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OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA



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**“The Club’s 71st year is in full swing making this another year of exceptional sailing and club activities.”**

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.

The stage is set for a wonderful summer of sailing.

This year the Rolex Sydney Hobart Yacht Race is shaping up to be spectacular. Our 71st race will be an event to watch from the Super Maxis vying for the fastest time, to the smaller yachts battling it out for the Tattersalls Cup. Added to the mix, as mentioned earlier, the Clipper Fleet will be joining us for the second time. The 14 Clipper yachts will bring added character to the fleet that only Sir Robin Knox-Johnston, with his Clipper Fleet, can add to an event.

Adding to the glamour of the race will be the new Rolex Village both in Sydney and Hobart allowing members, crew and visitors an onshore experience that will lift our race even further to international standards.

Since July, the Board has been addressing the new challenge of maintaining membership numbers following the membership drive last year. We encourage all members to bring a friend or family member into the CYCA family. Our club offers a unique experience on and off the water with something for everyone.

Thank you to those who have renewed their membership, we appreciate your support and ongoing commitment.

I am pleased to announce that the Board has instructed our architects, Allen Jack and Cottier to commence sketching a design for alterations and additions to our existing club house. These initial sketches will take in to consideration a full building analysis and examination. Our club house is nearly fifteen years old and as such, needs to be redeveloped to provide an environment compatible with a club of our stature. I look forward to sharing the results of this design work and how our club will move forward into the future.

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

**JOHN CAMERON**  
*Commodore CYCA*

**WELL DONE TEAM!**  
Congratulations to Harry Price, Angus Williams and Tara Blanc-Ramos for winning the Governor’s Cup at the Balboa Yacht Club, California. It is not since 2004 that we have been successful in this event. Well done team! The YSA also held their annual presentation evening in September with Olympian and YSA graduate, Will Ryan, attending as a guest speaker. Thanks to Will for giving back to the YSA and indeed the CYCA, we will all be watching the sailing events in Rio next year with much enthusiasm.

I am pleased to announce that we have appointed Debra Dawson as our new chief executive officer. Debra impressed the Board during her interview with her clear grasp of the challenges and opportunities open to both our club and the sport of sailing. Her depth of experience in hospitality and exposure to complex developments will be a valuable addition to our club.

We are confident Debra is well placed to guide us through the continuing development of the club and build on the work we have started in recent months bringing the club closer to its members. Please join me in welcoming Debra to the CYCA.

As we move into Spring and Summer we have many sailing events coming to Sydney Harbour and the CYCA such as the Extreme 4.0s, which will be based at our club and the Clipper Round the World Yacht Race

will again include the Rolex Sydney Hobart Race as a leg of their journey.

Our third CYCA Spring Series has had an exceptional year with a growing number of competitors enjoying the magnificent Sydney Harbour. The weather conditions followed the pattern developed during the Land Rover Winter Series... light and more light. The Harbour was at its best for every race in the series with smiles on all competitors’ faces even when faced with car parking conditions on the water. This series has become imbedded in the CYCA racing calendar as a regular series that provides the perfect opportunity for practice sessions for Summer racing.

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.



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**O**ur October issue is traditionally a more cruising orientated affair after the well contested winter racing series and popular race weeks in Queensland's north that attract scores of yachts and crews to tropical waters every August.

The CYCA's 30th Land Rover Sydney Gold Coast race sailed in late July threw its usual curveballs at competitors, combining nice reaching and running up the NSW coast with scores of wind holes, demanding patience and persistence all the way to the finish off Southport. Those yachts that continued north, some competing in the RQYS's Brisbane to Keppel race, on to the Whitsundays regattas were not to be disappointed, with three sensational weeks of racing and revelry to be had at Airlie Beach, Hamilton Island and Magnetic island events, all extensively reviewed here.

For our Skipper feature Stacey French chats with ocean racing veteran Phil Maloney about seamanship, crew harmony and what it takes to sail and to do so safely offshore. Whilst Jeni Bone goes one-on-one with Jimmy Spithill, the Aussie born and bred America's Cup champion skipper, on how the next AC World Series and 2017 Cup preparations in Bermuda are coming together.

In Race & Regatta Preview this issue we look forward to the upcoming 71st Rolex Sydney Hobart, which looks set to be another bumper year for entrants, including the biennial participation of the Clipper Round the World race fleet. We also preview a raft of sailing activity coming up this summer, including the ISAF Sailing World Cup regatta to be sailed off St Kilda in Melbourne this December, the multifaceted Sail Sydney event on the Harbour, and further down the coast, the popular Festival of Sails in Geelong late January.

Amping up the sailing excitement, Renee Brack chats exclusively with Extreme Sailing Sydney 2015 organisers about what to expect in the second coming of the big racing cats to Sydney



Harbour this December. The inaugural Sydney event last year was considered a great success being raced under blue skies and bountiful breeze around the picturesque Farm Cove stadium sailing course. This year's event steps up another level in a spectacle sure to draw the crowds, both afloat and lining the shores from the Opera House to Mrs Macquarie's Chair. As the Extreme Sailing base will be our own CYCA in Rushcutters' Bay, it's a great opportunity to get up close to these high-performance sailing machines and to meet their athletic, globe-trotting crews for a chat around the club.

On a more leisurely note, for those who dream of unhurried offshore passage making, back in the world of cruising monohulls we review two French-built, luxury yachts, the Amel 64 and the all-new Dufour GL 560. Dream on!

We hope you enjoy the read.

ANTHONY TWIBILL  
Publisher / Editor

# offshore YACHTING

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Line Honours winner of the Land Rover Sydney Gold Coast Race 2015, *Perpetual Loyal*. Photograph by Andrea Francolini.



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# SEAMARK

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

AUSTRALIAN PARALYMPIC COMMITTEE



## CYCA SOLAS TRUSTS DINNER

### Green and gold

*The Cruising Yacht Club of Australia Safety of Life at Sea Trusts Dinner will this year be supported by Paralympian, Liesl Tesch as a guest speaker.*

Liesl Tesch, a well decorated Australian athlete, will speak at the CYCA's SOLAS Trusts dinner on October 23. Tesch was named as Sailor of the Year with a Disability in 2011 and has won numerous Olympic medals. A sailing enthusiast from a young age she enjoyed a leisurely sail until she broke her back in a cycling accident.

"I started sailing growing up on the shores of Lake Macquarie," Tesch said. "Our family had an old putt-putt, but there were plenty of dinghies and original 'windsurfers' in the neighbourhood that were borrowed and shared amongst us kids.

"I sailed for leisure up until I broke my back in a cycling accident when I was 19. I took up wheelchair basketball with a passion when I was introduced to the sport during my rehabilitation."

"I was 42 when Sailors With Disabilities contacted me to try out for a spot in the 2009 Rolex Sydney Hobart Yacht Race. You could say I had a few busy years off in between."

During those few years off, Tesch excelled winning two silver medals and one bronze for Australia in wheelchair basketball at the Sydney, Athens and Beijing Olympics.

After taking up sailing following her successful wheelchair basketball career, Tesch quickly adapted winning gold at the 2012 London Paralympics in the Mixed Two Person Sailing SKUD18. In 2014 she was appointed Member of the Order of Australia for her Paralympic success and through her ongoing promotion and facilitation of sport for people with disabilities.

Also in 2014, Tesch shared the Yachting Australia Sailor of the Year with a disability alongside Daniel Fitzgibbon, Colin Harrison, Jonathan Harris, Russell Boaden and Matt Bugg. The Australian team of six sailors beat the UK by one point at the International Federation for Disabled Sailing World Championships.

Tesch says she is thrilled to be the guest speaker at the 2015 CYCA SOLAS Trusts Dinner supporting and encouraging safety at sea. "I take every opportunity I possibly can to give back to the great sport of sailing," she said.

The dinner will be held Friday October 23 in the Freya and Morna function rooms at the CYCA from 7pm. Tickets can be booked online for \$125 and include pre-drinks, a three course meal and wine. [www.trybooking.com/HUVT](http://www.trybooking.com/HUVT)

**GUEST STAR**  
A winner of numerous Olympic medals and named the Sailor of the Year with a Disability in 2011, Liesl Tesch says she is very pleased to be a guest speaker at the CYCA as a chance to "give back to the great sport of sailing."

## NEWS IN BRIEF

### Double success for Howes

*SEA RUG HOO HA wins Spring Series Division 2 Spinnaker Pointscore.*

For the second consecutive year, *Sea Rug Hoo Ha* has won the final race, this time ahead of *Peach Teats Velocity* (Brian Carrick) and *Double Dutch* (Phil Tanner).

Peter Howes was thrilled with the quinella on the back of winning the Jog Trophy (Division G) in the Land Rover Winter Series.

"The Spring Series has been fantastic, my crew have been consistent and amazing, all I really have to do is steer the boat," Howes said.

### Solo evening

*The Cruising Yacht Club of Australia Cruising Division announces a special evening featuring one of our club's most famous yachts, SOLO.*

An evening not to be missed by members, old or new. For newer members, *Solo* played a major role in establishing the CYCA as a major force in international ocean racing. Guest speaker, Kevin Bourke, author of the book *Man of Iron Ship of Steel*, will recount the colourful career of this famous yacht and its owner/builder/skipper, Vic Meyer. When her racing days were over *Solo* went cruising. She circumnavigated Australia, followed by three epic voyages around the world. This wonderful evening of historic club nostalgia, featuring excerpts from the film of *Solo's* exploits *Voyage to the Tip of the Earth* will commence at 6:30pm with L Eat Restaurant open for dining following the event should guests wish to stay. When: Tuesday 13 October, 2015 from 6:30pm onwards  
Where: Cruising Yacht Club of Australia, Rushcutter's Bay  
Cost: FREE  
RSVP: Via online booking  
[www.cyca.com.au](http://www.cyca.com.au)



## SPONSORSHIP

## GME signs extension

*GME have committed to the Cruising Yacht Club of Australia's Youth Sailing Academy for another three years as an Elliott 7 sponsor.*

GME have been a sponsor of the YSA for nine years and are committed to aiding the development of young sailors at the CYCA. "One of our key business components is that we are very much about investing in the future," said GME managing director, Warwick Clancy. "It is great for young people to be involved in sport and the satisfaction level that we are contributing to character and leadership building, is really rewarding.

Regarded as the premium market leader of quality innovative electronic products, GME have over 50 years of experience designing and manufacturing products in Australia.

"Our triple bottom line and sustainability is that we have a duty as a corporate citizen to invest in up-and-coming generations of the marine industry which is an industry that has supported us and we return that favour," Clancy said.

CYCA commodore, John Cameron said that GME's support is pivotal to the ongoing success of the YSA.

"GME have been a great supporter of the CYCA and their continued commitment to the Youth Sailing Academy allows us the ability to maintain and develop a quality service," Cameron said.

"Their support is vital to the CYCA and we thank them for their longstanding sponsorship of the YSA."

If you wish to become a sponsor or supporter of the YSA email [stacey.french@cyca.com.au](mailto:stacey.french@cyca.com.au) for more information. ⚓



**CLUB NEWS**  
Above: Michael York OAM was presented with a framed CYCA Burgee that recognises his 70 years of membership with the club alongside his wife, a Life Member with the club, Jeannette York; Below: GME will continue their highly valued support for the CYCA's Youth Sailing Academy.

## CYCA ANNUAL GENERAL MEETING

## 71st AGM at the CYCA

*Commodore John Cameron opened the 71st AGM with treasurer Arthur Lane presenting the financial report on the back of a very successful 12 months for the club.*

At the recent CYCA AGM, John Winning has been nominated for Life Membership at the CYCA, which was proposed by past commodore Matt Allen. Winning has been a member of the CYCA since 1984 and his contribution to the club over this time has been formally acknowledged with Life Membership. Among those contributions include the provision of the Radio Relay Vessel for the CYCA's long offshore races for many years.

A special presentation on the evening saw Michael York OAM presented with a framed CYCA Burgee recognising his 70 years of membership at the club. Michael and his wife Jeannette, a Life Member, were present on the evening to accept the acknowledgment from the board of directors and members. Michael is the first member to reach this milestone.

The presentation of 50-year badges saw the following members step into the esteemed 50-plus member club; John Brodziak, Neville Gosson, Leon Hertz, Christopher Iacono, Bruce Jackson, John Keelty, Edward Nobbs, Clifford Shaffran, David Shmith and Vincent Walsh.

As the positions for the Board were uncontested the current board was elected for the ensuing 12 months.

Flag officers: Commodore John Cameron, Vice Commodore John Markos, Rear Commodores Paul Billingham and Andrew Wenham, Treasurer Arthur Lane.

Directors: Paul Clitheroe, Noel Cornish, Anthony Dunn, Anthony Kirby, Leander Klohs and Janey Treleven. ⚓







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CLUB MARINE NSW YOUTH MATCH RACING CHAMPIONSHIP

## Youth sail to success

*Youth sailor Harry Price and team has taken out a win at the Club Marine NSW Youth Match Racing Championship.*

Cruising Yacht Club of Australia team of Harry Price, Murray Jones, Finn Gilbert and Ben Robinson has won the Club Marine NSW Youth Match Racing Championship in difficult conditions.

"It's great to have this result after such a mix of conditions over the weekend," Price said after finishing on top of the round robin with eight wins. Unfortunately the conditions only allowed for one round robin to be completed with no time for semis.

"I'd like to thank Club Marine for their ongoing sponsorship of this regatta and look forward to competing in several of the youth events scheduled prior to the end of the year," Price added.

The Sunshine Coast Sailing Team representing Mooloolaba Yacht Club and Noosa Yacht and Rowing Club travelled to the CYCA for the regatta. James Hodgson, Hayden Johnson, Fergus Gillanders and Ben Vercoe had an excellent regatta, taking the points against several of the higher ranked competitors finishing second.

Rounding out the podium places was Royal Prince Alfred Yacht Club team of Malcolm Parker, Evelyn Foster, Sam Treharne and Harry Hall. Parker's last race of the day was the one to determine the podium positions and with Price taking the win, this relegated Parker to third place.

Race officer Darryl McManus had another tough day battling shifty conditions and trying to push through the required matches. Conditions were similar to those experienced on Saturday, but the glass out in the middle of the day lasted a little longer with the Elliott 7s waiting at the dock. The north-westerly breeze came in at about 10 to 12 knots just in time to get the last 10

**CYCA ON TOP**  
Despite difficult conditions, teams raced well in the Club Marine NSW Youth Match Racing Championship with CYCA Youth Sailing team of Harry Price, Ben Robinson, Finn Gilbert and Murray Jones (below) the overall winners.

aces in to complete the round robin before the time limit expired.

"The CYCA team of volunteers on the start boat did a fantastic job over the duration of the weekend in trying conditions," McManus said. "It was great to have commodore John Cameron on board for the final matches on Sunday to watch the CYCA not only take the win, but to also witness the racing spectacle provided by competitors."

CYCA director and chairman of the training and development committee, Anthony Dunn, thanked all the competing yacht clubs especially the interstate teams from Sunshine Coast and Sandringham Yacht Club (Nicola Armstrong). He also recognised the CYCA members who accommodated these teams and the umpires on their yachts – John Markos and Michael Delany (Eye Appeal), Derek McDonnell (Applejack), Richard Holstein (Next), John Messenger (Utopia) and David Shmith (Seamist).

Club Marine has been the naming rights sponsor of the NSW Match Racing Championship since 2004 and is the naming rights sponsorship of this regatta up to and including the 2016 edition.

Club Marine NSW and QLD state manager, Corey Yeung, complemented the sailors on their performance.

"Congratulations to Harry Price and his team and to all competitors in this Championship," Yeung said.

"Club Marine is a proud sponsor of this regatta and as a company we see this as a perfect partnership to ensure the future development of youth sailing." ⚓



- FINAL STANDINGS**
- 1st Harry Price (CYCA)
  - 2nd James Hodgson (SCST)
  - 3rd Malcolm Parker (RPAYC)
  - 4th Clare Costanzo (RPAYC)
  - 5th Emma May (CYCA)
  - 6th Will Dargaville (RPAYC)
  - 7th Caitlin Tames (CYCA)
  - 8th Ryan Wilmot (RPAYC)
  - 9th Nicola Armstrong (SYC)
  - 10th Nick Rozenauser (RSYS)



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## GOVERNOR'S CUP

## Another win for the CYCA

*The CYCA has won the 49th annual Governor's Cup, reports STEVE VIRGEN.*

Heading into the final day of the Governor's Cup, Harry Price said he wasn't sure what to expect. The Cruising Yacht Club of Australia skipper was talking about his team's 2-1 deficit in the best-of-five semi finals against Balboa Yacht Club, the home team skippered by Christophe Killian.

The uncertainty seemed to intensify in the CYCA's first race for the Cup, as BYC got off to a strong start and a solid lead. But Price, with middle Angus Williams and bow Tara Blanc-Ramos, made sure their story would not end there.

They battled their way back to win the race by an impressive margin considering how far back they had been, Price said. The win fed CYCA confidence and the team from Sydney continued losing just once in the finals to capture the Governor's Cup, the prestigious international youth match

racing regatta (21 and under).

Price, 19, said his team's experience helped in the finals as the CYCA defeated fellow Australian Lachy Gilmour of Royal Freshwater Bay (Perth, Australia), 3-1, in a best-of-five. Gilmour is in his first year of match racing and the Governor's Cup was his team's first regatta away from Perth.

Killian, along with middle Harrison Vandervort and bow Jack Martin, earned third place for the second straight year.

"It wasn't easy," Price said of capturing the Cup trophy, the CYCA's first since 2003. "Even after the regatta, coming back in I just couldn't believe it. Every minute or so I was just saying to my crew, 'Wow, this is crazy.' Incredible."

