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BUOY ROOM The cruising fleet at Audi Hamilton Island Race Week jockeys for the best exit lane out of Dent Passage.

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OCTOBER / NOVEMBER 2017



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ABOVE & BEYOND





There is always a bit of excitement with the start of Spring. Amongst other things it heralds a new season of sailing. This year's program is dense with opportunities to compete at all levels.

As we look ahead to upcoming months, the first stage of the club's refurbishment program will be complete. The administration building will be fully operational by the time we sail into our summer program and that will deliver much needed facilities. This in turn will mean better services for club members and visitors as we address the needs of all, especially in the lead up to the Rolex Sydney Hobart Yacht Race with so many international guests.

This is to be the 73rd race to Hobart and I am pleased to report that there is a lot of interest from competitors and followers as we note the line up so far. There are boats entered from seven countries with special sentiment for classics such as *Dorada* and *Kialoa II* (the 73' S&S yawl built in 1963 which won the 1971 Sydney Hobart Yacht Race on line honours in 1971 in a time of 3 days 12 hours 46 minutes 21 seconds).

There is interest at many levels and probably the most significant so far is the confirmation of four and likely six super maxis to race again this year. *Wild Oats XI* will square off against *Comanche*, *Black Jack* and *Scallywag*. There is also interest from some defence force teams.

While the Rolex Sydney Hobart Yacht Race is the acclaimed pinnacle of our races, three key parts of the Board's seven strategic objectives, are to focus on development of Blue Water Sailing, Broadening Competitive Sailing Programs, and Sail Training and Development.

We aim to grow participation in sailing. We plan for close dialogue with other sailing clubs to create new options. This includes the YSA programs in the development of life skills for young sailors.

One of the prime objectives in training and development is to have a well-designed suite of pathways across a range of programs that results in greater participation.

If any reader is interested in an increased participation and in helping develop sailing along those lines, then please contact the club by email on developmentofsailing@cyca.com.au.

The club is delighted with the interest shown in the PONANT Sydney Noumea Yacht Race 2018 to be held in June. A

number of east coast clubs have also opened the opportunity to conduct parallel races. There have also been expressions of interest in the Auckland Sydney Yacht Race. The dates for this race ought to be confirmed in the near future.

We are also keen to develop inter-club racing on one design fleets like the Elliotts, and to continue the work on a program for match racing for young adults (the Super Sevens series) that started last summer season. There are also discussions afoot to reinvigorate the Southern Cross trophy with interest already from New Zealand and China in the teams-oriented trophy.

The club's heritage is steeped in the achievements of our members and particularly on the world stage. One such mark is the Admiral's Cup. This year marks the 50th Anniversary of the win by a CYCA-based Australian team of three boats. It really stamped the arrival of Australians in international sailing competition.

Appropriately there will be quite a spectacle with an anniversary regatta from 1-3 December this year and celebrations hosted by a number of clubs.

There is more to celebrate and that includes the continued success of CYCA Youth Sailing Academy teams. Harry Price, Tara Blanc-Ramos and Angus Williams were crowned World Champions at the World Sailing Youth Match Racing Championships in California recently. That same weekend the YSA won the 16th consecutive regatta title of the NSW Youth Match Racing Championships in a very hotly contested series of races – congratulations to the two finalist teams from CYCA James Hodgson, Cam and Charlie Gundy, Dante Olivieri, Emma Harrison and Eric Sparks.

The club is also proud of the work undertaken by the CYCA SOLAS Trusts. The annual dinner at the club will be held on 20 October 2017. We look forward to support from all sailors and clubs involved particularly in coastal and offshore racing. This year's guest speaker is the world acclaimed champion Tom Slingsby.

JOHN MARKOS
Commodore CYCA



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In sailing, a voyage truly begins when you cast off your dock lines and surrender to the other environment that dominates this blue planet – that of the sea.

For those of us who spend the majority of our precious water time racing – either round the cans, or offshore, it seems as if there are limited opportunities to enjoy the delights of cruising. The contrary is true. Get a few mates together for an afternoon or weekend and consciously switch modes. As author Nancy Knudsen points out in this special cruising-focused issue, there is a mindset change required to slip into simple appreciation of the elements, and another to embark on a serious bluewater odyssey.

And as Denis Doyle, an experienced and well known cruising yachtsman explains, if you do feel the powerful pull to cast off the trappings of the land, then be prepared – not only for the logistical challenges – but also for the personal changes your experiences will bring.

The lessons applied in cruising – sail handling, seamanship and safety – are all honed during the long, rewarding hours we spend tuning-up for the undisputed highlight of our racing year – the Rolex Sydney Hobart.

The recent Flinders Islet Race, won by Andy Kearnan's and Peter Wrigley's TP 52 *Koa* in record time, is a textbook example of that. I was onboard *Smuggler* for that wildly variable outing. We logged everything, including punishing 44-knot squalls which transformed into turbofans once we rounded the Islet and launched off the lumpy south-easterly swells, hitting 24 knots heading back to the harbour.

This year's edition of the Rolex Sydney Hobart is shaping up as a unique celebration of yachting's technical evolution – from *Dorade*, the famous S&S yawl which shaped modern ocean racing – to the current crop of supermaxis, at least five of which should be on the start line.

As usual the 45 to 55 foot category, encompassing the uber-competitive TP fleet, will



be the main focus of attention for overall honours, but weather conditions will have the final say.

We also provide a guide to the latest offerings from the top European yards, including Beneteau's new Oceanis 51.1, a design heavily influenced by the group's racing DNA. In destination, Kevin Green shares his knowledge of the best regattas and cruising options in the Kingdom of Thailand; the country's exotic scenery, culture and cuisine still make it one of the top choices on any sailing bucket list.

And finally we pay tribute to former CYCA Commodore John Messenger, and Rear Commodore Alan Brown. Fair winds to both these fine yachtsmen.

SCOTT ALLE
Editor

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Concubine on her way to a third over the line in the Flinders Islet Race.
By David Brogan / Sailpix

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Record ride

Koa smashed the record for the Flinders Islet Race, storming home up the coast to take line honours and win the 92 nautical mile offshore challenge overall.

Andy Kearnan and Peter Wrigley's TP52, posted a time of 7 hours 30 minutes and 19 seconds, lowering *Loki*'s 2010 mark by 18 minutes.

Tony Kirby's *Patrice*, skippered by Peter Messenger, finished second overall with Sam Haynes' *Celestial*, skippered by Sean Kirkjian, third. Despite crossing the line in second, *Celestial* also broke the previously held race record by seven minutes.

23 yachts lined-up for Race 2 of the CYCA's Blue Water Pointscore on 16 September, with the forecast promising a demanding but fast race.

Some good harbour breeze from the north west saw *Celestial* and the South Australian Mills 45, *Concubine*, early frontrunners.

Mini-bullets out of the west were a portent of a powerful SW front, which arrived packing 40 plus knot squalls. There were two schools of

HIGH GEAR

Koa off to a cracking start which she maintained for the remainder of the race.

thought on the approach to Flinders Islet with some of the fleet heading towards the shore and others staying on the left side of the course.

Peter Wrigley, co-owner of *Koa*, said their decision to go with the latter gave them the edge, "it was down to the navigators and we stayed out, waiting for the front. When it hit we were hanging on for about 20 minutes and then it settled down to around 32 knots!"

"We were neck and neck with *Celestial* going round Flinders Islet, within metres of each other. Then when we came out the other side it was a sprint."

"We saw wind across the deck maxing at 4.2 knots in the gusts and our own boat speed topped 22 knots. It's probably right up there with the fastest we've ever gone. It was spectacular."

There was similar delight and elation from fellow *Koa* owner Andy Kearnan, "You couldn't ask for anything better. It was a blast. We did well to keep the boat on its feet and to get the race record, line honours and handicap win is something very special."

"The TP52's are great boats to sail, there's really tight competition in the class and anyone on their day can get the result. Bring on the next challenge."

And that will be the Cabbage Tree Island Race on 4 November, a form guide to the main event, the Rolex Sydney Hobart on 26 December. cyca.com.au

Spring break

A succession of solid breezes meant the crews and boats that performed better in some pressure filled the top placings.

The CYCA's Spring Series was started in 2013 to bridge the gap between winter and summer racing. In 2017, as the seasons changed, it was a sensational few weeks of sailing on Sydney Harbour with consistent, if gusty, winds delivering exciting competition and some unexpected results.

Kevin Whelan's Beneteau 45 F5, *Reve* clinched Division 1. Following on from his PHS

win at the Land Rover Sydney Gold Coast Yacht Race, Whelan has found a rich vein of form, ably supported by his family for much of the recent competition.

In Division 2 George Waldthausen and his Cavalier 350sl, *Superfine* took the honours, coming off a great Land Rover Winter Series.

"We're a bit thrilled because *Superfine* is 20 years old. We've been doing racing at the CYCA for over 20 years and recently, for the

first time in 20 years, we won our division in the Land Rover Winter Series. To follow that up with the division win in our second Spring Series is just fantastic."

In Division 3 Troy Scott tasted early success with his recently purchased Sydney 36, *Symbiosis*. After dipping his toe in the Land Rover Winter Series this year, Scott took aim at the Spring Series and worked the conditions to strong effect in securing Division 3 victory.

"It was great to win the division in some fairly tricky conditions across the series," Scott acknowledged. "We had generally strong winds and that made it quite challenging for sail choice and tactics. I have a limited sail wardrobe so when it gets up around 20 knots we start to struggle."

"Fortunately, I had a very competent crew to help get me round over the series!" cyca.com.au

FINALS FOCUS

The RPAYC team kept their composure to fight their way back into the lead numerous times over the Marinassess Regatta.



NICK FONDAS

The young team of Clare Costanzo, Emma May, Hannah Lanz, Amy Lee and Annie Scholten from Royal Prince Alfred Yacht Club won the CYCA Youth Sailing Academy's 2017 Marinassess Women's Match Racing Regatta over the weekend of the 9th and 10th of September.

Costanzo and her team defeated fellow RPA club mate Sarah Parker 3-1 in a variable 10 knot easterly breeze to clinch first place in the final. This followed wins in the round robin and in the semi-finals against CYCA's Lauren Gallaway.

The finals racing was a step up from earlier competition, with more lead changes than course changes on Sunday.

Skills showcase

The bright future of women's sailing was at the fore during the CYCA Youth Sailing Academy's 2017 Marinassess Women's Match Racing Regatta.

Clare commented, "It was some good racing out there. Sarah and her team were really dominant in pre-starts early on. I think the reason we were able to get back to her in those races was because we just didn't give up."

Costanzo credits the RPAYC's Youth Development Program with the club's success. "This is my first win as skipper at

the Marinassess so it's pretty exciting. I won two years ago as a crew, sailing with Sarah."

"Tommy Spithill has been running an intense training schedule at YD, and it's great to see RPA go one and two in the regatta. Our squad numbers are almost 50 per cent female, which is great for the sport."

In the petite final, it was RNZYS Celia Willison over

Lauren Gallaway 2-0 in a best of three series.

In the fifth and sixth sail-off series between CYCA's Jess Grimes and RSYS's Charlotte Griffin, the two less experienced teams of the regatta had an almighty battle with each other, with Griffin claiming fifth place in the regatta 2-1.

The Marinassess Women's Regatta was first sailed as a fleet racing regatta in 1996 and soon after became a match racing regatta. In the 18 years of this event, many strong women's teams have developed, and their continued success is encouraging more women to take up the sport.

For final results and more information see cyca.com.au


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Centre stage

The Sydney and Hobart Race Villages have evolved with each edition of the bluewater classic, becoming magnets for local fans and competitors alike. 2017 will see yet more improvements to both sites with earlier opening times, new food and beverage options, and updated layouts to deliver the ultimate race experience for visitors.

SYDNEY RACE VILLAGE

The official opening will again coincide with the second annual RSHYR Corporate Luncheon on Friday, 8 December. Supporting CYCA SOLAS Trusts (Safety of Lives at Sea) the event will feature guest speaker, 2016 Tattersall's Cup winner, Jim Delegat, with the aim of beating last year's \$6,000 funds raised. Supporters of the lunch include Oatley Wines, Mumm Champagne and Carlton United Breweries.

In the Sydney Race Village itself visitors will enjoy the benefits of year two of the five-year agreement with JANUS et Cie who provide the exceptional outdoor furniture. The CYCA will proudly welcome the company's CEO and founder, Janice Feldman, to Sydney and the village this year.

The main changes to the look of the Sydney Village this year will be a clear roof over the main outdoor area to ensure events can proceed in inclement weather, and the relocation of the Musto clothing outlet from outside to inside the main race village marquee.

This is possible this year as the administration offices, including the new ground floor sailing office, will be open in the refurbished annex building. The sailing office will become the main information centre for the race with the Clippers operating out of the current sailing office and clubhouse. Other functions in the



Sydney Race Village this year include:

- **16 December:** Crew Party in the CYCA clubhouse.
- **18 December:** Commodore's Beer and Prawn night sponsored by Stella Artois in the Race Village
- **21 December:** Official launch cocktail party in the Race Village.
- **26 December:** Race day is Family Day in the race village with the opportunity to watch the race start live on the large outdoor screen

HOBART RACE VILLAGE

Last year the Hobart Race Village was an extremely popular destination during the post-race period and New Year, and there are plans to further enhance the experience and atmosphere.

A larger licensed area will allow more people to enjoy the hospitality, with more seating around the food trucks having an

equally positive impact.

