.millenniumcup.com
www.bayofislandsailingweek.org.nz

KIWI CUP
 The Dubois sloop *Silvertip* chases *Zefiro* built by Southern Wind Shipyard toward the finish line.


 FESTIVAL OF SAILS
2015

Geelong gears up for January

The Royal Geelong Yacht Club is gearing up for its busiest January of summer sailing yet leading up to the Festival of Sails.

Last January the world's best Melges 24 sailors uncovered the magic of Corio Bay at Geelong in Victoria. In 2015 the natural amphitheatre, with its flat-water and trusty sea breeze, is set to be the stage for the International World Championships (3-17 January) followed by the Australian Multihull Championships (17-23 January) leading into the historic Australia Day weekend regatta, the Festival of Sails (22-26 January).

Planning for this expanded program began early in the year, and to manage the many major events, RGYC member Peter Kirman took the reins as RGYC regatta administrator so the club can again confidently present to the world as a leading international event host.

To assist competitors with planning, Festival of Sails entries opened earlier than ever. Numbers are encouraging, spurred by the announcement that owners who submit paperwork by midnight on Sunday November 30 go in a draw to win a magnificent getaway for two to tropical Fiji, including flights and five nights' accommodation at the

Shangri-La Fijian.

Paul Smart, RGYC Rear Commodore and Festival of Sails chairman, said, "the books were opened earlier this year and certainly the Fiji trip, thanks to sponsor Geelong Travel, has stimulated plenty of interest in what continues to be Australia's largest keelboat regatta."

The first registered entry came from seasoned IRC campaigner Rob Hanna for his tickled-up TP52 *Shogun*, back on the scene this season modelling a new rig and ready for a full summer program of shore course and offshore events.

One design and other classes including the Sydney 38s and Classics were contacted and offered the chance to convene their state and national titles under the Festival of Sails' umbrella. Principal Race Officer Denis Thompson is always looking for ways to put like-for-like boats on the same racetrack and expects strong support for the reintroduced Cruiser/Racer and Performance Racing categories.

"We have received some good enquiries from a number of new owners keen to participate and those

who might have missed a couple of years and are eager to return to the event," confirmed Kirman.

"A full month of sailing is a pretty attractive schedule and we'll be catering for skiffs to multihulls then the amazingly diverse fleet for the Festival of Sails. Logistically it's going to test the club's resources so we are putting the call out to volunteers to come and be part of the planning and the festivities."

Interested volunteers can register at the event website.

The return of Rod Hagebols to the position of RGYC sailing manager will again complement the vast depth and experience of the on-water management team charged with rolling out the club's hectic January 2015 schedule.

The seven-race 2015 Multihull Australian Championships commence Saturday January 17 and come to an end on Friday January 23 with the traditional Festival of Sails' launch, the mass start of the Melbourne to Geelong passage race for all divisions other than Sports Boats. Organisers expect a bigger than usual multihull fleet for the Festival given the end of their Australian title dovetails into Victoria's oldest sporting event.

The three-day contest for all Cruising classes finishes on Sunday January 25, giving those crews the Monday off to be part of the Australia Day line-up of fun and frivolity. The Rating Series, Performance Racing and One Design fleets are running a four-day program and crews who successfully channel the day's national fervour could snare those important final points.

The bulk of the expected final register of 300 plus boats will hail from local feeder clubs including the RGYC, Sandringham Yacht Club and the Royal Yacht Club of Victoria. The Festival of Sails is a traditional pit stop for crews returning from the Rolex Sydney Hobart Yacht Race. New South Wales' boats on their way back from Hobart usually tip the interstate scales towards that state in terms of representation.

Ashore there will be the usual jam-packed program of boating, sporting, tasting, entertainment and kids' delights for holidaymakers and families keen to soak up the essence of the event. The extensive shore-side Festival over the holiday long weekend includes plenty of free entertainment for children and adults alike. ↓

<http://festivalofsails.com.au>





CANNES DO

ALL EYES WERE ON THE CANNES YACHTING FESTIVAL AS NEW YACHTS WERE REVEALED. REPORTS ANTHONY TWIBILL, RECOVERING FROM AN OVERINDULGENCE OF FOIE GRAS, FRENCH BUBBLES AND A PLETHORA OF BOATS.



Top 10 in show

Editor's pick of "Yachts to Watch" from Cannes Yachting Festival – mono and multihull (in order of length overall).

TOP 10 MONOHULLS

- Beneteau Oceanis 35 cruiser/club racer
- Solaris 44 & Solaris 58 cruiser/racer
- Mylus 15E25 (50-ft) & Mylius 19E95 (65-ft) fast cruiser/racer
- Moody 54 DS deck saloon cruising yacht
- Euphoria 54 cruising yacht
- Amel 55 & 64 luxury bluewater cruising yacht
- Beneteau Oceanis 60 luxury cruising yacht
- Jeanneau 64 luxury cruising yacht
- CNB 76 production sailing "pocket superyacht"
- Oyster 825 luxury bluewater cruising yacht

TOP 10 MULTIHULLS

- Nautitech Open 40
- Bali 45 by Catana
- Fountain Pajot Saba 50
- Outremer 51
- Lagoon 52
- Sunreef 58
- Tag 60
- Privilege 615
- Lagoon 620
- Fountain Pajot Victoria 67

The Cannes Yachting Festival is Europe's largest in-water boat show and comes September every year. This glittering coastal resort city on the Cote d'Azur showcases an extraordinary spectrum of yachting of both sail and power. Indeed, Cannes has become so important on the international boat show calendar that many boating brands make Cannes their annual platform for the global launch of the very latest models. Taking place over six days from the eighth to the 13th of September this year, the scene was indeed one of a grand festival of floating desire. The picturesque city of Cannes perched along the Cote D'Azur in the south of France is ideally suitable for bringing

COASTAL STAGE
 Clockwise from far
 left: The Moody 54 DS;
 CNB 76 and Oyster
 Yachts; Mylius 50,
 Solaris Yachts.



nascent boating dreams to reality, no matter your tastes or budget. The calm waters of the Bay of Cannes, the internationally famous promenade of La Croisette and romantically winding back streets of this fairy tale town set the backdrop to its best-known and most glamorous event, the ubiquitous Cannes Film Festival where movie stars, celebrities and entertainment royalty jostle seeking ever more fame and fortune.

So, perhaps it's fitting that Cannes is equally one of the best places in the world in which to spend it! With around 500 new boats on the water at this year's Cannes Yachting Festival, the choice of how to drop a few spare Euros on the array of luxury afloat was quite simply eye watering!



Promoted as the Ultimate Yachting Rendezvous, the Cannes Yachting Festival, as the show is now known, is a big show in every sense of the word. Whilst not being of the exclusive "superyacht status" of the Monaco Yacht Show for superyachts (greater than 100-feet) that's held further up the Cote D'Azur later in September, the size of boats exhibiting at Cannes is getting larger every year.

For 2014, there were 550 boats on show – measuring from five to 55 metres (yes that's 150+ feet)! Among these at Cannes were 95 new boats presented in world previews, coming from some 480 exhibitors from 34 countries (with the majority 55 percent of exhibitors being non-French).

Around 50,000 visitors (from



HEIGHT OF LUXURY
For visitors who dream of the true French Riviera experience, Grand Hyatt Cannes Hotel Martinez delivers the ideal setting for your stay during a visit to the Cannes Yachting Festival.

five continents) could visit the two marinas at either end of Cannes (the largest 'old port' for new boats and the other for brokerage boats), walking through some 10 kilometres of boats and over three kilometres of floating docks featuring a motorised central section that opens up so that visitors and boats can pass through for test drives in the open sea. This feature of the Cannes show is a winning idea that many more boat shows around the world could and should emulate. There is nothing quite like experiencing a boat when at sea and at the Cannes Yachting Festival around 80 percent of boats are capable of being taken on sea trials by interested prospects. It's a basic, though brilliant, differentiator compared to so many other



international boat shows where boats on display are either literally 'high and dry' or locked into their respective in-water marina positions throughout the show.

Interestingly, almost half (45 percent) of the visitors to the show are from outside France, making the pilgrimage to Cannes to uncover a genuinely international showing of small boats, big yachts, sailing boats, motor boats, monohulls, catamarans, water toys, day-boats, semi-rigid boats, tenders, new and pre-owned boats, not to mention engines, navigation, communications and all the marine equipment and services companies you could possibly think of.

The other big attraction to visiting Cannes is of course itself. This seaside city has an ethereal quality to it –

from the beachside promenade of La Croisette to the winding back streets peppered with cafes and restaurants, boulangeries and bakeries as they weave their way into the surrounding hills sprinkled with villas.