Price won the first race of the finals, but Gilmour responded with a victory. Gilmour said it was a close race in the

Royal Freshwater win. Price came right back with a dominant win.

"The big thing was they just kept calm under pressure," said Jay Griffin, the CYCA coach. "There were a few times when they might not have been in the lead. But they just chipped away and relied on their boat speed and went from there to get back in the lead."

The finals and Price's performance seemed overwhelming for the young Gilmour. "Apart from losing to one of our Australian mates, Harry, we are actually pretty stoked to come away with second for our first international regatta," he said. "It's another sign that shows we are making progress."

Gilmour, 18, was doing his best to follow in his brother Sam's footsteps, as he had won the past two Governor's Cup titles. Royal Freshwater Bay earned the top seed out of the quarterfinals and chose to race against Chris Weis of Del Rey Yacht Club.

After finishing third in last year's Governor's Cup and winning the Rose Cup for the second straight year, Killian had plenty of confidence coming into the 49th Cup. They believed they had a great opportunity to end BYC's 35-year drought, considering that Sam Gilmour and Nevin Snow (San Diego), last year's finalists, had aged out of the regatta. ⚓

### Results

- Killian beat Weis, 2-0, in the best-of-three petit final.
- Jack Thompson of Newport Harbor Yacht Club finished eighth in the 12-team regatta.
- Royal New Zealand Yacht Squadron (Leonard Fry) earned fifth place.
- Royal New Southern Yacht Club of the United Kingdom (Annabel Vose) took sixth.
- San Diego Yacht Club (Scott Sinks) was seventh, while San Diego Yacht Club's AJ Reiter took ninth.
- Cerle Nautique Caledonien (Lucas Chatonnier) came in 10th.
- Chicago Yacht Club (Will Curtiss) was 11th
- Royal Prince Alfred Yacht Club (Sarah Parker) was 12th.
- Chicago Yacht Club's Curtiss, Rose Edwards and Wade Wagner received the Purcell Sportsmanship Award.

**HEADS HELD HIGH**  
Angus Williams, Tara Blanc-Ramos and Harry Price have won the Governor's Cup for the CYCA for the first time since 2003.



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Peter Dyer's Cap Rocat sporting its new Parasailor at Audi Hamilton Island Race Week

Photo Lisa Ratcliff

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**Land Rover Winter Series Prize Giving**

The end of the 2015 Land Rover Winter Series meant it was time to celebrate and congratulate the winners. Friday July 17 brought the cream of the crop from the 2015 Series who gathered at the Cruising Yacht Club of Australia to celebrate the successes of the Winter Sailing Series just passed. Joined by Land Rover general manager of brand experience, Mark Eedle, and CYCA volunteers, competitors were recognised for their sailing finesse out on the Harbour. The CYCA also recognised the volunteers who greatly contributed to ensuring the race happens on a weekly basis.





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Growing up on the Victorian coast, Phil Molony was born into a family who appreciated sailing. As a teenager he lived for chasing the rare sighting of great white sharks and catching waves with his brother in their 10-footer. "When I think back about what we did in that small boat in absolutely ridiculous conditions, the size of the waves and unpredictable nature of it all, I guess we were just teenagers having fun," Molony laughs. It is that element of fun and realisation that makes Molony such a respected sailor at the Cruising Yacht Club of Australia.

It was in those 'ridiculous conditions' that he really understood and appreciated what he and his boat were capable of. All those crazy days off the Victorian coast getting to know his boat has resinated with Molony, who in 2014, competed in his 25th Rolex Sydney Hobart Yacht Race and was awarded the CYCA Veteran Ocean Racer of the Year.

In 1975 Molony sailed in his first Sydney Hobart on board *Lollipop* with

## BUTTERFLY EFFECT

A SOUND BOAT, GOOD CREW AND SEAMANSHIP – IT'S THOSE THREE ELEMENTS, ACCORDING TO PHIL MOLONY, THAT MAKE SAILING BOTH FUN AND COMPETITIVE, WRITES STACEY FRENCH.

an experienced crew who all knew the capabilities of the yacht. When asked how he felt heading into his first Sydney Hobart, Molony simply smiled and said, "excited."

"I had complete confidence in the yacht and crew as I'd been sailing on it before in other offshore events. In my first offshore race to Montague Island we had to retire, but so did the majority of the fleet so I knew the

limits of the yacht." Those two sailing elements; crew experience and boat limitations, were solidified in his sailing nature from the beginning of his offshore journey.

Molony believes that getting to know your boat and its limitations is the key to developing your seamanship skills. Understanding the correlation between your boat and seamanship combined with having a consistent crew is pivotal to successful offshore sailing.

About his current boat, *Papillon*, Molony says: "I have a great crew, a broad selection of males and females across all age ranges who are all more than capable and offer something to *Papillon*. I feed them, I look after them, feed them rum and coke and appreciate the fact that they all sail for different reasons and sometimes they cannot sail because of family commitments."

"We are a family crew, we all go out on the Harbour on Australia Day and I'll happily allow crew to take their families out on the Harbour when we are not racing."

**DO IT YOUR WAY**  
Phil Molony (above) says taking good care of his crew and knowing the limitations of his boat is key to his success as an offshore racer.





Believing in his crew is the foundation of sailing success of which Molony credits to learning from the best and being able to crew for other well-regarded sailors.

"I moved to Sydney 45 years ago. I had always wanted to live up here so when I was offered a promotion with work, I drove up towing my Fireball and that was that," Molony said. Growing up sailing Fireballs, it only took one offshore ocean race for Molony to be hooked. "I first went out on *Lollipop* from Pittwater out of the Royal Prince Alfred Yacht Club. It was an amazing feeling and that is where it all started. I joined the CYCA in the 1980s and sailed on *Witchdoctor*."

As Molony reminisces about the boats he has sailed on, the people he has sailed with and the ocean he has encountered, you cannot help but be hooked by the way he remembers events with such detail and admiration for those who he learnt his quality seamanship skills from. Those men he can count on one hand and speaks of in the highest possible regard: Ray Klein (*Lollipop*), Morrie Cameron (*Witchdoctor*), John Cameron (*More Witchcraft*), Kim Jagger and Rob Makin.

Rob Makin has been sailing with Molony for nine years after moving to Australia from the United Kingdom on the back of competing in four Fastnet Races and one Transatlantic.

"Phil is a man of energy, while he may not be in the spring of his youth, he has an incredible amount of energy and passion for offshore

sailing," Makin said. "He prides himself on good seamanship, safety and keeping his crew safe."

Makin laughed as he alluded to the competitive nature of Molony. "He is definitely not afraid to put the odd spinnaker up and push very hard."

For the last couple of years Makin has been Sailing Master of *Papillon*, which is further testament to Molony trusting and empowering his crew to get the best possible results out of his yacht and being prepared to the best of his ability.

"You always know with Phil that the boat you are getting on is extremely well prepared and he spends a lot of

time making that happen," Makin said. "He is well prepared and takes a huge amount of time to get ready for the bluewater season, but he does it all and it pays off." Within that preparation Molony is well known for his punctuality and efficiency when submitting race documents, another valuable attribute towards his seamanship finesse.

The key to race preparation: "You find good people to look after your yacht, let them do their job and pay their invoices on time," explained Molony. "I have a to-do list every month and it is not hard, especially getting documentation in to the sailing office on time."

Molony's efficiency, seamanship and experience in offshore racing are first class. No better teacher for Makin.

"Having sailed with the likes of Kim Jagger and Phil it is incredible the wealth of experience they have, they seem to know the smell in the air and call the changes accordingly," Makin said. "They don't always get it right but most of the time they do – and it all comes down to their experience."

That experience extends to all facets of Molony's sailing résumé. When boarding *Papillon*, any guest will note how tidy and organised the yacht is. Experience has taught him to be organised. White labels clearly indicating what belongs where, *Papillon* is a well-oiled and maintained machine.

In 2006 Molony purchased his first *Papillon*, an Archambault 40. Competing in CYCA races, Molony sailed in three Sydney Hobart Yacht Races before upgrading to an Archambault A40 RC in 2010.

#### SAILING MASTER

**Above: Molony accepts the CYCA Veteran Ocean Racer of the Year award for 2014 from the Cruising Yacht Club of Australia commodore, John Cameron; Below: *Papillon* (meaning butterfly in French) is a well-oiled and organised boat. Opposite page, from top: Heading downhill on day one of the Rolex Sydney Hobart Yacht Race last year; Molony aboard his current yacht *Papillon*.**







“I’ve taken a dozen people on their first Hobart and many came back for more.”

“*Papillon* is a great movie,” Molony explains. “It is the French word for butterfly and there was a movie made after a French convict who had a butterfly tattoo, *Papillon*.”

“One of the great joys I have had in owning *Papillon* is that I have taken around a dozen people on their first Hobart and many came back for more.”

*Papillon* is a good all-round boat according to Molony who recalls leading the first day-and-a-half of the 2013 Sydney Hobart with a generous north-easterly filling the mainsail. “She is a good all-round boat, but most of the offshore racing is more of a mind game that really hinges on the crew.”

A man of logic and progression, Molony embraces technology but maintains that a sound boat, good crew and seamanship will always underpin the success of a yacht.

“I have always said that when I am in a nursing home, I want to be able to say that I had a boat called *Papillon*, we were competitive and we had fun. You have to have fun.” ⚓





The Land Rover Sydney Gold Coast Yacht Race threw its usual curveballs at competitors, combining nice reaching and running with wind holes, before *Black Jack* was announced overall winner before her Queensland owner and skipper declared an error in their finish time and *Quikpoint Azzurro* took the winner's seat, surprising her crew.

At the pointy end, after taking control of the race from North Head, Anthony Bell's *Perpetual Loyal* took line honours from Peter Harburg's 70-foot *Black Jack* in the 30th edition of the Cruising Yacht Club of Australia's 384-nautical-mile race.

The 100-footer sailed the distance unimpeded, but conditions were not conducive to breaking *Wild Oats XI*'s time of 22 hours 03 minutes 43 seconds, set in 2012. *Perpetual Loyal* covered the course in one day nine hours 57 minutes 49 seconds, with her smaller adversary two hours behind.

Both yachts have undergone further modifications to increase speed since competing in the 2014 Rolex Sydney Hobart. Bell said after the race: "This is the fastest the boat's ever been. We spent ages trying to work out what to do to make it faster. We modified the bulb and keel and it's all looking very positive. We are very confident in the boat."

He said they were happy with their race after sailing through a minefield of fluky light air to Sydney Heads.

"We took off after that. We were averaging 24 to 25 knots til midnight in a north-westerly, which suited us. Then it all went flat on Sunday. Lots of boats got trapped in Coffs Harbour and we parked a lot in the afternoon," commented Bell, who said he was disappointed that *Wild Oats XI* was not in the race.

"Given our modifications, I would have been delighted to race them, just to see how we went against each other in these conditions," the Sydney yachtsman said.

Harburg and his skipper Mark Bradford worked on making *Black Jack* more slippery in lighter winds and were happy with their findings too.

"Our boat has never been better suited to a race than this one. We've just modified it pretty heavily for lighter air, so the forecast was right for us," Bradford said beforehand.

Their point was proven when *Black Jack* took over 20 miles out of her larger rival when moderate reaching conditions returned late on the second evening as they headed to the finish line.



**BATTLE OF WILLS**  
The fleet of the 2015 Land Rover Sydney Gold Coast Yacht Race begin their journey north departing through Sydney's heads.





**LAND ROVER SYDNEY GOLD  
COAST YACHT RACE**

## **Rising stars**

*A David and Goliath battle waged for 2015 Land Rover Sydney Gold Coast Yacht Race, reports DI PEARSON.*



Back at the July 25 start off Nielsen Park, there were shades of déjà vu as weak, fluky winds, similar to last year's start, took hold. The Bureau of Meteorology's forecast 10 knot westerly arrived as the bulk of the 62-boat fleet was approaching Sydney Heads, with a little south thrown in on the eastern side of the Harbour.

Many of the smaller yachts took advantage of the situation in the Harbour, leading their larger contemporaries. Most opted for the eastern side of the Harbour. Tony Kirby's *Patrice* slipped through the two big boats off Watsons Bay and made a beeline for the Heads under spinnaker, until the breeze kicked in and *Perpetual Loyal* overhauled the Ker 46, with *Black Jack* still giving chase.

As the boats headed north, the weather was variable, with parking lots offsetting lovely reaching and running conditions. Warm and



**"Mistakes happen. I like to win trophies, but I like to win them fairly and honestly."**  
Peter Harburg

sunny, seas were relatively flat, making it a pleasant race and creating opportunities for everyone, even though the holes caused frustration.

A few boats enjoyed their time at the top of the overall standings, including *Perpetual Loyal*, *Black Jack*, *Chinese Whisper*, *Wild Rose*, *Quikpoint Azzurro*, *Black Sheep* and *Local Hero*, which with *Stampede*, took a big dive offshore to briefly lead IRC and PHS standings respectively.

Initially, *Black Jack* was declared overall winner, with *Quikpoint Azzurro* second and *Chinese Whisper* third, before Peter Harburg and Mark Bradford pointed out the error in their finish time and were relegated to third.

Harburg was philosophical. "Mistakes happen. I like to win trophies, but I like to win them fairly and honestly. Bradford reiterated Harburg's sentiments, before calling Kearns to congratulate him.

Kearns' *Quikpoint Azzurro* and Rupert Henry's *Chinese Whisper* kept popping up in the top three.

**FIRST DASH**  
Clockwise from top: *Perpetual Loyal* dashed out of Sydney Heads closely chased by *Black Jack* (second from top); *Chinese Whisper* placed second Overall and in ORC1.



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Dissimilar in nearly every way, the two finished first and second respectively. They were also the top two in ORCi, with Derek and Martin Sheppard's Beneteau 45, *Black Sheep*, third.

Henry purchased the former *Jethou*, a JV62 out of Europe, and launched it in Sydney five weeks before the race. A fully optimised race rigging package complements an ultra-light carbon fibre hull built purely for speed. With points on the board overseas, she was the talk of the town on arrival in Sydney.

An Etchells sailor and partner in the Sydney 38 Team Lexus some years back, Henry takes intermittent breaks from racing to see to business and family.

"I always had an eye on getting back into ocean racing. The time was right – I found an excellent boat and have an excellent crew – all friends I have sailed with; lots from the Etchells," commented Henry, who says next stop is the CYCA's Blue Water Pointscore and Rolex Sydney Hobart.

On the other hand, Kearns found the former *Shenandoah II* in poor shape after nearly sinking in Queensland. He restored the 1981 built S&S 34 to better than her original condition.

"A new sail wardrobe, including a Code Zero improved our reaching



"I've paid my dues, it was my turn. And not only do I have the oldest boat – I've got the oldest crew."

Shane Kearns



**BANDING TOGETHER**  
Above: Former *Celestial* sailed as *The Goat*. Left: *Dare Devil* among others was a first-timer to the race.



ANDREA FRANCOLINI

ability. A new staysail has stopped us rolling like a pig," Kearns said. New deck hardware and rigging enhances the performance of 'the little boat that could'.

It was an unusual top four at the finish, in that modern big boats were woven in with the smaller old ones. Roger Hickman's 2014 Rolex Sydney Hobart winner, *Wild Rose*, celebrating her 30th birthday this year, rounded out the top four. In a David and Goliath battle to the end, *Quikpoint Azzurro*, the oldest and smallest yacht (10.1 metres) in the fleet was named the overall winner.

Kearns could hardly believe they had won, let alone earlier having thought they were second. The CYCA member was first to admit he has finished last on many occasions, laughingly saying: "I've paid my dues, it was my turn. And not only do I have the oldest boat - I've got the oldest crew."

"Roger Hickman was my inspiration - I wanted to beat him.

We put a picture of him inside the spinnaker just to remind us," Kearns said of the three-time Hobart winner, multiple Blue Water Pointscore champion and former Ocean Racer of the Year, who finished second to *Quikpoint Azzurro* in Division 3.

Kearns continued, "We had work done on the boat just before the race and the rudder bearing was way too tight, so it was really hard to steer the boat. We took half-hour turns at the tiller. Lucky all my crew own their own yachts, so they're all good steerers."

Kearns and others agreed the race was very tactical, "but our good start made us feel positive for the race ahead. It also makes me feel positive for the next Sydney Hobart.

"I also talked to my old skipper, John Walker (Walker was a well-respected yachtsman who died last year), throughout the race and I think he helped us," he believed.

In PHS, Les Goodridge sailed *Wax Lyrical* to first place overall. Rod



West's *Painkiller Forte*, representing Southport Yacht Club, the CYCA's race finish partner, was second. Kerry Burke, Robert Carr and Stephanie Cook's *Mortgage Choice Rumba* filled out the top three.

A reinvigorated fleet prompted renewed competition. In a revival of the class, five TP52's raced, *Chinese Whisper* sailed her first race in Australian waters, some boats were first-timers to the race, *Dare Devil* among others. And many changed hands, such as last year's winner, *Celestial*, now racing as *The Coat*. Others, including *Alacrity*, returned to the race after long absences.

For the first time since 2005, there were no retirements from the race, with all yachts making it safely to Southport in good time after a slow start. The last two finishers were *Quikpoint Azzurro* and *Painkiller Forte*, which finished 27 minutes apart in just over two days 18 hours.

Coincidentally, Peter Luke, co-founder of the CYCA, and last survivor of the nine skippers who participated in the inaugural Sydney Hobart Yacht Race in 1945, would have turned 100 on the race start day, July 25. Although the yachtsman died at 92, his family marked the day in Sydney with a special celebration. ⚓ <http://goldcoast.cyca.com.au/>

**TOWING THE LINE**  
The last two finishers were *Quikpoint Azzurro* (left) and *Painkiller Forte* (above), finishing 27 minutes apart in just over two days 18 hours.



