

# offshore

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OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA



### ROUND THE ISLANDS

FULL ROUNDUP OF ON-WATER AND SOCIAL SCENE ACTION OF THE QUEENSLAND REGATTAS

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# A LEGEND IS REBORN

**Dehler**   
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## SO MUCH TO CELEBRATE AND SO MANY PEOPLE TO CONGRATULATE!



### “SHIPS, CLOCKS AND STARS”

John Harrison made some clocks 400+ years ago and won a massive prize for his breakthrough innovation that helped solved the riddle of Longitude. This fascinating story is told through “Ships, Clocks and Stars,” an exhibition at the Australian National Maritime Museum (ANMM) until the 30th October.

I had the pleasure, along with a number of CYCA members, to be taken on a guided tour by Maritime archaeologist and exhibition curator Dr James Hunter and I commend the exhibition.

Congratulations to ANMM on bringing such an outstanding exhibition to our shores from Greenwich in the UK, including the original H4 clock.

### HOMECOMINGS AND ANNIVERSARIES

Closer to home there is no better reason to celebrate than with the achievements of our Olympic and Paralympic sailors.

Congratulations to Australian Sailing, the Australian Sailing teams and their families for the outstanding performances in Rio.

I recently met Mathew Belcher and Will Ryan at the CYCA. Each is an outstanding ambassador of the sport and happy and proud to display their silver medals. They spoke of their gratitude in regards to the support they received in their Olympic and other campaigns. It takes an enormous effort by the athletes, their families and support teams to attain these achievements.

As they settle down after their post-Olympic program of media and sponsor engagements, we hope to secure some time at the club in the near future with our alumnus Will, to celebrate with members and particularly our junior members.

Our Paralympians achieved their target of finishing in the top five and the success of Daniel Fitzgibbon and Liesl Tesch in becoming the first sailors to win back-to-back Paralympic Gold medals contributed to this target.

Our compatriots in Pittwater are also toasting their Rio silver medallist members (in the Nacra class), Jason Waterhouse and Lisa Darmain. And while celebrating that success, we also congratulate

RPAYC as it enters its sesquicentenary (150th) year. Another special anniversary was recently celebrated by our CYCA neighbour. Congratulations to The Royal Australian Navy Sailing Association (RANSA) on its 50th year. Previous iterations of RANSA including RANSA and preceding clubs have occupied the same footprint since 1901.

Added to those celebrations were a couple of our own at the CYCA with the 21st Anniversaries on Sunday 11th September of the Monica Geddes Memorial Race and the Marinassess Womens’ Match Racing Regatta.

### LAND ROVER SYDNEY GOLD COAST YACHT RACE

We recently conducted another successful 384nm Land Rover Sydney Gold Coast Yacht Race with the cooperation of the Southport Yacht Club.

Our thanks go to the CYCA sailing office, sailing committee and the hard working team of volunteers in managing the race. Thanks also to our Southport counter-parts – Commodore Kerry Noyes and her members and volunteers for organising the finish and hosting the racers.

We had the third highest fleet of 76 yachts starting the race since the inaugural race in 1986 (the record size is 87 in the 1987 race), but unfortunately light winds delivered the slowest race in its 31 year history.

### 2016 ROLEX SYDNEY HOBART YACHT RACE

With entries closing on 28 October, we are very pleased to have 65 entries so far in the Rolex Sydney Hobart Yacht Race (well ahead of this time last year). It’s exciting to see the number of international entries so far, including USA, Sweden, China (plus one from Hong Kong), New Zealand, United Kingdom, Slovenia and one from Poland in progress.

### JOHN MARKOS

*Commodore CYCA*

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I am absolutely privileged to take the helm at *Offshore*. To be able to report on a sport that's been a serious passion of mine since age 10 is not so much a career move from business journalism, but a natural focussing of conversations held during long windward beats either south or north into the Tasman Sea, of chats on beaches with other parents as they try to help their progeny set their pre-race rig tension, or just yarns with sailors of all kinds sharing the common bond of love of the ocean.

The CYCA has been "my" club since returning to Sydney in 1998, a year none of us will easily forget. My memories of that Hobart race are especially poignant, I was reporting from the ABC helicopter, as the late, great Gary Ticehurst wrestled to keep us on station above a Bass Strait that frankly resembled a giant shoal complete with breaking waves.

I am very fortunate to have joined the great team at Ocean Media, which publishes *Offshore*, *Sails*, *Ocean Magazine* and *The Great Southern Route*. Managing Director Hillary Buckman has set the company on a new course that will see changes for the better. For one, we intend to expand our coverage to reflect the multi-hued spectrum which is sailing itself.

There'll be a greater focus on the young sailors learning the fastest way of getting their charges to the next mark, and their achievements both here and overseas. We are all a community, whether we are fanging around on dinghies and performance cats, enjoying close-quarter one design racing in Etchells or Sportsboats, twilighting in club racers, or dialling-up the numbers as the turbo-gusts launch you into the Bass Strait.

We'll also devote more space to those who Tennyson recognises as having a desire "to sail beyond the sunset", though from experience sometimes it's wiser to be safely tucked in the marina after cruising a long, spectacular but unpredictable stretch of coast.

So to this issue, which wraps-up the Land Rover Sydney to Gold Coast race, plus the superb trifecta of Northern Regattas: Audi Hamilton Island Race Week, Airlie Beach Race Week, and Sealink Magnetic Island Race Week. Our compatriots



in the Med don't know what they are missing out on; warm tropical water, spectacular island courses, enjoyable competitive racing and a fantastic dockside bonhomie.

We salute the magnificent achievements of the Australian Sailing Team, who handled all the volatile vagaries of Rio's unique geography to bring home one gold and three silver medals.

In many respects the leading edge of the future is rushing toward us in the form of foiling, and we chat to Gordon Kay, one of the developers of DSS, or Dynamic Stability Systems, which offers performance and stability gains to conventional monohulls.

Dean Barker CEO and Skipper of Softbank Team Japan gives us a rare insight into his world of preparing an AC Team ahead of the Cup decider in Bermuda next year.

The bar has been significantly raised in the 40 to 50-foot production boat category in the past couple of years, and we review Beneteau's Oceanis 41.1 and Dufour's Grand Large 460. Prime examples of big volume boats, with spacious accommodation and easy to sail.

We introduce a new section on Seamanship, asking a top bowman, Justin Mulkearns from *Patrice*, for his tips on being the "go to" person.

We also preview the exciting Spring/Summer sailing series ahead, and give you a comprehensive run down of all the gear you'll need to stay dry, safe and stylish while doing so.

Hope to see you on the water,

SCOTT ALLE  
Editor

# offshore YACHTING

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*RKO* tunes into solid pressure in the Land Rover Sydney Gold Coast. Photography by Andrea Francolini.

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**R**upert Henry sailed *Chinese Whisper* across the finish line in second place just over half an hour behind *Giacomo*, but his JV62's upwind performance helped cement their overall victory in the Cruising Yacht Club of Australia's 92 nautical mile race.

*Chinese Whisper*, along with Matt Allen's *Ichi Ban* and Sebastian Bohm/Bruce Foye's *The Goat* were recalled after being luffed over the start line by *The Goat*. However, a short time later, the CYCA's Sailing Manager Justine Kirkjian reported: "*Chinese Whisper* made a huge comeback to be first out of Sydney Heads."

"We recovered quickly," confirmed Henry, whose boat led

her larger Kiwi rival, *Giacomo*, around Flinders Islet and was not overrun until they struck heavier breeze off Bulli on their way home. In the end, *Giacomo* beat them over the line by 31 minutes, finishing at 8.16.09 hours on Saturday night.

"The north-east wind built to 15-16 knots past Bulli. Once it was that windy, they powered up – that's their sweet spot," the Sydney yachtsman said.

Principal Race Officer, Denis Thompson sent the fleet off in a sickly 3 knot northerly. "But we could see a stronger breeze line up the Harbour. Those who were recalled were not really affected, as the conditions allowed them back into the race.

Henry was also happy to

# light ai

Jim Delegat's Volvo 70 *Giacomo* was back Race, but it was *Chinese Whisper* that "lite" version of what can be a challenging

reverse July's Land Rover Sydney Gold Coast Yacht Race overall results when the TP52 brigade took control claiming the top three overall places – *Ichi Ban*, *Koa* and *M3* – with *Chinese*

*Whisper* fourth.

"It was gratifying," he concurred. "We made a mistake in that race and we paid for it."

This time it was *Chinese Whisper* on top of the podium,

**NEED FOR SPEED**  
Trying to find that bit extra in fading breeze aboard *Giacomo*. Opposite page: *Chinese Whisper*.

ANDREA FRANCOLINI



# rs duel

in the harbour first in the Flinders Islet scooped overall honours in a Flinders short offshore race, writes DI PEARSON.

with *Ichi Ban* (Matt Allen) second overall, West Australia's *M3* (Peter Hickson) third, followed by two more of their gang, *Celestial* (Sam Haynes) and *RKO*, owned by newcomer Aaron Rowe, who is

shaping up to be a hot prospect *Chinese Whisper* also won the ORCi class from *Ichi Ban* and *Celestial*, while *Giacomo* took out PHS from *RKO* and *Chinese Whisper*.

"We had a glorious run down to the Island. We got away from the TP52s, but when the wind hit 12 knots, they planed and caught up some time.

Once we were around the Island, the wind built and we got away again. We were going like a train upwind," said Henry, who had calculated they had *Ichi Ban* by five minutes overall at the Island and just needed to sail well upwind to hold on.

*Chinese Whisper* tacked her way back up the coast to the finish line, sailing close to the coast all the way, as her owner felt there was more pressure inshore. He remarked it was overcast and grey all the way, the antithesis of their run to the Island.

"I want to acknowledge and thank Will Oxley (*Ichi Ban*'s navigator) who took over doing the sked for the fleet, as there were some problems. That was decent of him and displayed good sportsmanship," Henry said.

"I'd like to add it's good to see new owners come to the TP52 class, it makes for better competition for everyone."

Shane Kearns' *Komatsu Azzurro*, the oldest and smallest boat in the fleet, was last home, finishing shortly after 10.30am this morning.

A long race for that crew.

The Flinders Islet race started at 10am off Point Piper on Sydney Harbour and was the second race in the CYCA's Blue Water Pointscore. ⚓



## MARINASSESS WOMEN'S MATCH RACING REGATTA

### Class act

*Milly Bennett, Alice Tarnawski, Seldon Coventry, Bryony Gregory & Bonnie Custance again won the Marinassess Women's Match Racing Regatta in challenging September conditions, dominating the shortened regatta format when the breeze failed to cooperate for half of the final day.*

Heading into the deciding day, Bennett and her team were comfortably ahead of the Cruising Yacht Club of Australia's Caitlin Tames. Bennett's team, from The Royal Prince Alfred Yacht Club (RPAYC) sailed smarter and faster than their competitors for the entire Day 2. But it was a hard earned win for Bennett, as the breeze died from the west and shifted to the east which brought with it champagne sailing conditions for the final races of the regatta.

Tames and her team did manage to hold onto their second place from Day 1, losing only three races of their 14.

Kat Stroinovskiy (CYCA) and her team also performed strongly on Day 2, clawing back the distance to third place. But their slow start to the regatta on Day 1, left them missing out on a podium spot on count-back. Instead, 2015 Marinassess runners-up, Lauren Gallaway (CYCA) held onto third place, after beating Stroinovskiy in the all-important second round.

The Royal New Zealand Yacht Squadron's Celia Willison and her crew

finished the weekend in fifth place. This was Willison's first match racing regatta as skipper, and is a vital step forward for her ahead of this summer's youth match racing events.

"It was great to come over to Sydney to compete in this event. The competition was really strong and we learnt a lot, which was the main goal for the weekend," commented Willison.

After a spectacular broach on Saturday afternoon which saw the spinnaker catch over the top of the mast, Kirsten Norris (CYCA) slipped into 6th overall with Claudia Thackray (RSYS) and Elyse Guevara-Rattray (CYCA) staying in seventh and eighth position.

This marks the 21st year John Messenger and Marinassess have sponsored the popular event.

"It has to be one of the longest sailing event sponsorships in Australia! We cannot thank John enough for his continued support of this event and the Youth Sailing Academy here at the CYCA," said CYCA YSA Administrator Pam Scrivenor. ↓

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

#### BONDING SESSION

After two days of close harbour racing competitors in the Marinassess Women's Match Regatta caught up for some shore based reflection.

#### NEWS IN BRIEF

### Seasoned Campaigners

*Mainly calm conditions ensured close and tactical competition in the traditional Summer Season opening races.*

On Sunday 11th September at the CYCA the 21st Monica Geddes race was run and won by *Buildrite/G&R Isuzu*, Skipper – Larki Missiris, Division 1 and Division 4 Winner – *One More – No More*, Skipper – Ian Guanaria.

On September 4th, the last race of the Spring Series was held. Around 25 yachts competed each week of the four week series. The spring sun emerged for the final race with a consistent breeze throughout the day making for near perfect sailing conditions on Sydney Harbour.

Spinnaker Division 1 was closely contested with top spot going to *Duende* (Damien Parkes) edging out *Reve* (Kevin Whelan). The Shane Diethelm skippered *Sumatra* rounded out the top places for Division 1.

Spinnaker Division 2 saw Brian Carrick's *Peach Teats-Velocity* take out the series, after winning the final race. Carrick was closely followed by *Speedwell* (Colin Geeves) who finished in second position on 7 points and George Waldthausen's *Superfine* coming in third with 9 points.

### Well matched

*Recent rounds of the Women's Matching Circuit have seen a tight battle between crews from Pittwater and Sydney Harbour.*

After three days of close racing on the Derwent the CYCA's team of Caitlin Tames, Jess Grimes, Emma Harrison & Tara Blanc-Ramos secured a hard fought second at the Australian Women's Match Racing Championship.

The CYCA team came from behind in their semi-final against event favourite, Sarah Parker (RPAYC) to advance to the finals 2-1. The girls finished in 2nd place overall behind Clare Costanzo, also from RPAYC.

The Australian Women's Match Racing Championship, hosted by the Royal Yacht Club of Tasmania in Hobart, was contested over three days by 8 women's teams representing 5 clubs from New South Wales, Victoria, Western Australia and Tasmania.



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**T**he CYCA has secured the right to host the event for three years, through to 2018. Australian Match Racing Limited recognised the CYCA's race management expertise, its fleet of Elliott 7s and the club's record of delivering high quality regattas as providing

Racing Championship reflects the club's commitment to that mandate, as this event is key to the development of youth sailing. "We are delighted that the club was successful in being awarded with hosting the Australian Youth Match Racing Championship for a period of three years,"

## COMPETITIVE BASE

*The nation's best young sailors are set to sharpen their competitive skills in the Australian Youth Match Racing Championship at the CYCA in Sydney, in late October.*

the best environment for the Championship. Another exciting announcement for the championship is that Sharp have come on board as the naming rights sponsor for 2016-2018.

Since 1993, the CYCA's Youth Sailing Academy has been working to develop a strong framework for young sailors to hone their skills at the highest level. The awarding of the Match

says Justine Kirkjan, the CYCA Sailing Manager and Manager of the Youth Sailing Academy. "Match racing is an integral part of the training we conduct at the Youth Sailing Academy, and the championship allows our teams to put their skills into practice. Having Sharp come on board for the three years is fantastic and enables us to conduct match racing events like this, that are

resource intensive."

Ten top teams representing NSW, WA, VIC and QLD will be competing. Dozens of aspiring Olympians will be out to test their skills over four days of intense racing. Some of the sailors to watch will be:

- Harry Price (CYCA) – the highest ranked (10th), youth sailor in the world
- Will Dargaville (RPAYC) – the current World Youth Match Racing Champion
- Clare Costanzo (RPAYC) – the current Australian Women's Match Racing Champion

The winner of this year's event will automatically qualify for the Musto International Youth Match Racing Championship, hosted by the CYCA in November.

The event is open to sailors under 23 years and racing is expected to follow the traditional format of two round robins followed by semis and finals and a sail-off for minor placings if time permits.

The Sharp Australian Youth Match Racing Championship will be held on Sydney Harbour from 20th – 23rd October. ⚓

### River result

#### *Sail Mooloolaba Queensland State Championship.*

YSA sailors Tom Grimes, Dante Olivieri, Eric Sparks and Finn Tapper have come away with a highly creditable 3rd at the Sail Mooloolaba Queensland State Championship.

They battled seven other teams from Tasmania, Victoria, NSW and Queensland who were contesting the annual three-day event conducted by Mooloolaba Yacht Club on the river arena at Mooloolaba watched by a large crowd of spectators.

Locals, the Sunshine Coast Sailing Team, utilised home-grown knowledge to clinch the series in Elliot 6's from the Royal Yacht Club of Tasmania team, led by Cadet class World Champion, Sam Abel.

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**Land Rover  
Sydney Gold Coast  
Yacht Race**

The 31st Land Rover Sydney Gold Coast Yacht Race finished as one of the slowest on record, which meant celebrations started a little later than hoped. Nevertheless on Wednesday 3rd August at Southport Yacht Club (SYC) the prizes were presented to very worthy winners after a long and tough 384 nautical mile race. The prizes were presented by Land Rover Representative Michael Thorburn, SYC's first female Commodore Kerry Noyes and CYCA Director Leander Klohs.





# CYCA Summer Racing.

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## Series 2016 - 2017

### 1. Blue Water Pointscore Series

Six blue water races including the Land Rover Sydney Gold Coast Yacht Race, Cabbage Tree Island and Rolex Sydney Hobart Yacht Race; all Category 2 (except Rolex Sydney Hobart - Category 1).

### 2. Ocean Pointscore Series

Eight passage races including the Sydney Newcastle Race; all Category 4 (except Newcastle Race - Category 3), includes a Spring/Autumn Pointscore.

### 3. Combined Pointscore Series

Six races including three Grant Thornton Short Ocean Pointscore races and three Ocean Pointscore Series races; all Category 4.

### 4. Grant Thornton Short Ocean Pointscore Series

Nine races including a Spring and Autumn Pointscore: all Category 4.

### 5. Grant Thornton Short Ocean Haul Pointscore Series

13 races, non-spinnaker series including a Spring, Autumn and Passage Pointscore; all Category 4.

### 6. Mount Gay Rum Monday Twilight Series

20 spinnaker Harbour races; all Category 7 including a Spring & Summer Pointscore.

### 7. Club Marine Wednesday Twilight Series

22 non-spinnaker Harbour races; all Category 7. This year including a Spring & Summer Pointscore.



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**AkzoNobel**

**B**ertrand and his crew of Briton Paul Blowers, and fellow Aussie

Ben Lamb, representing the Royal Brighton Yacht Club, clinched victory with a win in the final race in strong winds.

"It's been a roller coaster ride," said Bertrand on winning his second Etchells World crown at 69 years of age. "This is a team that was only put together for the Worlds and it is so nice to gel together and get better and better. Tom Slingsby was on the bow when I won in 2010, this year, we have Ben Lamb, who grew up with Tom, and he has been incredible this week. Paul (Blowers) knows these waters so well."

In fact, Blowers is a former

world champion in the class (1997), and the fleet included at least a dozen former world champions, including Australia's Cameron Miles, (1999).

Runner up for the second

of my favourite places to sail anywhere in the world and this week, we have had a real mix of conditions, well done to John and his team, they deserve it."

Third was Noel Drennan

## Bertrand delivers masterclass

*John Bertrand has proved he's still one of the world's top sailors, winning his second World Etchells title in the waters off Cowes.*

year in a row was Steve Benjamin (USA) with a crew of Michael Menninger, Ian Liberty, and George Peet (all USA). "The best team won, you can't say fairer than that," said Benjamin. "I love coming to Cowes, it is one

(AUS), representing the Royal Hong Kong Yacht Club, with a crew of Brian Hammersley and Andrew Mills (both GBR).

Bertrand and his crew started the regatta strongly, and were the most consistent

performers carrying that into the dramatic final day which featured numerous postponements due to the weather closing in. There were also multiple recalled starts, all of which Bertrand handled and then capitalised on, resulting in many boats being black flagged.