Amongst the vendors already confirmed are American-inspired BBQ and pulled pork station Van Demons. The Ember Box will be turning out woodfired pizza & coffee. Daiquiri will be serving up frozen granitas, fruit slushies & daiquiris and dessert pancakes, while Wattlebanks brings a more savoury offering with quality seafood, lamb, chips, salad.

As has been the case in the past, Hobart Race Village hours of operation will remain flexible depending upon the arrival of boats, especially the Line Honours winner.

Without the support of many organisations these incredible Race Villages would not be possible and the CYCA would like to thank Rolex for their ongoing support of the race since 2002, as well as the RSHYR finishing partner Royal Yacht Club of Tasmania and the volunteers from both the CYCA and RYCT.

BEING THERE

The Race Villages' proximity to the heart of the dock action allow relatives, friends and visitors to enjoy an insider's perspective on the Rolex Sydney Hobart.



SPONSOR ACKNOWLEDGEMENTS: The CYCA acknowledges the contribution of its major sponsor, Rolex, and the many other sponsors and supporters. Sydney Race Village: JANUS et Cie / Carlton United Breweries / Mumm Champagne / Oatley Wines / RMS / Moreton Hire / John Winning – Appliances Online (Radio Relay Vessel). Major Hobart sponsors and supplier: TasPort / Tourism Tasmania / Pipers Brook Vineyard / Lost Phippen / University of Tasmania / Hobart City Council / 7HOFM. Other Major Race supporters: Channel 7 – Live Race start / Smartsheet – Race Management Software.



Something about Harry

Currently ranked second in the World Sailing Open Match Racing standings, Harry Price is the latest top competitor to have progressed through the CYCA's Youth Sailing Academy. *Ross MacDonald* charts how the Sydneysider has built an enviable reputation at the top of youth sailing, with 2017 another landmark year.

The start of Harry Price's banner year saw him in Perth for international match racing, followed by Long Beach, California, for multihull competition in March, and Miami in April for more of the same. The powerful M32 catamarans then took the 21-year-old Price to Sweden, before a return to monohulls in California for the Governor's Cup. The cherry on top came a week later in the 2017 Youth Match Racing World Championship, where he skippered the CYCA team to victory.

In between other trophy-rich trips to Chicago and Detroit, Price has been busy setting up his M32 racing catamaran business, Sydney Sailing Centre, cementing what we probably already

knew: "At the moment, sailing is everything. To think of it, since Year 9 I've only ever had one job that didn't involve sailing. It's great, I love it."

Each regatta is hardly a breeze though, and in our conversation with Price we've delved deeper into the CYCA's very own world champion, not only to understand him better, but to see what we can learn.

So where did that initial spark of sailing obsession come from? Price points squarely at family: "Mum and dad are always super supportive, no matter what it is. But the real turning point was when we were sitting on the hill in London, watching my sister Olivia in the Olympics and I thought, 'This is pretty cool.' I realised that if you get to a certain stage, you can make a career out of sailing."

Price plays down any hint of sibling rivalry saying, "We both have our areas of expertise, and we haven't actually raced each other. Maybe our paths will meet at some stage, but there's no real competition. We just support each other."

Support in sailing can often be the family, but is more often the crew. Price points to working as a team to identify performance weaknesses during races as another major part of his success: "Having done a little bit of coaching, we can do debriefs pretty quickly after something happens, usually on the water as we're going. We don't so much write it down, but just talk it through and picture what's happened, look to see how we could do it better next time. Always learning, every single



time. That's what's so cool, you just can't stop learning."

And here we cracked the code to the Harry Price sailing machine: an intrinsic desire to learn. Not only does it help him develop his skills, but allows him to take positives from defeat, and look to the next opportunity. "Losing's not a setback," he says. "It's learning."

Price cites the example of his last trip to America with the Governor's Cup and the Youth Worlds saying, "It was nice to be able to bounce back from a disappointing end to the Governor's Cup by only losing one race in the round robin, and



coming fourth overall. We came back one week later, in exactly the same boats, did exactly the same thing, and came first."

This is a realisation Price has had over the years, which has seen him mature as a sportsman: "I've had an interesting sailing mindset over the years. When I was younger, it was pretty full on, but now it's about relaxing, not getting super worked up about something going right or something going wrong. You just accept these things, and hope you can get through it – and through it quickly. It means you can enjoy it more."

But don't underestimate Price as a sailor.

"I'm still hungry for success, always. Victory is always the aim. Not necessarily overall, sometimes it's just little wins throughout a regatta or out on the course that gives you what you need."

It's textbook sports psychology, but Price is skilled enough to have implemented these theories in his sailing. In doing so, he has amassed a vast amount of experience, which he believes has helped him significantly. "Our team is probably one of the most experienced on the youth circuit. Experience is priceless."

Price explains, it's about knowing how to adapt from

boat to boat, and how to get the boat going as fast as possible. Our teams can do those things immediately, whereas it might take others a bit longer to figure them out."

So what's the next big thing for Harry Price? Hopefully building a connection between the M32s and the America's Cup (AC). He says, "Gaining all sorts of knowledge from such high-level athletes and sailors would be really exciting, even just to be part of the team, not necessarily sailing."

"Ultimately, I want to be the best. To do that, I need to keep learning. That's why I love sailing – there's always

MATCHLESS PERFORMANCE

Far Left: The CYCA team's coach for the event, Jay Griffin; host Betty Andrews; Tara Blanc-Ramos; Angus Williams and Harry Price. This picture: Harry, left; Angus Williams and Tara Blanc-Ramos celebrate their Youth World Match Racing title in California.

something to learn. Obviously, I want to do it for myself, but I want to teach younger people as well. I want to share my knowledge and experience, and help them develop their sailing."

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CLUB MARINE



From the GC to the QLD

Our finishing partner in Queensland, the Southport Yacht Club (SYC), welcomed the CYCA fleet and superbly hosted the sailors, families and friends who travelled up for the Land Rover Sydney Gold Coast Yacht Race (LRSGCYR). The wonderful prize giving was a fitting conclusion to a memorable race.

Meanwhile in Sydney, ocean racers of the past, present and future gathered for the 2017 iteration of the Quiet Little Drink Cocktail Party. As has become QLD tradition, yet more funds were raised for the Youth Sailing Academy and those who achieved '25 Hobarts' with the last race were honoured, including the first yachswoman, Adrienne Cahalan. Alongside Adrienne were; Michael Bellingham, Bruce Clark, Brad Kellett, Peter Sheldrick and Andrew Taylor. Also recognised were Wendy Tuck and Stacey Jackson for 10 Hobarts, and Sue Crafer for 15 Hobarts.



1. Larry Jamieson of M3 – first on IRC Div 1 and ORCi Div 1. 2. Commodore Kerry Noyes (SYC) and Commodore John Markos (CYCA) with Shane Kearns and crew of Komatsu Azzurro, the overall LRSGCYR winner. 3. Radio volunteer Denis Doyle is recognised for his outstanding contribution to the 2017 race by CYCA Commodore John Markos. 4. Jack Goluzd Sailing Master on Triton - 3rd on IRC Div 0. 5. The crew (plus family) of Ausreo – second overall, second on ORCi overall, first on IRC Div 3 and second on ORCi Div 3. 6. Kevin Whelan of Reve – LRSGCYR PHS winner in 2017. 7. The man behind the Quiet Little Drink, Tony Cable, with Cheryl Fullerton at the QLD Cocktail Party 2017. 8. Shane Kearns with the trophy for Land Rover Sydney Gold Coast Yacht Race overall winner. 9. '25 Hobart' recipient Brad Kellett (left) with Sam Hunt and Kendi Kellett at the QLD. 10. From left to right, Victoria Whitby, Justin Atkinson and Nicole Butcher at the QLD. 11. Nicole Butcher of St Jude – first on IRC Div 2 in the 2017 LRSGCYR.

FAST LAP

Seven teams are lining-up for this edition of the Volvo Ocean Race (VOR) that begins in Alicante, Spain, on 22 October. After finishing in The Hague on 30 June 2018, they'll have covered 45,000 nautical miles, and spent more time in the Southern Ocean than recent editions. Australian *Liz Wardley* is Boat Captain on Dee Caffari's *Clean Seas: Turn the Tide on Plastic*. Here she shares with editor *Scott Alle* exactly why she's so obsessed with the gruelling event.



JEREMIE LECAUDEY

You are about to start your third instalment of what's described as the most brutal and challenging crewed offshore race. What draws you back? Can anyone who hasn't done it really understand the pull?

No. I don't think anyone can really understand it until they've done it! Yes, it can be brutal, but at the same time, it is some of the best sailing you'll ever experience.

We go offshore for 20 to 30 days at a time with the same people on a four-hour shift, doing the same thing every day. That might seem mundane and not that extreme to anyone who hasn't done the race, but the conditions change constantly – sometimes you're in equatorial conditions, just drifting along; other times you're in awesome trade wind conditions. To us, that's the most monotonous because the boat's set up and going really fast, and there's not a lot you can do to make it go faster. Other times, you're in full-on survival mode. You're on a boat with ten other people trying to survive. That's what we live for, and what makes it different from any other sailing you're ever going to do.

I've done the race twice and both times, whether for performance or personal reasons, I've felt there's been unfinished business. There's always more to learn; always more to gain.

MAPFRE have dominated the warm-up races, while Clean Seas have finished well down the order. What areas do you think you have to work on?

MAPFRE have been sailing together as a team for a few months now. They were the second boat out of the re-fit, and they've been training and developing their crew constantly since then. They've also got quite an advantage – they did the previous race, on the same boat,

and 60 percent of their crew have previously done the race on a VO65. They have a wealth of knowledge; you'd expect them to dominate.

Turn the Tide on Plastic came together as a team for the first time on leg one of leg zero. We had two weeks of trialling a deliver to the UK, which we used as a trial, and then we trialled people throughout leg zero. The first time we ever hoisted our race sails was on the morning of the Isle of Wight, so our learning curve has been very steep, and will continue to be so, which is very exciting.

We know we have the biggest gap in experience to bridge, and we've been doing everything we can to teach our relatively inexperienced offshore sailors what it's going to take for the VOR. We have some very talented sailors on board, and a few people with lots of experience – Dee, Nico, Martin, Bria and myself. It's a matter of getting the right mix between us, and being able to communicate with our younger, enthusiastic sailors; to match modes, and work on the correct sail cross-overs. Some of the sails have changed since the last edition and we haven't had a lot of time to test them. We might be in catch-up mode, but we've got the talent and enthusiasm to get there fast.

What positives have you personally gained from the lead-up races?

The biggest positive is how much we've managed to learn in such little time. Throughout all the legs, we were in the mix and never far off the fleet. We managed to lead the fleet for a while during the last leg, which was invaluable. Not just for the learning, but for our confidence; knowing we could play with the big boys. The

fact that we managed to put such a talented team together that worked so well in such a short period of time was very positive, but we were very brutal over a period of three weeks.

How do you see the dynamics of the mixed crew environment being successful? What have you learned about it so far?

Having done two races on an all-female team, I can definitely notice the different dynamic in a mixed team. It seems a little more lighthearted; there's different banter. There's also more respect between the sailors because we're not differentiated by gender; everyone is a sailor. We train together, we live together, we sail together. There is a lot of respect on the boat – everyone knew at the trials what we were looking for, and every single person has earned their place. We all want it just as much as the other.

You are a very senior member of the crew and boat captain, what have you observed about leading a team in the VOR, and how will you be utilising that knowledge?

For this team in particular, everyone is so keen to learn. That's putting a lot more pressure on the senior members of the team, but at the same time, it's rewarding when you see the progress we've made in such a short time.

Of course, when we get into race scenarios, there are people on the boat who haven't been offshore for more than four days before, and haven't been out of sight of land for more than a day. It's really important for us to show a brave face, to keep everyone focussed, and make sure that we're racing the boat at 100 percent all the time.



Your commitment to fitness and strength conditioning is well known. You've said the Volvo Ocean Race requires a daunting range of physical skills – stamina, strength and agility. What about the mental side, how important is that?

You've got to be mentally very tough to overcome the hardships, and not let the bad times drag you down. And you've really got to love the sport. If you didn't, you would really suffer in this race. It's not just about sailing, it's about living in close quarters with ten other people for 20-odd days – there's no shower, no bathroom, no privacy. You've got a kit bag that weighs 10 kg, and you have to fit everything into it for that period of time. You're wet, you're hungry, you stink, but you're all out there for a common goal, and that's to beat the other boats around you. That's what drives you.

You know these Volvo Ocean 65s extremely well, having helped prepare the fleet. What are they like to sail? What are their quirks, where do they excel?

They're really fun to sail given that they're one design. They're made specifically for the Volvo Ocean

“There's more respect between the sailors because we're not differentiated by gender; everyone is a sailor.”

MATTER OF TRUST

As Boat Captain, Liz Wardley carries an enormous amount of responsibility – none more so when the mainly rookie crew heads into the Southern Ocean.

Race, so everyone in the fleet has the same boat. And they're built to be able to push constantly in extreme conditions. They're a safe boat in comparison to a lot of other offshore boats, that's why we push them harder than we would most boats, and why they excel in tough conditions. It makes for seriously close racing, and it all comes down to the sailors.

Turn the Tide on Plastic skipper Dee Caffari picked you as the first crew member. You two have done a lot of ocean miles together now, how has that relationship evolved?

We did the last lap of the planet together, and I was really excited when she asked me to be part of Turn the Tide on Plastic, not just for the chance to do the VOR again, but also to be part of an essentially young, mixed team. It was just the two of us doing the trials together, so it has strengthened our relationship.