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**LEADING THE PACK**  
After a long race, it was the 66-foot *Alive* that took the uncontested line honours win in the Brisbane to Keppel Tropical Yacht Race.



BRISBANE TO KEPPEL  
TROPICAL YACHT RACE

## Alive and kicking

*The ninth Club Marine Brisbane to Keppel Tropical Yacht Race was a trying journey north with ALIVE taking out the quadrella in a fleet of 29 yachts.*

**L**ight and frustrating is probably the best way to describe this year's Brisbane to Keppel race, hosted by the Royal Queensland Yacht Squadron. The Brisbane to Keppel race takes sailors north past the world's largest sand island and over the Tropic of Capricorn to a warm welcome in Keppel Bay for what is a 348-nautical mile offshore race.

A fleet of 29 boats greeted the starter on Thursday 30 July with *Alive* and *Black Jack* the obvious line honours favourites ahead of a quality field of 40 and 50 footers. A typically glorious Queensland Winter's day with mid-20 temperatures and not a cloud in the sky greeted the fleet – everything was perfect – except for a decided lack of wind in the forecast and on the course.

*Alive* got an early break over *Black Jack* inside Moreton Bay and that was how it stayed all the way north until the breeze filled in and allowed Phillip Turner's crew to maintain and extend their lead as they progressed up the coast. It was clear by the evening that *Wild Oats XI*'s race record was going

to be safe and with some boats struggling to even clear Moreton Bay by the next morning, everyone settled in for a long race.

Whilst the whales appeared to be positively sprinting past, the bulk of the fleet lay becalmed off Fraser Island for much of the second day. *Alive* finished just after midnight on Friday with *Black Jack* a further five hours behind. Sam Haynes' *Celestial* was third home in the early afternoon of Saturday followed by *Patrice*, *The Goat* and *Spirit of Mateship*.

With a slow race, the big boats were always looking good for the overall results too with *Alive* taking out the quadrella of Line Honours, IRC Overall, ORCi Overall and PHS Overall.

Next year is the tenth anniversary of the Brisbane to Keppel Tropical Yacht Race and Royal Queensland Yacht Squadron is already working on plans along with their partners at Keppel Bay Marina to mark this important milestone in the races development. ⚓

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**A**irlie Beach Race Week came to a close on Friday 14 August in shifty 8 to 18 knot winds on the Pioneer Bay race track, keeping competitors on their toes again.

IRC Racing 1, IRC Passage and Cruising Division 1 sailed a 24-nautical mile course around the Bay, while the remaining seven divisions sailed 16 miles. Conditions did get testing, especially at the wing mark where gybing under spinnaker was not for the faint hearted.

Event chairman, Jim Hayes, said: "The racing was fantastic. We were blessed with very good weather. There was one light day and one strongish wind that gave competitors a chance to flex their muscles. The rest was champagne sailing.

"The whole race organisation and those working on the water worked so well together so the sailors could have the best regatta. We have a great team here."

#### IRC RACING

Matt Allen sailed his recently purchased TP52, *Ichi Ban*, to the overall win in IRC Racing Division 1. Allen skippered the yacht for the first time at Airlie Beach and the boat got better as the week wore on.

*Ichi Ban* won four out of six races, but did not race the final day. With the same handicap as *OneSails Racing*, Ray Roberts' Farr 55, *Ichi Ban* had some great boat-on-boat competition and defeated his rival by two points. *OneSails* won the opening and closing races.

"The boat is going much better in light air than we expected. We were so pleased to see Ray (*OneSails*) entered, they were our benchmark. They've been together a while, so their crew work is very good. If Ray hadn't been here, we wouldn't be where we are. They made it an excellent regatta for us," Allen said.

Allen, the president of Yachting Australia, also praised the volunteers. "Where would we be without volunteers? They are the backbone of our sport."

Gordon Ketelbey's Farr 40 finished third overall ahead of the Farr 40 Worlds in Sydney early next year.

Bob Steel selected Airlie Beach Race Week to launch his new Mat 1180, *Quest*, which did not race one day yet finished fourth overall. Crew member Mike Green said they missed the race "because we have some tinkering to do to finish the boat off.

"This week has been good for us, to get to know the boat and put in





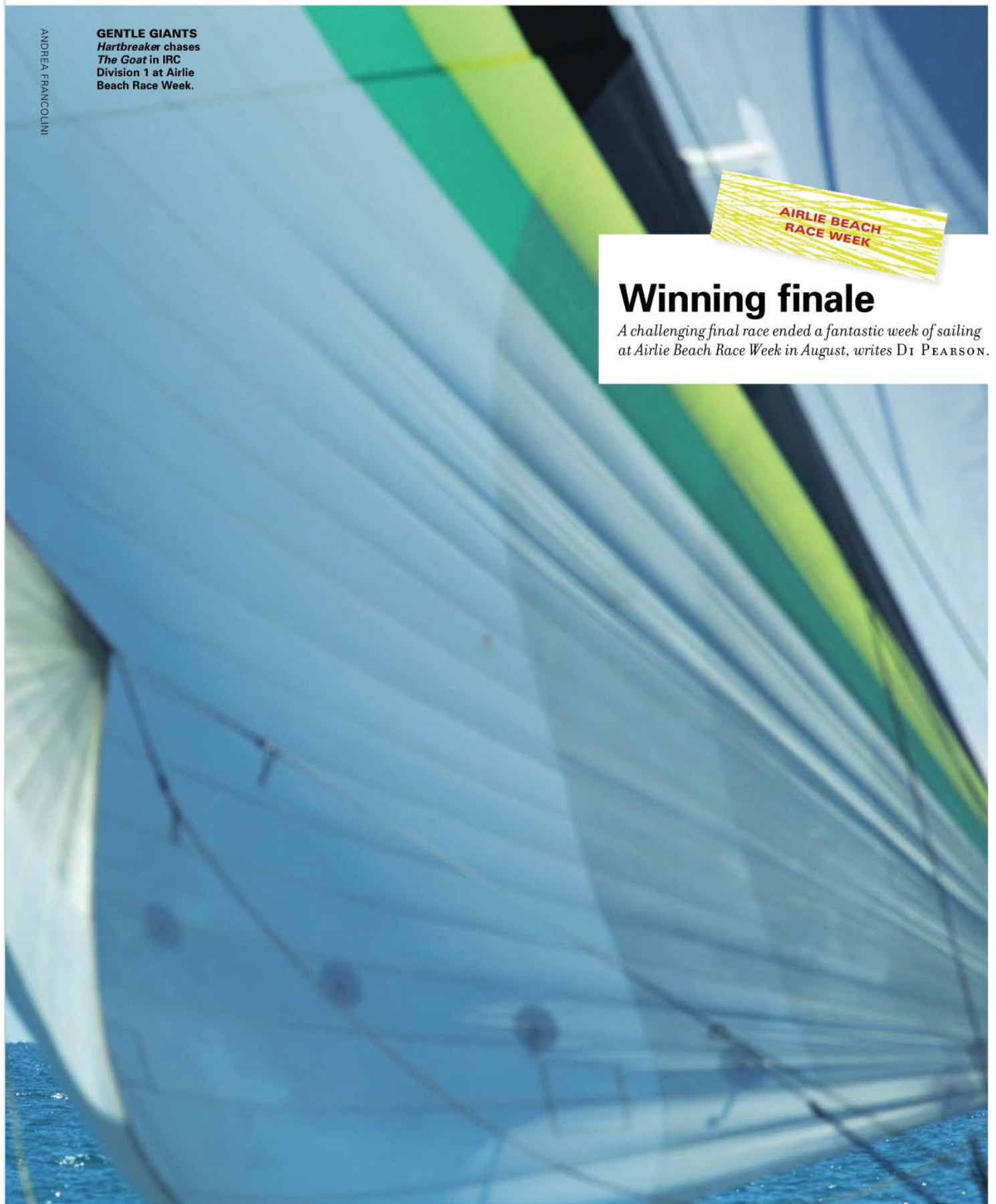
ANDREA FRANGOLINI

**GENTLE GIANTS**  
*Hartbreaker* chases  
*The Goat* in IRC  
Division 1 at Airlie  
Beach Race Week.



## Winning finale

*A challenging final race ended a fantastic week of sailing at Airlie Beach Race Week in August, writes DI PEARSON.*







some sailing time on it. We're getting there and I think it will be very competitive," ended Green, a long term crew and friend of Steel's.

Jason Close sailed his Archambault 31, *More Noise*, to first overall in Division 2. The Victorian yachtsman was surprised to do so well against the likes of champions *Wild Rose* (Roger Hickman) and The Philosopher's Club (Peter Sorensen).

*More Noise* beat the final day's race winner, *Wild Rose*, by just over five points after being awarded 2.4 in a redress situation. Sorensen's boat was a further four points behind. The latter two boats went head-to-head all week.

#### IRC PASSAGE

Tony Horkings from Southport Yacht Club skated home to win IRC Passage by one point with his Northshore 38, *Lee-Way*. Skipped to three wins from six races, by 20-year-old Sophie Lahey, Horkings was proud of the four younger crew on his yacht mixing in with the older members.

David Currie's modified Farr 40, *Ponyo*, was second overall and Stewart Lewis maintained third overall with his Marten 49, *Ocean Affinity*.

#### CRUISING

By far the largest entry, the cruising boats were split into three divisions. They also make the prettiest picture with their colourful spinnakers. There is no better sight than seeing a mass of colour with the backdrop of the Whitsunday Islands with whales breaching and dolphins playing thrown in – all for nothing.

Cruising Division 1 went to Paul Bunn and his Beneteau First 44.7, *Christine*. Bunn, from Victoria, proved

the theory that you don't need to win a race to win the series, you just need to be consistent.

*Christine* edged out Charles Cupit's *Bedfordca Three Cs*, a Bavaria 45, by three points. Doug Painter's *Belle* was third.

"What a brilliant regatta," said Bunn. "We're the only boat here from St Kilda, so we are proud to win. I only bought the boat 18 months ago and this is our first regatta out of Victoria.

"I've never been to a northern regatta, and I'll definitely be back to this one.

We sailed 1,600 nautical miles from Melbourne to be here. It feels like we've been away for a month."

Bunn said on the final day of racing

that he had found Race Week "A real challenge. From the light day where you had to give your full attention to the racing, to yesterday's bumpy day, to the shifty conditions today. It was brilliant," he said.

Cruising Division 2 went to the Hanse 430, *Huahine*, owned and skippered by Nick Smail from Whitsunday Sailing Club. Smail pipped Sandor Tornai's Farr 30, *Skeeter* (NSW) by one point. Another local, Charlie and Betty Preen's Dehler 39, *Dehler Magic*, which had earlier led the series, finished third.

Two yachts from North Queensland Cruising Yacht Club fought it out for first place in Cruising Division 3 and finished on equal points. Greg Hudson's Catalina Capri, *Salty Dog*, was announced the winner from Peter McKenzie's modified Ross 7.8, *Le Rossignol*.

"I couldn't believe it; it was a bit of a surprise. I didn't realise until I saw the results and that put a smile on our faces," Hudson said.

"The crew worked hard, it was a great team effort. I had two guys join the crew from Melbourne, and the rest of us are from Bowen. We had great competition with *Le Rossignol* too," said Hudson who competed at Airlie Beach last year too.

Cruising Non-Spinnaker winner was Dewi Hughes with his *Anthea* from WSC. Hot on his heels was Victorian Geoff Adams' *True Colours*, just one point behind. John Galloway's Queensland Marine Services, also from WSC, was third.

**WILD FOLK**  
Clockwise from left: *Botany Access* approaches the mark; *Quick Skips* scoots along; *Christine* won Cruising Division 1.





## SPORTS BOATS

In the end, John Rae's Bethwaite 79er, *Vivace*, was too good. Apart from claiming line honours every race, the biggest boat in the sports boat fleet also claimed five overall wins from nine races.

Graham Sherring stayed true to his word, and kept *Stay Tuned* up in a podium place, finishing second overall, three points adrift of *Vivace* and with three wins in the bag. The mostly Queensland fleet was bolstered by Rees Howell's *Octopussy*, which came all the way from Perth to contest Race Week.



## MULTIHULLS

Peter Wilcox held on by the skin of his teeth to claim the Multihull Racing series with *Mojo*. The Schionningforce1500 from the Multihull Yacht Club Queensland, defeated Tony Considine's Grainger 10, *APC Mad Max*, skippered by George Owen by one point and Andrew Stranksy's Seven Seas 50, *Fantasia* by a further point in this close series.

"This is the best competition you will see in the multis, so it was really satisfying to win," Peter Wilcox said.

"I couldn't have done this without my crew. There are no egos on the boat; it's a real team effort. I'd especially like to thank Steve Lord who's been with me from day one and been instrumental in keeping the boat running. He's totally dedicated," Wilcox added.

Everyone is looking forward to seeing Bob Critchley and his *Cool Change* crew back on the water soon after the unfortunate capsizing of Thursday.

In Multihull Passage, John Williams was just too good with his *Tyee III*. He finished four points clear of his nearest rivals, second placed *Mon Amie* (Fiona Kermeen) and third placed *Kestrel* (Richard Jenkins), which finished on equal points. ⚓

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Without denting the fun factor, Hamilton Island Race Week has moved well past the topless figureheads and alcohol-infused antics of previous decades to resort wear, French champagne, Henri Lloyd fashion parades and world-class event and race management.

Sailors on a budget can still sleep on boats, eat cheap, and gather at the same Tavern after racing for a cleansing ale. What's different to the old days is they can invite significant other halves and families and sample the other side of the popular destination regatta: driving an Audi Q7 on a custom made track, flowy dresses and star gazing at the Piper-Heidsieck champagne bar, a round at one of the world's premier golfing destinations and celebrity chef dining experiences.

On the water the IRC Australian Championship hosted by Hamilton Island Yacht Club played out over the six days of windward/leeward and passage racing. Lighter breezes on the Tuesday removed the Club Marine long and medium races from the program once again. By Thursday the trades were back in at 20 knots and whereas the IRC fleet factored the



## Hamilton – better than ever

*Audi Hamilton Island Race Week 2015 had the precise measure of the right parts for the second largest fleet entry in the regatta's 32 years – superb weather, good mix of sou' east tradewind pressure that had been absent for years, and a heady array of courses, conditions and activities ashore, reports LISA RATCLIFF.*



nasty seaway from wind against tide on the Eastern course, the Multihull Racing division didn't fare as well. Three were heading back to shore with damage before their starting signal had fired and only two returned to the series.

Four champions were declared at the end of Yachting Australia's pinnacle Australian IRC series; two existing titleholders continuing their reign and two new champions joining the small band of winners dating back to the year 2000.

Karl Kwok's magnificent men on his brand new IRC optimised TP52, *Team Beau Geste*, hung on to their Australian championship division A label. Given the crew list, the Royal New Zealand Yacht Squadron team was an impressive sight even before the boat's maiden outing began.

"The new boat is very fast upwind and during this regatta we realised its downwind potential is also pretty good," Kwok shared. "There's nothing like tuning up a boat against very good competitors. For our team we treasure people who have gone through the Med Cup, so we have several from the TP52 *Ran*. Most of all we have reliable crew we have sailed with before. It makes things go easier."

"Winning Hamilton Island is special; I think this is the toughest event with the greatest range of conditions," said Kwok's sailing master Gavin Brady. "The best boats in Australia come to it; there are no push-overs here. To win this you have to be a well-rounded team with a well-rounded boat."

On the eve of the final race and with the championship safe the tradition of first-time *Beau Geste* crew, or those blunder, eating 1000 year-old black duck eggs created a fun ruckus on the dock. Even Mark Richards, skipper of *Wild Oats X*, joined the ritual, with his bottle of tomato sauce, and managed to stomach the pungent Chinese street food.

*Team Beau Geste* beat Matt Allen's TP52 *Ichi Ban* comfortably by six points and Geoff Boettcher's TP52 *Secret Men's Business* was a further six points behind on the final division A scoresheet.

Bob Steel's Mat 1180 *Quest* was launched in July and a month later had an Australian title in the bag, in IRC division B, without needing to complete the final rainy race in fading 10 knot sou'easters.

"We knew from Airlie Beach we had our work cut out for us in windward/leewards and around the islands we go well," Steel said





**LAND OF MILK AND HONEY**  
Clockwise from left:  
Celebrations at Hamilton Island Yacht Club; Heading out on day one of racing; Rob Salteri at the helm of 109; There was no shortage of spectator superyachts during the week.

dockside once the Piper-Heidsieck was sprayed and helmsman Jamie MacPhail thrown in the tide. "In big breeze this boat is a rocket ship. The competition was excellent."

Jamie Wilmot and David Fuller's Corby 49 *Vamp* (CYCA) was second to *Quest* by a point and Pauline and Andrew Dally's DK46 *Khaleesi* (MHYC) another point off in the tightest finish of the four championship divisions.

Roger Hickman's brilliant division C defence continues the 30 year-old Farr 43 *Wild Rose*'s extraordinary spate of major IRC wins. "You have some of the best sailors here at Audi Race Week and it's very close; it was a great regatta," the skipper said.

The IRC Passage division was added to the 2015 championship for owners preferring distance racing to round-the-buoys. Matt Owen's borrowed BH36 *Local Hero* and Canberra crew have a long tradition of podium finishes at Audi Hamilton Island Race Week and in 2015 the 16ft skiff champion and CEO of Canberra Yacht Club added the premium IRC crown.

"We had some fantastic competition and didn't take it for granted until our win on the



penultimate day cemented our first place," Owen recalled. "Race Week is the easiest event we do; great race management and a beautiful place to be. We love coming here every year."