"Winning the Worlds is fantastic because of the people who compete, there are sailors from all over the world and from every aspect of the sport," he said. "Thanks should go to the organisers and supporters of the Etchells Worlds, especially David Franks who should be running every World Championship. They have produced a fantastic, well run and very enjoyable event."

Fifty-eight teams representing 11 nations competed for six days, with nine races and one discard. [www.2016.etchellsworlds.org](http://www.2016.etchellsworlds.org)



### HIGH ACHIEVERS

From left to right: John Bertrand and his crew of Briton Paul Blowers, and fellow Aussie Ben Lamb.



**T**

he breeze was light for the first few days, resulting in a two-day mid-week break from racing, but the SE trades powered-up on the final day for the 14 divisions and record 252 boats contesting a wide range of spectacular courses around Hamilton and nearby islands.

The crews that dominated class podiums, combined past knowledge with shrewd tactical calls when it counted.

"It was a game of two halves," summed-up Principal Race Officer Denis Thompson.

"Overall it's been good sailing for a big fleet," he continued. "The cruising boats are sailing really well; they used to be much less dynamic, now they are well-built modern designs and production boats. The trailer yachts handled the heavy weather sensibly, and the entire fleet of owners made sensible decisions based on the conditions."



## Tropical Tonic

*Audi Hamilton Island Race Week 2016 reminded veteran campaigners why they enjoy racing here so much, and won a whole new bunch of converts to the best keelboat regatta sailing in the Southern Hemisphere.*

The new format Australian Yachting Championship title concluded on the final windy day of competition on Saturday August 27, and two winners from the 2015 series returned to glory after five days of racing in the Whitsunday islands playground.

### RATING DIVISION A & B

Karl Kwok and *Team Beau Geste*'s final blast around the Molles Islands group in 28 knots SSE breeze was merely the victory lap for the Hong Kong/New Zealand team's third consecutive Australian Yachting Championship title.

"Three in a row, the trilogy... we are very lucky. The team

worked hard," said Kwok. On their biggest strength he reckons, "the core of the crew have been racing 52s for three sessions; Hamilton Island, Airlie Beach and before that some were on the Vespa 52 program in America. And all of us remember sailing here so well."

On their plans for the 2017 title, Kwok says the team hasn't talked yet. "The best sailing for us living in Hong Kong is Australia and New Zealand."

Matt Allen's TP52 *Ichi Ban* finished second to Kwok on IRC and Phil Turner's RP66 *Alive*, sailing for Tasmania, won the ORCi series.

Rating B IRC winner Stephen Barlow and his crew on Barlow's Farr 40 called *Forty* campaigned brilliantly to cement the IRC win from Peter Sorensen and *Botany Access Cocomo*.

Craig Neil's JV42 *Elena Nova* won the ORCi top prize in Rating Division B.

#### RATING PASSAGE

Ray Roberts' chartered Sydney 38 *Team Hollywood* aced the Rating Passage series, winning from Rob Date's refurbished Victorian Adams 10, *Scarlet Runner*, by four points under IRC and also taking out the ORCi first place.

"Winning seems easy at the end, but it was a tricky and close week of racing," Roberts admitted. He's put together many prize-winning campaigns over the years, including three or four division wins at Audi Race Week, but it's been ages since Roberts won an IRC title. "I won the first ever IRC national title in 2000, it was connected to the Sydney Olympics," he recalled.

#### RACER CRUISER

Canberra sailor Matt Owen's extraordinary success at Audi Race Week over the years continues with yet another division win, this time in the Racer Cruiser category, giving him back-to-back national titles at Hamilton Island where he escapes each August from the ACT's winter chill.



This year Owen skippered the Southport based Sydney 32 called *Onyx* on behalf of its owners, the Hutcheson family. "They are long-time family friends and we are very proud they let us punters from Canberra use their boat," Owen said. "We showed them what their boat can do."

At half the size, the only time Charles Curran's 60-footer *Sydney* and *Onyx* really came together was on the series scoresheet, duelling for the top spot, though today Owen spotted his nemesis: "It was the first time we saw *Sydney* on the race

course, it's hard to race against the benchmark when they are in a different suburb."

An 18th in Saturday's fast passage race moved *Sydney* into third overall after five races, the Edwards/Green owned Beneteau *White Noise* slipping into second.

#### MULTIHULL RACING

Simon Hull's foiling GC32 *Frank Racing* dominated the Multihull Racing championship division and despite electing not to race in Saturday's fresh conditions, the Kiwi team takes the inaugural Multihull Racing Australian championship title

home to New Zealand.

"We are thrilled to take out the championship," Hull said while packing the boat for shipping. "I think the standard of racing among the high-performance multis has been very impressive – it was a fiercely fought championship. The conditions played into our hands, they were good foiling days other than today, which would have been pretty severe."

Second was George Owen's Grainger 10, *APC Mad Max*, and third Chris William's Lombard Tri, *Morticia*.

Though marina space was at a premium, everyone was accommodated and there was high praise for the extensions to F-arm which hosted an impressive collection of racing and cruising catamarans.

According to Hamilton Island CEO, Glenn Bourke "the spirit, collaboration, organisation and performance our staff showed during the busiest Race Week ever was palpable to anyone who experienced it."

"The comments I received from the Oatley family, our sponsors, and most importantly the racing sailors and our guests, were all so comprehensively positive."

The drawcards of warm water racing, a fantastic roster of social activities, and the sheer beauty of AHIRW's tropical setting will linger in the memory of all who were fortunate enough to experience it. ⚓

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





**R**egatta hosts the Townsville Yacht Club can be justifiably pleased by the unqualified success of this year's event, which they took over the running of, from sponsor Sealink. The TYC has overseen a 30 percent increase in entries, with 71 boats competing, up from 21 in year one. The fleet, across 5 divisions, included entries from other parts of Queensland, Victoria, NSW, South Australia and Tasmania.

Magnetic Island Race Week, held from the Sept 1st to Sept 6th, is the last of the northern regattas, which traditionally starts with the Land Rover Sydney Gold Coast Yacht Race, then moves to the Brisbane Great Keppel Race, Airlie Beach Race Week and Audi Hamilton Island Race Week.

There were two course options: a longer course halfway around Magnetic Island to Horseshoe Bay return, or the short hop to White Rock and return.

Race Week Organisers again received rave reviews from attendees about the location. The hub of the event was Peppers

Resort, where most people stayed and where the daily prize giving took place in the evenings. The resort is within a one-minute radius of practically everything: the marina, a restaurant, pools, a local IGA and cafes. The compact nature of the event locale, warm breezy weather and natural

the water for the racing, the Far North's restorative winter sunshine and consistent winds did not disappoint. The opening day eased competitors in with 6 to 13 knots of breeze, enough to keep everyone interested and active.

Day 2 was very light, but sunny and warm, and the final two days,

## Perfect ten

*Sealink Magnetic Island Race Week's tenth anniversary featured a record number of entries and great racing in a picture-postcard tropical setting.*

beauty of the island set the stage for a party atmosphere.

The race management team made sure courses were set daily to allow yachts to return to the dock in time for the afternoon festivities. Bonfires, buffet dinners and seafood barbecues were well-supported social features, which kept the mood light.

When the teams got out on

delivered quality easterly winds of up to 20 knots.

Well-known Sydney sailor, Peter Sorensen is a regular competitor at the Sealink Magnetic Island Race Week. "We've enjoyed ourselves thoroughly, despite a few mishaps, including running into Middle Reef and breaking a jib halyard," he said.

*Elena Nova*, chartered from

Craig Neil by Andrew Pearson, found her groove early on to claim first overall in IRC, counting four wins from five races. It is the fourth time Pearson has attended the event and he is just as enthusiastic as ever, despite an 'oops' in one of the windward/leeward races.

"It (fourth) was our worst result – a result of too much Pommery champagne the night before," Pearson reflected. "We had to haul the spinnaker out of the water, but we didn't hit the start boat. The rest was good. After all the effort Craig Neil (boat owner) has put into the boat, it has reached its potential."

On the event as a whole, Pearson said: "I still believe what Bob Steel said last year; it is the best regatta on the eastern seaboard." His crew concurred, as did those moored next to them on *Champagne*.

"Denis (Thompson) and his (race management) team did their usual great job – we had great racing and great conditions," he added.

For the first time, the regatta now has a perpetual trophy: the winner of each division will have their yacht's name engraved on this inaugural trophy. Each crew of a division winner also received a gold medallion.

Overall prize winners receive a bottle Pommery champagne, a Sea Hawk voucher for two gallons of boat paint and a Musto cap, while second and third places receive prizes from Ross Haven Marine and Musto.

With its spectacular location, excellent conditions and fun atmosphere Sealink Magnetic Island Race Week has cemented its reputation as a great sailing getaway from the wintry Southern capitals. Its appeal and the annual migration can only grow. ⚓ [magneticislandraceweek.com.au](http://magneticislandraceweek.com.au)

## TOP 3

*Overall in each division.*

### IRC

1. *Elena Nova*, Andrew Pearson
2. *Ponyo*, David Currie
3. *Botany Access Cocomo*, Peter Sorensen

### Performance Racing

1. *Last Tango*, Phil King
2. *OS Wine-Dark Sea*, Peter Lowndes
3. *6838 Ponyo*, David Currie

### Multihull

1. *The Boat*, Graeme Etherton
2. *1S, Malice*, Malcolm Richardson
3. *Mistress*, Dennis Coleman

### Cruising – Division 1

1. *Tevake II*, Angus Fletcher,
2. *3S, Charm Offensive*, James Permezel
3. *Biddy Hu 11*, Paul Lindemann

### Cruising – Division 2

1. *White Noise*, Daniel Edwards
2. *Farrago*, Paddy McCutcheon
3. *Akarana*, Vicki Hamilton

### Cruising – Division 3

1. *Northern Moment*, Vic Stevens
2. *Berocca Daze*, Mickey Ink
3. *Margarita Pearl*, Gary McCarthy

### Non-Spinnaker Cruising

1. *Fare Thee Well*, Angus Jackson
2. *Flashdance II*, Brian Evans
3. *2S Fortified*, Graham Van Brederode

**A**irlie Beach Race Week started with three unbeatable days of sailing under the sun, then conditions became testing for the remainder of the regatta, with dismastings, a boat aground and two crew taken to hospital after being injured by booms in gusty south-easterly winds.

To cap off the final afternoon, the sun vanished, replaced by dark skies and heavy rain. Then an earth tremor hit Airlie Beach at 2.30pm, rocking the WSC. Earlier, officials at Whitsunday Sailing Club were busy taking calls from those in trouble.

#### MULTIHULLS

Tony Considine's *APC Mad Max* was incomparable in the Multihull Racing Division. Not even the big guns, exciting foilers *Frank Racing* owned by New Zealander Simon Hull, *The Boatworks*, an Extreme 40 owned by Tony Longhurst (Qld), nor Darren Drew's *Top Gun* (NSW) could make an impression.

Skipped by George Owen, *APC Mad Max* is a Grainger 10 representing the Multihull Yacht Club of Victoria, and she could not be beaten in the handicap stakes, winning all six races. Malcolm Richardson's *Malice* was second, followed by *The Boat Works*.

As Owen pointed out, "Heavy boat and heavy weather – that suits us. The boat is at its best, so we could have asked for better weather," he said.

In the Multihull Passage Division, David Davenport got off to a flying start to claim the spoils with *Misty Sea*, a Montebello 12.5. It made it worthwhile coming all the way from East Fremantle Yacht Club in WA.

John Williams' *Tyee III*, which hails from Victoria, was second and despite not finishing the final race when a crew member was hit by the boom, Michael Meehan's *Play On* claimed third overall.

#### IRC

Unusually, just three boats competed in IRC Racing, and Hong Kong businessman Karl Kwok's TP52, *Beau Geste*, was just too good. He was not aboard, but his crew, led by Gavin Brady, were too well-drilled.

Brady said despite the lack of boats, they had great competition with Phillip Turner's RP66, *Alive*.

In IRC Passage, Sydney's Ray

Darryl Hodgkinson and his 2013 Rolex Sydney Hobart winner, *Victoire*, were an unusual entry to this class. Despite being heavily taxed in the handicap department, and going to the rescue of the upturned trimaran *Closer to God*, then finishing the final race in 11th place, the canting Cookson 50 still won Division 1.

However, the win was on countback to a boat at the other

*Tavake II* (Vic) finished third and gave her the trophy. *Boadicca*, Peter Byford's Dufour 26 dropped from pole position to finish second overall. Rob Davis' *Treasure VIII* completed the top three, courtesy of finishing second in the final race.

Division 3 also went to the wire. Event PRO, Scott Chisholm's *Trivial Pursuit* (Qld) skippered by his son Scott, won the day after leading for the past few days. Two points behind was Ian White's *Kite* (Qld), with John Fowell's *Serenity* (Qld) moving back up to third overall.

The Non-Spinnaker division ended up being the closest of all the Cruising Division results. Graeme Trewavis' *Asadori* which won the final race to edge out Helen Henderson's *Island Time*, which slipped to third, with John Galloway's *QMS* moving up to second overall. All three are from Queensland, the latter two representing the event host.

#### SPORTS BOATS

Southport sailor Graham Sherring 'Retuned' his Leech 750 to take out the Sports Boat Division from Andrew Wiklund's Egan 7, *Crunk* from Queensland and Octopussy, all the way from WA. ⚓ [www.abrw.com.au](http://www.abrw.com.au)

## Wind Assisted

*A record fleet of 131 was treated to a character-building mix of conditions at this year's Airlie Beach Race Week writes*

DI PEARSON.

Roberts added a second place to *Team Hollywood*'s score in IRC Passage to win the series from David Currie's *Ponyo* which took the race and relegated Justin Brownhill's *Botany Access Cocoma* to third place overall.

#### CRUISING

Boasting the largest number of entries, the battles raged in the Cruising classes.

end of the scale, the Mick Eckhart skippered *Hammer of Queensland*, a famous Sydney Hobart yacht from the '80's, originally owned by the late Arthur Bloore. Not bad for a charter entry. Peter Lowndes fourth place with *Wine Dark Sea* in the last race catapulted her into third overall. Cruising Division 2 came down to the final race when Angus Fletcher's





**T**he dark navy hull of the champion led from the outset of the regatta, although at one point her advantage dropped to less than a point. But the tables turned and winning the first race in 10-12 knots was enough for Fauth and *Bella Mente* to hang on to their World title with a race to spare.

"It feels just fantastic," said a beaming Fauth. This is *Bella Mente*'s third Rolex Maxi 72 World Championship title win, and her second consecutive victory.

"Everybody was aware of our strengths and there was always a blocking attempt in the starting sequences. We know what we like to do and they would go out of their way to move us around," he said.

Hap Fauth's long time sparring partner George Sakellaris in *Proteus* finished second overall, one point ahead of the German *MOMO*,

ranked third.

It's been argued in the Grand Prix monohull world there are two main competitive classes that are pushing the technology envelope since the America's Cup moved to multihulls – the TP52s and Maxi 72 class which officially formed in 2014.

According to Fauth, the Maxi 72 delivers every facet of what he enjoys about grand prix racing, team spirit, technical development and implementing technical advances plus the simple pleasure of going fast inshore and offshore, but the watchword to it all is Improvement.

Launched in Spring 2012, the current *Bella Mente* is a 72-foot Judel/Vrolijk design, built by New England Boatworks, which specialises in high-tech racing boats. Among her afterguard, the likes of Terry Hutchinson, Adrian Stead and Mike Sanderson.

Advances this season on *Bella Mente* have been

## Bella Performance

*American Hap Fauth's BELLA MENTE has successfully defended her Rolex Maxi 72 World Championship crown in a week of intense racing from the 5th – 10th September, off Porto Cervo.*

technical, replacing the keel has improved performance but so too they work harder at the kinetics of sailing what is – Fauth asserts – a big dinghy.

"We put a new fin and bulb on, we have several new sails with new shapes. We are now getting down to the small refinements, windage, the kinetics of sailing the boat as a team. That is all very important. This is a big dinghy. Take a Laser or 470 and this is just elongated," he explains.

Altogether a record fleet of 52 yachts all in excess of 18.2 metres or 60 feet raced in the turquoise waters off Porto Cervo.

The biggest class at the Maxi Worlds was the Wally yachts, the super-size high performance cruisers with expansive, clean decks and powerful hull lines.

Thomas Bscher and his Wally 107, *Open Season*, once again proved to be the boat to beat.

In the Maxi Racing class, Mike Slade's *Leopard 3* benefitted from George David's *Rambler 88* being OCS. The British maxi then maintained a tight cover over her thoroughbred American rival to score her third bullet of the series and with it overall victory.  
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than usual, attracted its share of funny stories, and 'what if's.

A favourite was that of Shane Kearns, owner of the defending champion, *Komatsu Azzurro*. And despite being stuck at sea for so long, arriving just in time for the prize giving, Kearns and his regular crew won Division 4, and won ORCi Division 3.

In a text message to a CYCA Race Official, shortly before finishing, Kearns said: "Please close the windows to the sailing office if you ever see me approaching to enter a yacht race again! Give me a gale in Bass Strait to sail into rather than this agonising torture".

Fortunately, yachties have very short memories.

In another text, Simon Kurts, steering *Love & War* towards the finish line before 9.30am this morning, after a previous ETA had them finishing at 3am: "Please accept our apologies, as we are running a little late".

Noel Cornish, a CYCA director and the owner skipper of *St Jude* commented: "It was an enjoyable but challenging race. It was exciting too, because it provided a lot of great competition between those in our Division (*St Jude* finished third in Division 2). Many of us were together within 50 metres of each other – we rarely lost sight of each other – we almost match raced to Southport."

"It was very tricky for the navigators, and Steve Kidson navigated *St Jude* for the first time. He did a great job," Cornish ended.

Ten boats retired from the 2016 Land Rover Sydney Gold Coast Yacht Race. ⚓ [www.goldcoast.cyca.com.au](http://www.goldcoast.cyca.com.au)

**I**n mostly light and variable conditions throughout the 384 nautical mile race, one of the slowest on record, *Wild Oats XI* took two days 1 minute 16 seconds

*Oats'* main competition for line honours, *Scallywag*, owned by Hong Kong businessman Seng Huang Lee, retired after a keel ram exploded on the super maxi as they were sailing near Smoky Cape. "Such a pity, we were right alongside *Wild Oats XI*," Skipper David Witt reported from the yacht, which was giving the race record holder a run for

entered the annual 384 nautical race, eight finished.

To give an idea as to depth of *Ichi Ban's* win, and her performance against the other top TP52s, she finished six hours in front of *Balance* (Paul Clitheroe), with *Koa* and *M3* closely following *Balance* over the finish line. With their respective handicaps in place, *Ichi Ban* beat *Koa* eight minutes short of six hours and *M3* by nearly seven hours.

Allen and his crew worked the tricky weather situation to their advantage, placing the boat in all the right places at all the right times, while the bulk of the fleet fell into every hole imaginable on the 384 nautical mile race course.

The 31st running of the 384 nautical mile race, more so

## Slow Motion

*The 2016 Land Rover Sydney Gold Coast race proved a test of patience and tactics, a highly challenging outing for navigators who tried to avoid the wind holes which littered the course.*

to complete the course; well outside the open race record she set in 2012 of 22 hours 3mins 43secs.

The super maxi last contested the race in 2014, when she took line honours off Main Beach in the time of one day 2hrs 27mins and 47secs, nearly half the time it took her to finish this year.

"We had a lot of slow through the race, not just the end," *Wild Oats XI's* skipper Mark Richards said, referring to the 5-6 knot fluky breeze that brought them to the finish line. "It seemed to take forever," he said.

her money in the light airs.

Peter Harburg's Volvo 70 *Black Jack* was second across the line three hours astern of *Wild Oats XI*, with another three hours back to *Ichi Ban*.

Sunshine and light breezes sent the 75 entrants through Sydney Heads and northward to Queensland. *Wild Oats XI* led the fleet past North Head with the newly branded *Scallywag* chasing.