If you want a break from the boats, the biggest names in prestigious retail of fashionable haute couture and bespoke jewellery brands are liberally on show in Cannes, as though on every street and corner.

You can't help but visit Cannes and not be transported back in time, captivated by the majesty of an era of belle époque and art deco period hotels preserved to this day as a testament to a bygone era of hospitality, but one that's not yet left the shores of Cannes. Famous names such as the Hotel Martinez, Carlton



MED STRETCH
Clockwise from left: The Hotel Martinez jetty; The Cannes Yachting Festival 2014; Michelin-starred cuisine at the famed La Palme D'or.

famous Boulevard de La Croisette, this dramatic hotel is, without a doubt, one of the most beautiful establishments, not just in Cannes but the entire Riviera. Characterised by its exceptional service in art deco surrounds, Grand Hyatt Cannes Hotel Martinez offers all the modern amenities that business and leisure guests have come to expect.

Grand Hyatt Cannes Hotel Martinez's dining venues offer a range of experiences from Michelin-starred cuisine at the famed La Palme D'or, where one is seduced by the world of Executive Chef Christian Sinicropi with his creative cuisine and flavours, to one of the most sought-after beach restaurants in the French Riviera, delivering a truly luxurious experience of this most



Intercontinental, the Majestic and the Miramar (to name a few) face the Bay of Cannes along the glittering expanse of La Croisette, adding that immutable sense of French culture, traditional hospitality and European style to your trip.

For visitors who dream of the true French Riviera experience, Grand Hyatt Cannes Hotel Martinez delivers the ideal setting for your stay during a visit to the Cannes Yachting Festival.

Located in the very heart of Cannes, the Martinez is one of the city's most iconic hotels and an ideal choice with its timeless elegance and Art Deco architecture, this magnificent hotel is an integral part of the legendary Croisette ambiance. Boasting one of the most prestigious locations facing the Bay of Cannes on the

wonderful city by the bay.

It's a large property with 409 guestrooms and suites offering modern facilities in an elegant and refined setting. Sumptuous woodwork, paintings and sculptures decorate rooms ranging from 30sqm to 1,000sqm penthouses. A major refurbishment program by the Grand Hyatt group will commence in 2015, without interruption to the hotel, so as to transform this historic property once again into an even more contemporary and luxurious hospitality experience, whilst retaining the timeless styling and ambiance of the art deco period for which The Martinez has been famous since its opening in the 1930's. www.cannesmartinez.grand.hyatt.com
www.cannesyachtingfestival.com



meals. These charters are affordable and guests typically represent many nations which can lead to great conversations and friendships. Most luxury cruise yachts typically have between four and 10 cabins, which is a far cry from the mass tourism of cruise ships.

BAREBOAT IN THE WHITSUNDAYS

Bareboat chartering means leaving the overload of modern life behind and adopting a more humane pace: one that allows you to follow the rhythms of the sea and tropical trade winds. Sailing on a catamaran especially, with its shallow draft, makes it possible to visit more private anchorages and special snorkeling spots.

A bareboat charter in the Whitsundays offers breathtaking beauty. The region comprises 74 islands so if you're looking for a relaxing holiday on the water, soft, sandy beaches, secluded bays and serene inlets are all nearby. The Whitsundays' location in relation to the Great Barrier Reef, means the islands are protected from some of the larger ocean swells, keeping the waters calm and peaceful. If you're looking for more of an adventure on your next holiday there is no lack of

activities to be enjoyed, both offshore and onshore. Swimming, fishing, snorkeling, bushwalking and kayaking are all ways to take advantage of the local natural resources during a Whitsunday yacht charter holiday.

"I would have no hesitation in recommending bareboat chartering for anyone looking to spend time in the Whitsundays. A little bit of knowledge on boat handling is required but it's not daunting to anyone who is keen to learn and have some fun at the same time."

Hiring your own vessel offers the unique excitement and anticipation of approaching each bay and island. It is an optimum method of slowing way, way down, and once you split the cost of a charter with a group of friends, the price comes back down to earth.

Whether close to home or further abroad, bareboat chartering is a launch pad to experience the world closer to nature, and the elements.

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There are many reasons why new or highly experienced skippers may wish to learn or revisit the theory behind good seamanship. While theory can't teach experience, it certainly enhances it whether you are a beginner or an old salt.

While it is becoming increasingly necessary to have a RYA-YA Yachtmaster qualification if you wish to charter a boat overseas, 'going back to basics' is a worthwhile challenge for sailors of all experience.

The RYA Yachtmaster Coastal/Offshore Skipper is a five-day intensive shore-based course covering the theory behind taking charge of a sailing or power vessel for coastal or offshore passages. It covers advanced navigation, meteorology, essential seamanship and passage planning and execution.

I recently joined six other students at the Pacific Sailing School's (PSS) RYA-YA Yachtmaster Theory Course in what proved a challenging but highly informative experience. Each student had varying levels of experience and mixed ambitions. One relatively inexperienced sailor wanted to enhance his knowledge to become a more valuable racing crewmember and pursue his offshore racing ambitions. A number had recently purchased their own yacht (with mixed experience). Many wanted to charter a vessel overseas whilst one was looking to lock-in his certificates towards obtaining commercial endorsement.

The PSS has had a large range of students undertake the theory course including some of the most experienced skippers and navigators racing in the most prestigious Blue Water events in Australia and internationally. As PSS Principal Terry Wise puts it: "We've had guys who have been sailing for 30 to 50 years who may not have come up to date with recent developments or have simply forgotten some of the basics behind the technology."

Most students complete the theory course in preparation for the RYA YA Practical Exam. "While it is not essential, about 85 percent of candidates in Australia who attempt the Practical Exam, without undertaking the theory course, fail," says Wise.

Phil Eadie, one of the most experienced Australian navigators, having competed in 34 Rolex Sydney to Hobarts, six Admirals Cups

GOOD SEAMANSHIP

NO MATTER WHAT LEVEL OF EXPERIENCE, BOTH POTENTIAL AND EXISTING SKIPPERS HAVE EVERYTHING TO GAIN BY LEARNING OR BRUSHING UP ON OFFSHORE YACHTING THEORY, WRITES CYCA OCEAN CREW PERSON OF THE YEAR JENIFER WELLS AFTER ATTENDING THE RYA-YA YACHTMASTER COASTAL AND OFFSHORE SKIPPER THEORY COURSE.

(which included the Rolex Fastnet) and a number of Trans-Atlantics completed both the theory and practical Yachtmaster courses two years ago. Like all good seamen, he is always open to continually learning about our sport. "The courses were very practical and instructive," he commented and laughed about many anecdotes shared over the 10 days.

At the other end of the experience spectrum, Jason Cramer recently started crewing when he moved to Sydney from England. He has completed a number of courses with the PSS. Jason said he learned most from the course on the navigation side, which he then put into practice during the Practical course. "The theory definitely made me feel more confident, especially when I haven't grown up with sailing as a kid. The theory was a good overview of general knowledge that could eventually help someone to have sound seamanship," he said. "It also helped me pass the Practical course."

The introduction of the RYA courses in Australia ensures that all RYA-YA courses are internationally recognised. One of the biggest changes compared to previous YA Coastal Navigation courses is the use of purely fictitious charts. While this can be frustrating when completing practical chartwork exercises, e.g.

BACK TO BASICS
RYA-YA Yachtmaster qualifications are becoming increasingly necessary for chartering a boat overseas.





looking for 'Cape Token' or 'Jacand Monument' compared to the more familiar 'North Head' or 'Tasman Light', the reasoning behind it does make sense. Firstly, the certificate is intended to provide a level of competency in any unfamiliar cruising grounds, which is highly relevant for those wishing to charter overseas. Secondly, arguably, it is more practical to include enough different features on a fictitious chart to incorporate all the learning exercises and objectives.

Chartwork makes up a large component of the theory course and exam. While it is a requirement for offshore races to carry charts, most of us these days rely heavily on our sophisticated electronic chartplotters and associated software. It would be useful to brush up on basic chartwork before commencing the course.

It is definitely worth revising (or learning) the chartwork basics and useful to practice exercises from time to time to keep up the skill. The obvious reason is in case the yacht's electronics fail – it is not unforeseeable and it is far better to have practiced recently than trying to remember which way the current should be plotted under a high-pressured situation at sea. Also, a better understanding of the basics helps you get more out of the fancy software onboard and add a human or 'common sense' overlay to the calculated output.