The multihull divisions – racing and cruising – represented the largest growth in numbers among the 202 entries from every Australian state and territory, plus overseas. Five turned out for the reintroduced multihull division in 2013 and 31 showed up just two years' on. Hamilton Island's management is watching the exponential rise and CEO Glenn Bourke says F-arm will be extended for the 2016 edition, including larger and wider berths better suited to multis.

Principal Race Officer Denis Thompson was particularly pleased at how well the cruising multihulls handled the upwind legs in a bit of a seaway, and how crews in the new Trailables division made the most of the lumpy conditions.

Cruising crews filled the marina and restaurants and the new division for trailable boats proved popular, particularly with interstateers who filled the three top places having travelled vast distances to score some silverware.



## 036 | RACE & REGATTA ROUND-UP

David Barker's Noelex 25, *Halcyon*, from Newhaven Yacht Squadron on Victoria's Phillip Island held on to the top spot despite Barker and his crew missing the concluding race.

"It was one of the better weeks for sailing," Denis Thompson said in summary. "We did our usual thing of making up courses to suit the conditions and the boats. When we have wind like we did most days it makes it much easier for the race committee."

This year marks the 10th anniversary year of Audi's support for competitive sailing in Australia and the brand's partnership with

**TRIALS AND TRIUMPHS**  
Right: The multihull division met some challenges. Below: Agile crew demonstrated their on-water abilities; Action from air, land and sea.



Hamilton Island that has turned the regatta into a multifaceted destination regatta unlike anything else in the southern hemisphere.

Starting from the first year of collaboration, Audi introduced special VIP events and experiences that complemented the calibre of the racing and the cruising fleet with on-shore experiences not enjoyed before. The high-end social scene quickly expanded under Audi's

influence and with the inclusion of Audi ambassadors and celebrity connections, the shoreside activities and atmosphere took on a whole new dimension.

"Audi's significant uplift to the Race Week budget and the island's increased commitment to making the event broader than a sailing regatta gave us the ability to present it at a much higher level to a much broader demographic," said Glenn Bourke.







"Hamilton Island provided Audi with a destination appeal for their clients and in return the brand gave the event polish, professionalism and prestige."

At the final awards ceremony Bourke talked about the commitment crews made to be at Race Week: "Whether from the NT, WA, SA, VIC, NSW, ACT or QLD and across the ditch from Airlie Beach, 202 teams made the effort be involved, do your best and have a little fun. It is my



**TROPICAL BUZZ**

There was heated competition on the water with top-level sailors and crews all competing among a picturesque setting and, as the sun went down, some of the best parties of the year hosted by the Hamilton Island Yacht Club. Left: *Wild Rose* defended its place in division C.

hope and that of the Oatley family that we matched that commitment. That we met your expectations and did it with a smile on our collective faces."

The CEO then listed some of the consumables the 2,000 sailors and their guests gnawed and drank their way through to the appreciative gathering:

"106,000 bottles and cans of beer, that's 2.5 semi-trailer loads, or 56 pallets

- 10 tonnes of bagged ice
- 8,400 pies & 4,000 sausage rolls
- 3 tonnes of chips
- 900 kg of coffee
- 2.6 tonnes of bacon
- 8,900 sausages
- 2,000 Dixie ice cream cups
- 2,500 bacon and egg muffins
- 6 tonnes of beef
- And one apple."

"We would welcome you with open arms next year, and hope we can get apple consumption up to two!"

And with that classic closer and trophies presented, Australian rock band Mental As Anything fired up the party that later in the night spilled down to Front Street in a massive celebration of the end of another brilliant regatta at Hamilton Island. [www.hamiltonislandraceweek.com.au](http://www.hamiltonislandraceweek.com.au)









## Island vibes

*From hot racing to high fashion, sausage sizzles to the finest food, merry-making on the marina to social soirees: Audi Hamilton Island Race Week 2015 had it all, reports ROB MUNDLE.*

Yet again, the regatta that is becoming a bucket-list 'must' for sailors, their families and friends across Australia and the world, confirmed it is like no other. This was where sailors from all walks of life could 'glam with the glitterati,' or simply party on the waterfront like there was no tomorrow.

And, apart from that, the real reason for them being there – the sailing – was exceptional.

If you were at the regatta to race as well as socialise then the key to success was to pace yourself. It was important to carefully select the functions you wanted to attend, then balance that schedule with your sailing commitments.

Alternatively, if you were among the large contingent of SWAGS (sailors' wives and girlfriends) at Race Week, who stayed on shore to party, then the problem was deciding how best to have the greatest possible time. It was party, party, party.

Bloomberg journalist Finn-Olaf Jones, presented one of the best overviews of Audi Hamilton Island Race Week 2015, describing it as "Australia's Ascot," adding "it's one of Australia's biggest annual social events."

He's right, but the one big advantage Race Week has over Ascot, is the venue.

Jones and other social writers were keen to point out to the world just who of the 'Who's Who' was spotted at the regatta. Possibly the most prominent were Rupert and Lachlan Murdoch, who were observing the sailing from Lachlan's sleek, 42.6-metre long carbon fibre superyacht, *Sarissa*.

When it came to Race Week's party agenda, there were plenty of functions to consider, like the spectacular Piper-Heidsieck Champagne Lunch at Hamilton Island Yacht Club, the Paspaley Pearl Nautique lunch party set in the perfectly groomed surrounds of the beachfront swimming pool at the internationally acclaimed quaila, and the Surf and Turf Dinner where guests were entertained by many humorous 'inside stories' from four well-known Australian Olympians: gold medallists Libby Trickett and Tom Slingsby, plus champions Ky Hurst and Glenn Bourke.

On the fashion front there were two excellent, but very different, events to be enjoyed. At quaila there was a superbly presented exclusive preview of Collette Dinnigan's upcoming retrospective fashion exhibition, which will be displayed at the Museum of Arts and Science in Sydney. Then there was the hilarious and well-choreographed Henry Lloyd fashion parade, which was staged on the waterfront outside the island's tavern. Everyone who wanted to be there was there. Applause, cheers and laughter filled the night air as sailing friends, guys and girls, strutted their stuff and modelled the latest Henry Lloyd fashions.

Linking every part of this week-long social whirl was Audi, or more specifically, a fleet of the most stylish of Audi's superb range of vehicles, which provided a five-star shuttle service across the island. Audi also opened their 'Audi Village' within the yacht club where those not sailing could enjoy a complimentary cup of coffee while watching the yachts sail by. Also, for those wanting to chance their luck, Race Week's title sponsor had a hole-in-one challenge at Hamilton Island's golf course, the prize for the first person to be successful being an Audi Q5. It wasn't won.





## Philosopher's Club wins double

*Peter Sorensen's THE PHILOSOPHER'S CLUB won both the IRC and Performance divisions at the ninth annual SeaLink Magnetic Island Race Week, which finished on September 1.*

**F**ifty-eight boats contested the six divisions. Entries came from Tasmania, South Australia, Victoria, NSW, south and north Queensland. The crew were just as diverse coming from around Australia, New Zealand, one from Slovenia and a few more from Germany.

They enjoyed the pristine waters off the island, the afternoon sea breeze and consistent stunning warm, clear skies. The onshore activities were relaxed and varied, but on the water the competition was very serious.

"We are absolutely ecstatic by this result. My team did a fine job. A lot of them hadn't sailed much on this boat before," Sorensen said about his double honours.

While Sorensen won four of the six IRC races, those wins didn't come easily. On day one they were leading the combined fleet, rounding







the clearing mark ahead of the Farr 40s. "There was a slight navigation error," Sorensen said. They went 180 degrees, got ready to set up their kite and then realised the rest of the fleet were still heading out of the bay.

On day three their run of first places started with a bang. They broke the start, but then came back to win on handicap, 26 seconds ahead of Bob Steel's *Quest*.

It was a three-way tie for second place with David Currie's Farr 40 *Ponyo* taking it out on a count-back

from *Quest* and then Leon Thomas' Farr 40 *Guilty Pleasures*. *Ponyo* also took out second place on PHS with *Guilty Pleasures* one point behind in third.

Greg Prescott's *Infinity* won the Cruising Spinnaker 1 ahead of the significantly smaller Thompson 750 *Mango Tango*, skippered by Justin Daley, with Geoff and Jenn Fogar's *Ruby* finishing in third.

Cruising Spinnaker 2 was won by Paul Neilson racing his father's boat, *De Ja Blue*. They won by just one point

**TRUE COLOURS**  
Clockwise from left:  
Cruising Division at  
SeaLink Magnetic  
Island Race  
Week 2015; *The  
Philosopher's Club*;  
*Quest* in the Round  
the Island Race;  
SeaLink Magnetic  
Island Race Week.

from Wayne McNee's *Celebrity*. In third on count-back from *Celebrity* was Greg Brown's *Gone Too Farr*.

Neilson, while surveying about only half the boat's cruising gear which was laid out alongside the berth which they bought with them from their home club of Hobson's Bay in Melbourne, said: "We are very, very surprised. I think we were punching well above our weight for this series with the boats we were racing against."

Non Spinnaker was won by John Parkes and Ingrid Rooke's Spider 22 *Untamed*. "Beautiful. Love it," cheered Parkes on hearing the results. Naree Carton's *No Legends* finished in second and Andrew Burford's *Tucana* finished in third.

"A perfect birthday present," declared the birthday-boy Grunwald when he heard his multihull *Two Up Together* had taken out division honours. In second place was Peter Wilcox's *Mojo* and in third place, Mike Hodges's *Renaissance*.

Next year is the tenth anniversary of the SeaLink Magnetic Island Race Week. The dates are September 1 to 6, 2016. ↓

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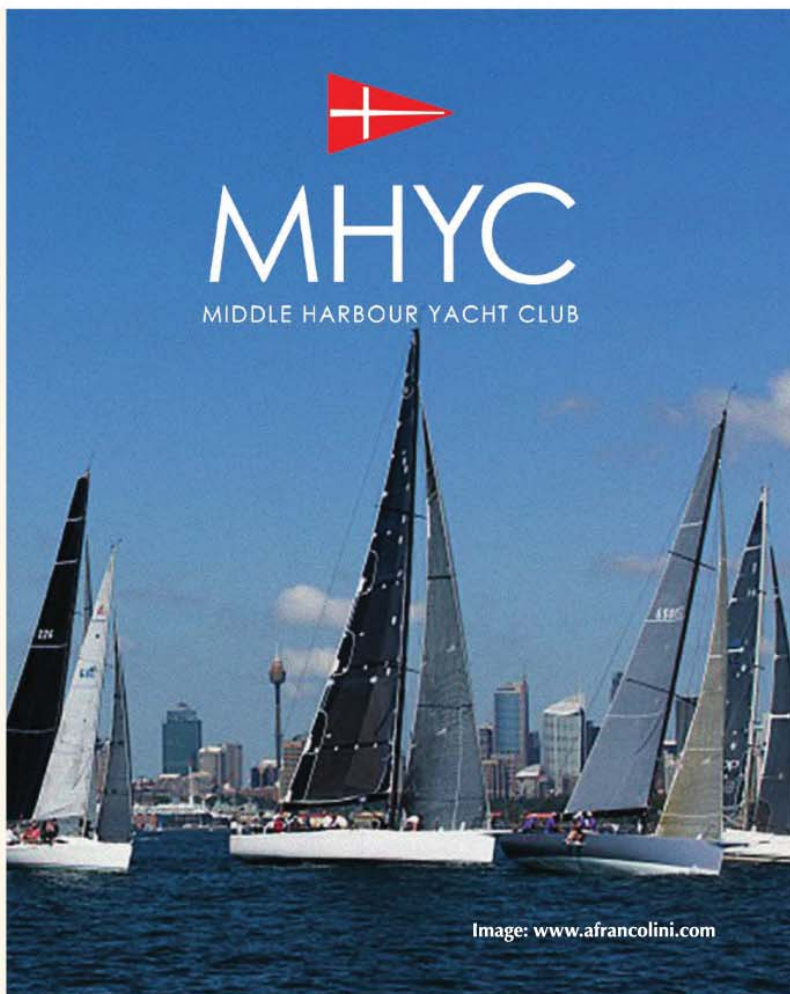


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## Fastnet hits 90

The 46th edition of the Rolex Fastnet Race delivered the test that is expected of a 600-nautical mile offshore race, with individuals and crews rising to the challenge, and French boat *COURRIER DU LEON* the overall winner.

The 46th edition of the Rolex Fastnet Race deserved to be a memorable one as the 90th anniversary of the event. It attracted a record fleet of 356 yachts; provided a mix of weather that tested tactics, seamanship, determination and, on occasion, patience; and, significantly it was won by one of the sport's unsung heroes: a yachtsman who has quietly gone about his business winning races and regattas without fuss. The victory of G ery Trentesaux and his crew on the 35-foot *Courrier du Leon* may not have been as remarkable as the last edition's double-handed version, but they are worthy winners of the trophy who were sailors competing to challenge themselves as much as to test their ability against their peers.

Ninety years after the first ever Fastnet race in 1925, the race's size, and longevity are testament to race organisers, the Royal Ocean Racing Club (RORC), who were also celebrating. RORC commodore Michael Boyd, who competed this year on *Quokka 8*, remarked that: "The 46th edition of the Rolex Fastnet Race in our 90th year is very special for us. We had a record number of entries and starters, an amazing collection of races within races and different

classes with wonderful outcomes. We have an incredible winner. We could see she was good, but we did not know quite how good she was."

This year, when the doors opened, the entries flooded in. The IRC list was filled in 24 minutes. In 2013, it took 24 hours. An entry list that improved on 2013's record fleet shows offshore racing is alive and well. Boyd commented: "Seven boats went out in 1925. They said their primary objective was to have fun. If you look at the beaming smiles of this year's competitors and you hear the reports from each individual yacht I think in general they have had great fun."

This year, the weather gods were not kind. To begin with there was little to no wind. When the breeze did arrive it was accompanied by driving rain, mist or drizzle. It was a challenging race rather than a hard one. The first couple of days were raced in relatively light airs and bright sunshine while the second half was a classic beat to the Fastnet and run back to the finish off Plymouth.

The maxi multihull *Spindrift 2* was expected to obliterate her opposition that for the most part were close to half her 40 metres of length or shorter. It was a close run thing with *Prince de Bretagne* having

the impertinence to threaten her lead particularly as they rounded the Scillies on the return leg. The Swiss trimaran, co-skipped by Dona Bertarelli and Yann Guichard, eventually crossed the line at 22:57:41 BST in an elapsed time of 2 days, 10 hours, 57 minutes and 41 seconds, more than a day outside of her own record, set in the 2011 race.

In the monohull fleet, the line honours contest looked to be a foregone conclusion with Jim Clark and Kristy Hinze Clark's *Comanche* up against the older, heavier 100-footer *Leopard* and the shorter, but also recently launched, 88-footer *Rambler*.

*Comanche* requires wind to show her true potential. In a race generally short of breeze for the first two days, skipper Ken Read and his seasoned, professional crew were unable to shake the annoying attention of *Rambler*. The race between these two unexpectedly went to the wire with *Comanche* arriving at Plymouth Breakwater a mere four and a half minutes ahead.

"It was honestly one of the most bizarre races I've ever been in my life – starts and stops and people being left behind for dead and then all of a sudden they are sailing around you – it was phenomenal," commented Read.

*Courrier du Leon*'s start to the Rolex Fastnet Race was less than stellar. In a light wind race, starting too early and wasting 40 minutes sailing back to unwind the error would have proved fatal to most crews. If Trentesaux was angered by his error, he did not show it. Instead he and his crew set about repairing the damage and gaining ground on their opposition at every opportunity.

The 56-year-old Frenchman was starting his 13th Rolex Fastnet Race since his first in 1977. Experience counts and Trentesaux was ably supported by an exceptional crew of six, five of who have sailed with him regularly since 1999.

"The Fastnet is an endurance race, like the 24 Heures du Mans. It is not important how you start, but how you finish," reflected Trentesaux.

"We had to find the wind, to position ourselves well and not give anything away."

"I did my first Fastnet in 1977 and it was very slow. I was on a Nicholson 51 and we needed seven days to finish the race," said Trentesaux shortly after his victory was confirmed. "This will be a very great memory, one of the very best of my sailing career. It is incredible to win this mythic race." †  
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**SAIL FORCE**  
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Jimmy Spithill was destined to sail. Growing up on Scotland Island in Sydney's Pittwater, then a wilderness dotted with fishing shacks, young Jimmy and his siblings putted everywhere in their tinny, including to school each day. One of his earliest memories is of his dad, Arthur, building their first boat with bits and pieces salvaged from a Council clean up.

"It was tiny and a bit of a mess, really, but it gave me the taste for it." Next, Jimmy moved up to a two-person sloop with three miniature sails, which a neighbour was throwing out, and roped in his sister as his crew. "People thought we were crazy. Then we started winning races."

Inspired by the achievements of the crew of *Australia II*, in 1983, the first team to wrest the America's Cup from the New York Yacht Club in the event's 132-year history – and crewed by Colin Beashel and Rob Brown, both from Spithill's neck of the woods – a four-year-old Jimmy resolved to emulate his heroes and one day hold aloft the Auld Mug.

A steady rise through Australian sailing ranks onto the world stage followed. He debuted in the America's Cup as skipper aged just

## KING OF THE CUP

FROM A CHILDHOOD PUTTERING THROUGH THE INLETS OF PITTPATER TO A NEW LIFE IN BERMUDA AS SKIPPER OF ORACLE TEAM USA IN THE NEXT EDITION OF THE AMERICA'S CUP, JIMMY SPITHILL HAS RISEN ZEALOUSLY THROUGH THE RANKS TO THE VERY PINNACLE OF SAILING. JENI BONE TALKS TO THE SAILOR ABOUT WHAT IT REALLY TAKES TO WIN AT THE HIGHEST LEVEL.