You grew up in PNG with the ocean as your playground. How important is the Clean Seas message? In your experience, how bad is the pollution in the oceans, and what can we do about it?

This is the most important message I have. After sailing around the oceans so many times, it's disheartening to see the amount of pollution in the water, debris floating around, and knowing that it's all man-made. Anything we can do to share our message of 'Protect our oceans' around the world is going to be beneficial.

There are some really simple things we can do, like not using plastic shopping bags and joining beach clean-ups, but awareness is everything. I would encourage everyone to have a look at the website, and get involved. We've all got to believe in something, and I believe we can make a difference. ↓
cleanseas.org



BLUE crush

The wind gods bestowed their favour on recent regattas at Audi Hamilton Island Race Week, Sealink Magnetic Island Race Week, the Rolex Fastnet race and the J Class World Championships with spectacular results. Here's a sample of the action.

SPRAY BOOTH

Black Jack's bow team copping a warm water rinse as they smoke downwind on the opening day of Audi Hamilton Island Race Week.

ANDREA FRANCOLINI



ANDREA FRANCOLINI



BABY TO STARBOARD

A mother humpback gently instructs her calf in the rules of the road in the Whitsundays; nearly everybody gives way to you.

ANDREA FRANCOLINI



Left:
CLASS OF HER OWN
 With her full sail arsenal deployed, including mizzen staysail, the world's most successful offshore racing yacht *Dorade* sweeps along to another podium result – this time at Audi Hamilton Island Race Week.

ANDREA FRANCOLINI

Right:
FAMILY TIES
 Flicked overboard from his Melges 32 *Panther* at speed Steve O'Rourke is assisted by his son-in-law Burke Weila. The crew fished the pair out on the second pass. Not bad.



ANDREA FRANCOLINI



Left:
SWEET SPOT
 Kite set nicely,
Tevake II sets an
 impressive pace on
 a downwind leg at
 Sealink Magnetic
 Island Race Week.

Below:
STUDY BREAK
Helsal 3's
 contingent of
 medical students,
 under the watchful
 eye of Rob Fisher,
 delivered a clinical
 display to take third
 in Cruising Division
 1 at Airlie Beach
 Race Week.



ANDREA FRANCOLINI



Above: **MIGHT AND POWER**

Ranger uses all her 203 tonnes to crunch a swell in the first J Class World Championships held off Newport, Rhode Island.



Right:
**STATELY
PROCESSION**

One of the most spectacular sights in sailing; the J fleet under spinnaker. *Lionheart* emerged the winner after seven races.



©ONNE VAN DER WAL 2017

Right:
PRECISION SET

With over 900 square metres of sail you don't want to make a mistake on a 'J'. You also might want to factor in a genoa costs around \$130,000.



Top:
**LANDMARK
MOMENT**
Round the iconic
Fastnet Rock or
the 'Teardrop of
Ireland', one of the
leaders sets course
for Plymouth.



Left:
TRAFFIC CONTROL
Rambler 88 powers
to windward up
the Solent, picking
her way through
the Rolex Fastnet
fleet on the way
to claim monohull
line honours in the
605-mile bluewater
classic.

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Fastnet reboot

The famous Kialoa maxis raced by well known American yachtsman Jim Kilroy carved an unparalleled reputation in the 60s and 70s with a succession of victories in the world's premier ocean races. *Lindsay May* joined *Kialoa II* for her racing comeback in this year's Rolex Fastnet Race – 48 years after she last lined up in the bluewater classic.

BACK IN BUSINESS

There were a record 350 entries in this year's Rolex Fastnet Race. *Kialoa II* relished the opportunity, and considering the short preparation and the age and style of the boat, May says, "it was a good first hit out."

In 2016, Paddy Broughton announced that he and his brother Keith had bought *Kialoa II*, which was lying in Portugal. As she sailed to Hamble in the UK for an overhaul, Paddy called me and a number of former *Brindabella* stalwarts, asking us to join him race in all the classic ocean races around the globe.

In a heartbeat, I was in. Many of the old *Brindabella* crew were back together racing, and Paddy is great company, as well as a highly capable organiser and sailor. The yachting bucket list was back on the agenda.

BACK IN BUSINESS

The first event planned was the 2017 Rolex Fastnet Race, starting in Cowes, UK, on 6 August. I had competed in the 1983 Admiral's Cup that culminated in the Fastnet, and had sailed twice on the Solent since. The crucial part of sailing both on the Solent and in the English Channel is battling the tidal currents. I just love it; we have nothing like it in Sydney and while the annual Audi Hamilton Island Race Week gives some exposure to tidal currents, it's not to the same extent as you experience in the UK.



MEL BROUGHTON



Kialoa II was to have a combined UK and Australian crew. The Aussies arrived early on Monday 31 July, and were off the plane and ready to get started. There was some major work required from shore-based services to make the boat race ready, such as a forward hatch, stanchions, electrical work, and an anchor fairlead to be installed.

Each day we managed just a few hours sailing on the Solent and then back to the Hamble Yacht Services base so the work could continue. All the jobs were finished on the Saturday, and we were finally able to fly a spinnaker and put the boat to bed, ready for the Sunday start.



CLEAN EXIT

The weather had been typical for the English summer – sunny moments followed by rain squalls and big temperature drops – but the start was a glorious summer day, and a 15-knot sou'wester made the exit to the western end of the Solent a beat.

With a three-plus knot ebbing tide, the journey to Hurst Castle was a quick one, and the fast-flowing water made up for any problems we had tacking all 73 feet of *Kialoa II*, which wasn't designed as an around-the-buoys racer. We planned to stay out of trouble and limit our port tack legs so as not to be pinned on the Isle of Wight shore. Generally,

the plan worked, but it didn't make for the fastest start.

As we neared the western channel and the famous Shingle Bank, we found ourselves among the Volvo 65 fleet that had started 20 minutes later. *Rambler 88* and the 125-foot *Nikata* left us in their wake, but we used the now four-knot current to exit.

There was a moment of alarm as we approached the western edge of the bank. My chart showed we had about 150 metres to go to the edge, but the depth shallowed alarmingly so we immediately called for a tack. As we went through the eye of the wind, I noted the depth had shrunk to 0.3 metres, and held my breath as we went about.

One yacht unfortunately grounded on the bank, and with an outgoing tide, she had no chance of getting off until it changed some four hours later.

Our next challenge was to get past Portland Bill before the tide started to flood and the flow moved toward the east. As *The Bill* was some 45 miles distant, we had no chance of making that gate, so we headed offshore where the adverse tidal flow would be less than on the shore. In all, we had a good night. The wind strength allowed us to continue to sail at speeds that countered the tide so we didn't have to anchor (kedge), as is often the case when sailing in the UK.

Monday was a slower day in lighter breeze. We managed to keep sailing, although many surrounding lightweight boats were struggling to keep moving westward. As dusk fell, we passed *The Lizard* among a fleet of merchant ships anchored below Falmouth.

Lands End presented an interesting tactical decision. Across the course there are three Traffic Separation Schemes (TSS) designed to separate big ships, and prohibited areas for yachts. To the west of Lands End, there is a TSS that requires a real decision as to whether you go south between it and the Scilly Islands, or go north for 20 miles to clear it. From *The Lizard* to *Fastnet* →

DAWN PATROL

Kialoa II closes in on Fastnet Rock just before sunrise. When the breeze filled in the maxi's waterline length saw her reel in younger and lighter rivals.



Rock, the southern track is one mile less than the northern route.

We actually went more north than most of the fleet, and on the starboard tack out we only had to do two small, five-mile tacks, gaining about 10 miles on all the boats that took the southern option. The breeze did go around to the north, and we finally sailed slightly eased toward the iconic Fastnet Rock.

We skipped above the TSS situated to the east of the Rock, and eased away to be due north at 0600 to the minute. With the sun just about to pop over the horizon, the crew took some glorious photographs of Fastnet Rock lighthouse, a full moon immediately above the tower.

We survived our first gybe just south of The Rock and settled in for the 135-mile run to The Isles of Scilly. The mizzen staysail was set, and soon *Kialoa II* was powering along at 10 knots.

During the day we started to pass many boats, smaller and far more nimble than our 45-tonne, 53-year-old

We'd spent a fabulous 96 hours with a great group of mates and new-found sailing friends, racing on a fine example of ocean racing heritage that raised heads wherever she sailed.

veteran yacht. Surprisingly, when we reached The Scillies, it appeared that the wind coming across these very low islands was significantly lessened. I had thought that given the low landmass, the effect on the wind would be minimal, but we all had to take our medicine and tough it out as we slowly eked east.

Dawn had us back near The Lizard, but from there it was a good reach all the way to the Plymouth Sound finish. As we approached the line, the ebbing tide and dying breeze gave the impression that we would have to tack to cross the line, but a little lift just off the end of the breakwater had the finish horn sound at 1239 on Thursday for an elapsed time of 96 hours and 19 minutes. We were 37th

in Class 1 out of 60 starters, and across the entire fleet of 312 starters, we came 176th.

Considering the short preparation and the age and style of *Kialoa II*, it was a good first hit out.

DOCKSIDE REWARDS

Plymouth in 1983 was a much less agreeable place to finish an international yacht classic. I recall climbing up a muddy ladder, trudging through a dockyard, and hailing a passing cab.

"Where have you boys come from?" queried the cabbie.

"Heard of the Fastnet Yacht Race?" said Bob Fraser.

Other things have changed, too. The large Plymouth Yacht Haven has floating pontoons

and a ramp that copes with the five-metre or so tidal range, as well as a capable bunch of deckies eager to take a line.

We stood on crushed gravel, drinking pints of beer and eating paella, but only 48 hours later we were on the train to Heathrow, winging our way home. We'd spent a fabulous 96 hours with a great group of mates and new sailing friends, racing on a fine example of ocean racing heritage that raised heads wherever she sailed.

Paddy and a delivery crew left Hamble on 26 August bound for Sydney and the 2017 Rolex Sydney Hobart Race. *Kialoa II* will be back in Sydney in November, 46 years after she stormed to line honours in the 1971 Sydney Hobart Yacht Race. Drop by and admire the lines of this beautiful grand dame of yachting, and appreciate the design ingenuity of a 1964 yacht that was well ahead of her time. We're hoping to beat the race times she set in her glory days. rolexfastnet.com kialoa2.com.au

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Crowning glory

After the cyclone, Audi Hamilton Island Race Week carried a special significance – and was host to a royal visitor – as editor *Scott Alle* reports from the water.

Five months ago, Cyclone Debbie pummelled Australia's yachting and tourist playground, severely damaging crucial infrastructure, including the marina. Somehow, under the direction of the island's CEO Glenn Bourke, and with the unstinting efforts of staff and a small army of tradies, the massive recovery task was completed in time.

The wind gods even cooperated, and the trades blew for most of the regatta, which made for tight and spectacular action on the various passage courses. Meanwhile, spectators lapped-up the succession of onshore parties, lunches and launches.

Among the nearly 2,000 sailors racing in 15 divisions was Crown Prince Frederik of Denmark. He skippered the canting keel, 66-foot *NANOQ* –



known as *Wild Oats X*, the smaller weapon in the Wild Oats arsenal – to a close win in the IRC Racing division.

"A win is a big thing for me," said the Crown Prince. "From word of mouth, I knew I was going into something fantastic, but that was it. I know this part of the world a little, but I didn't know the sailing conditions.

"Personally and statistically, I improved over the week. The first day was pretty wild; one of my top three sailing days ever. I have never steered such a big boat before, just steered 52s and 40-footers, and had a brilliant crew. My friend Chris Meehan and Iain Murray put the team together."

In the supermaxi battle, the Oatley family's 100-footer *Wild Oats XI* took the line honours tally to four from six starts, and gave Peter Harburg's newly formed *Black Jack* team plenty to think about between now and Boxing Day.

Like *Oats*, Harburg had big names among his crew – Tom Slingsby, Tom Addis, Chris Nicholson, Will McCarthy, Anthony Nossiter, Mark Bradford and others. Now they just need time on the water to gel and learn the new boat after stepping up from a Volvo 70 program.

"We are 500 percent on where we were at the beginning of the week," Harburg said positively.

In IRC Passage, the division we were in on *Triton*, a 60-footer owned by David Gotze and Michael Cranitch, the consistency of Steven Proud's Kernan 44 *Swish* saw them dominate. It was a similar story for Ray Roberts and his well-credentialed crew aboard chartered Sydney 38 *Team Hollywood* in IRC Passage division 2. Second was the famous American classic yacht *Dorada*, Matt Brooks' elegant S&S 52, which added another placing to her very long list of enviable race results.

All divisions were extremely close fought, with regatta director Denis Thompson noting the quality across the huge cruising fleet: "It's been excellent racing. The one thing that stood out for me, apart from the two 100- and 66-footers going toe-to-toe, was the speed and efficiency of the cruising divisions."

More works are planned for the island in time for next year's Race Week, including upgrades to the airport and Reef View hotel. Full results at hamiltonislandraceweek.com.au



OVERTAKING LANE

A 25 to 30 knot sou-easter on the opening day fuelled a drag race past the islands; *Wild Oats XI* surfed her way round the race track.

Light refreshment

This year's Airlie Beach Race Week Festival of Sails proved a mainly light airs affair. But, as *Di Pearson* writes, the sunshine, location and laid-back friendly atmosphere ensured another very enjoyable sojourn, hosted by the Whitsunday Sailing Club.

After a delayed start, racing got underway for an extremely pleasant final day for crews aboard the 102 boats competing across nine classes.