The hardest thing for most Australian sailors is dealing with the large tidal heights and streams, which are not generally encountered here. Most of us spend a lot of time searching for advantageous or avoiding adverse currents while racing up and down the East coast. However, our tidal streams such as the East Australian Current are relatively simple compared to the complex streams commonly found around England.

One really has to see the English tides and currents to believe it. I was fortunate enough to experience it during racing on the Solent last year including the 2013 Rolex Fastnet Race. One poor boat ended their race up on the mud in the Solent within a few hours of the start with a disappointed crew and embarrassed navigator, whereas we were able to just beat the closing of the tidal gate thanks to meticulous preparation by a highly experienced local navigator (and with the assistance of sophisticated software)!

I smiled recently when a young



ABLE CREW
CYCA Ocean Crew
Person of the Year
2013, Jenifer Wells
at the helm of *Wild
Rose* in the 2013
RSHYR. Wells is
an integral part of
the *Wild Rose* crew
acting as navigator
when required
and coordinating
all logistics for
the boat including
entry paperwork,
crew training and
return passages.

English sailor asked whether we should throw the anchor out to kedge while becalmed near North Head in a winter Sydney Harbour race. The Australian crew thought he was mad (although he didn't realise the depths involved), having never seen racing in the Solent where anchors are regularly thrown out, even during day races, to stop being swept backwards – sometimes back over the starting line – and to wait for the dramatic change in the tidal stream.

I definitely struggled with the theory of calculating the rates of tide at secondary ports with the need to interpolate between springs and neaps and making sure I was using the correct hour from the tidal atlas or diamonds on the chart. I was not alone. However, our instructors were patient, having seen it all before, and all of us had moments where various lights switched on at last.

Personally, some of the 'exactness' produced by the calculations were sometimes a little over done – and the RYA text on Navigation does warn against the reliability of the seeming precision of the theory calculations. It is important to remember that they

are still based on predictions. I've been taught to always err on the side of being conservative in navigation. For example, the correct calculation may result in an answer that there is enough water to leave port by 14.27 hours. For safety I would leave at about 14.00 in case something went wrong. However, the theory has helped me check the software or make the calculation in order to add in a decent practical margin.

I found the other topics easier but it was a useful review of some areas covered in specific courses, such as safety and sea survival and radio operation – issues that can never be discussed too much. It would also pay to brush up on some of the less common lights and day shapes under the International Rules for Prevention of Collisions at Sea (Coll Regs) in order to pass the exam.

No matter what your agenda, the theory course was informative with practical minded instructors who obviously enjoy teaching. It was also enjoyable to trade stories with other sailors and make new friends along the way. ⚓

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KEVIN GREEN

NEW LOOK
Olivier Racoupeau was chosen to give a more contemporary hull design to the Amel 55.



Amel cruisers are synonymous with blue-water passage making and the two current models – the Amel 55 and the 64 – carry on this tradition with aplomb, as I discovered when sailing aboard them in Europe.

The renowned French yard of Amel Yachts, based on the rugged west coast at La Rochelle, has been producing quality cruisers since 1968 when founder Henri Amel created an easy-to-sail, ketch-rigged yacht that would induce his wife to enjoy voyaging.

These days there's around 1,400 of the various Amel cruising models sailing, including the popular 52-foot Super Maramu, which numbers some 500 and remains to this day a sought after cruiser.

I remember boarding one in the Pacific many years ago and being most impressed, so I was keen to see the evolution of the brand with the latest Amel 55 and 64 models. The detailed build and near-custom quality means that only around 12 Amel yachts are built annually with nearly all work done in-house by the cooperatively-owned company that the founder Henri Amel bequeathed to his employees.

The 2013 launched Amel 55 is an evolution of the previous 54 but uses an entirely new mould for the Berret Racoupeau design, which was the company's strategy to give a more modern appeal to their traditionally conservative in-house designs. With more hatches for increased light and ventilation, the Amel 55 is intended to be better suited for the tropics, which is ideal for voyages around the Asia-Pacific.

COPING WITH A KETCH

Ketch rigs aren't common in modern production yachts because they are seen as an added complication but they are a practical way of spreading the sail plan to allow couples to handle the yacht two-up. Amel has taken the ease of use to a refined level with joystick controlled electrical motors on each mast handling all furling and unfurling of the sail plan, which allows for a fast five-minute hoist and all operated from the single helm binnacle.

My review boat (hull #29 of the Amel 55) – the standard three-cabin version – was based on the Côte d'Azur at the Hyères Mediterranean base for the company, which also provided me with the opportunity of going aboard their flagship Amel 64 model, along with older models, as a comparison.

This latest Berret Racoupeau design continues to incorporate the



The deep cockpit of the Amel 55 has all lines running directly into it, including access to the mizzen sheets and winches. The main console bristles with electronics – Furuno radar/autopilot, B&G Hydra H3000 plotter and second autopilot, Lewmar chain counter, engine controls and more – but the most unusual item is the bank of joystick controls at hand for the sails. The entire ketch rig is controlled from here as I demonstrated with the ease of my five-minute hoist of the main, genoa and mizzen sails, once clear of the harbour. The genoa unfurls from the Reckmann furler at the flick of a stick, whilst the mainsail and mizzen sails, which are both furled in the custom-crafted Amel masts, unfurl and re-furl with the ease of the joystick controls, the timing of the process programmed specifically to maintain sail and

features core to Amel's popularity among bluewater cruisers: a central cockpit, a covered helm and ketch rig. The overall shape has less rake and overhangs than previous designs but remains very much recognisable as an Amel, especially with that signature ketch rig. Quality deck gear includes Reckmann furlers, with manual overrides on all electric winches and oversized fittings throughout the yacht. The heavy displacement – 24 tonne – hull has a skeg-protected rudder, a retractable bow thruster and a unique feature is the propeller drive shaft integrated into the elongated cast iron keel for greater protection.

A wide stern section includes a large swim platform with optional davits (while the larger Amel 64 has an integrated dinghy garage). Another seaworthy feature of the Amel is four watertight bulkheads dividing the hull along its length and a deep engine room well, keeping weight low in the boat.

CENTRE COCKPIT

The enclosed cockpit of the Amel 55 comes with a canvas topped "Cabriolet" roof and clears (on our review yacht) but there's also a GRP hardtop option (as standard on the Amel 64), which would be my choice for bluewater voyaging. Inside the cockpit, with a 12 mm Plexiglass screen directly ahead and clear plastics all around, you are very snugly protected from the elements even with the cabriolet 'soft-top' version, but the warm test day persuaded my host Vincent and I to unclip it all so as to enjoy the Spring sunshine.



outhaul tension and hence minimise the chance of jamming. The mainsail and mizzen can even be furled or reefed when sailing downwind.

Harken winches and blocks are used throughout the yacht, with jammers on many lines allowing multiple controls, and the ketch rig of course allows an even and balanced spread of sail area across the genoa, staysail, mainsail and mizzen. Elsewhere in the cockpit, a comfortable lounge area, with two leafed-table and under-bench locker storage completes an excellent cruising space.



CHOICE OF TWO OR THREE CABINS

Below decks there's an owner's cabin forward and two aft guest cabins, plus a midships bunk. The starboard quarter guest berth is a double while portside are two singles, although the choice is ultimately up to the owner. Up forward, the owner's cabin has a large island bed with a spacious ensuite bathroom and separate shower area with teak flooring. Matching grain clad cupboards and wardrobes surround the area and there's even storage in the stepped floors, so plenty of space for long-term cruising apparel.

Another stand out feature of this boat is the exquisite quality of the mahogany interior (or there's lighter marbled walnut as another option) all finished to a high standard by Amel's in-house craftsmen. Excellent finishes include leather padding on all doors and hatch closures and oversized hinges. Interestingly, a smart feature not carried on from the previous Amel 54 was the inclusion of hatches lockable from the inside – a useful anti-theft / piracy idea.

Showing serious blue water cruising credentials the large saloon is divided into discrete areas, to avoid the acreage of dangerous empty space often found on many mass production yachts. A U-shaped galley aligns with the similarly laid-out dinette in front, while longitudinal bench seating opposite adjoins the corridor to the bow cabin. Conveniently, the dinette table slides out to allow diners to be seated easily. The only downside with the U-shaped galley is restricted access for multiple cooks, but at sea it is still my preference.

Here a four-burner stove, dishwasher and large fridge freezer should ensure oceans are crossed in

gourmet style and the white Corian worktops give plenty of preparation space in style. A starboard-side navigation station is large and well laid out with both forward and side-bulkhead space for instrumentation, which included a B&G Hydra plotter on the test boat. Similar to the Nautor's Swan philosophy of include everything, the Amel is fitted out as standard with many live-aboard essentials such as generators, water-maker, washing machine and all conceivable cruising ancillaries.