But it was the TP52's which dominated the race on handicap, with Matt Allen's *Ichi Ban* claiming a comprehensive overall victory. Nine TP52's



This year's regatta attracted the largest fleet ever: 127 boats in 11 classes. Throughout its history, the San Francisco Rolex Big Boat Series has showcased the top end of the sport and this year's fleet featured everything from a 70-foot trimaran to a bevy of trailerable sportboats. It illustrated the variety of shapes and sizes that grand-prix racing offers these days.

The big fleet included sport boats (Melges 32's), ORR-rated boats and multihulls, as well as several sizable one-design classes. There were 38 J/70s (including two from Australia), and 26 J/105s, as well as nine boats over 50 feet in length. The C&C 30 One-Design (five boats) made its debut at the regatta, while the Express 37 class (seven boats) raced in its 26th edition of the Rolex Big Boat Series.

Of interest to Australian TP 52 owners, plans were revealed for a PAC 52 Class next year. The PAC 52 is a hull of a TP52 with



a 60 centimetre taller mast and lighter engine – for a reduced total weight of 100kgs.

San Francisco's reliable seabreeze came in every day, starting at a gentle 8 to 10 knots and then steadily increasing into the 20s, with a peak of 30 knots on the final day. All classes completed their full slate of racing, and although there were some broken masts and scrapes and bruises along the way, the regatta went off without a hitch.

The coveted prize at all Rolex Yachting events is a specially engraved Rolex timepiece. At the awards ceremony, six class winners—ORR A, ORR B, ORR C, J/105, California 40 (also known as Farr 40) and J/70—were presented a Stainless Steel Submariner Date watch as well as a St. Francis Yacht Club perpetual trophy.

The Rolex Big Boat Series is the third and concluding event of the 2016 Rolex Yachting calendar in the U.S., and closes the year there on a high note. [www.rolexbigboatseries.com](http://www.rolexbigboatseries.com)

## Northern Exposure

*The 52nd Rolex Big Boat Series hosted by the St. Francis Yacht Club wrapped-up in ideal late-summer sailing conditions on San Francisco bay.*

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**T**om Burton's Gold medal in the Laser was described as a "surprise" by some in the media, but was recognised by anyone who'd been following his career as a completely fitting reward for his determination.

Lisa Darmanin and Jason Waterhouse stormed home in the Nacra 17 to miss gold by one point, while the calibre of the

performances to secure the other silver medals won by Mat Belcher and Will Ryan in the 470, and Nathan Outteridge and Ian Jensen in the 49er, were equally impressive.

Add to that Jake Lilley's Finn and Ashley Stoddart's Laser Radial medal race achievements, both displaying the potential to push for better results in future Games, as did Carrie Smith and Jamie Ryan in the Womens 470.

We asked this tight-knit, successful group for their own take on the Rio experience.

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# JUSTIFIED REWARDS

AUSTRALIA TOOK SEVEN SAILING CREWS TO THE RIO OLYMPICS; SIX MADE THEIR MEDAL RACES, AND FOUR WON MEDALS, IN A STRIKE RATE THAT LEAVES OTHER BIG SQUADS IN THEIR WAKE.

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## TOM BURTON GOLD LASER

It has well and truly started to sink in. After I finished the race, I asked my coach 'if I had to do this (win an incredible luffing duel in the pre-start) 10 times, how many times do you think I'd pull it off?' And he said 'two-and-half'. I said 'I think more like one', and he said 'one's all you need!'

I heard a whistle on the last downwind leg so I thought he (Croatian Tonic Stipanovic), was pumping a lot to try and catch up.

But I never actually looked back to see where he was. I only looked back when I crossed the finish line.

I saw he was in last, and I had felt that all along, but I was looking for confirmation from my coach and a few other people looking at me. I got the word from some of the media boats and then it hit me.

We'd talked about tactics a fair bit in the two days before the medal race, but it all comes down to the one decision or moment, when we were backing our sails.

Everything's been building up to this for the past six years; blood, sweat and tears. I've put a lot of things on hold, missed a lot of things, missed my sister's wedding, all in chasing this dream.

But for it to come-off the way it did, in the one situation I really needed it, it's a fairytale.

I was rooming with Mat Belcher (470 Silver Medalist), and Jason (Waterhouse Nacra 17 Silver Medalist), throughout the tough days and the good days. We'd always joke about it.

At times, when I'd had a tough day and really struggled, Mat would say 'when you win, it will just make the story even better', which it has.

I'd like to thank all the people who've helped me, not only these past four years, but throughout my sailing career. Hopefully with your support I can do it again.



**NATHAN OUTERIDGE AND IAIN JENSEN**  
SILVER 49ER

**Nathan:** In Rio we had to do it the hard way. We just sort of mentally shifted. Focussing really hard on what we could control and not worrying about other things meant the final two days we were always within the top 10 and just played a bit more consistently and let the others fall away.

The way sailing works is the difference between gold and silver is one or two little decisions, same for third. So to get a gold and three silvers is, in my opinion, just as good as our performance in London.

I think what's impressive is we've had new people step up and win medals: Tom, Lisa and Jason. I think there's a huge depth of talent in sailing today.

In our class (49ers), three other Aussie teams do all the events with us and they probably deserve a part of this medal as well.

It's a huge team effort, from our coach to the guys doing the weather program. I couldn't be more proud to be a part of a great sailing team.

**Iain:** At the end of the day you're there with the world's best. You're representing your country and that's a dream everyone shares. To come away with silver is not quite as good as gold, but you can still take that away and be really happy with it.

We've known each other since we were kids, since I was five and he was seven. That's when we started sailing together at the same yacht club. We've been best friends ever since.

There are not many people who get to go to two Olympics with their best mate and win a gold and a silver!



**LASER FOCUS**  
Tom Burton fine tunes his course to the gold

**TEAM WORK**

Fancy footwork from Nathan Outteridge and Iain Jensen. Below: Mat Belcher and Will Ryan fly the victory flag with coach Victor Kovalenko.



**MAT BELCHER**

SILVER 470 MENS

We went there to win gold but to take silver was great. We had two goals: to try to win the (medal) race if we had the opportunity, or to control the Greek boat. It didn't really matter where we finished – we just had to be in front of Greece.

It was quite entertaining at the back. When it became clear Croatia was in front of us, we changed our strategy out on the water.

The unique thing in Rio was the diversity in the conditions. Seven different race areas, three and a half metre seas offshore. We got gusts up to 44 knots one day. We were racing in up to 30 knots in some of the races, and then coming inside with two to four knots from directions we'd never experienced. It was pretty difficult, but at the same time that was the enjoyable part about it.

For Will and I to make the comebacks we did, was satisfying. They were probably some of the best races we've sailed together. That was really rewarding for us.

We just continued to do what we would normally do. Social media didn't really phase us too much. We weren't tweeting a lot or on Facebook. For us, it is special to see the messages from friends. I didn't see my kids in three and a half weeks (before Rio), and before that, the last time in Australia was eight and a half months, which was really hard to be separated for that long. So that really shows the level of commitment Will and I had.

We, (the Australian Sailing Team) are all about performance. We all work so well together and really supported each other when we needed it. We've seen it in multiple Olympics now.

We had 11 athletes at Rio and seven of us medalled. We had 13 athletes in London and eight of us medalled.

It's a real credit to our support staff, team directors and management. That's what's kept me campaigning, I love the environment and I love working with these guys.

*"To make some of the comebacks we did, they were probably some of the best races we've sailed together"*



**WILL RYAN**

SILVER 470 MENS

It's been amazing. It's my first Olympics. I've been working towards it for nine years. It wasn't the gold we were ultimately aiming towards but at the same time we were very fortunate to come away with a silver medal.

For Mat and Victor (Kovalenko, Coach of the Australian Sailing team), back then to realise I had the potential that I could do something was a huge credit to them. They've really turned me into what I am now.

Each regatta you go to, whether the wind seems simple or not, there are always so many complexities. It was actually good that the competition dragged out over 10 days so we had a taste of everything.

We knew we had an Olympic medal secured going into the last day, but we had to fight for the colour.

I just slipped and fell straight in, (approaching the third mark in the medal race).

Fortunately, Matt pulled me back out of the water one-handed pretty quickly and got me back into the boat and back into the race.

I think since London there's been a big momentum shift. There are a lot more junior programs coming through, and we're seeing the benefits of those now, and will continue to do into the future.

Mat and I both came through those pathways. We're fortunate this time round as we've got 60 percent of the team under 25, and we've ended with five people in their first Olympics with medals. It says good things for the future.

We both feel we can be better and we really enjoy it, so we'll give it some time to rest and have a look at what opportunities are around.

## WE ARE THE CHAMPIONS

Back row, from left to right: Nathan Outteridge, Will Ryan, Iain Jensen, Jason Waterhouse. Front row, from left to right: Lisa Darmanin, Mat Belcher and Tom Burton. Proudly display their medals at Audi during Hamilton Island Race Week.



## LISA DARMANIN & JASON WATERHOUSE

### SILVER NACRA 17 CATAMARAN

**Lisa:** It was really hard. Obviously we were going for a gold medal. We had a big point gap (going into the final medal race), but we still had three boats ahead of us and we had three boats chasing us.

We knew that if we were first or second around the top mark, we were in with a good chance. We knew we had a gold medal performance in us, and we got goddam close to it!

We were really happy with how we sailed that race. (Lisa and Jason went into the final race in 4th, and could have come out empty handed.) But to come home with a silver medal and one point off gold was awesome. It's hard not to be disappointed, but still something we should be really proud of.

Before the Olympics, I decided to turn off all the social media. Except on the day we had a shocker, I opened it all up again and there was this amazing wave of support messages and I knew there were going to be people back home watching. That was really nice. It helped me get over the disappointment.

We're out there training by ourselves. A lot of the time it's wet and it's cold. I think what's great with Jason and I is sometimes I don't really feel like going sailing and he's like 'c'mon let's get out there', or vice versa.

I think what's really important when you're in a team in high performance sport, is that you have the same goals as the other person.

I'm going to Bermuda next year (to train with Jason who has joined Team SoftBank Japan), and then when the America's Cup is over in June, we'll get back on the circuit.

I'm going to sail as much I can on all sorts of boats between now and then, because the Nacra could be going foiling at 2020.

**Jason:** To go to the Olympics with family was great, and it was a huge advantage for us, especially on a day like the medal race with all the pressure and such a unique environment.

That family bond we have, to be comfortable to trust each other's instincts and the decision making processes. We did awesome! All we wanted to do was to contribute to the team and Australia. Everyone gave us so much support. So to get a silver medal back is something that's so precious to us. We really appreciate everyone's support.

## JAKE LILLEY

### 8th FINN

Rio really lived up to its expectations. It provided a fantastic sailing venue with varied conditions.

I said before the Olympics that at the end of the week, the best sailor would stand atop the podium, and if you brought any weaknesses to the Olympics, Rio would expose that.

That was certainly the case in our fleet. Giles Scott (GBR) sailed an impressive series and after five years of domination, took home the gold.

I feel I had my opportunities. I sailed well and pieced together a consistent event to sit with a bit of a buffer and in bronze medal position going into the last day of normal racing.

I didn't sail my best in perhaps my weakest conditions that day. It was exposed and it was raw. I still don't sleep well thinking about it, and I probably won't until after Tokyo 2020.

Regardless, it was a fantastic opportunity to race in the medal race and finish 8th overall at my first Olympics. Far from where I want to be, but not a bad place to start either.

To be a part of the Australian Sailing Team and to witness everybody at their finest and working hard towards winning an Olympic medal was very special to be a part of.

As a team we formed a very close-knit bond and built a resolve to go and do it better again in 2020.

Rio was a fantastic Olympic Games, we enjoyed every moment, but we are already looking to go bigger and better in four years time.

## ASHLEY STODDART

### 9th LASER RADIAL

I just loved the sailing, even though we went through a lot of different course areas, we sailed as much inside the harbour as we did outside. I just loved the racing and at times I was pinching myself like wow this is as good as it gets.

There were a lot of Laser Radial

Women that didn't make the medal race who are great sailors, including the Gold medalist from London, a lot of World Champions. I'm pretty happy with how I went over there and I think it's just given me some really good motivation; I feel exhausted right now but refreshed at the same time.

We had 37 boats (in the Women's Laser fleet), everyone brought their speed and their skills so you couldn't get away with anything. At times I knew if it wasn't working on a particular side of the course, if I've got the rest of the race to go, to make the best out of the situation. And if that is going to be the end result, well I just have to make sure the next race is good.

And what you did the day before doesn't affect the current race. Those results don't matter. Coming in with a clean mindset is what matters. In sailing you just have to learn to put the race or leg you've just had behind you. It takes a lot of mental strength. Being level-headed is important, so you don't ride the highs and lows so much.

I've really enjoyed the racing at the Games, so at this stage I can't see why I wouldn't want to have another shot at it in the Laser.

## JAMIE RYAN & CARRIE SMITH

### 15th 470 WOMEN

**Jamie:** You just take away so much from the whole experience; from the campaign and the selection process. In terms of personal development, it taught me so much about myself as a person; what I'm capable of, and to be proud of that as well.

The regatta was really tough and tricky. We had spent so much time training there and trying to prepare and get used to the conditions but come racing, we were thrown a few days we'd never seen anything like before.

Challenges like that you just had to roll with and accept. The regatta was also such a tight fleet, different

from anything else we'd done. It was probably tough for us in that we didn't come away performing as well as we would have like to and as well as we know we can. We had opportunities in racing that we didn't capitalise on. Carrie and I took a lot of learning from that.

My trajectory into high performance 470 sailing has been pretty short and steep. As a team. Carrie and I only got into the boat two years ago and within that two years there's at least 12 months that injury and illness saw us out of the boat. So we definitely didn't have the preparation you would ideally want.

Throughout the whole week, everyone (in the Australian Sailing Team) supported each other really well. A pat on the back after a rough day, maybe a high five after a better day, it all really helped.

As soon as we start racing, start sailing, we love it, we're there to win and we have so much fun doing all of that. I think we'll be back, we're pretty hungry to be up there with the medalists at the next Olympics.

**Carrie:** The best experience for me was the Opening Ceremony. The whole experience blew me away. The fact that they put together a whole production just to show how important sport is in this world and that you are among the best in the world competing for your country in a sport you love, was just magical.

The opening proved the importance of this competition and event. When they lit the torch in the stadium I couldn't help but feel overwhelmed with emotions. It made all the hard work and sacrifices feel worth it because you're one of only a few that got to represent Australia and experience it.

That night made me want to really give it my all because thousands of people were cheering me on and cheering for our country. I was just so proud and excited.

It was an honour and made my racing even more special. It made me work harder than ever.

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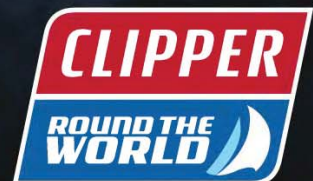
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**PRECISION  
TECHNIQUE**

Audi Hamilton Island  
Race Week

Clockwise bottom  
left: *Last Tango*  
carves a spectacular  
wake on a fast  
reach; *Scallywag's*  
bowman at the  
business end of  
proceedings; give  
way to local traffic





**LIQUID PRINCIPLES**  
Airlie Beach  
Race Week

Clockwise from bottom left: *Condor* and *Helsal 3* at cross purposes; silver spray refreshes on a downwind leg; Team Beau Geste on their way to a comprehensive IRC win.





**MAGNETIC  
APPEAL**  
Sealink Magnetic  
Island Race Week

Clockwise from left:  
Straining to find  
an advantage on a  
close kite run; neat  
rail arrangement for  
maximum upwind  
drive; working  
across a sparkling  
Cleveland Bay.



**T**here's no mistaking Beneteau's new flagship in its Oceanis range.

The show boat in Cannes, with its grey-green hull, attracted an appreciative crowd.

Beneteau's Marketing Director Gianguido Girotti says the Oceanis 62's styling from Italian Pierangelo Andreani, "creates a bold visual impact".

Andreani, who's better known for his power boat design work, has incorporated a number of power features into the 62, such as aft access stairs from the swim platform into the cockpit, and a tender garage which

Ten of the new flagship are on order, and one could be coming to next year's Sydney boat show.

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

### L30

Ukraine is not exactly well known for its yacht production, but that could be about to change thanks to the L30.

This pocket rocket is the realisation of Olympic 49er silver medallist Rodion Luka's desire to make sailing more accessible. The L30, a fast exciting yacht Rodian describes as a "mini Volvo 65", could very well be one design racing within a few years.

"I wanted to design a boat that was good

reason this boat couldn't be cutting 40 footers down to size on a harbour near you. [www.l3oclass.com](http://www.l3oclass.com)

### ELAN S3 LIMITED EDITION

This is the performance option of Elan's popular E3 range, with an upgraded carbon rig and rod rigging, along with weight saving features in the hull, deck and interior.

There's been no compromise to hull integrity, which is sandwich multi-directional GRP with foam coring, while the deck is full vinylester.

Phillipe Chevallier from Elan said the 9.25 metre hull with twin rudders and a single chine was "very fast and easy to sail."

The S3's can be customised for each owner, but the standard layout is two cabins, one aft and one in the bow, with a bathroom just off the companionway.

According to Phillippe the S3's numbers are impressive for its size. "Below 7 knots (upwind), you are between 6.4 knots - 6.7 knots, which is very good for this type of boat."

A retractable bowsprit, with a carbon option, controlled from the cockpit, offers enhanced downwind performance, while there's a through deck furler for the genoa.

The genoa cars sit snugly beside the coachhouse allowing unimpeded access along the side decks and the mainsheet traveller is recessed.

Weighing 3,690 kilograms, this Humphreys design combines high quality fit and finish, serious competitive potential and an extremely comfortable interior.

[www.elan-yachts.com](http://www.elan-yachts.com)

### SOLARIS 47

Clean hull lines, including a slight reverse to the bow and beam taken all the way aft, make a memorable first impression of a beautiful example of the boat builder's craft from this Venetian yard.

The Solaris 47 debuted earlier this year, but this was the first chance we've had to check-out features such as its uncluttered deck and cockpit perfect for short handed sailing. All halyards are recessed and led aft to hydraulic Harken winches within easy reach of the steering pedestals, while the German style mainsheet arrangement

## EYE CATCHERS

Major manufacturers and smaller yards alike put an emphasis on innovation in the new crop of yachts unveiled at this year's Cannes Yachting Festival. SAILS Editor SCOTT ALLE narrowed his choice down to 5 out of the 120 yachts on display.

can house a 2.85 metre RIB. The aft section of the swim platform lowers hydraulically to launch and recover the RIB.

I also really liked the optional pop-up galley, with a bbq, fridge and sink that rises out of the transom. The cockpit is vast, able to easily sit 12, with all lines led aft. Boosting sailing performance has been a goal and that translates into an upgraded mast and deck gear package. The rig itself is 1.5 metres taller than standard, with a 'park avenue' boom. There's also welcome deck amenities such as a double sun-pad forward of the mast and a big carbon targa roof that should be a selling point to prospective Australian owners.

The layout is either 4 or 3 cabin depending on the owner's preferences.

for beginners, an understandable hull to sail, and with wheels, not a tiller," he said.

The 9.58 metre boat is vinylester resin and weighs just 1,820 kilograms, with 710kgs of that being the lead bulb.

The promo video shows the L30 powering at 20+ knots, tracking nicely through chop, the twin rudders carving a clean wake.

There is a three-quarter bunk in the bow, a stern quarter berth, enclosed head, galley and generous storage lockers. The fit-out and finish is acceptable, but not quite up to the standard of the big European brands. Then again at 80,000 Euros or \$120,000 for the whole package including sails, it's significantly cheaper.

Five L30's are in build, but there's no



BENETEAU OCEANIS YACHT 62



L30



ELAN S3 LIMITED EDITION



SOLARIS 47



HANSE 588

also emerges at the four winch configuration.

The brushed oak interior is chic, and the finish - a cut above the competition.

There are 3 double cabins and 2 bathrooms, with the master in the bow with an ensuite. There's a well-laid out, functional galley and a luxurious L shaped sofa in the saloon.