The Goat/Team Hollywood (NSW) started in a winning position and finished there in IRC Passage. The experienced combination of Ray 'Hollywood' Roberts, Jamie Wilmot and Jeremy Whitty in the brains trust at the back of the boat was conducive to the cause. However, David Currie (VIC) and his *Ponyo* crew kept the

Sydney 38 honest, finishing just one point behind.

Receiving his trophy, the Sydney yachtsman said: "This is the best regatta in Australia – that's why we keep coming back and will continue to do so."

In the Cruising Non-Spinnaker Division, Jeff Shipsey sailed his *Elan 37 Sunrise* (Qld) to victory over local character Peter Harrison and his *Fast 42, Awesome*. Three points separated the two.

Local Terry Archer's 'flying' *C'Nome*, a Grainger 075, stole the show in the Multihull



ANDREA FRANCOLINI

HOLLYWOOD SCRIPT Ray 'Hollywood' Roberts and a crack crew played the shifts to end up on top in IRC Passage.

Passage division. She defeated David Davenport's *Montebello 12.5 Misty Sea* – who came all the way from WA – by a lone point. Stalwart John Williams was third with *Tyee III* (Vic), but tied on points with *Misty Sea*.

The Boss Hog Trophy is presented to the crew that

displays the most outstanding sportsmanship over the course of the regatta, on and off the water, and went to John Williams, the owner/skipper of the multihull, *Tyee III*.

Full divisional results available at abrwc.com.au/sailing/results.

Magnetic attraction

Southern raiders plundered much of the divisional silverware at Sealink Magnetic Island Race Week, writes *Di Pearson*.

Competitors aboard the 66 yachts thoroughly enjoyed the regatta's mix of conditions; from solid offshore winds to light breezes and big wind shifts off Magnetic Island's pristine bays and beaches.

Adrian Walter's Shaw 11-metre *Little Nico* from Sydney's Middle Harbour Yacht Club won the Performance Handicap Division, taking the series by four points from *Wine Dark Sea*. Townsville Yacht Club Commodore John Stokes finished third with his Bavaria Match 38, *Mach 1*.

Little Nico, named for Walters' daughter Nicoleta, was a family affair with Walters' wife Sonja and son Aaron sailing along with Mitch White, Peter Ryan, Steve Perks and Bryony Gregory. Gus Williams, who recently won the Youth Match Racing Worlds



ANDREA FRANCOLINI

with Harry Price and Tara Blanc Ramos, was also on board.

"We couldn't have asked for a better course," Walters said ashore.

"There was a lot of reaching in 8-16 knots on a 19-mile course. It's been a hard, but fun, week. The harder you go, the more you

Above:

SHAW THING

Consistently on the podium in all of the northern regattas, Adrian Walter's Shaw 11 metre *Little Nico* from Sydney saved the best for last at Sealink Magnetic Island Race Week.

get punished on handicap, so it's pleasing to win," he said.

"Mitch and the boys give it their all – we go out early training, practicing sets and gybes etc.

"It's a fantastic regatta. It's very laid-back and chilled, and there's a lot of camaraderie," Walters said of his first visit to Maggie Race Week.

Vanilla 2 and *Vanilla 1* from Victoria required the final race to decide the outcome of Division 2. *Vanilla 2*, skippered by Doug Shields, secured third place in the clincher giving her a seven-point advantage over *Vanilla 1*, skippered by Steve 'Harpo' Harper.

Librian took the honours in Division 3, while *Lady Virginia*, also from Victoria, saw off her rivals by just one point to wrap-up the Non-Spinnaker Division. magneticislandraceweek.com.au

Down to the wire

In nearly the total opposite to the Rolex Sydney Hobart Yacht Race seven months earlier, for the bulk of the fleet, the 2017 Land Rover Sydney Gold Coast Race was entirely upwind.

Those conditions made for extensive periods on the rail, multiple headsail changes, and very little sleep for those onboard the 56 yachts that almost drifted across the start line in Sydney Harbour on Saturday 29 July.

Despite only hoisting their brand new mainsail for the first time in the pre-start, freshly refurbished supermaxi *Black Jack* proved she was a potent threat to *Wild Oats XI*'s line honours domination of Australian offshore racing.

After a 394-nautical-mile duel, during which time the two boats were always in sight of each other, the margin was just 3 minutes 31 seconds in *Oats*' favour; the closest result in 15 years.

"It was an awesome race; one of the best," said *Wild Oats XI*'s skipper, Mark Richards.



JUSTIFIED REWARD Shane Kearns and his crew on *Komatsu Azzurro* capitalised on a southerly wind change and again took overall honours in the annual winter escape to warmer waters.

On reaching Southport Yacht Club, Richards heaped praise on his crew and also recognised the outstanding effort made by the *Black Jack* team, especially considering this was their maiden race with the yacht. Still, the result was particularly

encouraging for *Wild Oats XI*, as Richards commented: "From the day she was launched, *Black Jack* was always faster than *Wild Oats XI* when sailing upwind in those conditions. So we were more than pleased to be able to go toe-to-toe with them in this race,

especially when you consider that we've done extensive modifications to our yacht to make it faster downwind."

A wind shift from northerly to southerly on Monday night put the smaller boats in contention for overall victory as they came home under spinnaker. Shane Kearns' *Komatsu Azzurro* milked the change for maximum benefit, after hugging the shore to stay out of the current. The tactics paid off handsomely, with the S&S 34 notching up its second win in three years.

"It was a great race," Kearns said. "The hard thing was knowing that we had a chance once *Black Jack* finished, but we were still 150 miles out, so it was a long, drawn-out run to the line."

During that time, as more boats finished we knew we were in with a really good chance, and then the southerly did come in and that was great. Really good to get the win."

Kearns and his crew have now set their sights on a rare double – aiming for a similar result in the Rolex Sydney Hobart in December. goldcoast.cyca.com.au

Maxi chic

The world's largest grand prix racing yachts battled it out on what's billed as the world's most magnificent race course from September 3 to 9 in Sardinia.

Porto Cervo, in Sardinia, hosted the Rolex Maxi 72 World Championship and the Maxi Yacht Rolex Cup.

Comparable to a TP 52 on steroids, the Maxi 72s also push the technology envelope, albeit given the extra 20 feet, everything is bigger and more costly than a TP. They are considered the pinnacle of inshore, big boat fleet racing.

This year it was Dieter Schön's *Momo* that dominated the five-strong Maxi 72 fleet.

Defending World Champ *Bella Mente* could only manage third, with *Proteus* second. Schön himself is a very handy sailor, the 2003 Dragon World Champion and a long campaigner in the Finn and Star classes. He's a fan of the 72s, most of which are Vrolijk designs, explaining, "The Maxi 72 is a racing boat and I want to race. I don't like to race with a cruising boat."

He also relishes the Maxi 72 being an owner-driver class, but others were content



STAND-OUT PERFORMERS *Momo*'s consistent earlier performances culminated in the Rolex Maxi 72 World crown.

to push their custom, carbon-fibre racer-cruisers hard around the famous emerald waters off Porto Cervo.

In the six other classes, the winners were: *Ribelle* (Supermaxi), *Highland Fling XI* (Maxi), *Galateia* (Wally),

Jethou (Mini Maxi R), *Supernikka* (Mini Maxi RC1) and *H2O* (Mini Maxi RC2). 50 boats, all over 60 feet (18.2 metres), contested the championships, the largest being 118-foot (36-metre) *Viriella*. yccs.it

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in Darling Harbour



Beth Morley/Sports sailing photography



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Choice overload

The covers came off dozens of new models at the recent Cannes Yachting Festival, with manufacturers finding new ways to produce better, faster and more spacious boats. Editor *Scott Alle* selected six of the best.

GRAND SOLEIL GS 34

The first highly popular Grand Soleil 34, back in the 70s was designed by Finot, who have helped develop the Open 60s and Mini-Transat classes. The 2017 version is just as aesthetically pleasing as the original, but with contemporary go-fast hull tweaks such as a hard chine, open transom and twin rudders.

The show boat in Cannes was a magnet for sailors looking for a compact racer-cruiser with offshore potential. The designers have sought to create a boat that rates well on IRC, is extremely versatile with two cabins and

the option of converting the dinette in the saloon to a third large berth. True to its performance pedigree, the front (owner's cabin), can be converted into a sail locker.

The GS 34's young designers have sought to give it more grunt than some of her European cousins. There are two deck versions: one with a tiller and the main traveller aft; the other twin-wheel option has the traveller forward. There's a carbon rig for competitive regatta mode, and an aluminium one for cruising.

If it sails as well as it looks, this boat is destined to win just as many fans as its predecessor. grandsoleil.net

If it sails as well as it looks,
this boat is destined to win just as
many fans as its predecessor.



GRAND SOLEIL GS 34



JEANNEAU SUN ODYSSEY 440

This could be the best boat from designer Philippe Briand for some time. Its blunt-nosed scow bow may lack a degree of cosmetic appeal, but delivers the 440 its first distinct positive feature – significant extra room in the bow/owner's cabin. The scow shape also brings the maximum beam

forward and produces improved reaching performance.

The ease of movement around the deck and transition into the cockpit also makes the 440 a very safe boat; there are very few steps or obstacles, so the cockpit with its very comfortable lounges are quickly accessed. The backrest can be pivoted from vertical to horizontal to further extend the cockpit beam.

According to Briand, he wanted to utilise every bit of space to enhance life onboard; something he's largely achieved. There is plenty of storage, and a full-sized chart table. The spacious saloon has long hull windows for light, and the table can also be folded down easily to a wide comfortable lounge for when the meals have been finished.

Configuration is between two possible interior layouts, composed of two or three cabins, with two head compartments. The interior, in teak, will also be available in an optional grey, cedar wood finish. performanceboating.com.au



ELEVA 50

ELEVA 50

Also known as just 'The Fifty' because it's unmistakably Italian and can get away with it, this gorgeous looking yacht, with its low-profile coach-house and expanse of teak deck would be a stand-out in any marina.

A carbon-fibre infused hull with single chine just above the waterline allows stiffness, strength and weight savings, resulting in what should be a quick boat. In light displacement mode, the Eleva comes in at 10.5 tonnes, compared to the stated 8.25 tonne empty weight of the ClubSwan 50. But you have to factor in the different rig set-ups and other custom bits: a match-up on the water would be very interesting and enjoyable.

Company co-founder Michele Pierleoni says the boat will effortlessly satisfy cruising requirements, but also possesses the speed to be an enviable regatta performer.

"This boat is dedicated as much to the family that wants to experience a great cruise in comfort and elegance as it is to

the lover of sailing who wants to compete in regattas with a boat that's fast, that's light, and that's robust," he explained.

Three interior layouts are offered, but all have three cabins and two bathrooms. The central lounge can double as a chart table.

While 'The Fifty' is the Fano-based yard's first sailing yacht, Carbon Line has established an impressive reputation in composite manufacturing, and is a leader in luxury motor yachts.

We are volunteering for a test sail at the first possible opportunity.
elevayahcts.com

HANSE 548

The 50- to 55-foot category is increasingly seen as the ideal length for extended cruising, allowing for fast, ocean passage-making with the ability to accommodate eight people in four extremely comfortable cabins.

The new Hanse 548 admirably fulfils these functions, plus a whole lot more. Its Judel Vrolijk



hull is highly efficient and seaworthy. The silent master cabin in the bow features a king bed and ensuite. Noise is minimal thanks to extra layers of sound-dampening in the bulkhead. When the cabin door is closed, a sealed strip lowers under the door to completely seal the space below the door.

The list of amenities to promote easy boat handling and pure enjoyment is extensive. There's a second forestay with furling reacher, and all sailing functions are carried out from the helm by one set of winches. Not to mention the hydraulic swim platform with swim stairs, a voluminous saloon that can seat ten in luxury, a huge cockpit with twin tables that convert to sunpads, and a hard-top on

a carbon arch. With the centre of the hard-top slid fully open, you have unrestricted views of the sails above. When closed, it provides excellent protection from the weather and sun.

The arch includes optional lighting and stereo speakers for the cockpit area. Further aft, there's a garage to house the tender and toys, plus an outdoor wet bar with BBQ, sink and optional fridge.

The 548's other impressive features include a standard 110hp, shaft-drive engine and retractable bow thruster that simplify and improve any cruising experience.

Highly customisable, this big Hanse can take you anywhere you want to go in style and safety.
teamwindcraft.com →



SOLARIS 55

A primo offering from this top-end Italian yard, the 55 is in a class of its own. Its larger sibling, the 68, had its world debut in Cannes, but we prefer the 55 as it can be easily handled by one or two couples and is still eminently capable of loping across the Tasman or Pacific in absolute comfort and safety.

Superior build integrity derives from the patented resin-bonded construction technique in which the floors and structural girders are fully laminated and resin bonded to the hull without inner moulding. The composite bulkheads are completely laminated to the hull, and most importantly to the deck. The chainplates are also composite and fully laminated to the hull so they all have the same mechanical properties and create a single monolithic structure where everything works as one. This ensures a very strong and rigid overall structure where all the components respond to heat, cold and high pressures consistently – and stay that way over time.

The design team led by Javier Soto Acebal worked for 14 months on the Solaris 55 to ensure it becomes the benchmark in the crowded 16-metre category. The hull lines carrying maximum beam astern (as in modern ocean

racers) mean fast reaching and downwind performance; the clean decks and layout of control lines and winches make for easy, short-handed, long-distance cruising; while the well-designed storage areas accommodate gas bottles, tool lockers and tender garage.