20 with *Young Australia*, and stints at the helm of *Oneworld* (2003) and *Luna Rossa Challenge* (2007) followed before Spithill became the youngest-ever winner of the America's Cup as helmsman and skipper of *BMW Oracle Team 90* in 2010.

It was the AC34 that propelled Spithill to the echelon of legend in the

**CROWNED GLORY**  
Spithill is the youngest-ever winner of the America's Cup when he skippered *BMW Oracle Team 90* to victory in 2010.

sport, and a household name beyond die-hard sailing fans, when in the greatest sporting comeback ever, he led *Oracle Team USA* from 8-1 behind to overcome *Emirates Team New Zealand* 9-8.

Spithill admits much of AC34 is a blur. "It felt like the *Hangover* movie, for sure – no sleep for 10 days. It was relentless. We were facing the gun every day. But that's what tests a real team – when things don't go to plan and you have to find focus and make it happen. It took a week to come down from it. Then all of us, the crew, management, the shore guys, got sick."

What did keep him anchored at the time were his family – his wife, Jennifer and two little boys, Owen and Joe. "The boys were four and seven at the time. They were oblivious. At match point, there was so much pressure. Kids don't care. They're just glad to see you and want a story. I used to think kids would be a distraction, but it's actually an advantage. It's a great release and gets you back to equilibrium quicker. Plus, having kids makes it all more worthwhile. I'm not just doing it for myself."

Renowned for his composure, discipline and rabidly competitive spirit, which earned him the



nickname "Pitbull" among *Luna Rossa* fans, Spithill says these days, he's more mellow, more calculated in his approach.

"We had a slower boat, we had to be aggressive from the start. Competing meant putting our foot on the throat early on. Sailing against Chris Dickson, we had to be full throttle. There's a time and a place for it, and when you're younger, you feel like that's the only way to win. But as I've got older, strategy and tactics override flat out aggression."

Not that he's lost any of his competitive zeal – he just knows how to channel it, even in his downtime. "I like kiteboarding, diving, paddling, everything to do with water. And, whatever it is, I like to win!"

Not content to dabble, Spithill took a freediving course, with David Blaine and eight of the world's best big wave surfers, who happen to be Spithill's best mates.

"We took a week off, in Bermuda. I had a real fear of staying underwater. I went from a personal best of 20 seconds to three and a half minutes at a depth of 100 feet. It was great to work through my fears and develop that confidence. It's all about mental fortitude, using your focus to calm yourself, in any situation."

Flying lessons too, added to his understanding of his sport and gave him an edge in the 2010 campaign. "We were sailing the biggest trimaran in the world. So, what better way to understand wings than to learn to fly?"

True to form, the experience was intense. Spithill headed to Warnervale on the NSW Central Coast, flying from sunrise to sunset every day and completing his license in just a couple of weeks.



**EYES ON THE PRIZE**  
 "That's what tests a real team – when things don't go to plan and you have to find focus and make it happen," says Spithill of racing in the last edition of the America's Cup aboard *Team Oracle USA*.

"There's no question, there are fascinating similarities between flying and sailing: lift, drag, balance. In preparation for the AC45, I'm hoping to get my chopper license and appreciate the three controls (Collective pitch control, Anti Torque Pedals or Tail Rotor Control, Cyclic Stick Control)."

Today, based at Oracle's Bermuda HQ, competing and training ahead of AC35 in 2017, Spithill says that aside from the thrill of competing, he has always been motivated by results.

"Working with great people and achieving results are what drives me. That's the addiction. With Oracle, being such a big team, it's all the more satisfying. They have done many studies on the fact that the more people you have working together, the harder it is to achieve harmony. But with Oracle, it's like a massive family."

"It's all about the people. You spend more time with the team than with your family, so it has to work. Larry (Ellison) and Russell (Coutts) are great people who have assembled super crews. They are both very competitive people, who love to win. Larry is a natural athlete who's not afraid to put himself out there. He's tough, but fair. He's not afraid to make hard choices. When it comes to

Oracle, there are no egos, no politics."

Along with his father, Spithill credits his teen boxing coach, Tony O'Loughlin, who trained young men at the North Sydney Police Boys' Club. "He was a great guy, like a second dad to me," he acknowledges. "When you're 16, 17, there are a lot of distractions and temptations. I was a red head and wound up in a few scrapes. Tony taught me self-discipline and morals. He showed me sport can be your saviour. It raises your self-esteem and keeps you from heading the wrong way."

Sailing, says Spithill is enjoying a revolution, thanks to the evolution of the America's Cup. "In the past, it was seen as an elitist sport enjoyed by rich, old guys with yachts. The last two campaigns have turned that on its head and really captured the imagination of the broader public."

Larry Ellison has been key to many of the changes and creating a compelling TV product, explains Spithill. "The boats were too boring in the past. Now, it's the F1 of sailing. There's the risk, the boats, the athletes, the broadcast technology and ability to educate people on the racing. Its appeal is mainstream. For the first time ever, we have networks and sponsors negotiating a Rights



"We were sailing the biggest trimaran in the world. So, what better way to understand wings than to learn to fly?"

JIMMY SPITHILL





Deal. We've worked so hard, running the teams, doing our own marketing, negotiating with sponsors. The next generation coming through will be able to earn a decent living.

"There's a lot of choice out there for sponsors and the public. America's Cup sailing is enjoying a meteoric rise in popularity. I'm pumped with the incredible TV deals secured for AC35."

Spithill is also pumped with the addition to Oracle of new recruit, fellow Aussie, Iron Man and Olympian, Ky Hurst. "It's so cool! He fits right in. No ego. The guys all put the team first and themselves second. Ky's an incredible athlete and we are all learning a lot from him. He will push all of us, and when all the teams are looking for that advantage, bringing insight from other sports will maybe give us that edge."

The other teams Spithill mentions include Artemis Racing, Emirates Team NZ, Land Rover Ben Ainslie Racing, Groupama Team France and added to the mix, a Japanese team, SoftBank Team Japan under skipper Dean Barker. Then there's "a couple in the wings" who have yet to confirm, possibly another Asian team.

"It will be great for the Asian markets. They are huge sport and technology fans and AC35 will cater to both."

With America's Cup sailing still buoyed by the hype and intense competition of 2013, Spithill says teams are constantly approached by athletes from other sports, such as X Games, Rugby, Football. While he says he's shocked by the demand, not everybody suits the rigours of the sport.

"The new cats are brutal," he asserts, referring to the AC45. "We were worried about going smaller, but we were shocked with their performance. If we were racing against an AC45 back in 2013, it would beat us. They're that quick. There's no question at these speeds, there's a risk. That's the attraction. It's not for everyone. You're close to that red line daily. It's very addictive!"

"In testing, our heart rates are frightening! It's hard on elbows, shoulders, ankles. It's extremely physical, and you've got to think while you're doing it! It's really narrowed the field."

Spithill and his family now call Bermuda home, and are very content with their new lives. "The boys love the water. They've just done a sailing camp. It's a nice lifestyle. Warm in summer, cooler in the winter. Mozzies? No. I'm sitting on my verandah at 8pm and it's perfect."



**WINNER TAKES ALL**  
Left: Spithill has taken courses in freediving and flying – and is hoping to get his chopper license; Above: Spithill is the youngest-ever winner of the America's Cup having skippered BMW Oracle Team USA to victory in 2010.

While media, experts and fans initially scratched their collective head at the choice of Bermuda as host of the world's oldest sporting trophy, the nation is on track to host "the best ever" America's Cup. Contrary to many preconceptions, Bermuda is "an oasis" according to Spithill. "It will blow it away!" he says emphatically.

"Bermuda is a real destination. It has boating, beaches, turquoise waters, it's just two hours from Manhattan, and you can get from Europe via London and Miami.

"The race track is a natural amphitheatre. Unlike San Francisco, you can see the racing and the start and finish lines from the shore, which is great for spectators. The Bermuda government has gone all out to secure the America's Cup and everybody – from the Mayor to the taxi driver – is over the moon and proud to host it."

The financial package in Bermuda's bid is worth approximately US\$77 million. Bermuda's Minister for Economic Development, Dr Grant Gibbons stated that AC35 will potentially generate US\$250 million in revenue.

Mid-Atlantic Bermuda is in the ideal time zone for broadcasts to the US and UK markets. All six teams are housed in purpose-built facilities at the America's Cup Village at the Royal Naval Dockyard.

Initiatives crucial to securing the AC35 are cruise ships allocated for accommodation, a concerted effort to build more hotels and infrastructure, and a multi-faceted Event Village

with hospitality and entertainment.

Historical wind data indicates there should be racing conditions 90 percent of the time in June, with the likelihood of varied conditions, increasing the challenges.

"We were impressed with the turnout at the World Series racing in Portsmouth, in July – nearly 300,000 spectators over the four days. The bookings in advance show there's no doubt, there will be crowds in Bermuda."

As he topped some of the sports leading lights on his ascent, Spithill famously said there was no room at the top for the old fellas. He's now 36. When will it be his time to call it a day?

"Mentally, I never want to stop, although I realise there will come a day," he admits. "I want to stay involved with the team and assist them to achieve results. There are lots of different roles that are not age dependent and still require hard work. At the moment though, what gets me out of bed each day is racing."

What about beyond America's Cup? Does he aspire to Olympic sailing?

"No. The format is too boring. Do you think people watch Olympic sailing on TV? Maybe a Volvo Ocean Race. That's real adventure. I see the future of the VOR in multihulls and shorter, faster legs. The in-port racing would be wild," he says, already envisaging the crowd-pleasing on-water entertainment.

"Who knows? Maybe, in the future. Right now, I'm just focused on the next campaign." ↓

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# TNL GAC Pindar: We're sailors too

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**N**ow in its ninth year, the Extreme Sailing Series™ comes to Sydney, transforming the harbour into a thrilling, competitive arena with the kind of spectacular sailing that has earned this series a nickname – The Formula One of the Sea.

There are near-misses, collisions, penalties, changing weather conditions and old-fashioned good luck that all come into play

influencing the world's greatest sailors in their quest to win the ultimate prize.

From December 10 to 13, hardcore sailing enthusiasts and the general public can get up close and personal to all the racing action on the water due to the 'stadium sailing experience' according to the Extreme Sailing Series event director, Andy Tourell and event organisers, Brand Dimensions' managing director, Kris Willand.

## THE FORMULA ONE OF THE SEA

THIS DECEMBER THE EXTREME SAILING SERIES™ WILL BE RETURNING TO SYDNEY FOR THE FINAL ACT OF THE EXHILARATING EVENT WHERE THE FIRST TO CROSS THE FINISH LINE, WINS. RENÉE BRACK CHATS WITH TWO OF THE EVENT'S ORGANISERS, ANDY TOURELL AND KRIS WILLAND, TO FIND OUT JUST WHAT IS IN STORE FOR SPECTATORS.







#### How did the event start in 2007?

**ANDY TOURELL:** It was the brainchild of the company these days known as OC Sport and Mark Turner, founder and current executive chairman, as a way of changing the way sailing is seen and enjoyed. The Extreme Sailing Series is all about bringing it to the public so we pioneered the concept of 'stadium sailing.' Historically, sailing is something that happens over the horizon and is not easy to understand so stadium sailing is about putting it in a short, sharp racing format. It's more than just watching it, it's about experiencing it – being close enough to hear the shouts of the sailors and being almost within touching distance of the boats.

Sydney hosted the grand finale of the 2014 season and this year hosts Act 8 of the 2015 series where the season champion will be awarded the Perpetual Extreme Sailing

Series Trophy. Brand Dimensions in Australia has been appointed by OC Sport, the event organizer to help the series in Sydney. Managing Director Kris Willand says there are several Olympic champions, America's Cup winners and record holders on teams to watch and cheer onto victory.

**KRIS WILLAND:** Leigh McMillan, skipper of *The Wave*, Muscat is looking to secure his third consecutive Extreme Sailing Series title this year. Currently leading the series, Leigh is a former Olympian in the Tornado multihull class. Sarah Ayton is the only female in the Series at this time and tactician on *The Wave*. She's also a dual sailing gold medalist for Britain at the 2004 and 2008 Olympics.

Pete Greenhalgh (UK) and Ed Smyth (AUS/NZ) are both accomplished America's Cup sailors and also members of *The Wave*, Muscat team.

GAC Pindar is a team to watch from

an Australian perspective. While it is sailing under the UK flag, three of the five crew are Australian including Seve Jarvin – 18 foot Skiff World Champion and co-skipper of the GAC Pindar squad.

Roman Hagara, skipper of the Red Bull team is a six time Olympian, winning two gold medals and one world championship in the Tornado class.

#### What can the hardcore sailing fan expect as well as those new to stadium sailing?

**KRIS WILLAND:** It's not only the proximity to the spectator and the fact that the whole racecourse is in view that defines stadium racing.



**BATTLE FIELD**  
Above: Extreme Sailing event director Andy Tourell says the Extreme Sailing concept is all about bringing the spectators as close as possible to the action; Right: Leg 8 of last year's event was also held in Sydney Harbour.



The race format is simple to understand – whoever crosses the finish line first is the winner. The individual races are short – between 10 and 20 minutes, which makes it easy to follow a race from start to finish and get caught up in the action. Lastly and very importantly, OC Sport are providing fabulous race commentary that will be heard throughout the Race Village and along the shores of Farm Cove. This is supplemented by the race analysis system developed by SAP Sailing Analytics, the official event technical partner providing real time 3D visuals of the race status.

There's also an introduction to cutting edge sailing technology as boats pull up in the 'pit lane' right in front of the spectators.

**How would you describe the festival experience people can look forward to around Mrs Macquarie's Chair?**

**ANDY TOURELL:** We have our VIP hospitality suite called the Extreme Club situated as close to the water as physically possible. At each event, we host 600 to 800 guests over three days. We have corporate sailing slots in the morning where four people can go out on the water with a sailing team in a non-competitive environment.

**"Without a doubt, it is the action on the water that is the highlight and the sailors who are the heroes."**

**Kris Willand**

Then we have the guest sailor spot, which is an award-winning experience where we put one guest on every boat in every race – obviously subject to the sailing conditions. It's like being on Jenson Button's car bonnet hurtling around the Formula One track. It gives the guests an insight into how the crew communicate and what it's like being a fully professional pro-racer.'

**KRIS WILLAND:** The heart of the festival will be the Race Village, which will be made up of a number of exclusive corporate chalets and entertainment zones. This Race Village will be used for brand activations aimed at the general





public, corporate hospitality for the partners and VIP viewing all integrated seamlessly with the on-water action. To the visitor, access to the Race Village and viewing areas will be free of charge. Corporate partners in the Race Village will have access to the coveted guest sailor spots, the spectator spots on the RIBs and access to the Extreme Club to meet the sailors for an extended VIP experience. We are looking to create the 'Bird Cage of Sailing' referencing the popular exclusive brand zone at the Melbourne Cup. In addition, we are engaging with sailing clubs around New South Wales to develop a fringe event program before and after the main event.

**“Similar to the FIA F1, this is an international circuit that travels the globe to allow teams to compete in several locations to establish a champion of each year.”**  
Kris Willand



LOYD IMAGES

workshops and even the catering and hospitality set-up. The technical area looks like the paddock and pit area in F1, and during the time the boats are assembled, this is a crazy and perfectly organised hub of activity.

Andy Tourell says Sydney is one of those rare venues in the world that meets all five of OC Sport's criteria for the Extreme Sailing Series:

1. it's iconic
2. it has a stadium-feel waterway
3. there are suitable weather conditions to ensure sporting integrity
4. the location has commercial viability and is attractive to stakeholders
5. it has the capability to host public engagement

**ANDY TOURELL:** I'm personally looking forward to seeing the event come to life. You can feel the buzz developing around the CYCA, which is providing berthing for the sailing teams. It's the culmination of 18 months work with the final day in Sydney and the big winner decided on that final day. I'm sure they're will be a bit of an end-of-Series party to look forward to as well.

**KRIS WILLAND:** Without a doubt, it is the action on the water that is the highlight and the sailors who are the heroes. It was no different last year. The racing is in close quarters and more intense than in other regatta formats. There are thrills and spills to excite even non-sailors, and for those who are lucky enough to be invited into the Extreme Club, there are wonderful opportunities to meet the sailors.

The 2015 Extreme Sailing Series™ Act 8, Sydney presented by Land Rover takes place from December 10 to 13. [www.extremesailingseries.com](http://www.extremesailingseries.com)

**CLOSE TO THE ACTION**  
From top: Thrilling racing in tight quarters on Sydney Harbour during Act 8 of the 2014 event; Spectators can be right on the foreshore to take in all the 'thrills and spills' of the on-water duels.

**In keeping with OC Sport's mission of 'changing the way sailing is seen,' what is the impact of On Water Umpiring?**

**ANDY TOURELL:** Sailing historically has jury hearings after the events and the results can change. But with On Water Umpiring, any penalties are issued on the spot. These include penalty turns, manoeuvres or delayed starts so it's as simple as first across the finish line, wins.

SAP helps non-sailors understand why boats are going in different directions yet are all heading for the same point by providing data about where the boats are going, who is in the lead and the impact that's having on the racecourse.

So Stadium Racing is more than just bringing the boats close – it's making sailing strategy and racing easy to understand while giving enough depth and gravitas for the hardcore sailing fans to be engaged as well.

**What are the logistics of getting the Extreme on the water spanning multiple continents?**

**KRIS WILLAND:** Similar to the FIA F1, this is an international circuit that travels the globe to allow teams to compete in several locations to establish a champion of each year. Containers arrive in Sydney early December, carrying 10 Extreme 40 catamarans, as many RIBs, thousands of spare parts, fully equipped







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# HE'S THE BOSS



THE NEW HUGO BOSS IMOCA 60 HAS LAUNCHED, WITH SEASONED SKIPPER, ALEX THOMSON AT THE HELM. JENI BONE DISCOVERS ITS SLEEK, ALMOST MENACING BLACK-ON-BLACK FORM IS CUTTING EDGE IN EVERY ASPECT.