This boat combines fantastic looks with practicality and an array of lifestyle features owners are demanding from brands, including the drop-down transom which houses a 2.4 metre RIB.

Weight is 12,400 kilograms with a draft of 2.8 metres. [www.solarisyachts.com](http://www.solarisyachts.com)

**HANSE 588**

At 17.2 metres or 56 and-a-half feet, Hanse's

new 588 is big, but you don't realise the true volume of this spectacular yacht with, its 5.2 metre (17 foot) beam until you stand on the deck. The dinghy garage houses a Williams 2.8 metre RIB, stairs lead-up to the huge cockpit. There's a Targa top with built-in entertainment system and recessed LED lights, with the mainsheet system arranged on the top. There's also the option of a BBQ bar in the cockpit with integrated grill, sink and freezer.

But what really stands out on this boat is the interior.

It's an expansive light filled space. Despite the low, sleek cabin line, headroom is 2.15 metres throughout, and the woodgrain trim

is expertly crafted, with all rounded edges. Six hull windows positioned at eye level enable panoramic sea

views in the saloon. There are literally dozens of layout options, between three and six cabins, two galley designs, both feature a wine bar.

Despite all its appointments, the 588's sailing pedigree hasn't suffered.

The powerful three spreader rig utilises Hanse's trademark self-tacking jib system with a second forestay for long distance cruising and an electric furling system. The hull itself is sandwich construction, with the deck reinforced by a GRP inner grid.

The whole package is engineered with the purpose of crossing oceans in superior comfort and safety.

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

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Image: [www.afrancolini.com](http://www.afrancolini.com)

# A CRUISER FOR ALL OCCASIONS

BENETEAU'S NEW OCEANIS 41.1 CRUISER EPITOMISES MODERN YACHT DESIGN WHERE THE EMPHASIS IS FIRMLY PLACED ON USER FRIENDLY, WITH ENHANCED PERFORMANCE, REPORTS KEVIN GREEN.



**GAMES DECK**  
A wide swim platform with hot water shower are welcome features at anchor on the new Oceanis and the optional teak cladding enhances the enjoyment.





NICOLA SCLARIS

**B**eneteau is currently in a major redesign phase according to Director of Marketing Gianguido Girotti who talked to me about the French builder's plans to seriously lighten ship and generally revitalise its Oceanis range. Which was auspicious as our chat was aboard the first of this new range – the Oceanis 41.1 – to arrive in Australia. A fact that also pleased NSW dealer Graham Raspas from Flagstaff Marine who invited me for a test sail on Sydney Harbour.

#### FIRST IMPRESSIONS

Forty-foot cruisers like these are designed to take you and your family safely along the coast, and beyond, whilst giving plenty of cabin space. So, given the maxim, if it ain't broke don't fix it, the approach taken for the 41.1 is really to enhance the proven Oceanis 41 hull. So the 2016 Oceanis 41.1 uses the same 2012 hard-chined hull but it's shed a whopping 614kg, along with a revamped interior. Externally the aesthetics are contemporary, thanks to Beneteau retaining its signature fibreglass arch while on deck things remain mostly the same, as does the alloy deck-stepped rig located above the keel; something that designer Pascal Conq told me was essential for balancing the sailplan across the boat.

Looking around the cockpit, the most striking feature is the mainsheet arch, originally taken from the luxury Sense range and adopted by the Oceanis line. This GRP structure runs the mainsail on a single block and allows the sheeting to be far down the boom for greater control. The other big plus is that it strongly supports a sprayhood which can extend into a cockpit tent. The downside is a fairly high boom which moves the centre of effort up and makes sail handling a wee bit harder for shorter sailors.

## STYLISH PRESENCE

The Performance Pack fitted on our review boat had carbon Elvstrom sails and, in addition, an optional bowsprit can fly a Code Zero. Below: The new double doors really open the light wood Oak Alpi interior on the Oceanis 41.1 and the compression post doubles as a useful hand-hold at sea.



But the modestly sized sailplan (82m<sup>2</sup>) should allow for this, and stability is actually higher on the 41.1 according to my figures (29 percent ballast ratio with 27 percent for the older 41 version). Cockpit sail controls are reasonably simple, with a single pair of winches on each binnacle for the primaries and these double-up to take the mainsheet as well; thanks to jammers on each side. Alternatively a second pair of winches can be fitted, dedicated to the mainsheet. The large teak table with grabrails is handy for bracing, as are the handles on each binnacle.

**T**he twin helm binnacles are integrated into the cockpit bulkheads while allowing ample space for crew to pass between, to the electric fold-down transom swim platform.

Good features at the binnacles include a prominent compass on each while electronics are from B&G with a 7 inch Zeus plotter on each side, with engine controls to port. Deck gear is by Harken, with the primary H40s easily to hand at the helms. Halyard control on our review boat was done with an electric H40.2ST on the cabin top which handily is dual speed with rotating off-switch to prevent inadvertent use. Opposite to port is a manual one, with blocks of jammers on both sides and lines running clear to the mast foot. The overall cockpit layout is functional and works both for cruising and occasional regattas because there's enough space for crew, yet compact enough for short-handed. Underfoot the optional teak cladding hides a central main hatch giving access to the rudder shaft for emergency steering while on each quarter are deep lazarettes.

Moving forward, the GRP decks give good grip underfoot while outboard shrouds clear the way to the wide foredeck, an ideal sunbathing area at anchor. The anchor setup uses a Quick vertical windlass with capstan, the latter a useful addition on a cruising boat, while dual bow rollers allow a second set of rode to be used. Other good features on the deck include midship cleats and the 2016 model has adopted an integrated GRP toerail. An optional bowsprit ensures the Code 0 is clear of the forestay, so a worthwhile option.

## LIGHT WOOD SALOON

With two or three cabins and one or two bathrooms, the Oceanis 41.1 should have wide appeal. The cruising couple might opt for the two cabin and large storeroom/sail locker. In all layouts the owner's berth is forward, where a second bathroom can be included. An improvement in the 2016 model is the Queen sized bed and double doors which really open up the interior, thanks to the compression post being aft and now part of the dinette table. Our review



boat, hull number #20, came with three cabins and the single midships bathroom with dual entry (into the aft starboard cabin).

The major change in the dinette is the position of the chart table, that now adjoins the forward cabin. Traditionalists may say it's too far from the companionway and facing forward but it does give a bulkhead for instruments and is beside the large rectangular portlight. This location, instead of a sliding midships one as on the 2012 model, means that the dinette is freed up for crew to enjoy both sides of the fold-out table; but annoyingly when the flaps are down you have to step over the starboard flap to be seated. For weight-saving, there were no overhead lockers in the starboard saloon on our review boat but they can be optioned.

For this stock boat, dealer Graham Raspas chose the more modern, light coloured Oak Alpi interior rather than the more traditional darker Mahogany Alpi. This contrasted nicely with the oat coloured shading in the cloth upholstery and cream GRP ceiling. Personally I like the bare fibreglass ceiling, rather than the lined variety on the previous model. Both the interior and deck are done by Italian collaborators Nauta Design so everything generally flows well. Apart from the rather tacky black plastic doorstep on the bathroom which prevents the door opening beyond the companionway. Another frown-inducer is the saloon style doors on the main hatch, an issue I've put to designer Pascual Conq before: "This design allows us a much lower entry sill into the cabin," explained Pascual.

Just behind the dinette, our review boat had the main bathroom – fairly spacious, reflecting the wide beam and high topsides. The moulded bathroom has a separate shower and manual toilet with sufficient ventilation. Opposite, on port is the L-shaped galley which is dominated by a large 190l dual opening fridge. Another biggie is the single sink (with my preference being two smaller ones) and nearby is the double burner gimbaled stove and oven. Overhead cupboard space abounds and there are drawers below the worktops; which usefully have tall fiddles. In terms of quality, the standard of fixtures and fittings throughout were good and of course precision CNC machining ensured that all joinery nicely fitted together.

Ducts for the optional air conditioning are another good comfort feature (and there's space behind the engine for a 7.5 KVA generator as well in two cabin model). Looking aft, the twin cabins are symmetrical and greatly benefit from the cockpit-facing windows while head space is average due to the deep cockpit intruding. Usefully, both cabins allow access to the Yanmar 45HP diesel. Lifting up the companionway steps reveals the Yanmar; a new model, adopting the common rail fuel injection system intended to be more efficient than standard injectors. Front access to the

main service points – impeller, oilways and filters – is good, and the starting battery is nearby in the port cabin, along with two house batteries and the main switches. The saildrive gearbox on our review boat came with a three bladed folding propeller, something essential for competitive twilight racing, rather than the standard fixed model.

**RACE RIG AND LIGHTER HULL**

Our review boat came with a Performance Pack comprising of an adjustable backstay, German mainsheet and black carbon sails bent on the standard alloy Z-Spars mast. Sails manager Micah Lane, who was aboard, said these new Elvstrom carbons had an expected life of about five years, which is good for performance sails. Two cringles were included for standard slab reefing and lazy jacks supported the sail. The 104 percent Genoa sheeted from inboard cars with enough length for an even larger sail, should you need it. Alternatively and for easy sailing a self-tacking jib can be optioned and furling mainsail (20 percent smaller).

The hull is solid polyester layup with similar inner moulding bonded for rigidity while the decks are injection moulded GRP/balsa sandwich but is coming soon. A chine is used to maximise beam while minimising wetted area when heeled, and the wide beam is carried aft to ensure enough volume for carrying the sailplan further back. The keel is a cast iron fin with L-shaped foot and a large spade rudder is connected to the twin helms. Our version was the long keel but a shallow draft is available.

**SAILING ON SYDNEY HARBOUR**

Slipping our moorings at Rushcutters Bay I motored out onto an unruffled Harbour, so gunned the Yanmar and got a good response, the bow rising as we sped along at 8.3 knots with the 45HP spinning at 3,000 RPM, with no vibrations felt through the stylish Carbonautica composite wheel. With cruising manoeuvres in mind I chose reverse and guided the 41.1 astern without complaint or deviation from the spade rudder, which gave me confidence for marina handling, even though no bow thruster was fitted.

Then, steering ahead into the northerly wind it was time for the rag and stick, so crewmate Micah hoisted the black mainsail using the electric Harken before unwinding the genoa to send us on our way. Acceleration was immediately felt at the binnacle where I steered us close hauled at 30 degrees towards the Heads, managing a tidy 7.2 knots in only 9.8 knots of breeze. With enough feedback through the steering and the telltales easily seen from my gunwale perch, I immediately felt at home on the 41.1. The \$20,000 or so spent on the thin but powerfully shaped carbon Elvestrom sails and German mainsheet is money well spent for those seeking twilight race glory or indeed light wind passage-making. Just add a Code 0 with

a top-down snuffer and you're fully equipped for most weathers. My next manoeuvre had short-handed sailors in mind so, making my crew of Micah and Graham redundant, I tacked the boat myself. Involving a few steps, I first took the mainsheet off the winch on the high side where I was steered, after locking it on the jammer and then wound-on the lazy genoa sheet. Walking to the low side I tacked the boat – freeing the sheets as I did so – then went back to trim on the genoa as we sped off. All easily done on my own with only two winches and double ended German mainsheet going to both sides.

Easing sheets I gybed us on a beam reach which predictably slowed us, but only a wee bit, with the B&G showing 6.8 knots in the 9.4 breeze which made me conclude that if the Oceanis 41.1 had any bad habits I certainly couldn't find them. ↓  
*www.vicsail.sydney*



MODEL	Beneteau Oceanis 41.1
LENGTH OVERALL	12.43 metres (40.9-feet)
HULL OVERALL	11.98 metres
LENGTH AT WATERLINE	11.37 metres
BEAM	4.20 metres
DRAFT	Deep 2.19 m, Shallow 1.68 m, Air 18.86 m
DISPLACEMENT	7,836 kg
BALLAST	Deep 2,300 kg
WATER	240 litres (330 litres option)
FUEL	200 litres
PRICE	\$337,000 (base boat), \$390,000 (review boat)

**T**he Dufour Grand Large 460 debuted at the 2016 Sydney Boat Show by Australia dealer Matt Hayes of Performance Cruising Yachts, who was sufficiently impressed with this 46-footer to order it as a stock

boat. Initially launched at Cannes 2015, the GL460 is proving popular; our review boat was hull #28. The Rochelle based builder has a range that goes from 31-foot to the flagship 56-foot GL560 and there's plans for an even larger model. Under founder Michele Dufour the company was known for performance cruisers but after changes of ownership and a management buy-out, cruisers comprise about 90 percent of Dufour's output, with its Performance range taking the remainder. The Grand Large cruisers are intended to have wide appeal, as epitomised by the GL460 which has all the essentials for an easy life at sea: a simple rig with self-tacking headsail, spacious flat decks and a large cockpit plus acres of space below decks in three or four cabins.

#### VERSATILE COCKPIT

A cruising yacht's cockpit has to be a versatile space because it must function both at sea and at rest, something Italian designer Felci clearly understands. The large, wide teak-clad cockpit is divided into a central relaxing area with sail controls aft and on the coachroof. Sail controls around the twin binnacles comprise a single set of sizeable Lewmar 55 mainsheet winches with two more L45s on the coachroof for halyards and adjusting the self-tacking jib. I easily deployed the jib after unlocking the jammer furling line on starboard. Then it's simply set and forget for the jib. On the starboard binnacle the throttle is prominently placed and thruster controls are nearby as well. The diameter of the twin stainless steering wheels

**COMFORT ZONE**  
The 2015 launched GL460 is spacious and easily handled cruiser.



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# EASY STREET

CRUISERS SHOULD BE ALL ABOUT COMFORT  
AND SEAWORTHINESS, SO KEVIN GREEN SPENT  
AN AFTERNOON ON THE NEW DUFOUR GL 460  
TO SEE HOW IT MEASURED UP.

.....



is just right for both sitting outboard or when heeled with the foot chocks deployed. Also, there's access to the rudder shaft for emergency steering (with tiller supplied). Ignition is conveniently placed beside the Raymarine plotter with autopilot screen – both easily viewable – as is the rev counter for the 75HP saildrive. Elsewhere in the cockpit, good features abound: ample space between the twin binnacles for walking, then dropping the swim platform before switching-on the transom barbecue. Along with the adjoining sink, this is a great option to have. A standard fitting is the retractable sunbed in the cockpit, which the large space allows for. At sea the cockpit table is a useful brace and contains a fridge with storage, with wide fold-out teak wings. Our review boat was offshore-ready thanks to a spray hood (and a bimini can be fitted above the binnacles) protecting the shallowish cockpit. The main hatch has the fashionable saloon style doors, rather than my preferred sliding washboards.

#### EASY SAILPLAN

Sail handling on a cruising boat should be easy so the GL460's slab reefed mainsail and self-tacking jib is good. But for the ultimate ease, there's an in-mast furling option. Our review boat came with an upgraded Elvestrom dacron mainsail on a Performance Rig which includes an adjustable backstay for the deck-stepped alloy Z-Spars 9/10th mast, which is supported by an alloy vang and outboard wire shrouds. Most useful is the low boom height which easily allowed me to tidy the mainsail in the lazy jacks; while also being a good idea for lowering the centre of effort. Looking at the foredeck, the elegant

fibreglass bowsprit is ready to fly a Code 0, essential for variable tropical conditions, plus there's inboard tracks for a genoa to be used. The bowsprit neatly integrates the anchor with a stainless steel spine under the moulded fibreglass, where a CQR anchor hangs below, controlled by the Lewmar vertical 1400W windlass. Just behind is a cavernous locker that's about six foot deep with a hatch into the chain locker; its size reflecting the voluminous hull and full bows of GL460. A slight concern was exposed electrics that sails could foul or dampen, so I'd fit a cover over them. Looking around the flat deck, the flush hatches won't trip crew up and halyards running in gutters are equally good, as is the stylish mini Dorade vents. The teak toerail and substantial cleats all round – including midships and opening guard rails – finish off a functional topside on the GL460.

#### GALLEY FORWARD

Up to four cabins and four heads are available, which is ideal for charter, but our review boat was the standard three cabin with two heads model. The unusual aspect is the midships galley location, something dealer Matt Hayes says is popular with buyers because it devotes the main part of the hull to the lounge. "Customers who like this layout also opt for the transom barbecue which is optional on all the larger models," said Hayes. Alternatively, a longitudinal central galley is available on the four cabin model. The saloon takes up the entire aft section, apart from the starboard corner where a sliding chart table adds versatility to the seating. It can slide against the aft

cabin bulkhead – where screens and other electronics could be located. The electrical panel is here, beside the VHF radio and hifi. The open plan saloon – as is the way with modern cruisers – is ideal for shoreside but lacks support for offshore. So there's plenty of space to move around, with longitudinal benches either side and the central table with midships benches. Storage space is fantastic with overhead cupboards, under-bench and the deep bilges have lockers as well – ideal for stashing wine at stable temperature.

The athwartships galley uses both sides of the hull for bench space and whitegoods. To starboard sat double Isotherm fridge/freezer drawers while portside housed a chest fridge. Beside it was the two burner Emo gas stove with gimballed oven. Also, a dishwasher and microwave can be fitted along with a 6KW generator. The deep single sink is fine but two smaller ones would be my preference, and it was surrounded by nice tall fiddles on the composite worktops, to finish off an excellent galley. Ventilation comes from two smallish opening skylights but natural light abounds thanks to rectangular portlights and coachroof windows; enhanced by the light coloured Canadian Oak, which is precisely machined. Entertainment options includes a retractable flatscreen television which can elevate from the aft galley bulkhead but our boat had it as a wine rack.

**S**leeping arrangements are an ensuite in the forepeak with island queen sized double and separate shower/toilet. The huge volume makes it feel like a 50-footer, so claustrophobia shouldn't be a problem. 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 companion way and fairly large, the bathroom could also be a useful wet locker as well. Reflecting the beam carried aft on the GL460, the cabins have wide berths and ample standing room, two lockers plus marvellous aft facing windows. Ventilation is limited to a single small hatch.



**SKILL SET**  
Left: Former Soccerero Craig Foster (with wife Lara) concentrating to keep those tell tales horizontal. Below: The owner's v-berth is cavernous with separate shower and head.





**VOLUMINOUS HULL**

The tall hull allows for reasonably deep bilges which aids stability should flooding occur. Further stability comes from the batteries being in the bilges, while tankage is under the port bunk. Engine access is via the lifting companionway and is conventionally laid-out with access to all service points on the Volvo diesel. The hand laminated GRP hull has a long hard chine aft and deep forward sections with a contemporary snub bow and blunt transom, to maximise the 41-foot waterline well. The deck is injection moulded foam, for insulation and weight-saving. There's a single deep spade rudder on a stainless shaft and saildrive gearbox. Keeping things upright is an L-shaped cast iron keel which won't snag when coastal cruising – something the GL460 looks eminently suited for. The ballast ratio is modest at only 26.4 per cent but like many modern designs stability comes from the wide beam and volume, while a sail area-displacement ratio (SAD) 20.82 puts the GL460 in the moderate weighted cruiser class.