The internal layout has been designed for comfortable living for lengthy periods both at sea and at anchor with ample storage, bathrooms for all three cabins, and the option for a fourth, (forward), cabin. Serious bluewater cred superbly combined with Italian flair. windcraftsolaris.com

SWAN 95

Any new Swan is exciting, but the 95 was definitely one of the stars of the show in Cannes.

With its raised saloon and protected cockpit, expansive dining and entertaining spaces, this powerful and elegant yacht is an unchallenged choice if within your budget.

The 95's distinctive lines with a plumb bow and wide stern are courtesy of long-time Swan designer German Frers. The easily driven hull with twin rudders is responsive and manoeuvrable.

A lifting keel gives the 95 a shallow draft of 3.3 metres with the keel up, and 5.5 metres with the keel down, providing more mooring and destination options while maximising the performance benefits of a deep keel.

The Finnish yard offers two versions: an FD or flush deck, and an S version that refers to a raised saloon. The luxurious interior and joinery including the floorboards, is all handcrafted in European oak tinted with buffalo leather.

The sumptuous owner's stateroom is positioned aft and encompasses all of the yacht's 6.9 metre beam. There are three guest cabins that sleep two, and two crew cabins. Each guest cabin has an ensuite. The engine room is positioned under the main saloon for optimum onboard logistics and operation.

Highly desirable cruising features include a hydraulic furling boom in combination with captive reel main sheet for easy sail handling; all controlled with the push of a button from the steering pedestal.

Those with aspirations to voyage to remote archipelagos might want to opt for the spacious 3.6 metre tender that glides into an aft garage. vicsail.com





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Change of pace

Guido Belgiorno-Nettis AM is a considered and lateral thinker. So when he and wife Michelle decided the time was right for some serious cruising, the business identity took his time and went about things methodically.

But, as *Di Pearson* explains, a little differently from the rest.

Cruising is a long way from the cut and thrust adrenaline rush of one-design racing and fast cars for which Belgiorno-Nettis is noted.

As winner of the 2011 Rolex Farr 40 Worlds, runner-up in 2016 and third in 2012 among other accolades, he's also won titles in the Sydney 38 class and these days races a Melges 20.

Built at McConaghy's, the Sydneysider says of his new Frers 57 (17.37 metres): "I wanted an updated performance cruiser for (wife) Michelle and myself.

"We had a lot of fun sailing our Mini Wally that John McConaghy built for us 17 years ago. Among other fabulous cruising, in 2004 we took our boys Alessandro and Massimo for a holiday around the Whitsundays, anchored around Hamilton Island Race Week. I loved *Satori*, but wondered – if I did it again, how would I do it?"

"Michelle and I are at a different

time in our lives, so I thought: 'Why don't we build one more. One we can sail without crew, a further-developed Wally concept, a super-fast performance cruiser – just a little bigger!'"

Michelle does a lot of sailing with her husband, who is proud of her sailing abilities. "I'm usually skipper, but on our cruising boat, Michelle is the admiral! Whenever she calls for the helm, I obey her command immediately."

FIGHTING OUT FIRST

In terms of design, Belgiorno-Nettis came up with an ingenious plan: "I had a competition, and gave four designers the brief: Reichel/Pugh, Finot Conq, Luca Brenta (Wally designer) and Mani Frers. I paid them 5,000 euro each and said, 'Here's my spec, give me your concept.'"

John McConaghy agreed to be his owner's rep, and together they huddled around the screen on Skype and talked to the designers. He remembers, "Three of the four were used to

designing mega yachts, but all three enjoyed the process with me. German 'Mani' Frers ended up being the one. He gave me the concept and we spent three to four months developing it.

"I hit it off with Mani straight away. He really understood what I was trying to achieve. We would spend hours sketching things up until we had the final design.

"Just after I commissioned him, Mani (who will attend the Sydney launch), came to meet everyone involved. We took him sailing on *Satori* so it would help him. We had a ball throughout the process. The build started in November 2015, and is due to launch this November."

The yachtsman has all the usual suspects involved in the program: North Sails' Michael Coxon and Alby Pratt, Hall Spars (NZ) and Jono Morris (ex McConaghy MD), who had a significant input into the build.

"We're going to equip it with furling everything," says Belgiorno-Nettis, who put his mind to building something lighter, quicker.

"Since then, I've learned a lot, sailing one-designs and boats like *Wild Oats XI* and *Alfa Romeo*."

DOWN TO THE LAST DETAIL

A few years ago, after speaking to Jono Morris, he began writing down basic specifications and says, "I wanted to build in Australia, not China. The pricing isn't very different – in China there would be a lot more hours spent on it; they're not as skilled as we are here yet.

"I thought I could have that race boat platform, with a powerful rig that I can depower quickly, so as not to frighten anyone. We have that. It'll be an easier boat to sail and power/depower."

The boat is big, but still nimble and compliant: "I could sail it on my own,

RACE PROVEN

A world champ in the super-competitive Farr 40 class, Belgiorno-Nettis has applied his extensive racing experience in specing the 57.



DANIEL FORSTER



but practically, it will be easy to sail it with Michelle.”

Belgiorno-Nettis has been very hands-on, visiting McConaghy’s every week. “I talk to the guys on the floor, check on process, solve problems,” he says of the boat that started life at the Mona Vale premises before transferring to McConaghy’s new Gosford factory.

A rig was designed to be self-supporting with no backstay in up to 18 knots. “Thereafter, we’ll depower. We didn’t want backstays; it gets too difficult for the concept we had in mind.

“But it was designed so we could put a backstay up after 18 knots. You then reef the main on a furler – the square-top main will tack within the backstay – and we can attach runners if we want to sail aggressively.”

Everything from the hull up (painted silver/gold) is carbon fibre, including its sails. The general arrangement of the boat’s interior was conceived by her owner and Frers, and has electric propulsion with two sail-drives, one generator. “No-one in the market has a reliable single drive.

“We put two smaller Oceanvolt ones in. They have a very good small drive (for smaller boats), so two are good. If you’re in a dock, you can put one in forward, one in reverse, to

“I thought I could have that race boat platform, with a powerful rig that I can depower quickly, so as not to frighten anyone. We have that. It’ll be an easier boat to sail and power/depower.”

control the bow. You can have one or both working at the same time.

“I have eliminated gas (we have electricity), including induction stove tops. You have the same control as gas, but it eliminates an extra system.”

It is an open-plan boat, like an open-plan house, and is very well thought out. Belgiorno-Nettis explains, “I didn’t want the boat broken up into lots of cabins, so it has a master and two suites. There are panels that will be stored under the settee, which you can pull out to create another cabin, with access to an ensuite. The dining table drops down to accommodate the extra two berths. We can cater for four comfortably, but can accommodate six to include the boys’ girlfriends.”

“We’ll sort the boat out in the first season, making sure everything works and is reliable, so we’ll stay in and close to Sydney. After, the first place

we’ll go is the Bay of Islands in New Zealand, then I’ll probably race it at Hamilton Island. It should be a bit of a weapon.

“We also hope to go to Fiji, New Caledonia and French Polynesia in the next five years, and after that, when I’m feeling confident, it will go on a ship for the Med and we’ll cruise there.”

And while the new cruiser holds its attractions, Belgiorno-Nettis will continue to race at an international level. He contested the Rolex New York Yacht Club Invitational Cup (Swan 42s) in September, and finished second overall after an epic battle with the winner. Next is October’s Melges 20 Worlds – with his *Transfusion* – in Newport, Rhode Island.

“Then I’ll look at the next boat that could attract me in one-design racing ...”

We can’t wait. ⚓

Above:
**HUNGER GAMES
DESIGN**

The unusual strategy of having four designers pitch for the project paid stunning dividends.



Task focussed

Boats are being worked on and crews are logging serious offshore miles in preparation for the 73rd edition of the Rolex Sydney Hobart Race.

This year's Hobart fleet will span nearly 90 years of yachting heritage and technology, attracting the most famous past and current names in ocean racing.

It's expected five supermaxis (*Wild Oats XI*, *Black Jack*, *Comanche*, *CQS* and *Scallywag*), will match-up on the Boxing Day start line, making it the largest gathering of the big end of town in 2017, and for a number of years. It gets even more interesting if last year's line honours winner *Perpetual Loyal*, which has been sold to a Sydney yachtsman, returns to defend her crown. If *Loyal's*

new owner decides to compete, it will just add to the enormous interest generated by the battle of the grand prix giants.

US representation is particularly strong this year with at least four entries, spearheaded by the world's most successful ocean racer, *Dorade*. Since arriving in Australia the 86-year-old Sparkman & Stephens classic yacht has proved yet again that age is just a number, with third place in the Brisbane to Keppel Race and second place in IRC Passage Division 2 at Audi Hamilton Island Race Week. A hard upwind race, which could be on the cards,



Left: **PERSONAL SPACE** A clean exit out of the harbour is the number one priority for the supermaxis on Boxing Day; bragging rights in the race to the heads a bonus. Below: **PEERLESS PEDIGREE** The Rolex Sydney Hobart will mark yet another milestone for *Dorade* and her crew, who will be competing in the Southern Hemisphere for the first time. Bottom: **DEDICATED CAMPAIGN** China's *Ark 323* was first out of the blocks in committing to this year's race.



could see this extraordinary example of yachting history add the Tatterstall's Cup to her overall victories in the Fastnet and the Transpac.

Dorade's owners Pam Rorke Levy and Matt Brooks are enthused about this sailing icon's involvement in the big race. "There's no bigger challenge in the world of sailing than the Rolex Sydney Hobart Yacht Race," Matt acknowledged.

"She has completely changed the course of our lives. What we've discovered is that you really don't own a boat like *Dorade*, you're just a custodian of her as an irreplaceable part of maritime history. We take that

"What we've discovered is that you really don't own a boat like *Dorade*, you're just a custodian of her as an irreplaceable part of maritime history."

responsibility very seriously, and hope to add many more chapters to her winning history."

The TP 52 contingent will again provide some of the closest class racing within the fleet, and the class winner could very well clinch overall victory. Matt Allen's latest *Ichu Ban*, fresh out of the shed, is the newest TP, while *Ark 323* the Ting Lee-owned TP

from Mainland China was the race's first entry. The team were quick to show that their desire to be involved in the great race in 2017, following their debut outing two years prior when they became their country's first ever entry.

Commenting on *Ark 323's* prompt commitment CYCA Commodore John Markos said, "from the early entries to the

Rolex Sydney Hobart Yacht Race it's clear that there is already a huge amount of excitement about the 73rd edition and we welcome and congratulate *Ark 323* as being the first entry into this year's race. It's great to see their enthusiasm building as sailing is set to rapidly grow in China and we look forward to following their progress over the coming months."

Entry into the Rolex Sydney Hobart 2017 closes on Friday, 27 October 2017 at 1700hrs AEDT. Entry and Notice of Race are available online at: rolexsydneyhobart.com/competitors/notice-of-race-entry.

**BAY RUN**

Optimum conditions for the fleet to stretch its legs.

Double drawcard

Two highly prestigious yachting events in Victoria at the end of January will attract the cream of the nation's IRC racing fleet.

Victoria is hosting the 2018 Australian Yachting Championship, and is expected to draw a good size Rating fleet to Port Phillip for the national title, 19-21 January, immediately followed by the anniversary Festival of Sails which has moved back to the traditional Australia Day weekend timeslot, on January 26-28.

The Royal Geelong Yacht Club anticipates many owners will take advantage of the chance to compete in two major events in close proximity, particularly given the significance of the 175th anniversary of the Melbourne to Geelong Passage Race, the foundation event for the state's oldest sporting trophy and the country's second oldest yachting regatta, the Festival of Sails.

It was in 1837 that the first Australia Day Regatta was held on Sydney Harbour and in 1844 the first Melbourne to Geelong Passage Race fleet set off, seven years prior to the US-built schooner *America* proving too strong against a

fleet of Britain's finest ships in a race around England's Isle of Wight that was the inaugural America's Cup.

Matt Allen and his latest *Ichi Ban*, a French-built IRC TP52, is one planning to compete back-to-back on Port Phillip following on from his Rolex Sydney Hobart offshore test. "It's a good opportunity to contest two great events and hopefully a lot of boats returning from Hobart, whether bound for Melbourne, Sydney or Brisbane, stop off and enjoy some summer sailing on the bay," Allen said.

"We'll be going to two really great clubs, the Royal Geelong Yacht Club and Sandringham Yacht Club. Both very sailing focused and extremely good at running events."

Richard Furneaux's local trailable *Castle 650 Harry* was the first festival entry, nominating for the new Geelong Trailable fleet and one of a group of RGYC members who led from the front early by nominating in

droves across multiple divisions.

S80s, sports boats and Sydney 38s have featured at the Festival of Sails for many years and for the 2018 edition RGYC is also talking to the International Etchells, J-Boats, Super 30s and Super 11s as well as Melbourne to Osaka Race competitors, the idea being that similar and one design crews wanting their own start line and pointscore can still enjoy the bells and whistles of the overarching event.

The Festival of Sails 2018 presented by Rex Gorell Land Rover will coincide with the Cadel Evans Great Ocean Road Race, offering an unprecedented amount of activity, entertainment and celebration of sport on the Geelong waterfront January 26-28.

RGYC, Victoria's 2017 Yacht Club of the Year, has reduced entry fees across all divisions and owners who enter before November 30 will receive an anniversary plaque engraved with their boat name. festivalofsails.com.au

Maria milestone

One of Australia's oldest ocean races, the Royal Yacht Club of Tasmania's 180 nautical mile Maria Island Race, will celebrate its 70th anniversary on Friday, 17 November 2017.