**K**nown for its impeccably crafted men's and women's apparel, accessories and fragrance, Hugo Boss is positioned as an innovative and aspirational luxury brand. Equally impressive, the new Hugo Boss yacht, designed by VPLP/Verdier, skipper Alex Thomson and industrial artist, Konstantin Grcic, has hit the water, making quite a statement with her all-black deck and hull.

"Perfection, success and elegance" are the values Hugo Boss shares with the sport of sailing, according to the Group's sponsorship manifesto.

The partnership between the Group and the Alex Thomson Racing Team began in 2003 with the legendary Rolex Fastnet Race. In 2004 Hugo Boss became the official title sponsor of the racing team. The IMOCA 60 yacht has been sailing under the Boss logo ever since.

The Group is responsible for the Team's sartorial as well as their sailing kit, providing them with specially-designed performance apparel that is not only cold, wind

and water-proof, but also meets the brand's fashion standards.

To this day, the Hugo Boss sponsorship of Alex Thomson Racing is considered the most successful and long-standing of its kind in sailing.

One of Britain's most talented sailors – holder of two world records, and the youngest skipper ever to win a round the world race (1998-1999 Clipper Race) – Thomson holds the 24-hour world speed sailing record for solo monohulls (468 nautical miles at an average speed of 19.5 knots) and has the 2016 Vendee Globe in his sights. As the only single-handed non-stop round-the-world race, the race is a serious test of individual endurance, and is regarded by many as the ultimate in ocean racing.

At the helm of the first Hugo Boss, Thomson took part in the Vendee Globe 2004/05 but was forced to retire after damage to the carbon fitting that attached the boom to the deck.

It hasn't all been racing and redesigns. The partnership achieved headlines in mainstream press when





CLEO BARNHAM



**BATTLE OF THE BOLDEST**  
 Above: The new 18.3-metre *Hugo Boss* IMOCA 60 designed by renowned industrial designer Konstantin Grcic. This image and left: Skipper Alex Thomson courageously scales the previous *Hugo Boss* and takes a leap dressed head to toe in *Hugo Boss*, of course.

Thomson undertook several daring stunts on *Hugo Boss*, captured on film and in print for posterity and promotion. His infamous leap from a jetski onto the keel in 2012 was followed by the equally audacious exploit in the Mast Walk and jump from its summit in 2013, attired in *Hugo Boss* of course, which propelled the yacht, the brand and its new season garments to the front pages of major mastheads worldwide, with many millions of hits online. Thomson was hailed a real-life James Bond and no doubt, *Hugo Boss* sold suits off the back of such feats.

The new incarnation of the *Boss*-branded boat, which took just over two years to design and build, is poised to enter the water in September. It's a one-of-a-kind collaboration between champion skipper, Alex Thomson and renowned designer, Konstantin Grcic, who is hailed by gallery curators and critics as one of the most influential designers of our time.

At 18.3 metres, the yacht is close to 7.5 tonnes, and built by Green Marine, Southampton, to the brief of creating "the fastest IMOCA on the circuit."

Technical innovation in the form of optimised hull and foil package, plus substantial investment in hydrodynamic modelling mean it's destined to be exceptionally fast, with the aim of 35 knots.

Five percent lighter than the previous version, the new boat will feature a wing mast and lifting daggerboards – something never before seen on a *Hugo Boss* yacht. The cockpit layout is designed to be ergonomic and protected from the elements, while on-deck, metal fittings and fixtures have been minimised to reduce the boat's weight.

IMOCA class sailing rules dictate racing yachts must have a one-design keel and mast, so all new boats conform to this. The overall length, beam and draft of the yacht are also limited, as is the righting moment, the amount of power available.

The design process began in 2013 with tank testing and CFD studies to determine the optimum basic dimensions of the boat. The best options were chosen and their performance calculated on the Vendee Globe route using historical weather data. Once the ideal proportions were chosen, detailed studies were carried out on the lifting foils, hull shape, sail plan, and working environment for its solo-skipper.

In terms of construction, the

boat comprises several layers: the outer skin is made of carbon fibre, impregnated with resin; the core is made of Nomex, a honeycomb cardboard structure, and the inner skin is carbon fibre, making it strong and lightweight. This technology is used in Formula 1 racing.

Konstantin has contributed design and aesthetics to *Hugo Boss*. Black, bold and beautiful, the yacht had to embody efficiency, speed and functionality. The honeycomb-patterned deck evokes the Nomex in its structure, while the seams on the sails represent the high-fashion attributes of its branding.

According to Thomson, the alliance with Konstantin was "mutual passion from first meeting."

"I first met Konstantin in New York, where I took him sailing on board the current *Hugo Boss* and we discussed our future collaboration. For Alex Thomson Racing and *Hugo Boss*, the image of the boat is very important: it should be striking, elegant and innovative.

"Konstantin has worked alongside our team to create a unique, eye-catching design we are really proud of, and it has been a pleasure collaborating with him."

Known for pieces that combine an industrial aesthetic with experimental, artistic elements, Konstantin was instrumental in designing the navigation area of the boat, which is where Thomson will spend the majority of his time while racing.

"It needed to be a practical space, but still provide a comfortable sleeping environment," said Thomson. "Konstantin used his expertise to create an area I can enjoy being in, which makes such a difference, given that I am at sea for three months. If my living space is pleasant then I am happy, and when I am happy I perform better."

And that's what it's all about – performing to win. *Hugo Boss* aims to leverage its sponsorship through events such as the upcoming Transat Jacques Vabre Transatlantic Race from France to Brazil, followed by the 2016 Vendee Globe and Barcelona World Race.

"Such events are the pinnacle of sport performance, illustrating success and confidence," stated its German management. "As the races take place across the world, they give us the opportunity to showcase the *Hugo Boss* sporting culture to our global audience." ♣

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



ISAF SAILING  
WORLD CUP



## World Cup approaches

*The ISAF Sailing World Cup in Melbourne will run 7 to 13 December making it the first stop of the 2016 ISAF Sailing World Cup Series.*

**TESTING TACTICS**  
Clockise from above: Last year's 49er medals went to Outteridge and Jensen; The 470s with Mat Belcher and Will Ryan; Medals in the 49er FX; Youngster Jared Payne stays calm.

**N**ow in its seventh year, the ISAF Sailing World Cup – Melbourne is well established as a world-class fixture in Victoria's summer of sailing. Showcasing the best of the best, the ISAF Sailing World Cup in Melbourne is the premier annual event for Olympic class sailing in the Southern Hemisphere.

Held in six cities around the world, Melbourne will be the first stop of the 2016 ISAF Sailing World Cup series, which then heads to Miami (USA), Hyeres (FRA), Weymouth and Portland (GBR), Qingdao (CHN) and finishes with the series Grand Final event to be held in Abu Dhabi (UAE).

This year, the event has moved to its new location at the St Kilda Sailing Precinct, located along the St Kilda foreshore. The move plans to create a festival vibe by hosting plenty of on-shore and on-water activities such as the interactive





Discover Sailing days, big screens showcasing the high action live racing and the annual Mercedes Benz Couta Boat Challenge.

Over 3,000 of the world's leading sailors representing 48 nations have competed at the event in the past five years with many of this year's athletes campaigning for the 2016 Rio Olympic and Paralympic Games.

At a national level, the ISAF Sailing World Cup in Melbourne is Australia's most important and inclusive Olympic and Youth Class regatta, providing a platform for aspiring young sailors to compete in a world class event alongside their sailing heroes through its Invited Classes.

With the support of the Victorian Government, Melbourne will host the Oceanic arm of the ISAF Sailing World Cup for the next two years. [www.sailingworldcupmelbourne.com](http://www.sailingworldcupmelbourne.com)







## Harbour sprint

*With the sailing season now in full swing, there's no better time to get your entries in for Sail Sydney, set to grace local waters from 17 to 20 December.*

Sail Sydney is one of the largest regattas of its kind in the Southern Hemisphere and each year sailors from around Australia and the world make the trip to compete ahead of the backdrop of the stunning Sydney Harbour.

Organised by Yachting New South Wales, Sail Sydney has a long history and association with competitive sailing at the highest level after originally being a test event for the Sydney 2000 Olympics.

The event has now evolved to encompass and encourage a broad participation from youths to seniors and sailors with disabilities. As a highlight of the sailing calendar, it is also used as a state and national championship venue for many of the classes.

As Sail Sydney has evolved there has become more emphasis of enabling participation for all including family, community, and supporters. The venues too have





## SUMMER OF SAILING

This page: Last year saw excellent sailing for the moths; Opposite page: Sydney Harbour plays backdrop for competition for a variety of age groups, from youths to seniors.

evolved with logistics at the main venue, Woollahra Sailing Club, becoming more refined.

"Putting on a regatta such as this, with heavy demands on the logistics both on land and on water, is always going to be a big task," said David Edwards, Yachting NSW general manager. "We have had a lot of support from the competitors, the volunteers and the local council and businesses so each year the regatta just gets better and better."



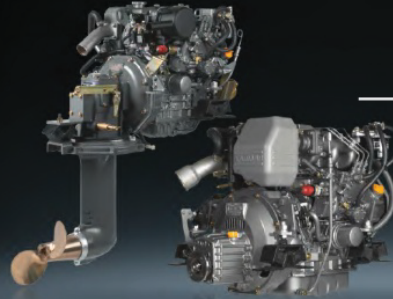
2014 saw 450 sailors on over 360 boats take to the waters on four different race courses.

"Unfortunately for us, many of the Olympic classes have a number of international obligations this year in the lead up to the 2016 Olympics in Rio," said Edwards. "We had to consider those obligations in the planning, and after consulting with the stakeholders thought it best to cancel that part of the regatta."

The good news is that the Youth and Invited Classes segment will now run for four days from 17 to 20 December in order to better service all the sailors that want to participate.

The NSW Government is a key Sail Sydney supporter along with Nautilus Marine, Gill Marine clothing, Steve Jarvin Motors, Lejen Marine, Tohatsu Outboards and Sydney Harbour Boat Storage. ⚓  
[www.sailsydney.org.au](http://www.sailsydney.org.au)

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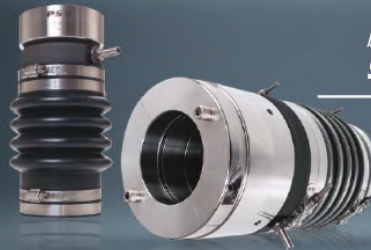
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## Rolex Sydney Hobart Yacht Race entries open

The Cruising Yacht Club of Australia has released the Notice of Race for the Rolex Sydney Hobart Yacht Race. By DI PEARSON.

**N**ow in its 71st year, the CYCA is predicting an international fleet of up to 90 yachts will take part in the 628 nautical mile race, which starts on Boxing Day, December 26 at 1pm AEDT.

At the time of publication, 43 entrants had been received including 10 international entrants. 2014 Tattersall's Cup winner *Wild Rose* is amongst the entries with Craig Cater's *Carkeek 47*, *Indian* also entered. CYCA 2014-15 Blue Water Champion, Sam Haynes will also be back with his new *Celestial*, a JV TP52 that will compete against a growing number of TPs entered with *M3* (Brent Fowler), Chinese entrant, *Ark 323* (Robert Hielkema) and *Balance* (Paul Clitheroe) registered for the Boxing Day spectacular.

Bob Oatley has indicated that record holder and defending line honours champion, *Wild Oats XI*, will lead the charge for line honours again. This following massive modifications to keep pace with the newer yachts such as *Comanche*, the year-old super maxi owned by Jim Clark and Kristy Hinze Clark.

Others that could be enticed include George David's December launched all-carbon maxi, *Rambler 88*, and Syd Fischer's *Ragamuffin 100*. Anthony Bell, keen to test the improved light weather performance of *Perpetual Loyal* against all comers, has confirmed his super maxi will take part. For the same reason, Peter Harburg is keen to

see his V70, *Black Jack*, on the start line.

*Wild Oats XI* and her crew have demonstrated time and again how effective they are. In last year's race, Mark Richards skippered the yacht against their most intimidating competition yet, when four other hot 100-foot super maxis targeted the record holder, which went on to post the fastest time in the Transpac Race in July this year.

Most feared of last year's rivals was the new *Comanche*. Dubbed the 'aircraft carrier' because it is almost double the width of *Wild Oats XI*, *Comanche* dwarfed her rival. By hype alone, the US boat and her red-hot crew must have psychologically tested the *Wild Oats XI* crew, but they remained unbowed and did not surrender.

Launched in 2005, *Wild Oats XI* took the treble of line and overall honours and race record in the Rolex Sydney Hobart that year. In 2014, she set a new record of eight line honours victories in the race, beating *Morna/Kurrewa IV*'s long-held record during the 1940s and 1950s.

### THE TATTERSALL'S CUP FOR THE OVERALL WINNER

Disposing of all challengers, particularly *Love & War* and *Maluka of Kermantie*, which pursued him to the finish line, Roger Hickman won his third overall victory in 2014. It was the second with his ageing Farr 43, *Wild Rose*, formerly Bob Oatley's earliest *Wild Oats*.

Hickman has acknowledged he will be back with the 30 year-old yacht and the usual blend of male and female crew that works so well for him, as he makes his fourth bid for the Tattersall's Cup. Awarded to the overall winner each year, it is the most coveted trophy in the race.

Another older, but revamped yacht expected on the start line, is Shane Kearns' *Quikpoint Azzurro*, the S&S 34 he sailed to victory in the CYCA's Land Rover Sydney Gold Coast Yacht Race in July. At the modern end of the scale, *Chinese Whisper*, the JV62, which finished second overall to *Quikpoint Azzurro* in the Gold Coast race, will also compete.

Rupert Henry purchased the former *Jethou* out of Europe and launched it in Sydney five weeks before the Gold Coast race. Renamed *Chinese Whisper* the boat impressed in its maiden Australian outing and will rate among the favourites for Hobart.

Commenting on the upcoming race, CYCA Commodore John Cameron said: "High calibre entries are again expected from around the globe for our 71st race. At the large end of the fleet we anticipate line honours contenders that should rival past years.

"Add to that other international entries, and an interesting mix of national entries, which will provoke the usual competition for the Tattersall's Cup.

"The Rolex Sydney Hobart Yacht Race is an Australian fixture. It has the public spellbound from the 26th of December every year. Rated in the top two most watched sporting events in Australia, interest grows stronger each year," Cameron proclaimed.

Yacht owners and their crew who meet the Corinthian criteria, as defined by the ISAF Classification code, can compete for the York Family Corinthian Trophy again.

Newly dedicated by prominent CYCA members Michael and Jeannette York, to commemorate the CYCA's 70th anniversary and its 70th Sydney Hobart race last year, the Corinthian trophy was won by *She's The Culprit*, who is a likely starter again.

The trophy will be presented to the yacht that performs best overall under a separate performance handicap to be calculated by the application of Time Correction Factors (TCFs) as a multiplier of elapsed time. Yachts entered in the Corinthian division must also be entered into one of the other three divisions: IRC, ORCi or PHS.

The start of the Rolex Sydney Hobart Yacht Race will be broadcast live on the Seven Network throughout Australia and webcast live to a global audience on Yahoo!7 and the Australia Network throughout the Asia Pacific Region.

Entries in the Rolex Sydney Hobart 2015 close on Friday 30 October 2015 at 1700hrs AEDT.

The Rolex Sydney Hobart Yacht Race 2015 Notice of Race is now online at: [www.rolexsydneyhobart.com/competitors/online-race-entry/](http://www.rolexsydneyhobart.com/competitors/online-race-entry/).



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**CRUISING YACHT CLUB OF AUSTRALIA**

*Home of the Rolex Sydney Hobart Yacht Race*



FESTIVAL OF SAILS

## Festival revamp

*Organisers of the Festival of Sails are hard at work with less than four months to go until the sea and shoreside spectacular is staged on Geelong's beautiful Corio Bay.*

**T**he Royal Geelong Yacht Club has some exciting plans for the 2016 Festival of Sails, having taken over the entire running of the event for the first time in a number of years.

RGYC commodore and regatta chairman, Chris Williams, says the format that makes the regatta so successful will remain, but many

areas such as the layout for events zones, food and beverage and entertainment are all being tweaked.

"Everyone here at the club is really excited about what's ahead for the Festival of Sails," says Williams. "This is an iconic event loved by sailors from around the country and we want to make sure that it continues to grow and evolve."







Significant changes are being made to the layout in and around the yacht club, with the creation of a Regatta Village for sailors, their families and the general public to enjoy. A highlight in the Regatta Village will be the unique Bundaberg Distillatorium. The 1.2 million dollar Distillatorium is on a three-year national tour and will visit Geelong for the first time at next year's Festival of Sails.

The Distillatorium brings to life the untold story of one of Australia's greatest rum distilleries, the Bundaberg Distilling Company and takes visitors on an interactive and sensory journey through the Company's 126-year history. The mobile distillery experience features a bar and private tasting den where expert Rum hosts will present an immersion into the secrets of how rums are crafted and of course, how to drink them in delicious cocktails.

Online entries are now open and this year the Royal Geelong Yacht Club in conjunction with Geelong Travel is offering some amazing race entry prizes. By entering the 2016 Festival of Sails before 1 December 2015 entrants could be in the running for a trip for two to New York. Interstate entries will also go into the draw for an amazing Bausele watch, the official watch of the 2016 Festival of Sails. Visiting interstate yachts are also offered free berthage at the Royal Geelong Yacht Club from early January.

The Royal Geelong Yacht Club has also announced it will stage the Viper World Championships in January 2017. The ISAF One Design Viper World Championships will be held from January 7 to 15 and will be a major lead-in event for the 2017 Festival of Sails.