**SAILING WITH A SOCCEROO**

Former Socceroo Craig Foster joined us for a sail on the GL460 and being a football tragic myself, there was a danger of sailing taking a back seat to soccer anecdotes. But Craig and wife Lara were keen to learn about sailing, so with a deal struck of me introducing them to pulling a few sheets if Foz told me some moves on the footie field, we motored out onto a calm Sydney Harbour. Under power, the GL460 cruised along nicely with the upgraded 75HP pushing us at 7 knots without shudders felt on the stainless steering wheel, and we really were in cruise mode as a large

rigid inflatable was being towed and putting some drag on the four bladed propeller. After anchoring the inflatable we went into sail mode, so I hoisted the mainsail using the coachroof Lewmar winch, leaving the luff tension light to match the 8 knot breeze. Then, unjamming the starboard deck jammer for the furler, the self-tacking jib was set as we glided off towards Mosman Bay. Clicking reverse gear to fold the propeller was the last task before I took my seat on the starboard gunwale, to watch the telltales go horizontal. The numbers on the Raymarine showed 4.1 knots in the dying breeze of 6 knots, which was impressive for an 11 ton family cruiser with handkerchief sized headie. The 108 percent genoa would be my preference, easily done with the existing winches thanks to the double-ended German mainsheet. However, our simple sail plan allowed for easily done manoeuvres, with no need to touch anything as we tacked to windward at about 35 degrees. For gybing in strong winds, the low boom and sturdy alloy vang is welcome but our light-wind day couldn't test this. Persuading our onboard Socceroo to take the helm, Craig's first ever experience on a yacht, went well as he quickly grasped the concept of steering and keeping the telltales horizontal. Not to be overshadowed wife Lara did the same, something they plan to do with their three small children one day soon via a syndicate organised by Matt Hayes company Sydney By Sail. For sailing newbies the GL460 may be a wee bit large but it has all the essentials: bow thruster, powerful engine, simple sail plan and cavernous interior to house a growing family; and all contained in a very elegant and functional package. ⚓

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

**REFINED DESIGN**

Above: A Dufour GL460 using the genoa, with its larger sail area; The forward galley frees-up the beamiest part of the Dufour for lounging and there's lots of storage, including in the deep bilges.



MODEL	Dufour GL460
LENGTH OVERALL	14.15 metres (46 feet)
BEAM	4.50 metres
DRAFT	2.20 metres (1.95 shallow)
DISPLACEMENT	(light): 10,760 kg
BALLAST	2,850 kg
ENGINE	55 HP sail drive (75HP option)
WATER	530 litres
FUEL	250 litres
SAILS	Mainsail 52.80 m <sup>2</sup> , Genoa 47 m <sup>2</sup> , Asymmetric or Code O
PRICE	\$440,000 base boat (\$495,000 for review boat)

**A**ndy Kearnan and Peter Wrigley independently experienced success in offshore yachting before forging a partnership when the pair bought *Koa* late last year joining the burgeoning Australian TP52 scene.

Before *Koa*, Kearnan, a corporate advisor and non-executive director in the finance world, propelled his Summit 35 *L'Altra Donna* (aka The Other Woman) to victory in the 2011 and 2013 CYCA Trophy Rating Series. He won his division in the 2014 Land Rover Sydney Gold Coast yacht race and ORCi outright that year. They also had IRC wins at Hamilton Island and won the NSW IRC Championship sailed at Port Stephens.

"*L'Altra Donna* was a cracking little boat and I loved it. We had a tightknit group on board, people who became good friends. We had a great time," Kearnan said.

Meanwhile, Wrigley, a director of Associated Customs & Forwarding, had an interest in *Vamp* until a couple of years ago, skipping it to a Division win in the 2011 Rolex Sydney Hobart yacht race.

So how did these two get together for a joint campaign and how is it working for them?

**ANDY:** We were introduced by a mutual friend, Warren Miller, who sailed with us on *L'Altra Donna*. Wazza first sailed with me in a one-design class, where we won two National titles.

**PETER:** I've known Warren since my Sabot days and I had guest appearances on *L'Altra Donna* through him.

**ANDY:** It took a while to buy *Koa*. I wanted to sell *L'Altra Donna* first. We weren't in a hurry; we wanted to find the right boat. Over the two preceding years people said I should look at *Lucky* (which we re-named *Koa*), but it wasn't a proposition for me at the time. But later, the time, circumstances and price were right, and here we are.

**PETER:** It was originally called *Sjambok* but it was on the hardstand in the Philippines and called *Lucky* when we bought it. Through strange things happening, Stephen Ainsworth (former *Loki* owner) ended up owning it, but never set eyes on it.

**ANDY:** The TPs have Transpac race heritage so we work-shopped a Hawaiian name and came up with *Koa*, which is synonymous with 'strength' and 'warriors'.

*Koa* was designed by Farr and built by Goetz in 2004. She is a sistership to *Balance* (2015 Rolex Sydney Hobart winner) and Hollywood's (Ray Roberts) first TP52 in Asia (originally *Esmeralda III*, Roberts variously named it *Evolution*, *One Sails* and *Millenium Racing*).

**PETER:** These were the last of the ocean going designed TPs – they're not around the cans racers. Funny we should be almost berthed alongside *Balance* (at the CYCA) – it's a strange karma – and there is a suggestion that Hollywood will bring

*Millenium* down to Sydney as well.

**ANDY:** As *Lucky*, our boat had a refit for the 2013 Transpac Race with the design work done by Nelson Marek. It had won the 2010 Rolex Middle Sea Race and finished second in the 2014 Rolex China Sea Race.

The first offshore race for the newly arrived *Koa* was last year's Sydney to Hobart race. We'd only had the boat five weeks before we started the Hobart. It was literally our second race on the boat and our first distance event. We did as much as we could to prepare the boat in a relatively short period, but it wasn't as well prepared as we'd like.

We were near Montague Island when a steering quadrant rope broke; the chains fell off the steering pedestals, leaving us without steering. We employed the emergency tiller.

rocks and watched as *Ichi Ban* put a fast seven miles on us.

The current risk was well known. We were probably too transfixed on the match race unfolding with *Balance*. From there, the rich got richer, as *Ichi Ban* was able to transition through all the next critical zones at better times than us. That was the race for first. The good news was that the rest of the TPs were following us.

I love that race, there's so many things to think about; sea breeze, gradient breeze, night breeze, land impact, rocks, river outflows, current, tactics.

**PETER:** Looking back at that race, we know we're in good shape in terms of the rest of the fleet. It was great to get second overall so early in the Blue Water Pointscore series.

## DOUBLE ACT

HIGHLY EXPERIENCED YACHTSMEN, BUT NEWCOMERS TO THE HIGH-OCTANE WORLD OF TP 52 RACING, ANDY KEARNAN AND PETER WRIGLEY ARE DETERMINED TO MAKE THEIR MARK IN THEIR NEW BOAT *KOA*. THE CO-SKIPPERS OUTLINED THEIR PLANS TO DI PEARSON.

The storm had hit and we had to run downwind to repair the steering – it took three to four hours. We were doing 13 to 14 knots with reefs in the main and no jib – but going the wrong way.

By the time we fixed the issue, we were a long way behind the fleet with no realistic chance of getting back into the action. Given the forecast and risk of further damage, we retired with grace.

It was disappointing. We were first TP52 out of Sydney Heads, had averaged around 17 knots to the point of steering damage, and the tracker had us at first overall.

**PETER:** We absolutely knew we had bought the right boat at that stage though.

**ANDY:** We're still learning the boat, and hopefully we'll continue to improve. When you look at the recent Sydney Gold Coast race, there was nothing between the TPs, so we need to keep improving.

**PETER:** We were literally with *Balance* for the whole Gold Coast race – match racing. They came from two behind to beat us over the line by three minutes because of a mistake we made in the last 10 miles. *RKO* and *M3* were only minutes further back. It was great racing.

**ANDY:** *Balance*, *Ichi Ban* and *Koa* were together for a large part of the race. *Ichi Ban* stayed in close around Smoky Cape while *Balance* and *Koa* chased pressure three miles wide. As we got closer to Smoky, adverse current started to build and the favourable wind dropped. We were forced to sail for the

**ANDY:** Conditions favoured us. Downwind, the newer TPs get up and plane earlier in the wind range. It'll be interesting to see how *Balance* performs with the fin and bulb mods she's had – she's a lot lighter, but with the same stability index. I don't think the Gold Coast race had conditions that allowed us to assess how successful they've been.

**PETER:** We were lucky to have some of the Tow Truck guys from Lake Macquarie aboard. My son Matt sailed with them on *Occasional Coarse Language* with Warwick Sherman.

**ANDY:** The Tow Truck boys and I go back some way. When I first bought *L'Altra Donna*, I loaned it to them for the 2010 Hobart. They had a chance to win going into the final stages, but lost in the Derwent and finished second in Division. We built a great friendship through that and I've had the good fortune of sailing with the guys a few times since.

**PETER:** They're good guys and we're a good team.

**ANDY:** And the partnership between Pete and I is working well. We have similar goals, to race offshore.

**PETER:** We're away a lot at different times too – which works – and we talk a lot. There are no egos or pressures. No room for that. And we get to share the bills!

**ANDY:** We're doing this on a budget. Some boats are spending hundreds of thousands, we're not. We're lucky to have people around us who can work the boat with us.

**PETER:** Andy and I work on the boat too – I



like tinkering on boats. We don't turn up at the last minute – we like to be involved in all aspects of what's happening.

**PETER:** The races we're doing now are a build up to the great race. You do everything you can to try and win the Hobart. A few of the Tow Truck guys will be joining our local crew, minus Pato (Anthony Paterson), who has a shoulder injury. We'll keep that combination – the Lake guys are committed and like sailing the boat. We're sailing with people we like to sail with.

**ANDY:** It will be nice having a stable team going into the Hobart, knowing we have tested the boat and crew this time. We have a great crew, including our locals like James McCrudden and Andrew O'Brien – our bowman who also runs boat for us. He's great in getting things done on the boat. Wazza Miller and Peter's sons – it's a great bunch of people with varied skills.

**PETER:** Great mix of ages too. Us older guys and the younger guys, including my sons Matt (31) and Drew (26). My middle son, Brent, can't join us, as he's just transferred to London. Now I am absolutely looking forward to doing Hobart with my sons. It's one of the driving forces in me buying the boat. My grandson, born a couple of months ago, has already been on the boat too.

**ANDY:** In the past, I've been lucky to have a number of the CYCA's Youth Academy grads sail with me; Hamish Hardy and Byron White in particular spent a lot of time on *L'Altra Donna*. I recently did a one-design regatta in Auckland with Henry Kernot, Jack Breslin, Jay Griffin and Jack Dawson. I'd love to see some of those guys join us down the track. They've been taught so well and are excellent sailors. I'm hugely supportive of the Youth Academy.

**PETER:** It helps build their skills too – it's a learning curve for them.

**ANDY:** While we both enjoy doing offshore events, we also get a lot of satisfaction sailing in the CYCA twilight and winter series' too – they're fun – and we like supporting CYCA races. It's great to take out friends and Peter occasionally brings clients out as well.

I grew up in Perth and sailed twilights there. It was always party night. Times have changed and you can't do what we used to, but it's still all about having fun.

**PETER:** The TP is a great boat. When we race it, I love the excitement of the speed and the size of the boat.

**ANDY:** What's making it for me is the fact there are nine or so TPs lining up for races now. They're quick and powerful, competition is close and they seem to rate well on IRC. I've been lucky enough to sail a lot of different boats over the years, in many different locations. I've had a wonderful time with all of them, but the TP is definitely a highlight.

I have twin daughters, who've just turned 17. They haven't taken to sailing, but I'm waiting for the day when they say 'Dad, can we bring friends out on the boat'. I hope they do that, I would love it. ⚓



**GOAL ORIENTED**  
Andy Kearnan (left) and Peter Wrigley have unfinished business in this year's Hobart race.





# W

hile the technical consultants at the America's Cup teams are locked away trying to work-out how to consistently foil through tacks, others are just as diligently applying the principles of drag resistance and hydrodynamics to offshore monohulls.

Forty years ago it looked as though offshore foiling was about to make a breakthrough. David Keiper pioneered the technique in the 1970s with his trimaran *Williwaw* in which he clocked up a staggering 20,000 miles cruising the South Pacific. His book *Hydrofoil Voyager* is a fascinating read, part adventure story, part DIY foiling manual.

Yet despite such feats, offshore foiling stalled. Stability at speed, and keeping the boat in one piece when it touches back down have been the main concerns.

But over the past decade designers have come-up with ways to increase lift as monohulls bash their way through a seaway. Rising above the water's surface not only reduces drag, but reduces structural risks and makes handling at speed easier.

DSS (Dynamic Stability Systems), could be how more of us sailing conventional monohulls start 'foiling'. Effectively, the horizontal foil of DSS functions like an airplane wing, increasing vertical lift and stability.

It's been developed by naval architect Hugh Welbourn and well known yachtsman Gordon Kay.

Gordon Kay sat down with us for this exclusive on how DSS and foiling is taking us into the future.

## FUTURE SHIFT

*In case you have not been keeping-up with current events, the foiling phenomenon is well and truly here.*

**For those who have only been vaguely aware of the exciting advances Dynamic Stability Systems has brought to performance sailing, can you give some of the background to the creation of the partnership between Hugh Welbourn and yourself?**

Hugh and I started working together on projects back in 1999 when I had an 80-foot maxi in need of some additional performance.

This collaboration worked well, resulting in a good performance in the 2001 Sydney to Hobart (1st IRC A). This result brought us the 93-foot Bols maxi, which was built at Boatspeed just north of Sydney, by the excellent team of Peter and Sari Ullrich in 2002, launching in 2003.

Interestingly we had seriously discussed putting DSS into the boat in 2002 but with a commercial sponsor/client and the need to deliver the boat in a relatively short timeline prevented us from doing this.

The modern sailing landscape might be very different today if we had made the call to do it then, but like many things, it is all about the timing!

However, the 93-foot maxi convinced us that we had to develop the DSS system in more detail and so, with notable canting keel failures such as Skandia, Movistar etc around this time we felt that the DSS concept made a lot of sense and we began serious investment and R&D in the early 2000s.

All the tests we set for ourselves to establish if we would go to the next step were passed and in AC terms our process was slow and steady rather than eureka.

We knew that for the DSS to be commercially viable we had to be fundamentally risk-averse in our approach and to make the system as simple as possible.

There is no way we could have produced something like the Dali foil where every boat has either broken the foil or the boat in this area and expected to have a business.

In the 15 years or so we have been working on DSS we have only cracked the top skin of one foil and have had no other structural failures or issues.

Some might say we are not pushing the boundaries hard enough but we prefer to get it right.

In 20007/2008 we were finally confident enough in the system, having sailed "real boats", retrofitted boats and run numerous tank tests and studies and most importantly thousands of hours of real sailing, to explain to the market what we had done, this tied into having patented the invention in a number of countries, in itself a time consuming process.

Take up was underwhelming. We expected leading edge naval architects to contact us and ask to use the system, the phone to ring off the hook etc but a combination of the global financial crisis being announced a few weeks after we made DSS official, and a

collective resistance of "not invented here" meant that progress was slow.

However, today is a very different story. We won European Boat of the Year this year for the Quant 23, we are collaborating with several different design houses for projects in all areas.

We have projects from 4.2m to 42m either under construction, retrofit or at design stage for clients as DSS becomes more established as a feature of modern yacht design as opposed to something from the lunatic fringe.

The cross section of fully flying lake racers to luxury cruisers best demonstrates the versatility of the technology and why it took so long to develop.

**"Some might say we are not pushing the boundaries hard enough but we prefer to get it right"**

At the end of the day, it needs to be simple for the end user; there are multiple examples of getting it wrong in the sailing world as far as foils are concerned – too short, too curved, too inefficient, too unintelligent and with DSS becoming an IRC "checkbox" in the near future it means that getting it wrong will not be credited any more than getting your rudder or keel wrong for the racer.

**Basically, the mechanics involve a lateral wing deployed to leeward of the boat which generates lift, and keeps the boat more upright. And the faster you go the more stable it is?**

Yes, that's pretty well explained! The key features delivered by DSS are:-

1. more righting moment (stability). So, what does this mean in real terms?
  - a) The boat is more upright (think of it as adding many more bodies on the windward rail), typically we are seeing heel reductions of 5-15 degrees depending on the angle of the wind etc and the speed of the boat.
  - b) The boat needs to change sails less as the increase in speed from the increase in wind means increased stability so you can sail with the same sail plan for longer
  - c) Righting moment means power – so faster.
2. Lift – this is vertical lift rather than lift from keel or rudder or canard. At the end of the day it is about reducing drag. The boat is lifted and therefore drag is reduced, how much it is lifted depends on the displacement and foil configuration etc and the type of boat. With the Quant 23 we lift the boat clear of the water, with the cruiser it might only be a few cm but it is still a nice gain.
3. Pitch reduction: this is a feature that, in combination with the heel reduction simply makes for a more comfortable sailing experience. For the racer smooth is fast and for a cruiser smooth is much more enjoyable for families on passage making.

Of course when the DSS foil is not needed then it retracts into the hull, meaning that for berthing the yacht or sailing in light airs there is no foil to think about.

**Of course *Wild Oats XI* has benefitted from a retro fitted foil sometimes to referred to as a DSS lite. It's estimated the boat gained a 5 percent performance boost, is that figure correct?**

*Wild Oats* fitted DSS primarily to address some trim issues in heavy downwind conditions and was somewhat limited in terms of what could be fitted by the maximum righting moment capabilities of the mast and rigging. The additional loads created by DSS from the additional

righting moment mean that the mast and rigging are determining factors when looking at retrofitting any yacht. When we look at boats for retrofit then the mast and rigging determine to a great extent what can be achieved and how much benefit can be extracted from the foil. In an extreme case then you are basically engineering a new hull with DSS based on what the mast and rigging can take.

**What is the potential for more large racing boats say over 60-feet, to be fitted with a similar appendage?**

There is significant potential but it does depend on the base boat and rigging package. A good example of how not to do it, or rather the restrictions of simply bolting on DSS is the current crop of IMOCA 60s. With the exception of *Hugo Boss* the boats were either under construction or at final design stage when the decision was taken to fit foils. *VPLP* and *Hugo Boss* had been testing DSS powered boats such as the Quant 30 and Infiniti 36 and could see the benefit of fitting foils but the IMOCA rule, unlike IRC/ORC was more restrictive.

This is because the rule has a one design mast which effectively limits the amount of righting moment one can have. So, when the decision was taken the boats had almost all been designed to maximum righting moment already – meaning that the foil options were limited in terms of how much righting moment was available. The other impediment was that the rule counted DSS as two appendages and with an appendage limit of 5 this caused some head scratching.

So, with twin rudders and a canting keel this leaves two appendages to be fitted to the boat – meaning the foils used in the IMOCA fleet had to provide side force for when the keel was canted and then try and develop lift as opposed to righting moment, with the

exception of *Hugo Boss* who went narrower and therefore the hull was not producing as much stability and so there was room to develop foils which could create righting moment as well as lift.

At the end of the day you end up with something that produces some lift and some righting moment and some side force but it is a significant compromise which fortunately in the world outside IMOCA is of no relevance as the appendage restrictions and righting moment limits do not exist.

In the world of IRC and ORC there is real potential to retrofit, particularly in boats such as TP52 size and above, primarily because boats of this ilk and size are generally fast enough and light enough to take advantage of the foil benefits in a racing scenario.

We have a 30-metre yacht being retrofitted currently which is expected on the start line of the Hobart race this year and we are looking at another boat of the same size as well as a couple in the 60-foot range which could be optimised with good results. At the end of the day we study each project carefully to ensure the owner's investment in the process will be justified by sufficient gains, and this is down to the base boat itself and what is possible.

Starting from scratch is always easier than retrofit but the good thing about retrofit is that ultimately we can breathe new life into boats which are decreasing in value and perhaps hard to sell on and give them a new lease of life.

**You have proven the technology with the Infiniti 36 and now the Infiniti 46 which recently raced in the Rolex Giraglia Cup. Did she live up to your expectations? What did you learn about how she sails?**

The Infiniti 46 is proving pretty special performance wise and there are videos showing just how special she is. The team who have her are Corinthian and have a 3 year plan in place for racing her all over the world and rather than stack the boat full of professionals they are enjoying the process of getting faster by learning the boat and building speed over time. From our side it is actually more rewarding to be able to deliver a boat that completely matches the owner's brief and watch the team build speed and confidence because it shows that this is really something that is accessible to club sailors and whilst a full pro crew would be up to speed faster we have a very happy owner who is thrilled with the boat and the progress of his team. The IRC rating is reflective of the performance potential of the boat and the team had no illusions that to sail to the rating would take them some time in terms of building their skills on the boat; but what is nice is that they get faster every time they sail the boat and their race management increases each time they race and most importantly, they are enjoying it.