The RYCT is anticipating a strong fleet for the event, headed by former Rolex Sydney Hobart winner *Victoire*, now *Oskana*, recently purchased by Hobart surgeon Michael Pritchard.

The Tasports Maria Island Race, around the rugged south-east coast of Tasmania, ranks second only to the Rolex Sydney Hobart Yacht

Race in post-World War II ocean racing longevity.

The Sydney Hobart was first sailed in 1945, the Maria Island Race two years later, and is a qualifier for the 628-nautical mile ocean classic.

To mark the 70th anniversary to the Maria Island Race, the RYCT is planning a number of lead-up events, including a reunion dinner for past competitors

and a pre-race function for skippers and crew members.

The Maria Island Race traditionally starts off Castray Esplanade on the foreshore of Hobart's historic Battery Point at 7pm on a Friday evening, setting the scene for a spectacular twilight sail down the Derwent, before tackling the rigours of the remainder of the course.
ryct.org.au

NIGHT RIDERS

The historic Maria Island Race features a sunset start in the Derwent, then a night transit across Storm Bay.

— SYDNEY —

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BEKEN OF COWES

Collective soul

Excitement is building among the international yachting community for the Admiral's Cup 50th Anniversary Regatta in early December.

News of the event, to be held in Sydney, has reached all corners of the world, inspiring some remarkable reunions.

Sons of all three skippers from Australia's victorious 1967 team will be sailing on their fathers' yachts during the three days of racing.

Scott Kaufman is flying in from New York to helm *Mercedes III*, which was the top-scoring boat in the 1967 series when skippered by his father, Ted. The 40-footer was co-designed by Ted and Bob Miller, who went on – as Ben Lexcen – to create the legendary America's Cup winner *Australia II*.

Anthony Crichton-Brown

will arrive at the regatta from his home in London to sail on *Pacha*, the famous ocean-racing yacht owned by his father, Sir Robert. In the 1967 Admiral's Cup series Sir Robert campaigned his previous yacht *Balandra* which is still under restoration in Tasmania.

Tony and Rob Reynolds live in Sydney, so they won't have far to travel to step aboard *Caprice of Huon*, the third member of Australia's first team to win the Admiral's Cup half a century ago. The 1967 challenge *Caprice* was skippered by their father, Gordon.

To complete these remarkable reunions, Gordon Ingate, who was the skipper

of *Caprice of Huon* when she won three races in the 1965 Cup, has accepted an invitation to helm his old yacht for the inshore races of the Anniversary Regatta. Ingate is now 91 and is still competing in – and winning – sailing races.

The other co-patrons include Sir James Hardy OBE and Syd Fischer OBE, with all three having distinguished Admiral's Cup records.

Fischer earlier in the year reflected that the European and American teams severely underestimated the Australians. "We'd sailed against each other here to be selected, and that got pretty hot. Over there, they got a bit of a surprise at how

TRAILBLAZING RUN

Mercedes III thunders down the Solent during the 1967 Admiral's Cup.

good we were – and it came as a bit of a surprise to us, too!"

The world-famous event was started in 1957 by the Royal Ocean Racing Club, with the race based at Cowes on the Isle of Wight off southern England. The Australian team first competed in 1965, and ended up coming second, raising a few eyebrows.

The Australian team with *Mercedes III*, *Balandra* and *Caprice of Huon*, returned in 1967, with their three boats placing first, second and third – a clean sweep that shocked many competitors.

"There has been a fantastic response from those associated with the Admirals Cup," said Peter Shipway, spokesman and eight-time Admiral's Cup competitor. "We created a fairly exclusive entry requirement, with all boats having to have taken part in the Cup, but that hasn't stopped us being inundated with entries from former competitors. We are expecting almost 20 boats to attend."

The eagerness of the sailing community to reconnect with the history of the Admirals Cup has been tremendous.

"This event really seems to have tapped into a deep well of nostalgia and goodwill," says regatta chairman, David Champtaloup. "We already have more than a dozen of Australia's great Admiral's Cup yachts committed to the regatta."

The Admiral's Cup 50th Anniversary Regatta will be held in Sydney on December 1, 2 and 3. There will be two Harbour races and one short offshore event, with social gatherings hosted by the participating clubs after each race. The Notice of Race and Entry Form are available on the Sydney Amateur Sailing Club website.

For further information contact Peter Shipway at: peter@barlowdistributors.com.au, or David Salter at: davidelva@alpha.net.au.

ROBIN EVANS



Olympic tune-up

Many of Australia's and New Zealand's best dinghy and Olympic class sailors will be honing their fleet racing skills on Sydney Harbour in December.

Woolahra Sailing Club will host the 23rd edition of Sail Sydney from December 11-17 with the support of Drummoyne Sailing Club, Middle Harbour Yacht Club and Royal Sydney Yacht Squadron.

Sail Sydney is shaping up to attract more than 300 local, national and international competitors across 23 classes.

Olympic Classes will compete for the first four days of the regatta with Australian Sailing Team and Squad Crews set to try to tame Sydney Harbour. Under the recently announced Tasman Series with Australian Sailing and Yachting New Zealand, Sail Sydney is now

positioned to attract the best Olympic Class sailors in the southern hemisphere.

Australian Sailing Chief Executive Officer, John Lee, said that Sail Sydney is an important regatta for Olympic Class sailors as our squads prepare for their respective campaigns.

Invited classes will take the reins from December 15, including; 29er, 420, Nacra 15, Pacer, Laser 4.7, Optimist Open, Intermediate and Green Fleet, Bic Techno (Ripper League and Ripper Races), RS:X Men and Women, Elliot, International Cadet, Sabot 1 Up, Open Bic, Manly Juniors, Flying 11 and Tasar. sailsydney.org

ROBIN EVANS



LASER FOCUS Olympic hopefuls will be going through their paces in the 23 classes competing in Sail Sydney.



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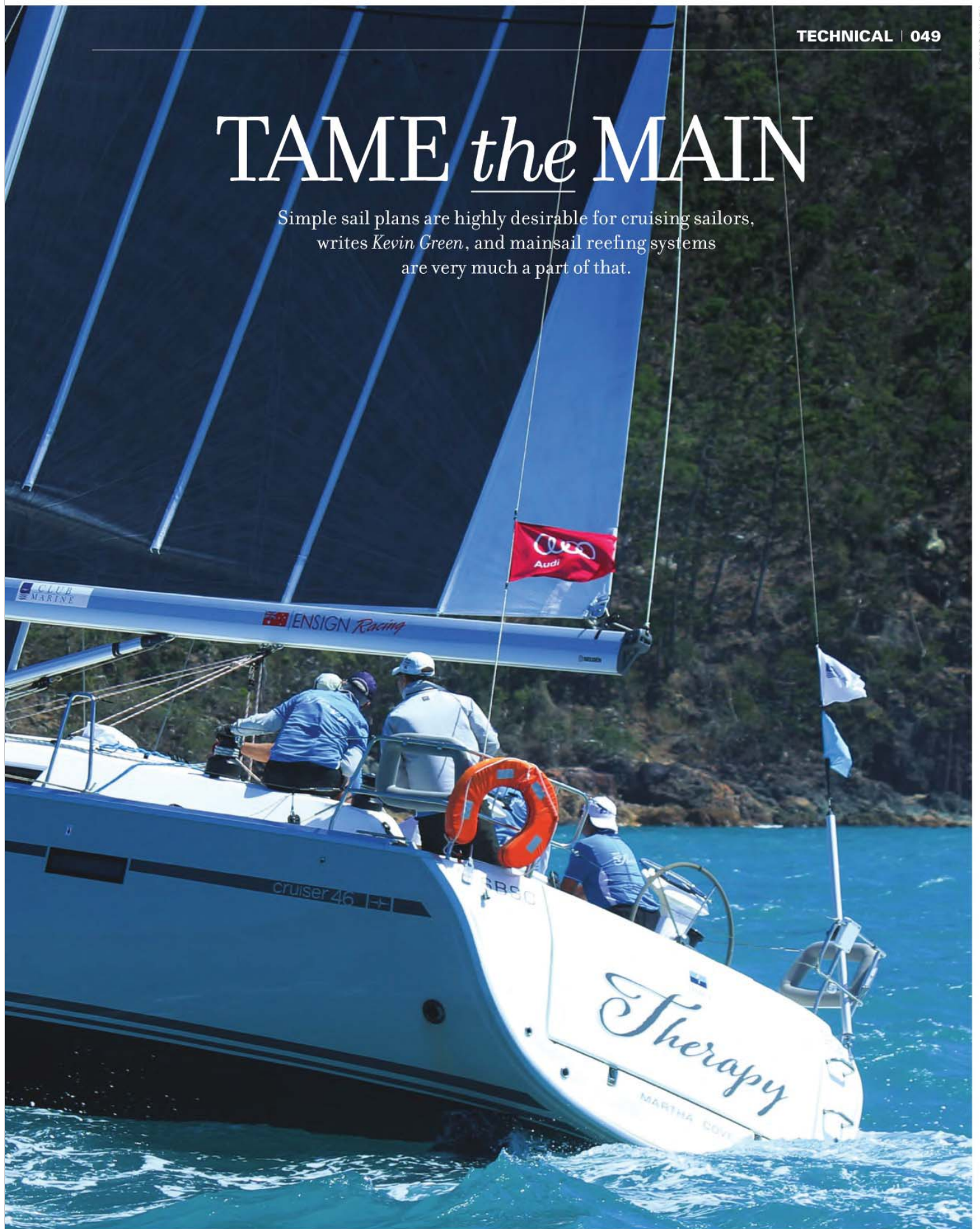


TECHNICAL SOLUTION

This Bavaria 46 at Audi Hamilton Island Race Week can easily de-power thanks to a performance Quantum[®] mainsail, fully battened on a Selden in-mast system.

TAME *the* MAIN

Simple sail plans are highly desirable for cruising sailors, writes *Kevin Green*, and mainsail reefing systems are very much a part of that.



When it's time to reef it usually means it's windy, so no mucking about is appreciated and, of course, it should be problem free. The latter is the major reason why simple, slab-reefed mainsails are the most common. Just ease the main halyard and pull down the sail to a reefing cringle on both ends and you're finished. The sail itself is optimally shaped, not cut back as most furling systems ones are, and can be adjusted.

Of course, this can be easier said than done, especially on a heaving deck. The larger the yacht, the bigger the effort – and the sail itself. It also mightn't be so easy for senior sailors whose legs are tired, or the newbie yachting who hasn't conquered the nuances of reefing lines, cunningham, vang, leech lines, outhaul and so on.

As a sailor, yachting journalist and yacht tester, I've sailed many vessels with various reefing systems over the decades. Ranging from ancient boom-turning systems to the latest hydraulically powered in-mast systems, I've sailed

In-mast pros & cons

Pros

- reefs quickly due to large roller area
- popular and well proven systems available
- some brands can be retrofitted

Cons

- weight is up high
- jamming can be catastrophic
- inability to use horizontal battens to support sail shape
- ungainly long vertical battens for sail handling
- lack of roach and ability to shape sail

wingsail varieties and even a Chinese junk once. There have certainly been some interesting times: like when a main halyard jammed at the sheave midway through an Atlantic crossing, or the new yacht with the wrongly specified weight of sailcloth that subsequently jammed on its first sea trial.

Most sailors have many stories like these, mainly because every system can fail.

In-boom pros & cons

Pros

- can use full battens
- safer in a failure due to halyard release
- weight is low down
- easily retrofitted to existing masts
- can operate on performance (carbon) spars with bend
- larger roached (therefore power) sails available
- more suitable for multihulls

Cons

- tendency for sail to move and jam on boom
- critical how sail is hoisted into track and boom angle
- lack of roach and ability to shape sail
- electrical power is usually required (with manual override)

Often the problem is not so much the failure, as how you overcome it. This is one reason why the growth of more complex reefing systems has been limited. In the bad old days, which I'd put at 15-plus years ago, I came across some fairly fragile mainsail reefing systems that resulted in malfunctions, as well as some that hadn't been specified correctly between the spar maker and the sailmaker.

BIGGER RIGS ARE HARD TO HANDLE

In keeping with the improved design of the yachts themselves, modern mainsail reefing systems have come a long way. These in turn have grown larger, meaning the entry level cruising yacht for a couple is probably 40 feet now (whereas 20 years ago it would have been only 30 feet), so the rig size and effort to handle it has also grown. →

FURLING EXPERIENCES

Case studies 1, 2 & 3

CASE STUDY #1

As I watched the worsening weather and the shifting tankers off Newcastle, there was a muted bang from the in-mast reefing system and suddenly the entire mainsail streamed out, putting the Hallberg Rassy 45 on her beam ends in the 30-knot conditions. It was a double-handed delivery (with the owner), so he took the helm as I went forward to wrestle with the heavy dacron mainsail.

After establishing that the winding mechanism had failed in the mast, I realised that there was no alternative but to let go the main halyard and heave the sail down. Thankfully it had fully unwound, but if it had jammed with half the sail up, we would have been in trouble.

CASE STUDY #2

On another occasion about 10 years ago, I experienced a jam on a

brand-new yacht I was sea-trialling. It turned out to be misconfiguration between the in-mast reefing system and the sailmaker who used too-heavy cloth. This resulted in jams when any small amount of slack went into the sail during the reef. On this occasion, it left the sail half furled, so the only alternative in an emergency would have been to cut the sail off – not easy in seaway, even if you could reach all parts of it.