It's the first time the Viper World Championships will be staged in Australia after the inaugural event was held in Erquy, on the north coast of Brittany in France last year.

International Viper Class Association president, Mark Stichbury-Cooper, said Royal Geelong Yacht Club was the standout choice for staging a world class championship.

It's hoped the world championships will attract up to 70 boats from Europe, the United States, New Zealand and Australia, double the previous world championship numbers.

The 2016 Festival of Sails racing series presented by Rex Gorell Land Rover will be staged over five days, kicking off on Friday January 22 and draw to a close on the Tuesday morning of the Australia Day long weekend. [www.festivalofsails.com.au](http://www.festivalofsails.com.au)



LET LOOSE OFF THE COAST OF BARCELONA  
ON A BRAND NEW GRAND LARGE 560 FROM  
DUFOUR – THE FRENCH YARD'S NEW FLAGSHIP  
MODEL – KEVIN GREEN DISCOVERED A YACHT  
THAT IS TRULY A TRIBUTE TO THE CRAFT  
OF BOATBUILDING.

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# GRAND DESIGNS







**L**aunched in February last year to supersede the GL500, the Dufour Grand Large 560 is a bold step forward as the company's new flagship. Well known since 1964 for nimble yachts under the legendary Michel Dufour, whose Arpege 32 sold a staggering 1,500 hulls, these days cruisers are the company's mainstay with 90 percent of production going to the Grand Large range.

In Spain, Barcelona dealer Miguel Martinez and I set sail on the new GL560 equipped with the charter market in mind.

#### **MEDITERRANEAN SAILING**

Mediterranean sailing can be challenging as I can testify to, having lived on its Spanish shores for nearly eight years, and so it was to be for our day on the GL560, with only light zephyrs to chase after we'd cleared the Port Balis marina just north of Barcelona. Departure was drama free thanks to a retractable bow-thruster allowing the big GL560 to be easily turned in the tightly packed marina. At the wheel, the 110 horsepower Volvo powered us past into a calm sea where sail setting was completed in barely five minutes with a coachroof mounted electric Lewmar making short work of the job. At the helm, Lewmar steering gear provides crisp response to the wheel, despite not having much to do in the light five knot breeze. Sitting comfortably on the teak coaming I watched the tell tales as I pointed towards Barcelona in the distance. Dufour's official figures suggest we should achieve 7.6 knots of boat speed in 8 to 12 knots, while off the wind with the small spinnaker flying should deliver 9.6 knots, which seems realistic for the 17-tonne hull of the GL560.

#### **VERSATILE COCKPIT**

A large, wide teak clad cockpit is cleverly divided into relaxing areas forward and sail controls aft with a raised transom barbecue area as well, which should win many fans for the GL560. With much of your boating time spent on deck, Italian designer Uberto Felci, now on his 23rd collaboration with Dufour, has enhanced this aspect from smaller sibling, the GL500, but the shallow saloon bulkhead makes the use of a sprayhood essential at sea. The cockpit is a good compromise with plenty of open space – so you can walk through and drop the swim platform but also brace yourself on the large cockpit table.





Another option I'd tick for longer voyages is the larger slab mainsail, but the convenience of the in-mast furling on our review boat allows easy sail handling and is ideal for couples.

The flat deck with flush hatches, hidden halyards with integrated toe rail is both a seaworthy and comfortable space to work or lounge upon. The integrated bowsprit is an elegant and effective anchor and spinnaker support with a stainless steel spine under the moulded fibreglass where a CQR anchor hangs, controlled by the a Lewmar 1400w vertical windlass with a deep drop in the chain locker. Beside here is

freezer and lots of Corian worktop area, the galley easily allows crew to prepare food.

An interior of light oak woodwork is impeccable throughout with deep fiddles and cupboards have gas struts on doors, although the darker Moabi is standard. Quality touches include leather wrapping on stainless handrails, inlaid on the hardwood trim and on the compression post, which is also a useful support in the galley. Abundant natural light flows from the four large skylights that have blinds, nicely finishing off a comfortable relaxing area aboard the GL 560.



A retractable sunbed on the port bench transforms the cockpit, while leaving space to walk through on starboard to the transom where you can barbecue or take an alfresco warm water shower. At the helm, the throttle and thruster controls are placed high, close at hand and there's an angled bulkhead for housing factory fitted Raymarine plotter screens on each binnacle.

#### SIMPLE SAILPLAN

The GL560 has a deck stepped, alloy Z-Spars 9/10th rig from another local La Rochelle company, with in-mast furling Elvstrom mainsail, supported by outboard wire shrouds and double backstays. Mainsheet controls are nearly half-way up the boom where the track runs; so perhaps not ideally placed for best control but are greatly aided by a large alloy vang. Our review boat had a roller jib that ran off the self-tacker but in the variable Med or other tropical waters, an optional Code 0 to fly from the bowsprit would be ideal. There's also genoa tracks inboard for a bigger working headsail as well.



#### LOFTY HEIGHTS

From top: The GL 560 cockpit is large and has the sail controls nicely separated from the lounging area; The vast saloon has a movable table and bench plus plenty of natural light from skylights and a stylish rectangular portlight. The review yacht came with four cabins and a private skipper's berth.

a possible crew/skipper quarters if needed, which is moulded with a manual head and locker space.

#### FLEXIBLE LAYOUTS

The galley location forward is a popular idea on larger yachts where it uses the wide beam to create a substantial cooking space with plenty of surrounding bulkheads for whitegoods (including washer-dryer) and the GL560 is a very good example of this. Surrounded by overhead locker space, Isotherm double fridge/

Accommodation layouts on the GL560 should appeal to families, liveaboard couples and charterers alike thanks to options of three to five cabins available. Our review boat had the owner's forepeak with island queen-sized double and a separate shower/head but an offset bed is a useful option here that creates a lounge bench area. Storage includes dual hanging lockers along with overhead shelves and small cabinets. For guests, there's the choice of symmetrical double aft cabins and I'd opt for the port one as it adjoins the bathroom. Being near the companionway and fairly large, the bathroom could also be a useful wet locker as well. Reflecting the beam carried aft on the GL560, the cabins have wide berths and plenty of standing room plus four lockers. Overhead ducted air conditioning would be welcome for tropical cruising, but three opening hatches give natural ventilation as well. In the saloon, the midships cabin should comfortably sleep two adults and there's storage under the bottom bunk and opening hatches above.





**STIFF HULL**

The elegant lines of the GL560 hull belie its cavernous volume well, with a soft chine aft and deep forward sections. The Italian Felci design looks and felt reasonably slippery at sea, while the snub bow and blunt transom maximise the 50-foot waterline. There's a single, deep spade rudder on a stainless shaft with GRP moulded shaft-driven propeller, which is a sturdy way of protecting the drive on a cruiser. Keeping things upright is an L-shaped cast iron keel, with shoal draft version available as well. The ballast ratio is modest at only 27.8 percent, but like many modern designs, stability comes from the wide beam and volume, while a sail area-displacement ratio (SAD) of 20 puts the GL560 in the lighter rather than moderate weighted cruiser class. Elsewhere in the hull there's room for a 2.4-metre dinghy to be stored partially deflated athwartships in the optional transom garage, which it shares with the liferaft. Ahead of it is the engine house with conventional saloon access on three sides, where a powerful D3 Volvo sits. Dufour use a V-drive with the front of the engine facing aft so the gearbox is mounted forward, which reduces the space required for the shaftdrive. Under power this worked well, both when manoeuvring out of the marina aided by the Sidepower drop-down thruster and under full throttle. Nearby and centralised beside the keel are the batteries in deep bilges; and other power comes from an optional

Fischer Panda generator positioned behind the engine. Interestingly, this is a variable power unit – that varies according to the load – and managed by an inverter that generates 110 or 240 AC.

**LA ROCHELLE YARD**

Dufour's vast base in the heart of the seafaring city of La Rochelle is a modern yard and from the dozens of boats sitting on the hard, an extremely busy one. So, the company's claim of selling more boats to the French market than Beneteau looked credible as I walked with company owner, Salvatore Serio, and his management team. A workforce of 380, or as Salvatore said with a grin, "one for every boat sold this year," are impressive numbers and one of the reasons why Matt Hayes took on the Australian dealership recently through his company Performance Cruising Yachts.

In one building dedicated to this flagship model, I looked on as two GL560 hulls were being fitted with their full-length internal solid GRP grid, which provides the vacuum-infused hulls rigidity whilst keeping the hull weight down. Dufour's impressive engineering includes custom made iceboxes to maximise space usage and tankage is fitted in among the hull grid, which improves both stability and further adds rigidity. Hull stiffness is aided by glassing in the furnishing bulkheads, which combines to create an impressively strong hull. ⚓ [www.performancecruising.com.au](http://www.performancecruising.com.au)



MODEL	Dufour GL 560
ARCHITECT	Felci Yachts
LENGTH OVERALL	17.15 metres
HULL LENGTH	16.30 metres
WATERLINE LENGTH	15.17 metres
BEAM	5.05 metres
DRAFT	2.50 metres
DISPLACEMENT	17,625 kilograms
BALLAST	4,900 kilograms
FUEL CAPACITY	500 litres
WATER CAPACITY	730 litres
ENGINE	110 horsepower shaft drive
SAIL AREA	152.7 m <sup>2</sup>
MAINSAIL	80.4 m <sup>2</sup>
GENOA	73.3 m <sup>2</sup>
PRICE	\$692,220 (base boat)



Frenchman Henri Amel, who founded the La Rochelle yacht brand of the same name, was a man of firm convictions.

He designed and built a line of distinctive, practical cruising yachts that were presented to the market on a take-it-or-leave-it basis.

Rather like Henry Ford's dictum that you could have a Model T in any colour as long as it was black, Amel's offerings came as complete packages with virtually no additional options or deviations available from the yard.

With the exception of two sloops, the Amel lineage has a number of consistent characteristics: ketch rigs; well-protected centre cockpits, with steering position offset to port and companionway to starboard; solid stainless steel guardrails right around the deck; powered sail-handling systems; a skeg-hung rudder and a well-protected propeller.

These safety and ease of handling measures were at least in part a response to Henri Amel's own particular requirements. As a result of wartime injuries sustained fighting for the French Resistance, he was severely disabled in one leg, had lost one eye and was partially blind in the other.

If the yard's philosophy seemed somewhat dictatorial, it was nevertheless a formula that found a solid and devoted following. The yachts came out of the yard well built, fully-equipped down to the smallest detail and proved competent and reliable offshore passagemakers.

The 14-metre *Maramu*, the 16-metre *Mango*, and later Super Maramu ketches, became the signature yachts of the brand, with hundreds sold worldwide. In all, Amel have sold more than 2,000 yachts.

With the death of Henri Amel in 2005, the yard turned to the Jean Berret and Olivier Racoupeau design studio to carry on the marque with two new models, the 55 and 64. More contemporary in their aesthetics and offering some flexibility in interior layouts, these yachts still remain true to Amel's fundamental tenets.

The first of the 64s has now arrived Down Under and is attracting considerable attention. *Tulasi*, owned by Swiss couple Manfred and Anneliese Stoll, sailed into New Zealand's Bay of Islands in November to reach the halfway point of a circumnavigation.

In many respects, Manfred and Anneliese are typical Amel owners. Now retired, they are into their fourth Amel, having owned a Kirk 11-metre sloop and two 16-metre







# LIVING TRADITION

NOW A FLOURISHING AND EXCLUSIVE FRENCH YACHT BRAND, AMEL STILL ADHERES TO THE PRINCIPLES OF ITS ILLUSTRIOUS FOUNDER, HENRI AMEL. **IVOR WILKINS** RUNS HIS EYE OVER WHAT IS FAST BECOMING A CLASSIC OF THE MARQUE, THE 64, WHICH IS NOW AVAILABLE IN AUSTRALIA. A YACHT OF IMMENSE PRACTICALITY, SAFETY AND LITHESS, IT IS SURE TO BE A FAVOURITE IN ANTIPODEAN WATERS.

**MOST WANTED**  
Comfort, security and ease of handling take precedence over out-and-out performance on Amel yachts.





*Tulasi's* protected wheelhouse/centre cockpit configuration proved its worth in all these conditions.

The aesthetics of this arrangement are not always easy on the eye, but Amel has always managed to avoid the trap of a chunky, top-heavy appearance. Certainly, the 64-foot length of this flagship model is well capable of supporting the central wheelhouse in a pleasing, nicely balanced low profile.

In keeping with Amel tradition, the helm station is on the port side, with a comfortable helm seat, steering wheel and full array of monitors, engine, bow and stern thruster controls, as well as push-button sail handling controls easily to hand.

Behind the helm seat is a comfortable lounging area with a centreline cockpit table. The hardtop wheelhouse roof has a push-button extension that projects back as far as the mizzenmast to cover the entire seating area. The 10-millimetre glass forward and side windows provide excellent all-round visibility, while soft side and rear clears can be

separate dining area, navigation station and well-equipped galley in the mid section, with the owners' suite forward and two guest suites aft. This is the standard layout, but slight variations, including a two and four-cabin layout are offered.

The interior joinery is beautifully executed in American chestnut, but walnut, mahogany and blonde oak options are also available.

All the interior joinery is glassed into the hull, so it forms part of the structure. The galley features white corian countertops and Miele appliances, including three fridge-freezers, while a Miele laundry is cleverly concealed behind the shower wall in the bathroom just off the aft companionway.

This serves both as a day head and a head for the twin-bed starboard aft guest cabin (the beds can be joined to make a double). Alongside it, on the port aft quarter is a second guest suite, with double bed and ensuite bathroom.

*Tulasi* has opted for a transom garage for stowing the 3.4-metre RIB tender. To accommodate this,

Super Maramus before. "You could certainly say we are loyal fans," smiles Manfred. "These yachts are very comfortable and the quality is outstanding."

This almost cult-like following is not unusual. "Some of our owners compare us with drug dealers," jokes Boris Compagnon from the Amel marketing team, "because they say our boats are addictive."

With their previous yachts, Manfred and Anneliese had cruised extensively in the Mediterranean. With ambitions to expand their horizons, they took delivery of *Tulasi* in 2011 and embarked on a circumnavigation.

In 2012, they crossed the Atlantic with the ARC rally as far as the Caribbean, before taking a diversion up to the US Eastern Seaboard, where they allowed Amel to display *Tulasi* at the Annapolis boat show.

Then, they rejoined the ARC for its Pacific leg as far as Fiji. They plan to spend most of the summer in New Zealand, before heading to Australia and then across the Indian Ocean to Cape Town, before closing the circle back in Europe.

Keen to help spread the Amel gospel, they were gracious hosts to a stream of media and prospective clients in Auckland, braving a bout of atrocious pre-Christmas weather, which then gave way to hot, humid conditions and very light airs.



**FAMILY FRIENDLY**  
Above: Owners of *Tulasi*, Swiss couple, Manfred and Anneliese Stoll; The saloon with separate dining area opposite the well-equipped galley and comfortable navigation station.

attached to fully enclose this area.

Although the yacht is air-conditioned, Manfred and Anneliese use the facility sparingly. "I prefer fresh air," says Anneliese. At rest in the tropics, they suspend covers over the deck, which provide shade and rain protection but allows the 10 hatches and nine opening ports to be left open to capture the breeze.

The interior features the saloon,

the ceiling in the twin-bed cabin is somewhat compromised by the intrusion of the tender well. An alternative option is to carry the tender on aft davits.

The engine room is situated low in the hull, just aft of the keel to concentrate all the major weight in the centre. It is well laid out with good access to service points. Propulsion is from a Steyr 150 horsepower





diesel unit, although newer models will feature 180 horsepower Volvo engines. The engine is mounted facing aft, with a three-stage drive system directing power via two right-angle joints to an integral drive leg projecting through the back of the keel. The propeller is protected close under the hull and the thrust is perfectly horizontal. Motoring is quiet and vibration-free.

With many of the sailing functions electrically driven, a powerful array of batteries and an Onan 19.5kW genset is provided. Power is distributed via 24-volt and 220-volt boards.

The Stolls also run twin hydro-generators, which bolt to the transom and are very efficient. "When we are running offshore at around 8 to 9 knots, we only have to use the genset every second day," says Manfred.

Limiting every possible way for water to penetrate the hull has been an Amel hallmark and the 64 has six watertight bulkheads distributed through the interior. Seawater cooling for the machinery and onboard systems is all fed from a single through-hull fitting.

On deck, the sailing systems are all electric with manual over-rides. The headsails are cutter-rigged with electric furling systems, while the main and mizzen sails furl into the masts, which are designed and built by Amel. The electric drive units for the in-mast furlers can be disengaged to allow manual furling if power is lost.

In-mast furling is not to everybody's taste, with more weight and windage aloft than in-boom systems and the sail area reduced by the need for hollow-leech shapes. But, Boris points out the advantages are the ability to furl on any point of sail and the fact that a single furl

reduces the longest side of the sail for quick reefing.

In any event, comfort, security and ease of handling take precedence over out-and-out performance on these yachts. That said, however, they are no slouches on passage. Having completed half a circumnavigation to New Zealand, Manfred reports that with just two on board they achieve between 160 to 220 miles a day offshore.

And they do it with great ease and comfort in a stylish yacht that draws admiring looks everywhere it goes.

Despite his near-blindness, Henri Amel was a visionary man with strict ideas about what constitutes a 'proper' cruising yacht. He also had firm ideas about business and quality, choosing to concentrate on producing just one or two models at a time and sticking with them for long periods. He was not one to chop and change for the sake of fashion or whim.

Although conservative in one sense, he was also progressive, making his workforce shareholders in the company, and therefore invested in its success.