The sport we all love needs owners who enjoy the process of sailing, and we lose more and more owners because they become disillusioned by the cost versus enjoyment level, chasing rating, chasing wins, pouring money into a boat that can never be competitive and for us the primary focus is to put a smile on the owner's face and sailing around at over 20 knots, win or lose, will do that!



**How long will it be before production boats come with a version of DSS?**

The Infiniti 56 fast cruising boat is going to be the first production mid size cruiser, which we expect to begin early in 2017. The Quant series of boats are limited production but as far as mainstream brands such as Beneteau, Hanse, Solaris etc we are in discussion with several production builders about bringing DSS to the market via more established channels. We always expected that this market sector would be the last to embrace DSS and that racers and superyachts would be the initial take up which has proven to be the case.

The Infiniti 46 and Infiniti 53 from Farr, which have been developed in partnership with McConaghys are "production" boats in as much as the expectation is multiple sales but for significant volume of sales then the established mid size performance cruisers are the next step.

**What is the next project for Infiniti Yachts? How is the 100s progressing?**

We are working on the Infiniti 56 cruising yacht, which is being developed by Farr and something we are pretty excited about. We have been commissioned to develop racing designs at 60, 74 and 80 feet which have a variety of briefs, the Farr designed

Infiniti 60 is almost ready to be shown to the market. We are refining the Infiniti 46 for its production version and the remainder of the year is booked solid with test sails.

The Infiniti 100S was developed for Danish Yachts who sadly closed their doors and was never built but the concept remains valid in today's market where a yacht 17,000kg lighter than a Wally Cento for the same length has a certain appeal.

Interestingly, when the shipyard compared the construction cost of building the Infiniti 100 it was some 2,000,000 euro less to build than something like the Wally Cento by virtue of being so much lighter, with smaller mast and keel bulb. One is always looking for increased efficiency rather than cramming on the most sail area and biggest bulb and this always results in lower production costs.

**Where could this technology ultimately take us?**

As DSS evolves it will take different market sectors to different places. No one expects family cruising yachts to fly over the surface of the water but we are already developing offshore racing yachts that can do just this, which we will be testing in a few months. The primary goal has to be to not just retain people in the sport but bring more to embrace sailing and if adding thrills on one side and comfort on the other can help in this way then we are on the right path.

Having technology that adds performance and comfort without risk and attracts more people to the world of sailing, be it skimming over the waves or cruising with the family has always been the goal.

All businesses need to evolve to survive, sailing is no different. ↓  
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# On Point

JUSTIN MULKEARNS

In the first of our Seamanship Series, we focus on the role of bowman – one of the most important jobs on any racing yacht. We ask JUSTIN MULKEARNS, bowman on *Patrice*, a Ker 46 regularly on the podium in major regattas, what are the top 5 things any aspiring bow person needs to know.

## ORGANISATION

As with most jobs preparation and organisation have a huge bearing on the overall outcome. Good prep is also a key safety factor when running the bow of a race boat. That is making sure all gear is functional and in good order, making sure you have all the sails in the correct order, checking all halyards are ready to hoist and, if offshore, giving a thorough hand over to the next watch bow team is a must. This will not only reduce down-time, which has a direct bearing on speed and result of the race, it will also save someone, generally the bowman, from having to go up the mast or outside the lifelines which is not where you want to be. Whether it be set-up before a race or a mark, good prep work will earn you top brownie points from the back of the boat.

**Things to look for are: Condition of all sheets and halyards, snap shackles, furling gear and rig check.**

## COMMUNICATION

I find the best way to get yourself in the "loop" is to start the day by getting involved in the daily briefings and ask any questions relating to sail selection or bow setup. Then relaying that info to your team; mid bow, pit, and mast. Having a good line of comms coming from the back of the boat is essential, so give that job to someone in the middle of the boat to relay what is being discussed at the back of the boat re. sail choice, time to marks etc. It sounds basic but often the bow team and the bowman is the last person to find out what changes the back of the boat is contemplating. Of course anticipating the next sail change and getting set-up can help.



## GEAR

No bowman should ever have to ask his mid-bow or mast for anything, be it spike, leatherman, harness. Having the right gear for the job makes things easier and safer. The gear you bring for each sailing event will change depending on inshore/offshore and type of boat you sail on. Most boats have a designated person to go up the mast if needed so only they need to wear the harness, but all other items should be carried by all bow team members.

**Essential things to have with you are: A good harness, basic leatherman, carabiner with locking gate, roll of lecky tape, head torch, spare strop for clew strops and spare soft shackle and spike.**

## ATTITUDE

Even with the best prep and clear comms "things" happen and it's generally up to the bowman to fix them or offer advice to fix it, and not always on deck. Sometimes it's bailing out the boat or fixing a sail downstairs or even helping join a broken spinnaker pole back together for hours and hours and hours! While the rest of the crew are sailing the boat. These jobs are part of the gig and have to be done without complaint or rancor. Usually when these things happen it's not the best time to sit there and argue about who is going to fix it. You're the bowman, so it's your job.

## KNOWLEDGE THROUGH EXPERIENCE

To be a really competent bowman you need to sail on as many boats across as many classes as you can. The more you can sail on different types of boats the better. If you have the opportunity to sail on something bigger or smaller than what you have sailed in the past, or even do bow on a boat with a different rig set up its all experience and will only help you in the future. Keep asking questions and pushing yourself.

Try and improve on one area every race, whether that be peels or mark roundings or communication.

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# Talent Driven

He comes from an extremely well-credentialed sailing family, but Harry Price is forging his own identity and is demonstrating he has what it takes to reach the sport's highest echelons.

By DI PEARSON

**H**arry Price is the younger brother of 2012 match racing Olympic Silver medallist, Olivia Price, but in the last year has come out of her shadow and is carving a name for himself as a match-racer.

Price is a character, who exudes charm, humour and self-confidence, all very attractive traits. The 21 year-old didn't take an active interest in competitive sailing early on, because, he says, "I would much rather sit on the coach boat and watch Olivia with Dad. I also had other ambitions and enjoyed playing rugby. "His dad David is a former professional skier who took up sailing – and a keen sailing photographer. As their children's talent blossomed, he and wife Kristiane became the mainstays of their sailing careers.

"Sailing," Harry says, "Started at 13 when a friend and I decided to get into a Manly Junior at Manly Skiff Club. But the Scots College sailing program is actually what really got me into sailing. I was able to sail with older boys and learn a great deal from them while having a load of fun."

It was a short step up to the Cruising Yacht Club of Australia's Youth Sailing Academy (YSA), where he has made great strides.

"I have a great amount of respect for the program. Both Pam (Scrivenor) and Jordan (Reece) have helped and done so much for me over the years with support at regattas organising various training programs and more," he says.

"I am always so excited to get back down to the YSA after a trip away and get out onto the water. It's such a great learning environment for me," says Price.

Price's talent has led to placement in the Australian Sailing Pathway to Gold Program and a NSW State Sailing Scholarship.

Match racing is where Price is currently excelling, but he is aiming for 49er representation at the 2020 Tokyo Olympics.

"However, I put as much effort as I can into both match racing and Olympic campaigns, as I

love getting out there and performing in the competitions."

The last two years have been exceptional, with Price skippering various CYCA YSA crews to wins at the 2015 Governor's Cup; 2015 Musto International Youth Match Racing Championship; 2015 Harken Cup; 2016 Chicago Grand Slam (his first Grade 2 event win) and the 2016 International Match Race for the Detroit Cup.

Price's first major win though, was the 2012 Queensland Youth Week in the 29er class. He remembers it well.

"It felt great to win that. I remember explaining to someone about being on the podium, what it was, as I'd never done that before."

Price says the ultimate goals are: "To win the Olympic Games and World Match Racing Championship."

These are no idle dreams, nor are they unreasonable goals. He has the tools to make these dreams a reality, not to mention a genuine enjoyment of the sport.

"Every day is different. There are so many uncontrollable factors influencing racing that provide such a wide variety of emotions and feelings," Price says.

Keys to success, he says, are: "Patience and a good sense of humour! If things don't go my way I tend to have a laugh at myself and try to remember that there is another race coming shortly where it can all change."

And to be a good leader? "Accepting defeat in any form. Allowing mistakes from your crew and yourself. Not everything goes to plan and not everyone can win every race."

He is also giving back to the sport he loves: "In my last year at Scots College, I was heavily invested in the sailing team and a few of the younger boys with their development. Once I finished school, I was offered to become the sailing team coach and have been doing it ever since," he says.

"I also spent a few years with John Cooley (a current Scots boy) in the 29er skiff before he took on the world stage. He is now following my footsteps, which is great. I'm just waiting for him to get on the helm in match racing competitions, because I'm sure he will give me a good run for my money." ↓  
[www.cyca.com.au/youth](http://www.cyca.com.au/youth)





## COLLECTIVE MENTOR

*Long-time youth mentor and champion sailor, Skip Lissiman OAM has taken on the role of inaugural Chair of Australian Sailing's Youth Advisory Panel, charged with providing input to all create initiatives that grow junior sailing. By JENI BONE.*

**W**ith more than 25 years experience heading up Swan River Sailing and the West Australian Yachting Foundation, which focused on delivering team building and leadership programs and developing youth match racing sailors, Skip is eager to expand his brief to a national scope.

winning the 1979 Admirals Cup and first on corrected time in the Parmelia Race in 1979. He is also an Australian Champion in the J24s' and Australian Match Racing and continues to race in the Etchells class where he was the National Champion in 2006/07. In 1984, Skip was awarded the Medal of the Order of Australia for services to sailing.

His work with the WA Yachting Foundation and Swan River Sailing involved developing a range of programs aimed at young people moving through the ranks and stepping up from dinghy sailing.

He is also determined that the Advisory Panel is "a portal for ideas which then go on to become great programs".

"I am committed to making sure that these good ideas, which a lot of good people will devote time to submitting and fleshing out, don't get churned into the 'too hard basket', as is the case with some Committees. The Panel has been carefully selected to gather people with passion and diverse experience. We want different thinking so we can generate ideas for the future of sailing."

Key to achieving this will be "a more narrow set of objectives," says Skip. "The terms of reference are quite broad. We aim to set out a 12-month plan of primary and secondary objectives, which we think will be achievable."

Skip's own extensive sailing background includes crew member of 'Australia II' in the successful 1983 America's Cup and the Louis Vuitton Cup in 1983; crew on 'Ragamuffin'

"It's a big world out there. Once kids are in their final years of secondary school, there are friends, maybe a car, places to see. Maybe their parents are less willing to fund them and sailing loses them. Through Clubs and events, mentors, diversified activities, we want to use sailing as a stepping stone to learning new skills, nurturing talent and showing young people pathways into keel boats, such as Match Racing, to keep them sailing in some capacity."

A proud West Australian, Skip plans to continue to live and work in the west, travelling for meetings and engagements as required in his new role. As he points out, "many of the world's top Match Racing sailors hail from WA".

"Keith Swinton, David Gilmore, the three Gilmore boys, Andy Feathers and Ben Durham, who have gone on to sail with America's Cup teams, and of course, World Number 1, Torvar Mirsky."

WA is fertile ground for world-class sailors, spawned from a water wonderland that lives in synch with most of the world, not clinging to the edge of the continent as those in the east would have everybody believe.

"WA has a strong culture of sailing and a lot to recommend the lifestyle," he continues. "There's the Swan River, ocean and offshore. We can replicate any course in the world. Plus the climate is excellent all year round. And the time zone is the world's most populous: 24 percent of the world's people – 1.7 billion – live in our time zone. Europe is an easy flight away. The Middle East is just 11 hours away and then it's a quick flight anywhere in Europe."

Australian Sailing President Matt Allen was pleased to announce the appointment saying, "The development of our young sailors is very important for the future of our sport and the Youth Advisory Panel will play a key role in advising and assisting the Board and Management as we create and deliver the plan."

"Skip brings a vast array of knowledge and experience, both on and off water and we are grateful to him for his willingness to continue to foster our young sailors", Matt added.

The Youth Advisory Panel will be responsible for specific initiatives, among them, the establishment of a best practice youth sailing programs, classes and equipment (including multihulls, sail and kite boards) used at clubs; educating parents on equipment, competition, culture, behaviours and their role in athlete development; establishment of education pathways programs from 'learn to sail' to performance sailing, and the balance between social sailing and racing; and determining appropriate culture and safety philosophies and standards, structure and format for youth competitions.

The Youth Advisory Panel members will be announced later this month. ⚓  
[www.sailing.org.au](http://www.sailing.org.au)



MATT KNIGHTON / SOFTBANK TEAM JAPAN

**GREAT EXPECTATIONS**  
There's still life and ambition in the veteran America's Cup campaigner yet. Barker is energised and adamant that once the new crew gets some consistency, momentum will follow and Softbank Team Japan may even face-off against Oracle in Bermuda in 2017.

**T**

here have been times when Dean Barker looked as if his shoulders were bowed, if not under the weight of the world, then certainly under the weight of a nation. Small as it is, New Zealand's America's Cup expectations have always been precociously large – yet, the record shows it has reached the loftiest heights of its own ambitions.

But, it has also suffered crushing failure, first in the 5-0 loss of the Cup in front of home fans in 2003 and then the death by a thousand cuts

"Some of the best years of my life were working in New Zealand," he says.

"I enjoyed the friendships of people I worked with. It obviously wasn't something I would have wanted to end the way it did. I wanted to continue racing. I have a huge love of the sport, the racing and the competition, so when this opportunity came around, it was certainly unexpected, but it has been amazing.

"To be able to continue to race in a different environment and with a different level of expectation, does mean you can go out and relax a bit and have some fun. I am enjoying this environment we have created. Having the ownership of doing something new and in the way you would like to do it has been very satisfying. It is very rewarding being part of this new team."

Japan, of course, is not new to the America's Cup and it has always had strong connections with New Zealand and Australia. Chris Dickson skippered the first Nippon Challenge campaign in 1992, John Cutler in 1995 and Peter Gilmour in 2000, the last time the Rising Sun flag flew over the Cup arena.

Barker says that although those were good teams, not much of their DNA remains, although the well-known Cup veteran Kazuhiko

# BARK & BITE

IN THIS EXCLUSIVE, IVOR WILKINS SPEAKS WITH CEO AND SKIPPER OF SOFTBANK TEAM JAPAN, DEAN BARKER ABOUT HIS DETERMINATION TO REGAIN TOP SPOT ON THE PODIUM.

in San Francisco when Oracle Team USA staged that inconceivable comeback to retain the Cup. On both occasions, Barker looked a broken man.

Then came the messy divorce as Emirates Team New Zealand restructured for 2017 and turned to younger rising talents in the form of 49er aces Peter Burling and Blair Tuke.

Let's not forget, however, that Barker has also tasted significant success – as a very young sparring partner to Russell Coutts in the successful 2000 defence of the Cup in Auckland and also in twice winning the Louis Vuitton Cup. The competitive fires still burn and the ETNZ exit was not an acceptable epitaph to his America's Cup career. When the opportunity arose to lead a Japanese challenge, he leaped at it.

What doesn't kill you makes you stronger, the saying goes, and as he set about building the Softbank Team Japan campaign from the ground up, he has looked re-energised, engaged, a man with a mission, happy.

Even if this was not the narrative he would have chosen, does he perhaps feel liberated from the baggage of New Zealand's Cup story?

'Fuku' Sofuku was quickly signed on as General Manager and remains a member of the sailing squad. "The America's Cup from a Japanese perspective has dropped away a bit. Sailing is still not very well established. Bringing the team together and finding Japanese sailors with experience on high-tech foiling catamarans has not been that easy."

When Chris Dickson first sought recruits for the Nippon team 25 years ago, many applicants thought the America's Cup was a golf tournament. It is not quite so foreign any more. Softbank Japan advertised for local sailors midway through last year and received 100 applications, which were whittled down to a short list of 20. "We did a selection process last November," says Barker. "There was some amazing talent."

Two were signed on to the sailing squad, Yugo Yoshida an Olympic 470 sailor, and Yuki Kasatani, who has rowed at a high level. They combine with crew from New Zealand, Australia and Great Britain on the sailing squad.

"It is a real mix of people. Having sailed previously with the same group for a very long

time, communication was seamless. With a new and mixed group, it takes time building communication and finding out how people operate in their various roles.

"We tend to stick with the same core group (Barker, Chris Draper, Sofuku, Jeremy Lomas and Derek Saward) for each event so that we can build consistency. It is quite noticeable on teams that have recently made changes on board, their performance suffers," he says in references to teams that had key personnel away at the Olympics, or, in the case of Oracle, had skipper Jimmy Spithill sidelined for shoulder surgery.

it. We had glimpses of it. Finally, we managed to pull it off.

"There was no secret about it. We are under a lot of attention, sailing with Artemis and Oracle on a regular basis and all the teams have people in Bermuda watching. Other teams have also been foil tacking since.

"It is a big deal, but we are still just scratching the surface. The next goal is to keep the boat dry and up on foils from start to finish. That seems a long way off now, but we have to keep pushing the boundaries."

Important as the Louis Vuitton series is, the real focus is on the America's Cup in Bermuda next year



Starting with a clean slate, Team Softbank Japan understandably occupied the lower rungs of the scoreboard when the Louis Vuitton World Series kicked off in Portsmouth last year. More recently, however, the team has shown significant progress, claiming second place at the most recent regatta in Toulon, its third podium finish in succession. "The work we have been doing is paying off. We can still do better. We are making mistakes, as all the teams are, but we are getting more consistent and performing better."

Further proof of progress was the revelation in August that the Softbank crew had nailed foiling tacks, which Barker described at the time as a 'gamechanger'. "Everybody knew this was the holy grail," he says. "The more sailing we were doing in Bermuda, the closer we were getting to figure out the process of how to do

when the teams move out of identical boats into the new 50-ft catamarans. Under the class rule, the hulls, beams and wings will be one-design, narrowing the design focus to foils, rudders and the complex systems to control them.

A significant part of attracting Japan back into the Cup game was an offer from Oracle Team USA to share its design package. For a first-time team, this is a massive boost. "I think we are going to have a good boat," Barker acknowledges.

The arrangement is not just a one-off starter kit and then it is up to Japan to continue development on its own.

"We can continue to tap into their development," says Barker. "We can work with them on concepts and ideas. You cannot stop learning, or you will be left behind. It is very important to keep pushing the design envelope as hard as possible.

"We might get a concept from Oracle, which we can modify to suit the way we sail the boat. It is a two-way street. If we come up with new ideas, we share them."

In terms of resources, though, the balance is heavily tipped one way. Oracle's design group would be bigger and better resourced than most, if not all, the players, with specialists across a wide range of disciplines. Its program for 2017 also progresses from a point a long way up the learning curve with multihull experience extending back to the 2010 Deed of Gift match against Alinghi.

By contrast, Softbank has ETNZ's former design co-ordinator, Nick Holroyd, filling a technical director role. "He is a bit of a one-man army," says Barker, although he is backed up by a handful of engineers and technical people.

**T**he agreement also extends onto the water, with the two teams working closely together on testing and development, sometimes with Artemis joining the mix. It is clearly a pragmatic relationship that suits both groups. Barker describes it as a 'healthy arrangement', but it is a far cry from the traditional remove between defender and challenger and is probably unique in sport.

It is hard to imagine any other instance of rival teams – the All Blacks and the Wallabies, for example – sharing intellectual property and holding joint training sessions under any circumstance, let alone in the lead-up to a World Cup.

"You do have to wonder what it would be like if we end up racing against them (Oracle) in the Cup, how you would feel at that point," Barker concedes. "But it is in the interest of both teams to develop to the Nth degree. Having the fastest boat is the most important thing."

The close co-operation with Oracle also has the irony of bringing Barker into a marriage of convenience with the two figures who caused him most pain in the America's Cup. In 2003, it was Sir Russell Coutts who helmed Alinghi to that 5-0 whitewash over Team New Zealand in Auckland. And, in 2013, Jimmy Spithill stuck a dagger in Kiwi hearts and then, with a torturer's skill, inflicted exquisite pain with his relentless taunts and boasts as he stole victory in San Francisco.