"Cutting the sail exactly to the spar-maker's specs is critical, as is the size of batten pockets and so on," advised North Sails boss Michael Coxon when we discussed the subject.

CASE STUDY #3

Rough weather tests every aspect of a vessel, as it did on a charter yacht off Australia's east coast with my family aboard. Crossing



KEVIN GREEN

TENSE TIMES During a rough east-coast delivery of this Hallberg Rassy 45, the in-mast system failed, causing me to drop the entire mainsail.

the Whitsunday Channel in a wind against tide situation in building pressure, I went forward to reduce sail. Attempting to turn the boom-winding mechanism, I realised it had jammed solid.

This put us in a potentially critical situation. We were only two miles off a lee shore, so there was no room for error or possibility of dropping the main halyard – I

had to drive the boat hard, but with full sail up because of the jammed mechanism. To do so, I had my pregnant wife feather the mainsail to reduce our heel (and leeway) during the gusts. My young son was very afraid at the wild motion of the yacht, and could sense my tension as I wrestled across this rough channel with an over-canvassed yacht.

The problem with conventional "top-down" furlers starts at the top.

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ALL IN THE DETAIL This in-boom system installed on a Marten 55 is an Oceanfurl by Hall Spars in NZ. The system is very stiff and more than capable of handling the loads experienced when jibing in heavy air. And because its furling angle is wider and more forgiving than other systems, it can be reefed or furled while sailing downwind, all from the safety of the cockpit. More at hallspars.com.

A halfway option for larger yachts that are keen to keep performance sails is to use lazy jacks or a Park Avenue boom to gather the big, slab-reefed versions of a mainsail. Smaller sailors may struggle to reach the boom on some 40 footers, and just handling the sail can be a challenge even in ideal conditions, whereas under power with pod-drive systems and bow thrusters, these same sailors can easily manage the yacht.

This is where modern mainsail reefing systems come into their own. Mostly divided between in-mast and in-boom systems, there are probably a dozen or more manufacturers to choose from. Among the yachts I've sailed recently, it was the first hull to be built of

the Sense 51 from Beneteau that had the market-leading Selden in-mast system. I've found these systems generally run smoothly in a variety of wind conditions and when operated correctly.

"About 80 percent of our customers choose to have the in-mast furling now, and we find Australian customers particularly like these systems," said Beneteau product manager Thomas Gaillard.

Most of these in-mast systems work by using a turning mechanism inside the mast, often with a drum at the base with a continuous line. Like any mechanism, the drum can override and jam. To combat this, some companies such as Sparcraft use a longer worm drive to give a surer grip to the reefing line.

RETRO-FITTING

Another variation on the in-mast system is an on-mast system, as supplied by French builder Facnor. It can be retro-fitted to most masts as it simply attaches to the original mast track with slugs. Retrofitting can especially suit in-boom systems because the mechanism is separate from the mast.

"A sailmaker may present a quote for a boom at the time of replacement mainsail as an up-sell," says Rick Hackett, Leisurefurl dealer and Managing Director of KZ Marine Group.

Leisurefurl is a popular and well-established system that I've come across on several larger yachts. Most recently on a Buizen 52 that reefed perfectly during my sea trial. Apart from retro-fitting, the advantages of

in-boom systems such as Coastal Furl (Southern Spars), American Schaefer and others is in keeping the weight low, plus increased ability to deal with a jam. (When jammed, the main halyard can be released and the sail dropped.)

MULTIHULL SOLUTIONS

Strong growth in this sector should lead to more development in multihull furling mainsails, an uncommon sight in most anchorages because conventional wisdom requires huge roached mainsails to drive multihulls.

"While catamarans create unique mainsail handling challenges, in-boom furlers allow for up to a 30 percent roach, giving the boat a near standard-sized mainsail," says Steve Majkut of Schaefer Marine.

But given that multihulls can't heel to the wind like monohulls, therefore making fast reefing critical, companies including the Beneteau Group are experimenting with new solutions, including the wingsail I tested with the company in France. Early forms of wingsails have been marketed by companies such as CarboSpars, whose rather ungainly looking Aero Rig can still be seen on some older cruising boats. The single sail concept that includes part of the sail acting like a jib are ideal for positioning further back on a boat, with the location especially suited to catamarans.

FURLING EXPERIENCES

Case study 4

Greg Baker was in his late 40s when he started sailing, so he wanted a simple sail plan to learn with: "I had very limited experience, so I didn't want to scare my wife – who had even less experience – by having the yacht heavily heeled over."

During their two years of owning their Hanse 415, the Bakers have got well used to the Selden in-mast mainsail furling system. Greg explains, "We simply wind the sail in from the cockpit using our

electric winches when we want to reduce sail."

The pair have previously enjoyed cruising up to Port Stephens for a Hanse regatta, but this year decided to make the big leap up to Hamilton Island.

"The delivery took us 11 days. At night, it was good to simply winch in some of the sail, admits Greg. "The only problem we've had in two years has been the line on the winding mechanism popping out, so I've had to turn it manually at the mast with a wind handle."



FURLING EXPERIENCES

Case study 5

Experienced racing sailor Jon Lechte wanted a second boat for cruising with his wife, so opted for a Hanse 505, a demonstrator model that came with Selden in-mast furling. He says, "I probably wouldn't have chosen this rig, given my racing background, but it's been easy to use."

Along with the furling main, Jon opted to keep the self-tacking headsail for easy family cruising in the Whitsundays, where his boat is mostly based. However, as the owner of a Cookson 12, he wanted a bit more power out of the standard Elvstrom furling mainsail. He explained, "I found the Elvstrom to be a bit flat, so had North Sails fit a new performance cruising mainsail with vertical battens."

During the windy days at Audi Hamilton Race week this year, Jon and his inexperienced crew were able reef quickly: "We simply luffed up to winch some sail in, but we're still working on the sail setting as the cut is not quite right. I'm talking to North Sails about it."

Jon's tips for maintenance and handling included easing the main halyard when storing the boat. He admitted that "working with the sail can be a handful – some of the battens are probably about 50-foot long, so are not easy to store."

POWERING UP Experienced sailor and racer Jon Lechte (above) chose to upgrade his standard Elvstrom sail plan on the Selden in-mast system to improve upwind performance.

Lagoon Catamarans allowed me to test their first mainsail boom furler. For catamarans, in-booms have the benefit of including conventional battens, and therefore supporting the requisite large roaches. Lagoon yard boss Yann Masselot told me they had been working on the project for three years, in partnership with Lorima spars and Incidences Sails.

"We have been testing the system on several prototypes, and have also tested it with owners who were happy to play pioneer," said Yann.

They created a functional in-boom furling system, albeit with some understandable teething problems, such as the head of the big-top mainsail that doesn't yet furl. ⚓

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Used as both a greeting and a farewell, *sawasdee* (and its variations), is the first word all voyagers should learn when cruising the friendly Kingdom of Thailand.

This fascinating country offers wild jungles and dramatic seascapes that are of particular interest to us sailors.

Ranging from the remote Andaman Islands on the Indian Ocean off the west coast, to the sheltered Gulf of Thailand where the Chao Phraya river runs north into the capital Bangkok, sailing these waters is both magical and unforgettable.

Barge cruising is also a treat on this mighty Chao Phraya river that occasionally floods the capital Bangkok and the interesting former capital, Ayutthaya, 60 miles north. This fortified Siamese city was once larger than London, and a meeting place where European sailing ships joined Chinese junks in trading silks, exotic timbers, spices and rice – the lifeblood of the Thai diet.

Over the decades I've been fortunate to visit Thailand many times and explore on land and sea. Yet I return regularly, and indeed have done so again recently for the Cape Panwa Phuket Race Week and the Multihull Solutions Regatta.

For the bluewater cruisers, I highly recommend joining the Darwin to Ambon Race (next on 29 July 2018). I would also suggest using the three-month cruising visa through Indonesia before moving on to Malaysia just in time to join the passage race, the Raja Muda Selangor International Regatta (17 November 2018).

This regatta guides you up the Malacca Straits, stopping at interesting islands like Langkawi and my favourite, Penang. This former Portuguese and British East India Company colony is home to my most-loved hotel, the Eastern & Oriental Hotel. The E&O's British breakfasts are well earned after a hard race up the Malaysian coast.

The kingdom by the sea

Tourism has been a double-edged sword for Thailand. While parts are in danger of being loved to death, away from the well known hotspots there are still stunning limestone jungle-clad karsts, white sand beaches and azure waters to explore. *Kevin Green* explains what makes it one of the world's premier sailing destinations.



SUNSAIL

IMMERSIVE EXPERIENCE

Exotic scenery, friendly locals, stunning islands, and rich cultural traditions made Thailand a highly appealing cruising destination.

WEST MEETS EAST

Cruising further north into the Indian Ocean and Thai waters takes you to the island of Phuket, where you'll find modern marinas, an international hospital and the main hub of the South-East Asia regatta scene. For the bluewater cruiser arriving in Phuket, all the marinas – and customs – are on the east side, including companies such as Dream Yacht Charter at the Yacht Haven Marina, and Sunsail at the Ao Po Grand Marina.

If a permit is granted by the Burmese government, you might be tempted to voyage further north to visit the stunning Mergui Archipelago. An untouched region →

of 800 islands, you'll find sea gypsies still roaming and empty anchorages.

Alternatively, companies such as Burma Boating and others operate skippered luxury charters that you can easily join via an AirAsia flight from Bangkok into the old capital of Rangoon (now renamed Yangon); something I can also recommend.

The other main cruising ground in Thai waters is the vast Gulf of Thailand, which includes the popular tourist island of Koh Samui and other smaller ones such as the infamous Full Moon Party island of Koh Phangan. Your cruising time can be limited on Koh Samui as despite years of wrangling, no marina has yet been built, but the sandy anchorages are good. Just don't cruise near there on a full moon unless you like being torpedoed by high-speed cigarette speedboats with drunken revellers.

To the east of Samui, toward the so-called tail of Thailand, are several quiet islands lying in the Ang Thong National Park. Here, the water buffalo roam in peace and the best scuba can be found in Koh Tao.

GULF OF THAILAND

Out in the gulf itself, Ocean Marina is a popular destination not just because it is the only one in this region, but because it's also near the major town of Pattaya. Run by former CYCA marina manager Scott Finsten, you're guaranteed a warm Aussie welcome, especially if you take part in the Top of the Gulf Regatta hosted there next on 4 May 2018. It's also only an hour's bus ride from the international airport, so an ideal pick-up point for crew.



KEVIN GREEN

NATURAL ATTRACTION The King's Cup Regatta combines a fabulous location and fun racing in Thailand's premier sailing event.

On the way north from Koh Samui, there can be a few hazards that will be encountered such as gas rigs and fishing boats with a variety of confusing lights. During one delivery, I remember sailing up to a line of red lights that suddenly turned toward the grand-prix race yacht I was helming.

Needless to say, you don't bother much with AIS here, but a good digital radar is useful. Charts are reputedly mostly accurate as well, but how often they are updated is questionable. Another variable in my 20 years of experience in the region is that the weather forecasting is subject to highly localised variations. For example, there was no wind forecast during July's Cape Panwa Regatta, yet we had breeze; some of it strong.

For the time poor, the alternative is a direct Jetstar flight into Phuket airport from Sydney before picking up a charter boat from some of the big companies such as Dream Charter, Sunsail, or local operators like Java

Charters. Doing this in Phuket gives you access to the world-heritage Phang Nga Bay and its myriad limestone stacks and resort islands. Highlights here include the floating sea gypsy village and the famed James Bond island.

REGATTA FUN

The Bay Regatta in the scenic Phang Nga Bay is undoubtedly my favourite regatta in the entire region. The marks on the course can be the rugged limestone karsts, or conventional buoys set by the professional race organisers and led by ISAF-accredited Simon James.

Over five days in February, the fleet of 40–50 boats makes their way north in a clockwise circumnavigation of this vast, sheltered gulf. The weather is relatively cool with only occasional downpours, and a snug anchorage is found each night, many of which are hosted at resorts, so luxury food and even nights ashore can be enjoyed.

Travellers' tips

TOURISM

phuket.com
tourismthailand.org

WEATHER

Thailand has three official seasons – hot, cool, and wet. The hot season runs from March to June, with April and May the hottest months of the year. The wet season is May to October, and cool is November to February.

VISA

Australians are automatically given a one-month visa.

SAFETY

Travelling and sailing in Thailand is generally safe, however it is recommended you refer to the Australian government site for travellers.
smartraveller.gov.au

FLIGHTS

Flights from Australia are approximately nine and a half hours non-stop to Bangkok (from Sydney), then change for a one-and-a-half-hour flight to Phuket. You can also fly direct to Phuket with Jetstar.

airasia.com
jetstar.com.au
thaiairways.com

MONEY

Australian cards work in most ATMs, and one Australian dollar is approximately 26 baht.

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darwinambonrace.com.au
kingscup.com
phuketraceweek.com
rmsir.com
topofthegulfregatta.com

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burmaboating.com
catamaransailingphuket.com
classic-barges.com
dreamyachtcharter.com
far-away.net
latitude8yachts.com
yachtracinginasia.com
phuket-yachts.com
sunsailasia.com

A seven-day charter package for the Corsair Pulse 600 to race the Phuket King's Cup Regatta starts from USD\$2,300. Charter bookings for the Pulse can be made by contacting the Krabi Sailing and Powerboat Centre on +66 81 486 7208, or emailing info@krabisailingschool.com.