SETTING OUT
Clockwise from left: The deck hatches and windows make the aft double cabin a pleasant berth and headroom is plentiful; The ketch rig means the sail plan is manageable for short-handed handling; A roomy chart table with portlight and the lustrous mahogany illustrate well the quality and thought that has gone into the Amel 55; The U-shaped galley and dinette are designed as comfortable places both at sea and at anchor; The skipper can operate all sail controls from the sheltered helm.

ARTIFICIAL TEAK DECK

The moulded, non-slip 'teak-look' deck built into the Amel yachts is an unusual feature of the deck, and unlike natural teak it won't require regular care or replacement. It felt sure underfoot and yet more security at sea is available from a tubed stainless handrail when walking forward and around the decks. At the bow, there are large double-rollers with an integrated water system for cleaning the rode and two Lewmar windlasses with capstans ensures good backup. For tradewind sailing a carbon bowsprit can fit into the port roller and like most things on the Amel 55 the cleats are all oversize, including amidships. Behind the windlasses lurks a man-sized sail locker, which also houses the drop-down bow thruster for docking, while the hawse pipes means the anchor chain won't catch on anything.

Looking at the ketch rig with its Swiss alloy spars made specially for Amel to their design, the genoa and staysail have quality Reckmann electric furlers, which have manual overrides by winch handle. The electrically powered main mast furler system can also be manually operated by unbolting two fixings to allow non-electric operation – this manual override being a feature on many parts of the Amel 55.

Other good points include halyard locks that create a tidy mast base without the Dyneema lines flailing around and line lockers around the aft decks also add to the tidiness that is another feature throughout. Other clever touches include the mizzen boom doubling as a davit thanks to a strong pulley integrated into its end, so it can lift heavy outboards and other stuff out of the stern lazarette. The large step-down lazarette has removable flooring that gives quick access to the quadrant and dual autopilots where linkages and fittings are all very sturdily built.

UNUSUAL KEEL

Amel has continued with its unique keel gearbox system which designer Olivier Racoupeau has integrated into a sleek hull with tall topsides to maximise volume. Construction of the hull is balsa sandwich with solid GRP underwater and the mast shrouds use tie-rods that connect to the GRP/wood hull grid for rigidity. The mould for the Amel 55 has incorporated the skeg-hung rudder placed further aft than on the previous 54, which is intended to give a more balanced helm. For strength,



both the skeg and keel-fin are part of the mould itself, with the cast iron bulb added later – giving a rather modest ballast ratio of 27 percent, but one which is largely in keeping with the conservative sail plan and the relatively low main mast height due to the ketch rig arrangement.



UNDER POWER

The cockpit sole with table is lifted easily on gas struts to reveal a cavernous engine room that is the largest I've seen in this category of yacht. Stepping onto the footplate of the 110HP Volvo Penta engine brings you down into a very organised space – Cummins Onan 7.5 KVA generator to port with both 12&24V power available. Other equipment includes the Dessalator brand watermaker (capable of 250 litres p/h) and all filters/electrics are located up high for easy access. The five cylinder 110HP Volvo Penta is mounted backwards so that it connects via a ZF gearbox to Amel's through-keel drive system and onto a short shaft to run the three bladed folding propeller – and there's even a shaft lock to avoid wear when cruising under sail. Thick engine room soundproofing is most effective, as I noticed when under way.

CRUISING THE CÔTE

There's a very good reason why most Amel yachts are Mediterranean-based and that reason lay behind the busy confines of the Hyères marina that I gingerly motored through, as weighing nearly 30 tonnes fully loaded the Amel has to be treated with a bit more foresight than your average production cruiser.

A nudge of the bow thruster gave reassuring control of the forward end as I made the final turn before

clearing the breakwater to point our bows at the Îles d'Hyères archipelago on the horizon. Idling to let the local ferry past then pushing the electronic throttle produced a positive but slightly clunky response from the gearbox before we accelerated smoothly to reach an impressive top

speed under power of 10.1 knots with the Volvo Penta turning at 2,600 revs. Settling back to a more economical 1,500 rpm produced 8.7 knots, which was more than adequate for long distance cruising under power alone when needed.

With my host for the day Vincent stowing the fenders in the cavernous transom lazarette, I prepared to hoist the sails to catch the light breeze that would take us all the way to the croissant shaped island of Porquerolles for our lunchtime anchorage.

So with my finger pressing the "Grand Voile" joystick, the main speedily unwound while my other hand readied to hit the trim button. The genoa and mizzen went up in similar fashion without a hitch. Voilà! We were sailing and I hadn't left the cockpit.

The armrest seat is a comfortable perch to steer from as I edged the Amel onto the wind while trimming the Incidence Hydranet sails. The mechanical steering felt a wee bit heavy and lacking feeling, so at this juncture most skippers would click the Furuno Navpilot 711 and sit back with a regional Rosé, but alas I was here to do other manoeuvres with the Amel 55.

Nearing a small islet a tack was needed, so half the genoa was wound in while I turned the stainless helm wheel to point our bows east while Vincent helped with the lazy sheets on the genoa winch. But I could have done it all myself and the spread of

MED CRUISING
The Amel 55 is a sturdy ketch for the discerning long-range cruising family.

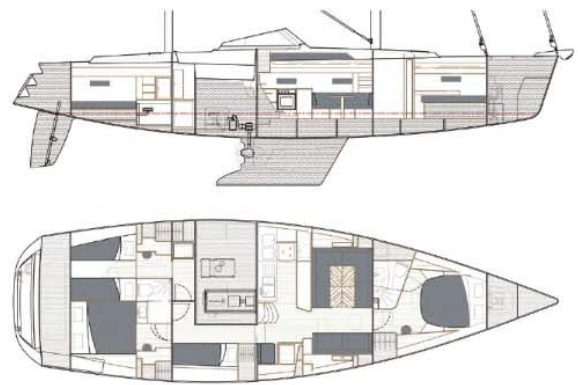
canvas across the ketch rig means no one sail is unmanageably large.

"Henri Amel said if you could lift 30lb you could handle his boats," laughed Vincent as we glided along at 4.2 knots in the light 8.5 knot breeze while hard on the wind at 35 degrees.

Not the ideal day for this heavy cruiser unless you turned downwind and hoisted the cruising chute. But running in the Atlantic tradewinds with twin headsails up, the Amel 55 would be in the groove.

Gybing required a little more effort, with the mizzen sheet manually set but the heavy displacement hull ensured that everything was done at a leisurely pace. Passing by Fort du Langoustier and a nearby lighthouse brought us into the pristine bay at Porquerolles, which was my signal to click the joysticks and furl all the sails before dropping the anchor in 10 metres of crystal clear water, while watching the Lewmar counter reel out 30-metres of stainless chain. The deep bilge revealed the yacht's cache of local rosé wine, which went nicely with our lunch. Afterwards, with the aft sun pads and lowered swim platform the Amel 55 became the ideal place to while away the afternoon on the Med. ⚓

www.vicsail.com
www.amel.fr



MODEL	Amel 55
BUILDER	Amel Yachts
COUNTRY OF BUILD	France
DESIGN	Berret Racoupeau Design
LOA	17.30 metres (56.70 feet)
LWL	14.85 metres
BEAM	4.99 metres
DRAFT	2.20 metres
DISPLACEMENT	(light): 21,500 kg (24,000 kg loaded)
BALLAST	5,900 kg
ENGINE	110 HP (keel integrated shaft)
FUEL	900 litres
WATER	800 litres
SAIL AREA	Mainsail 47 m ² , Genoa 47 m ² , Mizzen 29 m ² , Staysail 22 m ²
PRICE	Euro 1,200,000 (base boat ex-factory)



ABOARD THE AMEL 64

Stepping aboard the Amel 64 – hull #15 – is a similar experience to the smaller 55, but there is a “pocket-superyacht” feel that pervades the air. For those considering the two models, the longer waterline and theoretically better seakeeping are key factors, but this has to be balanced against the challenges of handling a substantially larger vessel, especially in marinas, with a typical cruising couple.

Largess is all around on the Amel 64, beginning at the wide stern where a dinghy garage – (for a 3.4-metre tender) with launch track integrated into the drop down hatch/swim platform – sets the tone. A more powerful ketch rig flies overhead and the large GRP doghouse / hardtop means a totally sheltered centre cockpit at sea. At the console a second thruster control lies – for the additional aft drop-down thruster on the 64. This model launched in 2010 and one has sailed our Australian waters on a world cruise, owned by a Scottish acquaintance of mine who chose to move up to the flagship model from Amel’s best selling Super Maramu. These 52-footers are a popular second-hand cruising yacht because they are relatively cheap now and with a build run of 500 there are plenty on the market in the Med. Perhaps new Australian dealer Vicsail may broker one or two down here too.