As a Coutts protégé, Barker was always careful not to join the barrage of criticism when Sir Russell took up arms for the Swiss against his former

**BASED IN BERMUDA**  
Softbank Team Japan is gaining the practice and benefitting from sharing knowledge with Oracle Team USA, an ironic marriage of convenience given Barker's fierce rivalry with Oracle skipper, Jimmy Spithill.



team. He probably also has reasons to be grateful to Sir Russell for his role in getting the Japanese gig. But, for most New Zealand Cup fans, Spithill is the irredeemable devil incarnate, enemy number one.

Barker's response is diplomatic. "We were fierce rivals through the last campaign, for sure, but the dynamics are different. I have learned there are some incredibly talented people working in the Oracle organisation. It is refreshing to work with a new group. It opens your eyes to different ways of doing things. It is like a breath of fresh air."

Even without their personal background, Kiwis and Aussies are a recipe for intense rivalry. As two alpha competitors, it is unlikely that Barker and Spithill give each other much quarter. Barker, though, is always able to play the trump card. "I just talk about rugby and it goes quiet pretty quickly," he laughs.

The trump card in the America's Cup has always been the fastest boat. With the rule this time constrained by one-design restrictions, will the design groups be able to find a speed edge? Barker believes so. "The element of intrigue that always surrounds the America's Cup will still be there."

While he predicts the racing will be tight and the speed differences subtle, the magic will be in the foil designs and the control systems. "The boats will look pretty similar. The magic will be in the things you can't see. The teams that can develop the most efficient control systems will have the edge."



In the previous Cup, the foil controls were confined to the dagger boards which bear most of the heavy lifting. The rudders were fixed. Now, adding a whole new dimension of variables, the rudders can also be adjusted in flight.

Talk of esoteric dark arts, like machine learning, artificial intelligence and gaming technology, is already in the air. Addressing speculation about computer wizardry, Barker says teams are no doubt looking at different industries to find ways to best utilise advancements in technology, but the rules are clear that the control systems have to be manually operated.

"They cannot be operated by computer. You can have a computer to help you figure how best to use the system, but you still have to have a human interface. That is the key point."

While it is conceivable that Stealth fighter technology might in time be

**ASIAN WATERS will be the proving ground for Softbank Team Japan at the next Louis Vuitton World Series, held in Fukuoka. It's hoped this round on home waters will generate interest in the America's cup in Japan and a strong following in the lead up to Bermuda**

able to control foiling yachts better than humans, that is not in the rules. "It is going to be well scrutineered and the effort is in designing the most efficient system under the rule. It also has to be flexible enough to integrate new ideas and developments into the whole performance package."

**W**ith so many variables to trim for optimum flight, one imagines the helmsman

having a kind of Top Gun array of buttons and settings to dial up at warp speed. "It is a bit of a dance," Barker agrees. "There is plenty going on. There are all sorts of buttons to push and if you hit the wrong one, or knock something, you can end up with undesirable consequences."

Buoyed by their recent climb up the Louis Vuitton World Series rankings, the team's next target is a good performance on home turf in Fukuoka. This will provide a test of how much traction the team and the America's Cup is achieving on this first visit to Asian waters.

"We are hopeful that the Japanese public will get behind it," says Barker. Softbank, Louis Vuitton and ACEA are all getting behind a publicity push and Barker and Sofuku traveled to Fukuoka before the Toulon regatta to help the cause. "It is a good opportunity to showcase the America's Cup in Asia," says Barker, although he agrees the World Series so far has been dogged by unfortunate weather. Toulon dished up light air that seldom allowed lift-off and Fukuoka at this time of year could well follow suit.

Either way, Barker hopes for a good showing. He is energised and enjoying this new challenge and believes they are on a good trajectory. "I am confident that if we can continue the path we are going down, we have a real chance of being successful next year," he says. "We are building into a strong team with a lot of experience. The ability to tap into the Oracle design information and develop our technology with them is going to produce a good boat. The sailing team is coming along well and the team culture is developing all the time.

"The fact that we are based in Bermuda and able to sail with Oracle and Artemis helps us with an understanding of what we are in for. It comes down to how we manage the time we have left and our resources, but I am happy with progress to date." ↓  
[www.americascup.com](http://www.americascup.com)



MATT KNIGHTON / SOFTBANK TEAM JAPAN

# N

either Grant nor his yacht have taken part in the 628 nautical mile race before, and he is looking forward to joining the rest of the fleet when it crosses the Sydney Harbour start line on Boxing Day, 26 December.

Launceston. Now we've decided to give it a crack with the big boys."

Overseas interests for the 72nd running of the race are so far represented by boats from Mainland China, New Zealand, Sweden, the UK, Hong Kong, the USA, and for the first time,

Rolex China Sea Race in April.

One of the latest entrants is Toga Group owner Ervin Vidor, with his year-old 23 metre CNB 76, *Charlotte*. With its Hall Spars performance rig and North Sails package, *Charlotte* impressed at Audi Hamilton island Race week, where the big sloop proved she was competitive in light airs, narrowly missing a podium finish in her division.

The Hobart, of course, is likely to generate a testing range of conditions, and the CNB 76's sailplan with a cutter rig and electric winches for furling, should bring some advantages in

sail handling and selection.

The CYCA's sailing manager Justine Kirkjian says she's expecting the final number of entries to be in the 90's and race organisers are really pleased with the entry list to date.

The action-packed start of the Rolex Sydney Hobart Yacht Race will be broadcast live on the Seven Network throughout Australia. Entries close on 28 October, 2016.

Online entry and Notice of Race in English and Mandarin are available online. <http://rolexsydneyhobart.com/competitors/notice-of-race-entry>

## Hobart Countdown

The Cruising Yacht Club of Australia has pushed past its 65th entry for the 2016 Rolex Sydney Hobart Yacht Race, soon after Tasmanian first-timer Richard Grant, owner of the Knoop 39, CROMARTY MAGELLAN, was recognised as the 50th entry. By DI PEARSON.

"It's an all-Tassie effort. A Tasmanian designed and built and a Tasmanian crew," a proud Grant confirmed.

Three years ago the Taswegian bought the yacht from Dick Knoop, brother of the yacht's designer Walter Knoop, who himself contested the Sydney Hobart with his self-designed *Quintal*, back in the late seventies.

"The Sydney Hobart has been on the bucket for a while. We've done lots of local races with the boat, which was designed to the IMS Rule in 2000. We've done others like the Melbourne

Slovenia, courtesy of Miran Tepes' 12 metre yacht, *Skokica*."

Australian entries have come from NSW, Victoria, Queensland, Western Australia and Tasmania, with entries also expected from South Australia.

*Sallywag*, the rebadged *Ragamuffin 100* recently purchased by Hong Kong businessman, Seng Huang Lee, is the first of the 100 foot super maxi to sign on the dotted line, while Philip Turner's RP66, *Alive*, returns to the race on the back of breaking the race record and taking line honours in the 2016



**R**egatta Organisers, the Royal Geelong Yacht Club are anticipating another bumper intake of entries across the fourteen divisions listed on the preliminary schedule of racing including the highly competitive Sydney 38 division, S80s plus the sports boats and multihulls.

The Festival of Sails sees a feast of first class racing as Australia's finest sailors battle for trophy honours on Geelong's Corio Bay and more than 100,000 people flock to the foreshore annually for the live entertainment, market stalls, family activities and carnival atmosphere.

The Notice of Race outlines two welcome additions to the racing program, with separate the Off-The-Beach (OTB) and Trailable boat series.

The core component of the Festival will be staged from Saturday January 21 to Tuesday January 24 2017. Then the two



new series, will take the on-water program through to Friday January 27.

The spectacular Melbourne to Geelong Passage Race will start off Williamstown on Saturday 21 January, with an expected fleet of around 200 boats making their way the 34 nautical miles to Corio Bay.

If there are enough classic yachts, built pre-1970, principal race officer Denis Thompson will run a separate series, and given the biennial Australian Wooden Boat Festival is on

## Festival momentum

*There are now even more reasons to join the party at the Festival of Sails, encompassing a full week of racing ending on Friday 27 January, 2017.*

in February 2017 in Hobart, renewed interest from owners in entering their floating timber classics is anticipated.

Melbourne local Tony

Cuschieri was the first online entry lodged for the 2017 Festival of Sails event. He'll be campaigning his self-built, self-branded AC33 created using Australian and New Zealand expertise, and the only racing yacht constructed in Melbourne in eight years.

The lively skipper, whose motto is 'not to go forwards is to go backwards', keenly awaited the Royal Geelong Yacht Club's announcement that entries were open and jumped online straight away to register for the Super 11 division of the Festival of Sails, presented by Rex Gorell Land Rover.

The Super 11 movement is gathering serious pace, particularly in Victoria, and the owner's group is in discussion with RGYC for the January 21-24 Festival series to double as their inaugural Super 11 Australian Championship.

Festival of Sails entries received prior to November 30, 2016 will be eligible for an early bird rate. ⚡

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



## Title defence

George David's RAMBLER 88 is on-track to defend her Line Honours crown in the Rolex Middle Sea Race which starts in Malta on 22nd October.

The Royal Malta Yacht Club says it's experienced strong interest for the 608 nautical mile classic, which has seen past fleets in excess of 120 boats, representing more than 20 countries, including entries from Australia and New Zealand.

Rambler will face competition from two Volvo 70's, *Green Dragon* and *Trifork*, plus some similar sized, but less performance orientated starters.

2015 saw an impressive mix of mono and multihulls take part, with *Rambler* taking Monohull Line Honours, arriving not far behind Lloyd Thornburg's MOD 70 *Phaedo 3*. The latter was the first Multihull home.

Michele Galli's Italian TP52, *B2* won the Rolex Middle Sea Race Trophy for the Overall Winner, whilst fellow Italian Vincenzo Onorato's *Cookson 50*, *Mascalzone Latino* won the Boccale Del Mediterraneo, the overall winner of the ORC class.

The 2015 edition of the race was made more interesting by the fact that the fleet was more varied, from the big, professionally crewed boats to smaller yachts with Corinthian sailors as well as two big multihulls, both from the United States. One of these was Lloyd Thornburg's *Phaedo3*.

According to navigator of overall 2015 winner *B2*, Nacho Postigo, "in a typical Middle Sea Race you struggle to find the wind, and when you do, it happens in excess." On the 2015 race he noted, "it was more about managing the light than about strong winds. For me, this is one of the most challenging races in the world."

"It is similar to races like the Fastnet or the Caribbean 600 in terms of dealing with the islands, whether you stay offshore or you get closer," he said. After starting in Malta's Valletta Grand Harbour, the fleet heads north along the eastern coasts of Sicily up towards the Straits of Messina. Mt Etna's spectacular volcanic lightshow is usually visible on the fleet's port side. Once through the Straits, the course leads north to the Aeolian Islands and the Stromboli, where the yachts turn west to the Egadi Islands. Passing between Marettimo and Favignana the crews head south towards the island of Lampedusa leaving Pantelleria to port.

Once past Lampedusa the fleet turns northeast on the final leg towards the South Comino Channel and the finish at Marsamxett Harbour. The race's huge diversity of landscapes and sea conditions all combine to add to its attraction for sailors from around the world. ⚓  
[www.rolexmiddlesearace.com](http://www.rolexmiddlesearace.com)



## Harbour highlight

Some of Sydney's best grand prix ocean racing yachts are expected to line-up in the 39th Sydney Short Ocean Racing Championship (SSORC), to be hosted by Middle Harbour Yacht Club on the weekend of November 26 and 27.

More than 30 entries have so far been accepted for the two-day series that is one of the major opening events of the summer offshore racing season and a great opportunity for owners and crews campaigning for the Rolex Sydney Hobart Yacht Race to further hone their skills in the lead-up to Boxing Day.

Several of the TP 52 contingent have confirmed they'll be racing, while Bob Cox and his crew aboard the DK 46 *Nine Dragons* representing MHYC, will be looking to extend their winning form from the Audi Sydney Harbour Regatta earlier in the year where they dominated IRC Division 2.

The program opens on Saturday 26th with the Lion Island Race, with a return finish inside Sydney Harbour. The 'Passage Race' which has found its home on the first day of the regatta, will give yachts competing on either IRC, ORCi and PHS, a chance to really stretch their legs over the 34 nautical mile track. As part of

SSORC 2016, the Lion Island Race will form another leg of the CYCA Ocean Pointscore which will undoubtedly add to the quality of the fleet.

On Sunday 27th crews will contest fast Windward / Leeward Sprints on the traditional Manly or Macquarie Circle, and then a Short Ocean Race starting offshore and finishing inside Sydney Harbour.

Sure to add to the spectacle will be the annual 7 Islands Race for inshore yachts on Saturday 26th. A MHYC favourite, this is for all Saturday sailors and crews from clubs all over Sydney, which gives them a break from regular point score racing and allows them to join in the fun of Sydney's first major regatta of the racing season.

Competitors and friends are always welcomed back to the friendly atmosphere of MHYC following racing, where they enjoy the relaxed post-race beach party, drinks, sausage sizzle and live entertainment.

The Notice of Race is available online. ⚓  
[www.ssorc.mhyc.com.au](http://www.ssorc.mhyc.com.au)



**T**his year promises an even better show with sailors using the new GC32 hydro-foiling catamarans.

The Harbour itself will again be the stage for the intense competition between December 8-11 for the finale of the 2016 Extreme Sailing Series™.

There is just one event to go before Sydney, Lisbon on the 6-9 October, which will feature the Series' first all female team, *Thalassa Magenta Racing*.

In Sydney the format will be up to eight races each day, a mix of open water racing and the Series' signature Stadium Racing.

The north easterly thermal breeze that can build quickly in December offers perfect racing conditions, but Sydney is a busy harbour and the sailors will have

to deal with the challenge of chop from passing ferries.

The event will have the support of the Cruising Yacht Club of Australia and will be run from a new location at the Royal Sydney Yacht Squadron. Race Director Phil Lawrence commented: "It's fantastic news that we're going back to Sydney for the final of the 2016 Extreme Sailing Series™. It's a great venue and a great sailing city where we will race on one of the most iconic pieces of water in the world.

"We will also have the chance to diversify our race format, with a longer course race planned for the first day, before bringing it into the stadium."

Held just weeks before the Sydney Hobart Race, the Extreme Sailing Series™ will be another highlight of the city's action packed summer events calendar.

## Sydney showdown

*Extreme Sailing Series™ fans can look forward to an even more thrill packed edition of the event's brand of high-octane racing when Sydney again plays host to the finale in December.*

Richard Chapman, Commodore of the Royal Sydney Yacht Squadron commented: "The Squadron has a long history of hosting prestigious sailing regattas, and we look forward to welcoming the Extreme Sailing Series™ back to Sydney for the 2016 Series finale."

Reigning Extreme Sailing Series™ champion Pete Greenhalgh of *Oman Air* is confident this is an event

that ticks all the right boxes for spectators. "Sydney is a challenging venue with amazing spectator opportunities. I love racing there. There's a great atmosphere and they're a nation that love sailing. Spectators can expect very close racing and of course some foiling action with these new GC32s. It's definitely one for the spectators."

The award-winning global circuit is now in its tenth year. [www.extremesailingseries.com](http://www.extremesailingseries.com)

The United Kingdom this year and next is marking the 50th centenaries of two of its pioneering sea heroes, Sir Francis Chichester and Sir Robin Knox-Johnston, with Australians have close connections to both men and their deeds.

# 50<sup>th</sup>

## ANNIVERSARIES OF TWO GREAT VOYAGES

By PETER CAMPBELL



**A MEETING OF MINDS**  
Circa 1969: Robin Knox-Johnston, the first man to sail solo non-stop around the world, meeting Sir Francis Chichester on his return to Falmouth, UK. Knox-Johnston returned on 22nd of April 1969 to complete the 30,123 mile voyage in 313 days, averaging 4.04 knots.

In late August Sir Francis Chichester's departure from the famous English seaport of Plymouth at the start of his solo one-stop (in Sydney) was remembered when the Mayoress of Plymouth unveiled a bronze plaque on the Hoe.

The plaque replaced one swept away on the harbour wall during a winter storm in 2014.

The Royal Western Yacht re-enacted the start, firing a canon for Chichester's famous yacht *Gipsy Moth IV* stationed just off the Hoe.

Francis (later Sir) set out from Plymouth on 27 August 1966 aiming to beat the best times set by the clipper ships before between Sydney and English ports.

He took 274 days to complete the one-stop circumnavigation (226 days sailing) and returned to Plymouth on 28 May 1967.

When Chichester pulled into Sydney, frustrated by repeated broaching problems, the late Warwick Hood AO designed a modification to the keel, which was fitted during 48-day stopover, and reconfigured some of the rigging.

Praising the work by the noted Australian naval architect, Chichester said he was 'tickled pink' with the improvement in balance and said he had found *Gipsy Moth IV* much easier to steer over the remaining sea miles of his circumnavigation. In fact, Hood has been credited with making the completion of the voyage possible with his changes to the keel and rudder.

Sir Robin Knox-Johnston, who capped Chichester's feat in 1960 by becoming the first to sail solo around the world, by winning the *Sunday Times* Golden Globe Race in 1969, emphasised the magnitude of Chichester's feat, saying:

"While others, including the American Joshua Slocum (who also spent time in Australian ports) and Vito Dumas from Argentina had completed solo circumnavigations before, none had gone via five Great Capes (Good Hope, Leewin, Australia's South-East Cape, New Zealand's South West Cape, and most infamous of all, Cape Horn.

"Chichester was the first to achieve this in a small yacht (*Gipsy Moth IV*) with just one stop. He was a real pioneer and his experiences paved the way for me to become the first to complete a solo non-stop circumnavigation."

Sir Robin Knox-Johnston is wellknown in Australia, not only for his epic circumnavigation near 50 years ago but for his going support of long distance ocean racing, with the Clipper Race Around the World his concept. Still closely involved in the Clipper Race, he has added several Sydney Hobart Races to his illustrious career.

In 2018 the 50th anniversary of Knox-Johnston's non-stop solo circumnavigation will be marked by a revival of the Golden Globe Race, a 27,000 nautical mile non-stop race.

A fleet of 30 international yachtsmen and women, all sailing long-keeled traditional yachts, will set out on 16 June 2018, 50 years after Sir Robin started from Falmouth in 1968. He returned 312 days later as the sole finisher in the original *Sunday Times* Gold Globe Race.

The retro race is limited to production yachts between 32 and 36ft LOA, designed prior 1988 with traditional long keels and stern hung rudders. One such production yachts is the Biscay 36 and already two owners, a French professional sailor and an American-based foreign exchange dealer, have delivered their boats to Falmouth Boat Company to be extensively refitted for the 208 Golden Globe Race. ⚓

SOURCES: Peter Campbell archives; Wikipedia and Barry Pickthall/PPL photo agency, holders of the Francis Chichester Archive which not only covers his solo circumnavigation and pioneering TransAtlantic endeavours, but also his soli flight to Australia and New Zealand in a de Havilland *Gipsy Moth* biplane.

# RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
<b>OCTOBER</b>			<b>OCTOBER</b>		
Pittwater Regatta & IRC Teams Challenge Regatta	1-2 Oct	RPAYC	International Finn Regatta	7 Oct	Italy
Ocean Pointscore – Lion Island Race	8 Oct	CYCA	Extreme Sailing Series, Act 7	6-9 Oct	Portugal
Grant Thornton Short Haul Race	8 Oct	CYCA	Laser Europa Cup	7-9 Oct	Monaco
Blue Water Pointscore – Newcastle Bass Island Race	14 Oct	CYCA	Antibes Cup Feminine	8 Oct	France
Grant Thornton Short Haul Night Race	14 Oct	CYCA	New Zealand Match Racing Champs	12-16 Oct	New Zealand
Wattle Cup Couta Boat Regatta	16 Oct	RPAYC	Red Bull Foiling Generation, Newport	13-15 Oct	USA
Sharp Australian Youth Match Racing Champs	20-23 Oct	CYCA	GC32 Racing Tour – Marseille One Design	13-16 Oct	France
Grant Thornton Short Ocean Race – Gascoigne Cup	22 Oct	RSYS	WineWorks Marlborough Sauvignon Blanc	14 Oct	New Zealand
Giant Steps for Autism Sailing Regatta	28 Oct	MHYC	Kuwait International Regatta	19 Oct	Kuwait
Ocean Pointscore Race – Botany Bay Race	29 Oct	CYCA	Red Bull Foiling Generation, World Final	20-22 Oct	USA
Balmain Regatta	30 Oct	BSC	Rolex Middle Sea Race	22 Oct	Malta
<b>NOVEMBER</b>			<b>NOVEMBER</b>		
Grant Thornton Short Ocean Race 3 – Morna Cup	5 Nov	RSYS	Students Yachting World Cup	2-6 Nov	France
Grant Thornton Short Haul Race 6 – Sydney to Pittwater	5 Nov	CYCA	Brazilian Soling Championships	4 Nov	Brazil
Grant Thornton Short Haul Race 6 – Pittwater to Sydney	6 Nov	CYCA	2K Venice	4 Nov	Italy
Rotary Charity Regatta	11 Nov	CYCA	Butler Cup	5 Nov	USA
Ocean Pointscore Race – Port Hacking Race	12 Nov	CYCA	LBVC Sail Wellington Regatta	5-6 Nov	New Zealand
Harken International Youth Match Racing Championships	17-20 Nov	RPAYC	International Trapseat Cup	7 Nov	USA
ASX Thomas Reuters Charity Foundation Regatta	18 Nov	MHYC	Nassau Cup Ocean Regatta	10-11 Nov	USA
Blue Water Pointscore Race – Cabbage Tree Island	18 Nov	CYCA	Opatija Cup	11 Nov	Croatia
Musto International Youth Match Racing Regatta	21-25 Nov	CYCA	St. Croix International Regatta	11-13 Nov	Virgin Islands
Raceboard World Championship	21 Nov	RQYS	RYA National	18 Nov	Great Britain
Etchell's NSW Championships (Offshore)	23-27 Nov	RPAYC	Raja Muda International Regatta	18-26 Nov	Malaysia
Sydney Short Ocean Racing Championships	26-27 Nov	MHYC	Melges24 World Championship	26 Nov	USA
			Royal Hong Kong Yacht Club Around the Island	27 Nov	Hong Kong
<b>DECEMBER</b>			<b>DECEMBER</b>		
Blue Water Pointscore – Bird Island Yacht Race	3 Dec	CYCA	Sir Peter Blake Torbay Regatta	3-4 Dec	New Zealand
Grant Thornton Short Haul Race	3 Dec	CYCA	International Fireball World Championship	4 Dec	Russia
Extreme Sailing Series, Act 8	8-11 Dec	Sydney	Christmas Caribbean Rally	4 Dec	Antigua
CYCA Trophy - Passage Series	10-11 Dec	CYCA	Phuket King's Cup Regatta	5-7 Dec	Thailand
SOLAS Big Boat Challenge	13 Dec	CYCA	27 degrees Winter Regatta	8 Dec	Italy
72nd Rolex Sydney Hobart Yacht Race	26 Dec	CYCA	Christmas Match Race	10 Dec	Italy
ISAF Sailing World Cup Final, Melbourne	4-11 Dec	St Kilda	RS One World Championships	12 Dec	Dubai
Sail Sydney, Woollahra	15-17 Dec	Sydney	46th Youth Sailing World Championships	14 Dec	New Zealand
<b>JANUARY 2017</b>			<b>JANUARY 2017</b>		
Club Marine Pittwater to Southport Race	2-5 Jan	RPAYC	Royal Langkawi International Regatta	11-16 Jan	Malaysia
Viper World Championship	7-15 Jan	RGYC	Antigua Round the Island Race	13 Jan	Antigua
Etchell's National Championship	11-15 Jan	RPAYC	30th Quantum Key West Race Week	15-20 Jan	USA
Sail Paradise	13-17 Jan	SYC	Mount Gay Rum Round Barbados Race	16-24 Jan	Barbados
Festival of Sails	21-24 Jan	RGYC	2017 NZ National Laser Championships	18-27 Jan	New Zealand
Jubilee Huntingfield Cup Regatta	20-23 Jan	RPAYC	Bay of Islands Sailing Week	25-27 Jan	New Zealand
Ocean Pointscore Race 5	26 Jan	CYCA	Grenada Sailing Week	30 Jan – 4 Feb	Grenada

To have your event added to the calendar please email [editor@oceanmedia.com.au](mailto:editor@oceanmedia.com.au)

## NEW MANAGEMENT FOR A NEW MARKET

*New Zealand's top sail maker undergoes a major management re-structure to support their move into the high-performance race boat market.*

Some of the most successful yachts on New Zealand's racing scene use Doyle as their sail supplier. Adding to their superyacht successes, the company recently moved into the top race boat market, which the expertise of the new management team is set to propel.

As of the 1 October 2016, Mike Sanderson, director and head of sales, will take over as the majority shareholder and CEO. Fellow owner/directors David Duff and Richard Bouzaid will also increase their shareholding with Duff appointed Managing Director and Bouzaid as Director of Design. Chris McMaster, currently Managing Director of

Doyle Sails New Zealand, is to move into a consultative role that will allow him to step away from the day-to-day operations of the company, while still making his expertise available to Doyle Stratis customers.

With Sanderson, Duff and Bouzaid all having significant experience in a wide range of high performance race campaigns, including the Volvo Ocean Race and Americas Cup, the team's combined expertise and knowledge in this sector is unmatched.

"My time building the Stratis technology and product at Doyle Sails NZ has undoubtedly been one of my most satisfying achievements," says McMaster.



**QUALITY CONTROL**  
Mike Sanderson,  
the new CEO of  
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"The Kiwi attitude of can do and taking on the world is something we are proud of at Doyle Sails New Zealand, and now is the right time for Mike and the guys to take it to the next level again. Mike has proven himself many times over at the top in the competitive sailing game world wide, and running the Doyle team will be no different – driving a team of highly motivated individuals all in the same direction to be at the top of their game."

"We have never been afraid to embrace change and take the business in new directions – the Stratis range is the epitome of that – and the time is right to capitalize on opportunities. I am more charged up than ever and ready to help steer Doyle Sails NZ, and in particular our world leading Stratis product, into the next phase and that is going to be a very exciting challenge.

"I'm very proud to have been associated with Mike, Duffy and Richard over the years, and it is incredibly satisfying to be handing the business over so that these guys can take it to the next stage," says McMaster. "This change will allow myself and my family the time to enjoy life and for me to get out putting the product that we have been making for so many years to my personal use, cruising the world for the next few years. I'm hoping to be catching up with as many of our customers as possible actually out on the water."  
[www.doylesails.co.nz](http://www.doylesails.co.nz)



## Tough glossy

*A boat paint that delivers the perfect combo of a gloss shine and hard as nails finish*

Australia's leading supplier of boat paint maintenance solutions now provides Bilgekote, in Australia and New Zealand. Bilgekote is a fast-drying, durable coating formulated for application to bilge areas, preventing wear and tear and the absorption of oil, gasoline and sludge into wood and fibreglass. It can be used on bilges, lockers, and bulkheads; on large and small areas and travel areas on boat floors.



even paint distribution, is easy to clean and dries to a hard gloss shine.

International Paint is the company bringing the product to the Australian and New Zealand market. The company

has been helping boat owners protect beauty and improve their boat's performance over 100 years, by providing paint solutions including antifouling, boat primers and yacht varnish.

Bilgekote is suitable for all wood, aluminium, steel and GRP/FPR/Composite substrates. It is applied with spray or brush and roller and is available in grey or white in 1 litre pack sizes.

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

The highly rated paint has been available in Europe and North America for many years and has a proven track record. Users give it an average rating of 4.7 out of 5 and rave that it goes on with

## 61 Years young and still relied on

*B&G launched its first product in 1955, since then it has been revolutionising the electronics technology available to sailors.*

For over 61 years B&G has been equipping sailors, from weekend amateurs to grand prix racing teams, with the best electronics.

Their SailSteer feature, available exclusively on Zeus Touch, Zeus2 and

H5000, combines essential sailing data into one comprehensive yet concise display, which can be overlaid on navigational charts complete with wind information and laylines. SailTime estimates the time and distance to waypoints using layline calculations, providing a far more accurate ETA than chartplotters. NMEA 2000® networking makes B&G system set-up a breeze, delivering plug-and-play connectivity to a wide range of on-board technology.

Exclusive to Zeus2, RacePanel software offers integration with B&G H5000 instrument systems and delivers race-proven features including the ability to configure and display start lines, built windward and leeward courses, control race timers, and conduct advanced What If? analysis.

The B&G range also includes VHF marine radios, Broadband Radar™ and ForwardScan™ sonar technology, autopilot systems with sail-specific features, and digital instrumentation systems.

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



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## The new must have

*B&G® releases the new multi-purpose Triton2 instrument and Triton2 Pilot System Control Pad.*

B&G®, the world's leading sailing navigation and instrument specialist, have just released the new Triton2: an instrument that provides sailors with a display of key data, using 'one key' functionality that can show wind, speed, depth, AIS and B&G's specialist sailing features such as Sailsteer and Laylines. The new Triton2 can also be combined with a pilot system and controller to deliver a reliable sailing autopilot.

The Transflective LCD technology makes use of reflected sunlight, where available, to provide superior daytime visibility and lower power consumption when compared with traditional backlit-only displays. Combined with the highly efficient LED backlighting the Triton2 Display is a clear winner, day or night.

"B&G's Triton series was first released in 2012 and very quickly became the 'must have' instrument on sailboats across the world." Said Leif Ottosson, President and CEO of Navico, adding, "The Triton2 is clearer, slimmer at just 8mm thin and is even easier to use, while retaining our specialist B&G sailing features."

This smart multi-purpose instrument can be configured to display multiple 'pages' of information such as vessel speed, depth, heading, wind speed and direction, depth and AIS data. Users can quickly switch between pages to access the information using its highly-responsive silicon keys making the Triton2 display easy to use with wet or gloved hands and in all weather conditions. The Triton2 is also waterproof to IPX7 standards.

Designed for easy installation, an intuitive on-screen menu system makes it simple to configure pages suited to your yacht and available instrument data. The Triton2 display is compatible with a wide range of instruments, sensors and other NMEA 2000® data sources.

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

## FEEL THE HEAT

*The humble heat pack has been given a makeover and will prove ideal for sailors and visitors to winter boat shows.*

**I**deal for sailors and visitors to winter boat shows, the humble heat pack has been repackaged to warm the cockles in the cold, soothe aches and pains and alleviate muscle and joint discomfort.

Nationwide provider of hot therapy equipment, Take 5 Energize, has put a fresh new spin on an old school method of warmth with the invention of Pocket Balls; the latest in novelty sports ball heat packs.

Designed in Australia, Pocket Balls are reusable pocket-sized heat packs that are safe, waterproof and available in a variety of novel sport themes, including football/rugby, soccer, golf, cricket, tennis, basketball and the magic eight ball.

Perfect for an active runner or athlete right in the heart of the action, warming children up during a game of weekend sport or at home when cheering on teams to victory, these environmentally friendly heat packs provide instant heat anytime and anywhere, all with the simple click of the inner metal disk.

Providing up to an hour of deep soothing heat, the new range is simple to use, stylish and the most effective method of pain relief for joints and muscles. Pocket Balls creator, Barbara Nicholson,

attributes the concept to her passion for health and fitness and finding new therapeutic ways to benefit both children and adults.

"We're well aware of heat's ability to combat sickness, as well as many other uses in healing and repairing the body, so when looking at the Pocket Ball heat packs, I wanted to make sure we were still delivering those environmentally friendly, reusable, non-toxic elements that assist in the process of quick muscular relief,"

says Barbara.

VFL Port Melbourne football player and former AFL Brisbane Lions midfielder and defender, Mitch Golby, is an official ambassador of Pocket Balls.

"After a long game of footy, I often have small aches and pains and can rely on Pocket Balls to instantly heat up, help me relax and ease those pains," he says.

Priced at \$12.95 for a two-pack, you can purchase Pocket Balls at all Coles Express convenience stores, Newspower, Spoilt: gifts and homewares, Drummond Golf, AFL Players Association, GolfWorks.com and on the company website.

[www.take5energize.com.au](http://www.take5energize.com.au)



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## Chill factor

Webasto releases two cool new products: The BlueSky electric sliding hatch and the BlueCool V50M Chiller.

Webasto has been specialising in the development of roof and convertible systems as well as heating, cooling and ventilation systems for the marine vehicles for over 100 years.

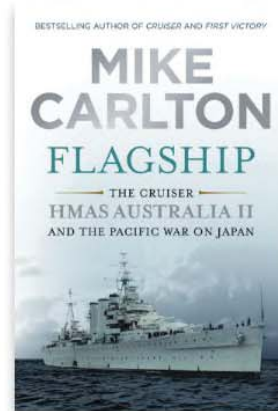
The Blue Sky electric sliding hatch is designed for the wheelhouse or cockpit canopy of power craft. The insulated panel is made from two acrylic shells with a dark grey tint, resulting in a modern lightweight design, especially constructed for the marine industry and is certified for Category B Area 3 use. With smooth operation and simple plug-and-play installation, the hatch offers variable tilt and slide positioning and compact dimensions. The mechanism and seal ensure the hatch is fully watertight.

The BlueCool V50M Chiller air-conditioning unit, a co-winner of the IBEX Award, is an 8,500-50,000 BTU/h chiller, with 50/60Hz compatibility for worldwide application. With a variable speed BLDC compressor, this ultra-light and compact unit, is up to 40% smaller than competitor's chiller units. The unit's advanced control logic adapts automatically to all climates and continents, and is condensation-free, with zero electric starting peak and adjustable amperage draw.

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

### LIGHTER LIFE SAVER

Twice the buoyancy without the size and bulk of a traditional unit, the Super Comfort 150N is a great inflatable lifejacket. Hutchwilco Limited has released the new and improved version of their popular manual inflation lifejacket. Its new tailored three dimensional design sees improved adjustability with the stainless steel buckle and adjustment system, which provides a one size fits all tailored fit for greater comfort. Made from durable woven fabric, the Super Comfort Series has the same inflation mechanism as the existing model, but features a unique burst zip for when the jacket is inflated. Available in either a manual inflation version, in which a mechanism activates at the pull of the cord and releases a CO<sub>2</sub> canister inflating the jacket, or as an automatically inflating model, which will inflate when immersed in water. In the case of the automatic version, once inflated the lifejacket will rapidly turn an unconscious wearer onto their back. An oral inflation tube is also fitted and after use the jacket is manually deflated via the oral tube and can be rearmed again for future use. The Hutchwilco Super Comfort Series lifejacket retails for \$119.99. [www.hutchwilco.co.nz](http://www.hutchwilco.co.nz)



## Murder & Intrigue

Mike Carlton's new book tells the story of the HMAS AUSTRALIA II

With his inimitable panache and flawless research, one of Australia's best-known media figures, Mike Carlton, tells the story of HMAS *Australia II*, which encompasses the era's fascinating naval and social history.

With a career spanning print, broadcast and television, Mike turned his hand to a life-long passion in 2010, publishing the acclaimed *Cruiser*, the story of the HMAS *Perth* and her crew. In 2014, *First Victory* was released, chronicling the HMAS *Sydney* and her battle with the German raider *Emden*.

He now turns his attention to HMAS *Australia II*, one of two 10,000 ton County Class heavy cruisers ordered by the Australian Government as part of a five year naval development program begun in 1924 and completed in 1929.

The ship's story includes World War II, being the scene of a gruesome murder when she returned home to Australia and fighting in the Battle of the Coral Sea, near Papua New Guinea. In 1944 she took part in the greatest sea fight of all time, the Battle of Leyte Gulf, which returned the American General Douglas MacArthur to the Philippines.

She retired gracefully, laden with battle honours, and was scrapped in 1956. She commemorates the last of her name, for the navy no longer uses *Australia* for its ships. [www.penguin.com.au/books/flagship](http://www.penguin.com.au/books/flagship)

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## Ready to set sail again

*Under the constant care for her first owner, the highest volume 42' Catamaran TRIPLE ZERO, is now ready for her second.*

**S**he is an impeccable owners version Lagoon 420, now exclusively for sale with Yoti. As a one owner yacht, her meticulous owners maintained her immaculately and upgraded her to a standard rarely seen in a vessel of this age. *Triple Zero* was specified with the innovative Hybrid system and upgraded with absolute factory support allowing quiet, inexpensive and environmentally friendly Bluewater cruising. With only the generator to maintain, she is also able to regenerate her substantial battery banks at up to 30A during sailing. The 17.5 KVA generation is very quiet with low hours and the best the market has to offer.

In addition to the Hybrid system this Lagoon 420 is very well optioned with water-maker, substantial fridge and freezer in the galley, large solar array (720 watts), near new Raymarine instrumentation including radar and AIS, top-end TV and music and entertainment system, washing machine, near new Ullman jazy Jack bag with bowsprit and spinnaker.

The interior of the Lagoon is as new, with modern light Alpi and dark stylish Wenge flooring.

The Lagoon 420 is perhaps the highest volume 42' Catamaran ever designed and built, and with the Lagoon pedigree will return outstanding resale value.

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



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**SUNDANCE**  
  
 MARINE



2010  
**Moody 45DS**  
'One Step Ahead'

**\$ 680,000**



**Launched and commissioned in 2010 this Moody 45DS is now for sale exclusively with the team at YOTI Sydney Harbour. She is a true "Turn Key" opportunity.**

"One Step Ahead" was optioned with serious blue-water cruising in mind. Presenting exceptionally, she is a well-cared for example of the very popular Deck Saloon concept by the quality German builders Moody. The 45DS offers single level sailing and living on board from cockpit to saloon with wrap around protected views from the luxurious enclosed pilothouse. All lines are led aft to electric winches adjacent to the twin

helm, which also house the bow and stern thruster controls, comprehensive navigation instrumentation and drop down swim platform. The teak side decks offer protection via a full length bulwark and continuous stainless steel handrail. A retractable anchor arm adds to the clean lines and easily navigable foredeck with sun bed cushions.

2008  
**Lagoon 420**  
'Triple Zero'

**\$ 498,000**



**The Lagoon 420 is perhaps the highest-volume 42' Catamaran ever designed and built, and with the Lagoon pedigree will return outstanding resale value.**

Triple Zero is a truly impeccable owners version Lagoon 420. As a one owner yacht, her meticulous owners have constantly cared for and upgraded her to a standard rarely seen in a vessel of this age. This Lagoon 420 is very well optioned with water-maker, substantial fridge and freezer in the galley, large solar array (720 watts), near new Raymarine instrumentation including radar

and AIS, top-end TV and music entertainment system, washing machine, near new Ullman jazy Jack bag with bowsprit and spinnaker. The interior of this Lagoon is as new and the modern light Alpi and dark stylish Wenge flooring. The Lagoon 420 is perhaps the highest-volume 42' Catamaran ever designed and built, and with the Lagoon pedigree will return outstanding resale value.



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\$599,000



HANSE 495 - 2012  
\$485,000



JUTSON 50 - 1992  
\$212,000



MC38 - 2012  
\$445,000



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\$309,000



WELLBOURN 50 - 2000  
\$355,000



DUFOUR 434 - 2003  
\$169,000



BENETEAU FIRST 44.7 - 2006  
\$219,000



HUNTER 45 CC - 2007  
\$289,000



MOODY 45DS - 2011  
\$690,000



NORTHSHORE 380 SPORTS - 1996  
\$87,500



HANSE 445 - 2013  
\$409,000



LAGOON 420 - 2008  
\$498,000



BAVARIA 40 CRUISER - 2008  
\$189,000



BENETEAU FIRST 45 - 2008  
\$309,000



TP52 - 2004  
\$199,000



HALLBERG-RASSY 372 - 2010  
\$340,000



VOLVO 70 - 2005  
\$595,000



HICK 31 - 2005  
\$57,000



CATALINA 42 - 1991  
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