In keeping with those values, Amel's skilled workforce now only produces the 55 and 64-foot models. "We build three 64s a year and a dozen 55s," says Boris. "We are about to launch number 18 in the 64s and number 38 in the 55s."

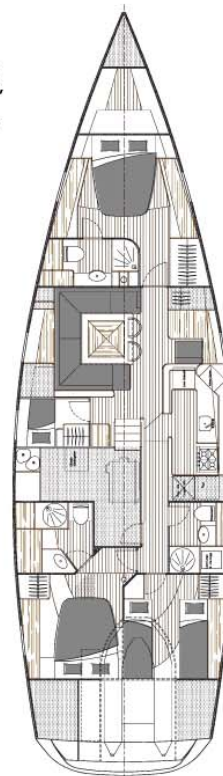
One suspects that Henri Amel, or Le Capitaine as he was often known, would be proud of the way his legacy is simultaneously moving forward and being preserved. ⚓

[www.amel.fr](http://www.amel.fr) / [www.vicsail.sydney](http://www.vicsail.sydney)  
[www.orakeiyachtsales.co.nz](http://www.orakeiyachtsales.co.nz)

Amel is represented in Australia by Vicsail International and in New Zealand by Orakei Yacht Sales.

**SPOILT FOR CHOICE**

The interior of the Amel 64 is fitted in American chestnut, but there are also walnut, mahogany and blonde oak options while the layout has an owner's suite forward and two guest suites with slight variations available.



MODEL	Amel 64
BUILDER	Chantiers Amel S.A.
COUNTRY OF BUILD	France
YEAR OF BUILD	Launched in September 2010
DESIGNER	Chantiers Amel S.A.
NAVAL ARCHITECT	Chantiers Amel S.A.
LENGTH OVERALL	19.60 metres
WATERLINE LENGTH	17.21 metres
BEAM	5.60 metres
DRAFT	2.40 metres
DISPLACEMENT	37 tonnes fully laden
HULL CONSTRUCTION	Glass reinforced plastic
ENGINE	1 inboard engine, Steyr MO156K25
OUTPUT	150 Hp
PROPELLERS	1 Autoprop H6 feathering propeller
GEAR BOX	ZF 45.1 hydraulic gearbox
DRIVE TRAIN	Amel "U-shape" drive system
JIB AND STAYSAIL FURLERS	Reckman 1200W 24V
MAIN AND MIZZEN SAILS FURLERS	Amel in-mast furling and boom reefing systems with Leroy SOMER IP66 motors (700W 24 V)
FUEL CAPACITY	1,400 litres
FRESHWATER CAPACITY	1,000 litres
GENERATORS	1 Onan MDKBV
GEN-SET SIZE	19.5 kW
THRUSTERS	1 x 20hp Slepner Max Power
WINCHES	8 (of which 6 are electric) Lewmar
NAVIGATION ELECTRONICS	Radar (NAVNET 3D Black box+ MFD 12 repeater), VHF (Garmin), GPS (FURUNO GP-30), navigation central unit (B&G Hydra 3000 with Sonic Speed), autopilot (Furuno Navpilot 711)
ENTERTAINMENT SYSTEMS (TV-AUDIO)	48" 3D LED TV, BluRay DVD player, radio-CD-MP3 player with acoustics
GALLEY APPLIANCES	Fridge and deep-freeze unit (FRIGOBOAT W50F), microwave (Miele 7496900), gas stove (Miele), electric oven (Miele H 5145BP), dishwasher (Miele G1235 SC)
OWNER	Forward cabin with en-suite
GUEST BERTHS	2 cabins aft, one with a large double bed and en-suite, and one with 2 single berths and bathroom in the passage way.
CREW	Skipper cabin
MAXIMUM PEOPLE ON BOARD	12
PRICE	From Euro 2.15 million ex tax or AUS\$3.7 million landed





**M**y mother loved aphorisms – those short one-liners that manage to summarise a concept or philosophy in just a few words – and she collected them like most people would collect stamps or baseball cards. As a child, I can remember being fascinated by her bulletin board, which was taped and thumb-tacked with clipped and scrawled notes that covered every aspect of life, and she passed that enthusiasm along to me.

Over my years on the water, I've managed to create my own mental bulletin board that is covered with little nuggets of wisdom that I picked up during the course of sailing. Some were acquired from books, many were passed along by other sailors, and more than a few were earned the hard way. These little truisms are perhaps as close as sailors get to haiku, the deceptively simple Oriental poetry where less is more.

In the sailing world, many of these aphorisms can pass as laws of nautical nature, since they seem to be immutable in some sort of cosmic way. Why these laws are so true is a cause for great head-scratching but, believe me, these are truly the way things work in the real world.

A great many fall under the more general heading of Murphy's Law, that great and omnipotent explanation for everything that goes awry, but most of these laws are far more nautically specific than the rather general Murphyism: "If anything can go wrong, it will."

So here are some of Caswell's Laws of Sailing. I haven't bothered with explanations because they all

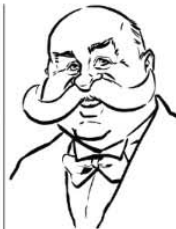
CASWELL'S

# LAWS OF SAILING

AFTER YEARS OF SAILING, REGULAR COLUMNIST CHRIS CASWELL SHARES HIS OWN PERSONAL COLLECTION OF SAILING APHORISMS AND ESSENTIAL LAWS FOR TAMING NAUTICAL NATURE.

seem fairly simple to grasp. If you don't comprehend any of them, well, just stick around. Spend enough time on the water and you'll come understand them all.

- Stainless steel isn't.
- Painting the bottom of your boat will always require one pint more bottom paint than is contained in any standard paint can.
- Always remember that a weather forecast is just a horoscope with numbers.
- The depth of the bilge where engine parts fall is always the exact length of your arm's reach plus one inch.
- In every repair, a little blood must flow.
- The most expensive winch handle always goes overboard first.
- The likelihood of the failure of reverse gear is directly proportional to the speed at which the dock is approaching.
- It's far better to be on shore wishing you were out there, than out there



**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.**

- wishing you were on shore.
  - No sailboat is impressed by your years of experience.
  - Charter boats always sleep two fewer than advertised.
  - The best weather occurs the day before departure.
  - The second best weather occurs the day after you return.
  - The most likely location for a deck leak is directly over the owner's bunk.
  - In any repair, the part most likely to break is either the most expensive, the most difficult to replace, or both.
  - The two most dangerous words in sailing are, "Watch this."
  - If you can step down into a life raft, it's not yet time to go.
  - Wind is free – it's the sails that cost a fortune.
  - Three things always get sailors in trouble: weather, weather, and weather.
  - Jiffy reefing isn't.
  - Never buy the Mark I version of anything.
  - Saltwater will flow through the following items, listed in order of decreasing frequency: your GPS, the electrical system, your bedding, a bilge pump, a marine toilet, the engine cooling system.
  - The only time you can have too much fuel is when you're on fire.
  - A sea trial for a prospective boat purchase should be like a skirt: short enough to be interesting, long enough to cover everything.
  - Depth sounders are only accurate when confirming that you are aground.
  - If you have a new boat with no problems, you'd better start worrying.
  - You can always predict the direction of flow for a strong current by pointing toward the stern of your boat.
  - Never let your boat take you someplace your brain didn't get to five minutes earlier.
- Though it was more than 30 years ago, I can still clearly see my father, my mother and I standing in a boatyard, tired and stained from having just finished painting the bottom of our sailboat. As we watched, a huge sag formed and grew, dragging the thick, reddish paint downwards into several huge drips. My mother looked at the two of us, shrugged her paint-spattered shoulders, and said cheerfully, "Oh well, you'd never notice it from a galloping horse." Now there was someone who really understood Caswell's Laws of Sailing. ⚓





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3.



4.



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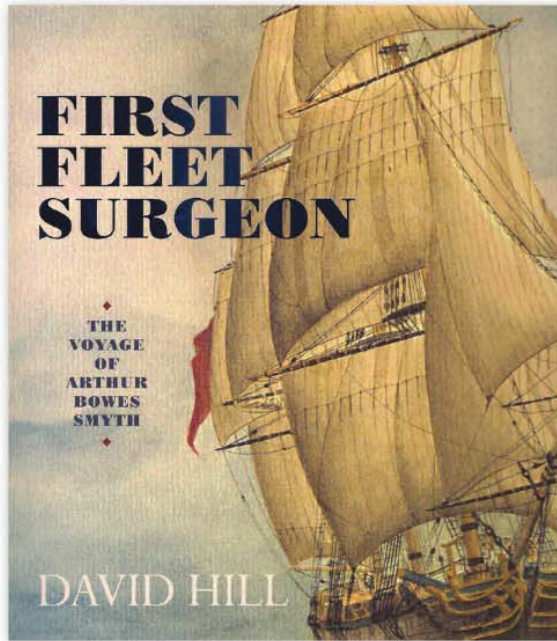
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### First Fleet Surgeon

Author: David Hill

Publisher: NLA Publishing

210 pages

Price: \$44.95

*First Fleet Surgeon* is a fascinating read based on the journals of Arthur Bowes Smyth, the surgeon aboard one of the 11 ships of the First Fleet, *Lady Penrhyn*. His diary entries were completed between March 1787 and August 1789, which covered the eight-month voyage of the fleet to Australia, the settlement at Sydney Cove, and the journey home to England. Bowes Smyth could comment freely as he was not a member of the governing or military classes, which makes his notebooks a particularly interesting first hand account.

Aboard *Lady Penrhyn* Bowes Smyth was responsible for the health and survival of the ship's crew and passengers, including more than 100 women who had been sentenced to transportation. With 800 convicts aboard, it was a big task – especially for one man – and with such a challenging job and ambitious journey, the book is enlightening as to the medical challenges of the time, as well as the most cutting-edge discoveries of the day.

The book's author, David Hill, discusses the surgical equipment of the time that was likely used by Bowes Smyth such as the thermometer – the technology of which had only just been developed. He discovers that the surgeon brewed his own beer (and includes his recipe), using raw pine needles, which contained Vitamin C and may have helped to ward off scurvy.

Historical and beautifully compiled, *First Fleet Surgeon* will interest anyone who is fascinated by the settlement in Australia and the tremendous journeys that were made to reach our country. Hill has cut no corners, with the inclusion of drawings, scans of letters and Bowes Smyth's ink sketches and doodles.

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



### Yachting

Author: Olivier Le Carrer

Publisher: Adlard Coles Nautical,

Bloomsbury

192 pages

Price: \$59.99

This book is a stunning visual celebration of the sport of yachting and brings together impressive photography, history and philosophy in a seamless and captivating way. It's author, Olivier Le Carrer, is a journalist and keen yachtsman writing in the book's introduction: "The art of sailing is never completely mastered... this is what makes yachting so difficult and at the same time so appealing – it invites humility and provides a permanent challenge."

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



### Sea Fever

Author: Sam Jefferson

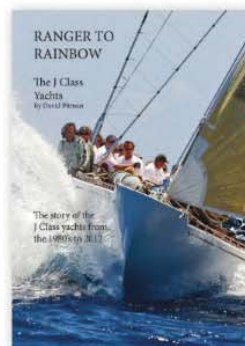
Publisher: Adlard Coles, Bloomsbury

330 pages

Price: \$35.00

In his latest book, *Sea Fever*, Sam Jefferson looks to history's greatest nautical novelists to discover what true events out at sea inspired their works. From Ernest Hemingway's love of fishing with booze and guns aboard his yacht *Pilar*, Erskine Childer's wife who ran gun bars by sea to fund Irish rebels, or Herman Melville who was disappointed by the apparent lack of popularity of his work, *Moby Dick*, which only gained fame after his death, the real life stories of these nautical writers will surprise and even inspire.

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



### Ranger to Rainbow

Author: David Pitman

Publisher: Strawberry Publishing

132 pages

Price: £27.00

The story of the J Class yachts is explored by *Ranger to Rainbow* author David Pitman who once as Secretary of the Class, helped to grow the fleet of these still fast and powerful 200-tonne vessels. Pitman offers background to their technology, crew experiences and the owners who have invested heavily in their yachts, which were built for one purpose only – to win the America's Cup. With the history of the class, over 250 images, and recounts of victories and contested regattas, *Ranger to Rainbow* is worth the read.

[www.rangertorainbow.co.uk](http://www.rangertorainbow.co.uk)





Looking back at the Down the Rhumbline columns and other features that I have written for this magazine so far this year, I seem to have reflected much on the history of yachting in Australia and overseas, not to mention writing a number of obituaries of our great sailors of the past.

Perhaps now is the time, with the Rio Olympics less than a year away, to look at the exciting young sailing talent we have in this country. Not just in the Olympic classes, but in other international one-design classes and in youth match-racing.

Age limits wisely restrict sailors under 18 competing in major ocean races such as the Rolex Sydney Hobart but there are many younger teenagers champing at the bit to get aboard an ocean racer for the ultimate seagoing challenge. The talent is certainly there waiting.

Without question, the skills they have learned helming or crewing in high-performance dinghies, sports boats and skiffs have given them the grounding in seamanship, the strength and the stamina so essential to an ocean racing career.

The Cruising Yacht Club of Australia's Youth Sailing Academy continues to produce outstanding young sailors, the latest being the gold medal win at the Olympic sailing test event at Rio de Janeiro by CYCA member and former YSA representative, Will Ryan.

Will, a world champion crew, and Mat Belcher, the London Olympic gold medallist, won the men's 470 class at the Aquece Rio – International

# SAILING INTO THE FUTURE

EDITOR AT LARGE PETER CAMPBELL LOOKS AT THE RECENT INTERNATIONAL SUCCESSES OF OUR YOUNG AUSTRALIAN SAILORS.



## SMASH HIT

Top: Australia took out a gold medal win at the Olympic sailing test event in Rio de Janeiro by CYCA member and former YSA representative, Will Ryan. Will, a world champion crew, and Mat Belcher, the London Olympic gold medallist, won the men's 470 class at the Aquece Rio. Directly above: At the recent ISAF World Championship in Weymouth, Australia did exceptionally well, with the gold medal in the Nacra 17 catamaran class going to Sydney sailors, Jason Waterhouse and Lisa Darmanin.

Regatta. Overall, Australia did exceptionally well, with the gold medal in the Nacra 17 catamaran class going to Sydney sailors, Jason Waterhouse and Lisa Darmanin. Another NSW sailor, Tom Burton, won the bronze medal in the Laser class.

Another magnificent victory for the YSA was the win by Harry Price, Angus Williams and Tara Blanc-Ramos in the 50th Governor's Cup youth matching racing regatta conducted by Balboa Yacht Club in California. Earlier this year, Harry, along with Murray Jones and Ben Robinson, won the Australian youth match racing championship.

Other young Australians have been sailing with impressive results at world championships in Europe, including a brilliant victory in the International Cadet Dinghy worlds on Italy's Lake Garda by 15-year-old Sam Abel and his 10-year-old crew Hugo Allison from the Sandy Bay Sailing Club in Hobart.

The win was the second consecutive victory by an Australian crew after a break of 27 years, back when another Sandy Bay sailor, Paul Burnell, won the Cadet worlds twice in 1986 and 1987. Remarkably, since it was founded in 1948, Sandy Bay Sailing Club has now produced five world champions in off-the-beach classes, as well as several Olympic and America's Cup sailors.

The Laser 4.7 class is probably the largest single-handed youth sailing class in Australia, if not the world, with just on 390 boys and girls contesting the recent Laser 4.7 world youth championships at Medemblik in The Netherlands. Yet Australia's small contingent of five boys and two girls achieved excellent results in light and flukey breezes that weren't really to their liking.

Zoe Thomson, a 17-year-old from Perth's Royal Freshwater Bay Yacht Club and Fremantle Sailing Club, won three of her 11 races to finish sixth overall in the girl's world championship. Fellow club member Zac Littlewood placed 11th overall and second in the under 16 Group.

Another West Australian, Caelin Winchcombe, began the regatta with a win, but slipped back later in the series to be 18th overall.

Like the other Australians, Sam King, from the Royal Yacht Club of Tasmania's off-the-beach division, was at his best in the fresher breezes, including a second place in the Laser 4.7 Gold Fleet's final race. He ended up 25th overall and sixth in the Under 16 Group. ⚓







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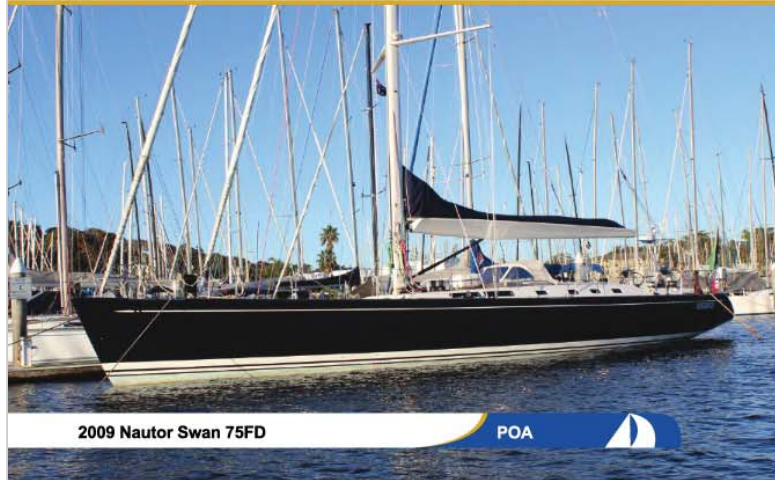
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HANSE 445 - 2012  
\$348,000



SYDNEY 380D - 2002  
\$149,900



HANSE 400 - 2009  
\$224,000



KERR 11.3 - 2002  
\$129,000



HANSE 385 - 2014  
\$242,000



JEANNEAU SUN FAST 26 - 2001  
\$74,500



CAMPER & NICHOLSON 58  
\$299,000

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