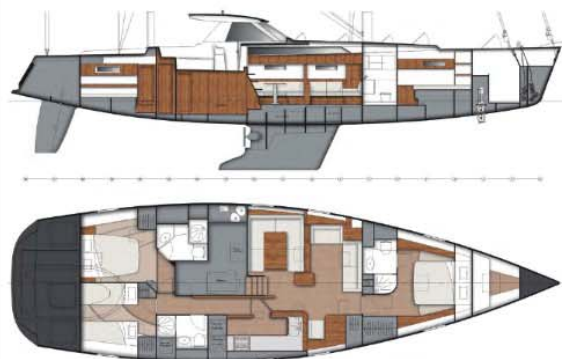
Stepping down into the saloon of the Amel 64 reveals a very different layout from the 55, with the saloon divided

up into two lounges and no pilot berth. This creates a lot of living space but also shows its serious blue water credentials because these discrete areas avoid the acreage of dangerous empty space often found on many cruising boats not so suitable for long sea passages; so aboard the Amel 64 there are furnishings running along the central area. Another standout feature of this boat is the quality of interior finish with marbled walnut throughout. In the Amel 64, an L-shaped galley sits longitudinally along the starboard side. Here a four-burner cook-top, dishwasher and full size fridge freezer that should ensure oceans are crossed in culinary style. In front, the navigator can layout full sized charts, gaze at bulkheads full of electronics, while peering out of the handily placed rectangular portlight. The other big-ticket item the Amel 64 scores is a walk-in engine room. Here I found space to inspect the Steyr 6-cylinder, 150HP, 3.2-litre engine and marvel at some very clever engineering by Amel.

Accommodation fore and aft is fairly similar to the Amel 55 with forward owner’s cabin and two aft guest cabins. One guest berth is a double while portside are two singles. The owner’s cabin has a large island bed with spacious ensuite bathroom with separate shower area to complete what is a fantastically comfortable blue water cruising yacht. ⚓
www.vicsail.com
www.amel.fr

DUAL FORCE

Above: The Amel 64 is a large production cruising ketch, yet can be readily handled by a couple, thanks to electric furlers on all sails. The large GRP doghouse and deep centre cockpit is ideal at sea and at anchor. Below: The Amel 64 has a three-cabin layout.



MODEL	Amel 64
BUILDER	Amel Yachts
COUNTRY OF BUILD	France
DESIGN	Berret Racoupeau
LOA	19.60 metres
LWL	17.21 metres
BEAM	5.60 metres
DRAFT	2.40 metres
DISPLACEMENT	(loaded): 37,500kg
ENGINE	160 HP
FUEL	1400 litres
WATER	900 litres
SAIL AREA	Mainsail: 64 m², Genoa: 87 m², Mizzen: 36 m², Staysail: 38m²
PRICE	Euro 2,100,000 (base boat ex-factory)

Arranged by members of the Cruising Yacht Club of Australia, the Hobart Rendezvous (H15) is not a sanctioned CYCA event, more an informal cruise to Hobart and its surrounds, and timed to take in Hobart's famous Wooden Boat Festival (6-9 February 2015). For those who have the time and like a challenge, the Van Diemen's Land Circumnavigation Cruise (VDLCC) follows.

Organised by the Royal Yacht Club of Tasmania, the 12th staging of the 800 nautical mile VDLCC, a cruise-in-company around Tasmania, is timed to leave Hobart two days after the Wooden Boat Festival closes, and returns on 18 March. Interested parties should sign on quickly to gain a place in the 45-boat fleet. Full details are online at www.ryct.org.au/index.php/itemid/441.

An experienced yachtsman and member of the CYCA's Cruising and Sailing committees, Denis Doyle leads the H15 Cruise with wife Lynne Smith. As Sextant's owners they were awarded the CYCA Cruising Trophy for their outstanding cruise of 2006; to New Zealand, Tonga, Fiji, Vanuatu, New Caledonia and return to Sydney, taking eight months.

"Along with my then 15 Sydney Hobarts, that cruise gave us blue water experience and technical expertise," explains Doyle, who says the H15 cruise works for anyone wanting to participate in one or all of the trio of events. "The Wooden Boat Festival is a huge drawcard, but individuals are free to do as they please," he says.

Up to 14 yachts have taken part in the H15 Cruise in the past and participants often display at the Wooden Boat Festival with *Fidelis*, *Kintail*, *Gretel II*, the original *Mr Christian* and *Plum Crazy* among the more famous names to do so. Other regulars of the Hobart Rendezvous are *Sextant*, *Great Sandy*, *Fare Thee Well*, *Taratibu* and *Malohi*.

"Most who join us are diehard cruisers. We'd like to get guys from the Coastal Cruising Club involved, but otherwise we're happy with our numbers (around 12-14) of mostly retirees and some like Lynne and I, who put away a slab of time each year or every couple of years."

There is no hard and fast rule as to when to leave Sydney for Hobart, but the point is to arrive in Hobart no later

HOBART RENDEZVOUS

DISCOVER WILD, RUGGED AND BEAUTIFUL TASMANIA WITH THE FOURTH EDITION OF THE HOBART RENDEZVOUS ('H15'), TO START IN EARLY FEBRUARY 2015. ALL CRUISERS ARE WELCOME TO JOIN THIS FUN, FRIENDLY AND RELAXED BIENNIAL CRUISE AND ALL IT HAS TO OFFER.

BY DI PEARSON

than midday on February 5, in time to meet up for dinner at the historic Shipwrights Arms in Battery Point – and for the start of the 2015 Wooden Boat Festival the following day.

As to where to cruise while in Tasmania, Doyle explains, "We let people decide for themselves – everyone targets different places.

"Our enjoyment comes from the exploration. You're following in the wake of famous explorers and adventurers like Matthew Flinders, Jack Earl and Bob Bull."

He says to drop anchor at Deal and Flinders Islands or Killiecrankie Bay is special, as is Adventure Bay, where Captain Cook and Captain Bligh stopped and sheltered after crossing the Southern Ocean. Port Arthur's mystique draws many people too.

It is evident that some famous parts of Tasmania also take their names from French explorers who found their way to the 'Apple Isle': Louis de Freycinet (from whom the Freycinet Peninsula takes its name) and Bruni d'Entrecasteaux (Bruny Island and the D'Entrecasteaux Channel were named for him) are among them.

"Lynne and I discover different

places each time we go. We like going up creeks and rivers – Port Davey Gorge rivals the Franklin Gorge. We've been to the mouth and scouted out, so next time we'll know where we're going and what we'll need in the way of kayaks, etc.

"Others like revisiting the same places, some like to go bushwalking, or enjoy the winery and food trail, which is fantastic," Doyle says.

Port Davey and Bathurst Harbour are also special. There are no settlements – just bushland – although some of the Cray fishermen have tin huts there. If a boat is in, and the mood is right, cruisers often barter for a fresh Cray or two.

The Cruise can last from a month to three months, but most come home after four to six weeks and all tend to revitalise at friendly Eden on the way there and back. It originated in 2009 when David Champaloup brought the idea home to the CYCA Cruising Committee after taking part in the Lord Howe Island Cruise barbecue.

The Hobart Rendezvous was inspired by the first Sydney Hobart Yacht Race, which history tells was initially to be a cruise. CYCA member, marine artist and adventurer Jack Earl decided to cruise to Hobart with his family in 1945. He rowed over to Bert and Russ Walker on their yacht *Saltair* and asked to look at their charts, and in turn, they asked if they might join the cruise.

A month later, Peter Luke got wind of it and speaking with British Commander John Illingworth, suggested they join in too. Illingworth is alleged to have said, "Why don't we make a race of it?" And so it was.

Roger Badham (the most sought after boating forecaster in the world) maps out the weather five days ahead, so everyone can feel confident making their plans.

"Our catchcry in regard to heavy weather is 'don't be there'. Mid-January to March the weather is more stable in Tasmania than at other times, including high summer when the Hobart race is on," Doyle says.

A communications hub where cruisers can register on a Hobart 2015 specific webpage for the duration of the cruise is at: <http://skpr.net/>. Logs can be posted daily. Area specific weather forecasts also appear daily, providing information on weather windows for departure from the various rendezvous points.

For further information, contact Denis Doyle via: cycacruising@gmail.com. He and Lynne will be sailing south again this year on *Sextant*. ⚓

GOOD TIMING
Interested parties should sign on quickly to gain a place in the 45-boat fleet. Full details are online at www.ryct.org.au/index.php/itemid/441.

TASMANIAN OFFERINGS
Clockwise from right: Mud Bar and Restaurant at the Old Launceston Seaport; Bushwalking in Mt. William National Park; Wineglass Bay view from Wineglass Bay Walking Track in Freycinet; The Port Arthur Penitentiary offers visitors a challenging mix of beauty and horror; The Australian Wooden Boat Festival on Hobart's waterfront; Crayfish; Ray Bay opening into Bathurst Harbour, Port Davey; Seaport Marina, Seaport Boulevard, Launceston; A whale in Devonport where the infamous stories and events of Bass Strait, are told at the Bass Strait Maritime Centre, Devonport, Tasmania.



TOURISM TASMANIA / DAVID NASH / JOE SHEMESH / NICK OSBORNE / GLEN TURVEY / HUGH STEWART / ADRIAN COOK / LAKI AGNONOSTIS / CHRIS CERRAR / DEVONPORT CITY COUNCIL



For those of you who slept through much of school and may have missed this lecture, Charles Darwin is credited with the concept loosely termed “Survival of the Fittest”.

Darwin believed in natural selection, writing that in the struggle for survival, the fittest creatures will win out at the expense of their rivals because they succeed in adapting themselves best to their environment.

UNNATURAL SELECTION

CHRIS CASWELL WONDERS IF IT'S HIS OWN PERSONAL COUNTER-THEORY THAT'S REALLY RUNNING LIFE ON THE BOAT.

This theory, which I remembered hazily from an excruciating science class, came to mind recently after two incidents. I've now come to believe that we, the human race, are doing our best to prove Mr. Darwin wrong.

We are encouraging the survival of the unfittest. I'd like to propose a Caswellian theory: Unnatural Selection. But I jump ahead of myself.

I'd stopped in at a boat dealership to see my friend, James, and was told he was aboard a 46-foot yacht in the water. I found him there, standing in the cabin, surrounded by pieces of paper. I watched, intrigued, as he peeled off little stickers and then plastered them around the cabin. On closer look, I discovered they were warning labels.

But these weren't just warning labels: they were warnings of the most banal things. Next to the electric cooktop was a label: “Warning – Surface May Be Hot”. Next to a locker door was another label: “Warning – Do Not Pinch Fingers”.

As I started to say something caustic, James gave me a withering look and said, “Don't even start. Don't go there. I'm not in the mood”. It was clear that whatever he was doing was making him very cranky.

So I sat and watched as he exhausted several pages of warning labels, turning the once elegant cabin into a yellow-blotched array of stickers.

It seems that one of the yachts they sold had a serious interior fire. It was one of those chain-of-circumstances situations that, I have to admit, could have happened to anyone. During a storm, the shorepower on the dock had gone out while the owner was heating up something on the electric stove. Things distracted him and he forgot about turning off the stove. With the power still off, he eventually left the boat but not before he put some papers on the cooktop. Naturally, the power came on later, the stove heated up, the papers caught fire, and the interior was torched. Now he was suing the dealership and the boatbuilder for not warning him that the stove might be hot.

Happily, a clear-thinking judge tossed the case out saying it was no one's fault except the damn fool owner, but that was after the dealership and the builder had spent a lot of money on lawyers, depositions and the like. They won, but it had been a Pyrrhic victory at great cost.

Their lawyer, while pocketing his cheque, suggested they get some advice from an attorney who specialised in product liability. James found one, showed him their boats, and he practically swooned at the legal liabilities he found there. The lawyer then pointed out that while warning labels didn't automatically prevent lawsuits, they would go a long ways toward that goal.



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

And so James and the product lawyer had spent several days examining each boat microscopically for dangers, written up the warnings into stickers, and James was now wallpapering the boat with the labels.

If you look around your boat, you can imagine the labels you need: “Do Not Put Fingers In The Halyard Winch”, “Do Not Poke Toes In The Anchor Windlass”, “Do Not Stand Under Boom While Releasing Topping Lift”, “Do Not Fall Overboard”, “Do Not Drink Stove Alcohol”, and those are only the obvious ones.

To be really safe, you need a label on your bosun's knife, “Do Not Cut Thyself”. Be wary of the dreaded can opener, and stand back when someone opens a champagne bottle. The list is endless.

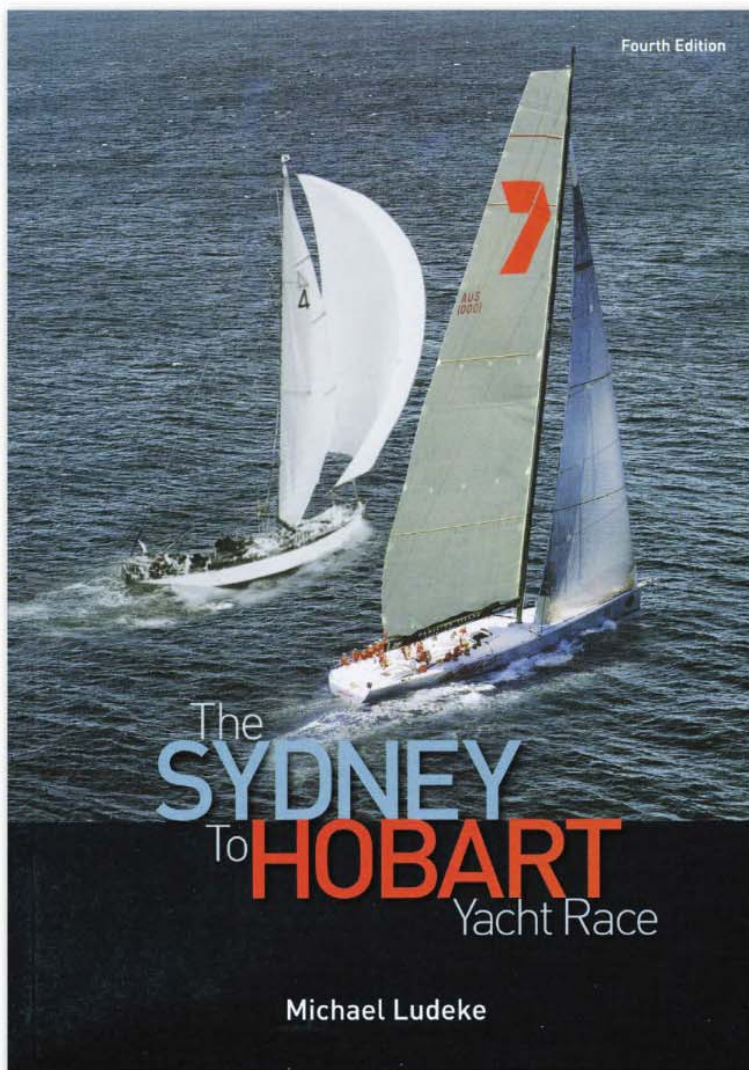
I'm not going to belabor the woman who sued McDonald's for burns suffered when she spilled their hot coffee in her lap, but we do seem to have developed a litigious mentality that blames everyone else for our mistakes. I'm not sure what happened to personal responsibility, but it seems to have vanished. “It wasn't my fault” is the new answer to everything. We are creating a generation of unfit.

A week after the sticker incident, a sadly misguided American politician proposed a law that would require every individual aboard any boat on American waters to wear a life jacket. The bill also prohibited an individual from operating a boat if anyone was not wearing a PFD, on penalty of \$1000 and up to a year in prison. I'm happy to report that the bill is history. The proposal created a groundswell of public support that makes World War II look like a slight difference of opinion.

This was, once again, an assault on personal responsibility. If you look at other boats, you'll see that some people wear life jackets and some don't. It's their decision, based on their own preferences, their own fears and their own sensibilities. If you are in conditions that make you nervous, you're going to wear a lifejacket whether a law mandates it or not.

It's time to reclaim personal responsibility, whether it's about wearing a lifejacket, leaning on a hot stove, tucking in a reef, or not leaving the harbour at all.

I just hope that, 100 years from now, they aren't teaching Caswell's Theory Of Unfit Survival. ⚓



The Sydney To Hobart Yacht Race

Author: Michael Ludeke
 Publisher: Ludeke Publishing
 276 page paperback
 Price: \$39.95

For many years the Sydney Hobart Program editions of *Offshore Yachting* have included the complete list of results of previous races. However, as race numbers and fleet sizes increased we simply ran out of space to publish all the results, now spanning almost seven decades.

Remarkably, we then discovered that *Offshore Yachting* magazine's then publisher was the only one to possess a printed set of results and there were some errors, albeit none too serious, in the names of yachts and their elapsed and corrected times. Even the Cruising Yacht Club (CYCA) did not have a complete set of printed results, let alone in its computer records.

The Club agreed that the Sailing Office staff should retype the

results and store them in the CYCA's computer records as well as undertaking a diligent check of their accuracy. It was a huge task in which I became involved as the then Editor of *Offshore* and Media Director of the Sydney Hobart, with the then CYCA Commodore Martin James, the driving force of the Club at that time.

Today we have a true record of the past 69 years of the Sydney Hobart Race imbedded in the computer records of the CYCA, and available on the Club's website, albeit with some diligent searching.

However, there is only one publication currently available in which one can find all of the results in printed format, together with a summary of the weather conditions and how the race was won and lost – and many other statistics.

This has been the dedicated work of Hobart yachting aficionado Michael Ludeke in researching and publishing a book containing all this information,

"To me, competing in the Sydney Hobart is an adventure, a challenge and a competition. It is an adventure taking one to the open ocean. It is a challenge to one's organisational ability, seamanship and navigational skills, and a competition with other yachts and on many occasions with the sea itself."

John Bennetto

simply called *The Sydney Hobart Yacht Race*. The CYCA, along with myself and colleague Lisa Ratcliff, helped in researching and checking the results and other material that has produced an almost complete record of the Great Race South.

Michael has recently released the fourth edition of the book, appropriately in the lead-up to the 70th edition of the race this December. It contains the complete results of all 69 races so far, as well as a wealth of other statistics.

For example, since 1945 there have been 5,603 entries in the Sydney Hobart race, of which 4,620 boats finished the 628 nautical mile course; nine started in the inaugural race, the 50th race in 1994 attracted a record 371 starters of which 309 finished. Over the years yachts from 10 countries have taken line honours and boats from seven countries have won the coveted Tattersalls Trophy for first place overall on corrected time.

Two yachts have taken line honours seven times: *Morna/Kurrewa IV* between 1946 and 1960, and *Wild Oats XI* between 2005 and 2013, and this year *Wild Oats XI* is out to break the nexus if she manages an eighth line honours win.

Among additional facts that Michael plans to include in future editions include a list of the designers of all line and overall winners.

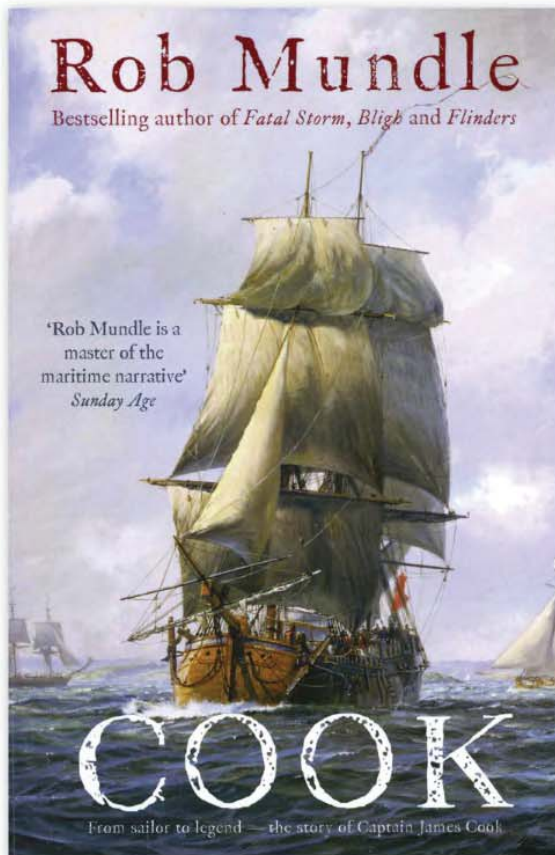
Mike Ludeke's book is not just about statistics. It contains several fascinating individual stories that tell of the human element of the race including interviews with race co-founder the late Peter Luke and the late John Bennetto who competed in 44 Sydney Hobarts; the story of the Halvorsen brothers, Vic Myer's *Solo* success, the Rooklyn family dynasty, John Quinn, the 'miracle man' of '93, and a poignant story about the tragic race of 1998 "Lest We Forget".

A quote from the late John Bennetto, who sailed in 44 Sydney Hobart Races, prefaces the book and possibly sums up the concept of this famous ocean race:

"To me, competing in the Sydney Hobart is an adventure, a challenge and a competition. It is an adventure taking one to the open ocean. It is a challenge to one's organisational ability, seamanship and navigational skills, and a competition with other yachts and on many occasions with the sea itself."

Michael's book is a publication worthy of the bookshelf of anyone who has sailed in the Rolex Sydney Hobart Yacht Race. It is available from booksellers with maritime sections. ⚓

Peter Campbell



COOK

Author: Rob Mundle

Publisher: Harper Collins Publishers Australia

469 page paperback

Price: \$29.99

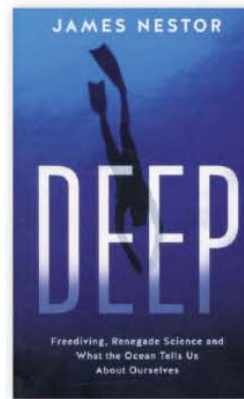
Rob Mundle's epic book tracks the life and explorations of Captain James Cook from his humble beginnings in England to one of the greatest maritime explorers of all time. Mundle travels back to Cook's upbringing as the son of quakers in a seafront town in England, to a chance encounter as a teenager in a small seafront village that inspired visions of ocean adventures.

The best-selling author of *Fatal Storm*, the account of the 1998 Sydney to Hobart race, in this biography Mundle discovers what led to Cook's success – he was a talented and self-taught navigator and surveyor, had an exceptional ability to lead and care for his men, and possessed hard-won skills as a seafarer.

Mundle unfolds the story of Cook's circumnavigation of New Zealand, as the first to prove it comprised of two main islands, and his discovery of the Hawaiian Islands. He quotes directly from Cook's personal journals recorded aboard *Endeavour* throughout the book, including his first trip to the south pacific for the recording of the Venus transit in 1769, and the remarkable voyages of discovery that followed. Ultimately it is Cook's unravelling of the centuries-old mystery surrounding the existence of the great southern land, Terra Australis Incognita, that is most gripping.

This biography is for lovers of adventure and the romance of sailing and those interested in the fascinating life and talents of one the greatest sailors and navigators of all time.

www.harpercollins.com.au



Deep: A Sea Odyssey

Author: James Nestor

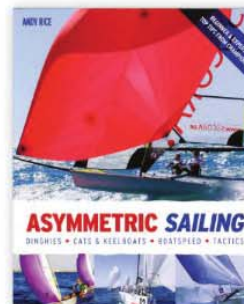
Publisher: Profile Books Ltd

280 page paperback

Price: \$24.99

In his latest book, journalist James Nestor, devles into the mysterious world of freediving. Embedding himself in a group of extreme freediving athletes and researchers, he learns about the incredible physical transformation of the human body in this state and takes us 28,000 feet below sea level to discover some of the often untold freediving abilities of whales, seals and sharks. He later discovers his own freediving capabilities at 40 feet below the sea surface, where his own ideas of what he thought possible in himself, and the human body, are challenged.

www.angusrobertson.com.au



Asymmetric Sailing

Author: Andy Rice

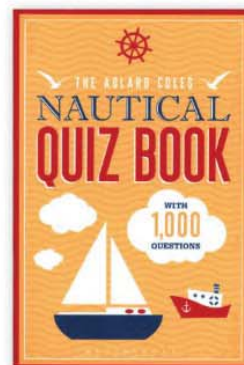
Publisher: Wiley Nautical

236 page paperback

Price: \$34.95

In this book author and championship-winning sailor Andy Rice has gathered advice from some of the world's best sailors to find out what makes them tick – and why they're so fast. Packed with advice, the book applies to owners of a dinghy, high performance skiff, sportsboat or catamaran alike. Rice covers rigging and tuning, hoists, gybes and drops, tactics and survival sailing, for both solo and crewed vessels. There's also a multitude of colour photography to help you put the theory into practice so you can make the most out of your downwind sails.

www.boatbooks-aust.com.au



Nautical Quiz Book

Author: Adlard Coles

Publisher: Adlard Coles Nautical

128 page paperback

Price: \$21.99

This fun book for the boat is packed with 1,000 nautical questions to test out the most amateur sailors to the most seasoned. The questions are divided up by theme – geography, history, culture, famous people, science and trivia – and three levels of difficulty – 'able seaman', 'midshipman' and the toughest, 'hard tack' which means you can customise your own quiz.

Something to read around the dinner table, in the cockpit or on the beach.

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1.



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1. COMFORT SEAT COLLECTION

These portable seats are designed and constructed in The Netherlands and made to European standards. With a corrosion resistant internal frame and hinge, they can be set in 14 different positions for cruising comfort. The marine grade fabric covering with a PVC non-skid base ensures stable, waterproof seating on deck while their size means they are easy to carry on and off the boat. They are available in five different sizes and a variety of colours. RRP From \$120 www.comfortseat.com.au

2. COCO ISLAND PROTECTION

Coco Island's new sunscreen gives maximum protection from the sun for afternoon cruising. Especially suited to Australia, it is 4 hours water resistant and has an SPF rating of 50+. The paw paw ointment combines high strength paw paw with a therapeutic strain of Manuka Honey to soothe, relieve and moisturise the skin after a day on the boat. RRP \$13.95, RRP \$4.95 www.cocoisland.net.au

3. BATEAUX TIROT TOY BOAT

These wooden seaworthy toy boats are hand-made entirely in France. The award-winning Bateaux Tirot was formed in Brittany, France, in 1946 by Francis Tirot and today his grandson Nicolas Tirot continues the artisanal tradition. Modeled on real tuna and sailing boats, each model passes through the boat maker's hands up to 30 times before being finished. Not just for children – but mature boat lovers too. RRP: \$39.95 – \$350 www.spiritedmama.com

4. MAGMA NEWPORT GRILL BARBECUE

Just right for grilling up to 8 large hamburgers, the Magma Newport grills quickly and evenly and disassembles easily for cleaning. Made of 100 percent 18-9 polished stainless steel for corrosion resistance especially designed for sea exposure, it has an oversized, lockable lid that won't slam shut and secures all inner components for transport. Whitworths have 16 stores Australia wide. Prices for the 3112N model are guaranteed until November 10, 2014. RRP \$587, Whitworths price \$449 www.whitworths.com.au

5. G-DEK ENTERTAINMENT SYSTEM

G-DEK is a remote-wired entertainment system especially designed for the boat and includes a control head and a multimedia hub. It has multiple source inputs including full iPod and iPhone connectivity and now Bluetooth for streaming audio. G-DEK comes in two versions - both have an AM/FM tuner with one model also including a DAB+ (Digital Audio Broadcasting) receiver. Both models are available in both black and white. RRP \$329 – \$359 www.gme.net.au

6. HENRI LLOYD WEEKENDER BAG

The Krista Stripe Weekender from the Henri Lloyd women's collection is a great bag to grab for a last minute trip on the boat. With a nautical printed stripe design, the bag is made from 100 percent cotton canvas. It has a stud fastening and pocket at the front for ease and versatility. RRP \$106 www.henrilloyd.com

RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
OCTOBER			OCTOBER		
Blue Water Pointscore – Montague Island Race	3-6 Oct	CYCA	Volvo Ocean Race 2014-2015	From 4 Oct	Alicante, Spain
Club Marine Wednesday Twilight Series	From 8 Oct	CYCA	China Coast Regatta	10-12 Oct	Hong Kong
Ocean Pointscore Series – Lion Island Race	11 Oct	CYCA	ISAF Sailing World Cup, Qingdao	11-18 Oct	China
Grant Thornton Short Haul Race	11 Oct	CYCA	Rolex Farr 40 World Championship	15-18 Oct	San Fran, USA
Mount Gay Rum Monday Twilight Series	From 13 Oct	CYCA	Rolex Middle Sea Race	18-25 Oct	Valletta, Malta
Club Marine Wednesday Twilight Series	15 Oct	CYCA	Catamarans Cup International Regatta	18-25 Oct	Greece
Grant Thornton Short Ocean Race	18 Oct	CYCA/MHYC	Argo Group Gold Cup	21-26 Oct	Bermuda
Mount Gay Rum Monday Twilight Series	20 Oct	CYCA	8th China Cup International Regatta	24-27 Oct	Shenzhen, China/Kona
Club Marine Wednesday Twilight Series	22 Oct	CYCA	Kona World Championship	31 Oct – 5 Nov	Florida, USA
CYCA SOLAS Trusts Sportsmans Lunch	24 Oct	CYCA			
Financial & Media Markets Charity Regatta – ASX	24 Oct	MHYC	NOVEMBER		
Ocean Pointscore Series – Botany Bay Race	25 Oct	CYCA	ISAF Rolex World Sailor of the Year Awards	4 Nov	Spain
Balmain Regatta	26 Oct	BSC	Nassau Cup Ocean Regatta	12-15 Nov	Florida, USA
Mount Gay Rum Monday Twilight Series	27 Oct	CYCA	Raja Muda International Regatta, Selangor	14-22 Nov	Malaysia
Club Marine Wednesday Twilight Series	29 Oct	CYCA	J24 Caribbean Match Racing Championships	15-16 Nov	Barbados
Giant Steps for Autism	31 Oct	MHYC	Royal Hong Kong Yacht Club Around the Island	16 Nov	Hong Kong
			RC44 Oman Cup	19-23 Nov	Oman
			Monsoon Cup Terengganu	24-29 Nov	Malaysia
			RORC Transatlantic Race	29 Nov	Canary Islands
			28th Phuket King's Cup Regatta	29 Nov – 6 Dec	Thailand
NOVEMBER			DECEMBER		
Grant Thornton Short Ocean Race – Gascoigne Cup	1 Nov	RSYS	Sir Peter Blake Torbay Regatta	6-7 Dec	TSC, New Zealand
Marine Safety & Equipment Demonstration	2 Nov	CYCA	Jaguar Cup Series – Piana Cup Regatta	6-7 Dec	Miami, Florida
Mount Gay Rum Monday Twilight Series	3 Nov	CYCA	Christmas Caribbean Rally	14 Dec – 9 Jan	Canary Islands
Club Marine Wednesday Twilight Series	5 Nov	CYCA			
Blue Water Pointscore Series – Cabbage Tree Island Race	7 Nov	CYCA	JANUARY 2015		
Grant Thornton Short Haul Night Race	7 Nov	CYCA	Royal Langkawi International Regatta	12-17 Jan	Malaysia
Mount Gay Rum Monday Twilight Series	10 Nov	CYCA	2015 NZ National Laser Championships	15-18 Jan	New Zealand
Club Marine Wednesday Twilight Series	12 Nov	CYCA	Mount Gay Rum Round Barbados Race	16-24 Jan	Mt Michel, Barbados
Rotary Charity Regatta	14 Nov	CYCA	Antigua Round the Island Race	17 Jan	Guatemala
Ocean Pointscore Series – Port Hacking Race	15 Nov	CYCA	28th Quantum Key West Race Week	18-23 Jan	Key West, Florida
Mount Gay Rum Monday Twilight Series	17 Nov	CYCA	Bay of Islands Sailing Week	21-23 Jan	BOIYC, New Zealand
Club Marine Wednesday Twilight Series	19 Nov	CYCA	ISAF Sailing World Cup Miami	24-31 Jan	Miami, Florida
Grant Thornton Short Ocean Race – Morna Cup	22 Nov	RSYS	21st Singapore Straits Regatta	27-31 Jan	Singapore
Grant Thornton Short Haul Race – Syd-Pittwater	22 Nov	CYCA	Grenada Sailing Week	29 Jan – 3 Feb	Caribbean
Grant Thornton Short Haul Race – Pittwater-Syd	23 Nov	CYCA			
Musto International Youth Match Racing Regatta	24-28 Nov	CYCA	FEBRUARY		
Mount Gay Rum Monday Twilight Series	24 Nov	CYCA	Tour de Martinique Regatta	12-15 Feb	Martinique, Caribbean
Club Marine Wednesday Twilight Series	26 Nov	CYCA	Jolly Harbour Valentines Regatta	13-15 Feb	Guatemala
Sydney Short Ocean Racing Championships	29-30 Nov	CYCA	Hong Kong Race Week	14-17 Feb	Hong Kong
			MARCH		
			Rolex Swan Cup Caribbean	3-7 Mar	Caribbean
			18th Bay Regatta – Phuket, Phang Nga, Krabi	4-8 Mar	Thailand
			35th St. Maarten Heineken Regatta	5-8 Mar	St. Maarten
			42nd St. Thomas International Regatta	27-29 Mar	US Virgin Islands

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

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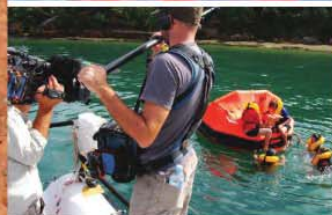
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