MARINAS

aopograndmarina.com
boatagoonproperty.com
royalphuketmarina.com
yacht-haven-phuket.com

SAILING GUIDES

Covering Thailand, Malaysia, the Philippines and even Hong Kong, the excellent *South-East Asia Pilot* by Bill O'Leary and Andy Dowden is money well spent when planning your voyage. Available by post from Boat Books Sydney.

RECOMMENDED ACCOMMODATION

The Eastern & Oriental Hotel in Penang is an Exquisite Hotel. eohotels.com

Kata Beach Resort & Spa is the Kings Cup race venue hotel in Phuket. phuket.com/katabeach

Katathani Phuket Beach Resort is secluded, yet only five minutes from the race venue. katathani.com

XYZ is the newest five-star hotel situated about 15 minutes from the race venue. centarahotelsresorts.com

BOAT SHOWS

phuketboatshow.com
thailandyachtshow.com

Another highlight is the busy mainland town of Krabi with its vast array of restaurants and services, including cheap massages for the weary sailor. Sometimes the race goes further south to the world-heritage listed Pi Pi Island, made famous in the movie *The Beach*, before a long kite run home to Phuket Island.

South-East Asia's major regatta is the King's Cup, which is held in late November in Phuket and attracts a large international fleet, top grand-prix boats and many other classes. With the most luxurious regatta dinners and glamorous hotels to enjoy, the cup is very much the jewel in the crown of Asian regattas.

Pomp and ceremony abound as well. The major event of every cup is the King's Birthday sail-past on 7 December, which attracts a fleet of Thai navy vessels that stretch over the horizon for the royal salute. For the prize-giving, there's formal dress and the king's representative lords it over the winning sailors, giving an interesting insight into Thai culture.

Over the years I've enjoyed racing the King's Cup on maxis, production racers, performance catamarans and even off-the-beach craft, so there's something



KEVIN GREEN

for everybody. The week-long event includes a lay day, which means there's time for the many families accompanying sailors to enjoy trips around the 50-kilometre long island, as many do.

A visit to the old town of Phuket and a stop on the way at the large Tesco supermarket or the massive and modern Central Plaza is another useful jaunt.

Safety wise, the island has western-style hospitals, should the worst happen. Also in the north are the major marinas beside Phang Nga Bay such as Ao Po Grand Marina and further north near the mainland, Yacht Haven, which is ideal for offshore cruises to the Andaman Sea.

Really, the kingdom by the sea has it all. *Sawasdee!* ⚓



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Core values

Any boat of a certain age will need a refit, but it's not something to be avoided, writes *Jeni Bone*. Neither is putting off maintaining your investment. In fact, making sure everything is in good working order can keep you, and the boat, safe – and save you money in the long run.



When it comes to getting your yacht ready for cruising the big blue, getting the right expert on side is crucial. Not only do they know their stuff when it comes to advice, service, maintenance and repairs, but they're the first to know about innovative (and cost-saving) equipment and cutting-edge products, thanks to their close relationship with reputable suppliers. Attending international marine trade shows helps too.

According to Graham 'Scooter' Eaton, director at Australian Marine Enterprises (AME) at Gold Coast City Marina in the heart of the Coomera Marine Precinct, yachts of all sizes, makes, models and levels of sophistication require a thorough check before heading out to sea.

"The majority of boats sit around the marina until their owners have the time to spend on them. Then they plan to go away for weeks, months, sometimes longer, frequently to places where help is not as close as it is in our main cities. They may be planning long-range cruising, short-handed, so doing safety and systems checks well in advance of setting off is always the best option. It takes a lot of the pressure off, knowing experts have checked everything's in order.

"You want your sailing to be a peaceful adventure, not marred by issues that can turn dangerous. Those who spend the money in the right areas – whatever the budget and working to a checklist – will avoid unnecessary risks," says Eaton.

The basics that require a good going over are the rig, sails, running gear, and systems such as the engine,

pumps and electrical. Safety gear such as life rafts and jackets need to be stored correctly, checked, serviced and replaced according to regulations, which differ depending on the size of your yacht and type of sailing you're planning on doing.

For newcomers to sailing, Eaton recommends tuition from a seasoned skipper who can accompany them as they get to grips with their vessel. "People love the idea of cruising with no sound other than the water lapping at the hull and the wind in their sails, but the learning curve can be expensive, dangerous, or turn people off sailing altogether," cautions Eaton.

"A course with a qualified skipper can give owners confidence in their vessel, and in using the equipment, so that whatever they encounter on the water, they're prepared."

PREVENTATIVE MEASURES

Also located in the Coomera Marine Precinct, The Boat Works has proven a magnet for cruising yachts of all kinds, particularly multihulls. Iain Smith, director of Everything Marine Australia says, "Depending on your yacht, masts need to be regularly maintained and should come out every five to 10 years for a proper check-up.

"The sun and elements can deteriorate webbing, straps, covers and ropes too, so ahead of cruising season get all aspects of your yacht prepared – like a roadworthy for your car."

Smith should know. He has an impressive background in sailing, both in the workshop and as a grinder and mastman for America's Cup contender *Kookaburra 1*, and →

team manager of *Wild Oats XI*. So what else does he recommend?

"Invest in expert advice and quality products; they will last three times longer. Your yacht keeps you afloat and will keep you alive. You may be looking for a bargain, but saving money on cheaper products is just not worth it in the end.

"Boats are exposed to the elements, and maintenance is vital not just for your safety, but to look after your investment. Prevention is always better than a cure, and certainly less costly."

A LABOUR OF LOVE

When it comes to refitting, for some there is no convincing to be had, and only the best will do.

Take Maritimo-owned Boatmasters in the Gold Coast, for example. They're working on *Transpac 52*, the pride and joy of five times world sailing champion and veteran of 40 Rolex Sydney Hobart Yacht Races, Ian Spies.

He explains, "She is a US\$3.5-million-dollar boat that was damaged at the stern at the start of the Rolex Sydney Hobart two years ago. Today, she would cost \$5 million to build. The carbon-fibre mast alone would be worth around \$400,000.

"We are slowly and meticulously bringing her back to her original standard, and then optimising her so she is right up there with the very latest in that category of racing."

Spies said the project was a labour of love for him and his partners, including sailmaker Ian Short. They both attest to being impressed with the Boatmasters' facility and the professionals who operate there.

Short says, "If we were trying to undertake a project of this magnitude over such a lengthy timeframe in a major city, it would be totally prohibitive economically and the access to professionals and skilled tradespeople would not be as good.

"Combine that with the fact that Maritimo's founder Bill Barry-Cotter, who cut his teeth in sailing, is here regularly watching what is being done and giving his opinion is invaluable. You can't beat having that sort of knowledge available to you."

Too true.

So take it from the experts, and those as passionate about your boat as you are – look after her, and she will reward you with a reliable, safe base from which to venture in to the great blue beyond for a long time to come. ↴



Project management

We look at what the leading yards are doing to keep you ship-shape.

BOATMASTERS

From Rolex Sydney Hobart contenders to long-range cruising vessels, power and sail, Boatmasters at Hope Island on the Gold Coast is "virtually all things to all people," according to General Manager Gary Klein.

He emphasises that Boatmasters is open to all boaties, no matter what size or brand of vessel they own: "We are located at the end of a wide canal that is not impacted by tide or wind, so it is very easy for boat owners to ease their vessels onto the travel lift, and we have both hard stand and undercover spaces available.

"Maritimo has relocated its research and development department to Boatmasters, so we now have everything from boatbuilding to service and maintenance and Rolex Sydney Hobart race team preparations going on here."

SYDNEY CITY MARINE

Speaking of Sydney, ideally located at the maritime hub of Rozelle on the edge of the CBD, ISO-accredited Sydney City Marine is

a state-of-the-art, purpose-built shipyard developed and owned by sailing legend Syd Fischer.

Accessible by water or road, SCM attracts hundreds of recreational and commercial vessels from along the east coast each year. It houses Australia's largest climate-controlled spray booth, and having a large footprint also means that they are able to separate commercial craft from the white boats.

"Our facilities are considered the best of their kind in Australia and the region," said Kym Fleet, General Manager at Sydney City Marine.

"Much of our facility is undercover, allowing work to continue rain, hail or heatwave. Our climate-controlled spray sheds boast the latest equipment and adhere to strict environmental standards.

"Our lifting capacity is 800 tonnes, with the high-tech, Lloyds-certified synchro lift that can handle vessels up to 190 feet with a 14-metre beam. Then there's our four-sling, 100-tonne travel lift with 7-metre beam capacity and purpose-built boat ramp with 47-tonne submersible trailer." →

Above:

WORK IN PROGRESS

Sticking to a maintenance schedule and thoroughly preparing your boat for long distance will not only save you money – but potentially your life.

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The Boat Works has hard-stand areas and all-weather, climate-controlled refit sheds to ensure boats are protected and work runs to schedule. There are also several working berths on the marina where owners can undertake their own works, complying with strict environmental rules.

Visiting yachts to The Boat Works have access to experts in upholstery and stainless steel, shipwrights, mechanical and electrical engineers, sandblasting, surveyors, water-makers and desalination equipment, chandlery, safety gear, electronics and refrigeration, signage and graphics, project managers and boat brokers.

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Rivergate provides state-of-the-art facilities for luxury yachts, pleasure craft and commercial vessels up to 90 metres.

carries boats up to 110-feet with a beam of 26-feet, a 70-tonne travel lift, and a 45-tonne hydraulic submersible Sealift that is ideal for the wide-beam catamarans seen cruising from Melbourne and Sydney on their way to The Whitsundays.

There is a dedicated multihull shed, operated by Shed 116, which can accommodate these beamy boats and their large masts.

RIVERGATE MARINA & SHIPYARD

In Brisbane, Rivergate Marina & Shipyard comprises 105, deep-water access marina berths for vessels up to 80 metres. With 320 contractors in over 20 trades onsite, among them sailing specialists, they are the ideal refit and repair destination.

The award-winning yard is family owned and run. Equipped with 12,000 m² hard stand, 75- and 300-tonne travel lifts and all-weather enclosed refit facilities, it is also a customs and quarantine port. Rivergate provides state-of-the-art facilities for luxury yachts,

pleasure craft and commercial vessels up to 90 metres.

Tenants on-site comprise marine electricians, shipwrights and cabinet makers, marine engineers, propulsion experts, composite material repairers, a range of service agents for all marine engines, marine carpeting and fabrics and painters and superyacht-quality paint applicators.

GOLD COAST CITY MARINA

When it comes to regular maintenance, upgrades or complex refits of your yacht, Gold Coast City Marina has 68 tenants onsite with sailing specialists such as AME, BlackPond Marine Consultants led by Joe Akacich, and JCMS Rigging who specialise in mast, boom, rigging and running gear.

"They all have strong sailing expertise and have covered thousands of nautical miles between them either racing, delivering yachts or cruising," stated Scooter. ⚓

Above:
YARD BIRDS
Comanche on the left, finds a temporary home on some of Rivergate's extensive hardstand space. Another plus is enclosed sheds so your refit can progress in all weathers.



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Knowledge bank

There are plenty of resources out there for those considering, or prepping for, a long offshore voyage. The CYCA Cruising Committee hosts many information nights for bluewater cruising, and is planning a Sydney to Noumea cruise in conjunction with next year's PONANT Sydney to Noumea Race. Highly experienced cruising sailors Nancy Knudsen, Denis Doyle and Lynne Smith have these helpful hints for setting course for adventure.

THE EXPERTS

Nancy Knudsen

Nancy Knudsen is a celebrated author who chronicled her six years sailing around the world with her husband Ted in the very readable, *Shooting Stars and Flying Fish*. Asked for a cheat sheet for those who feel the pull to sail beyond the far horizon, this is her distilled guide.

So, you're contemplating some serious cruising. You're an experienced offshore racing sailor, and maybe take a day or weekend here and there for relaxation, but now it's time for you and your partner to sail away into the briny for a year or two. Is it so different? What might be the issues you're not aware of? How do you find out? The longer you voyage by yacht, the more you learn, especially from other cruising sailors, but here's a quick checklist to get you started.

ATTITUDE

Be self-reliant. With no organising body, no-one will necessarily know where you are. You're on your own. It takes a change in mindset to become an adventurer; and it's more than just being a sailor.

Hughie is God. Go when the weather is propitious; never to a plan. And be mindful of the adage, "Agree to rendezvous at a certain place, or at a certain time – never both." Break this rule and you're taking a risk, which might be ok off our coastline, but not in foreign waters where help can be days away.

Fresh crew is a safe crew. Watches should never be broken, just because you're partners. No-one should be more than three or four hours away from a sleep when the weather turns nasty or you hit a whale or uncharted reef.

THE BOAT

Speed is no longer of the essence. You want a sturdily built, sea-kindly yacht – plastic fantastics can warp, twist and make life difficult in heavy weather.

A new-generation anchor is essential too. The harder it blows, the deeper it will set without dragging. Add snubbers and anchor buddies.

If sailing single-handed, set-up the boat simply – everything back to the cockpit.

For long-range cruising, keep it simple. If your gear is too fancy, you may not be able to replace it or repair it in remote areas (eg. truck batteries are available in every port; gel isn't).

Carry all the spares and tools you might ever need – count on buying nothing.

SKILLS

Anchoring is often the challenge, and bad anchoring can kill. With a racing background, sailing the boat is easy, but leave the spinnaker at home. Unless just for lunch, chain should be a minimum of 5:1, more in bad weather. Always reverse strongly to test – 1500 revs, more in heavy weather. Know how to set snubbers and anchor buddies. Practice bow and stern anchoring for crowded anchorages, tree anchoring for super-deep water.

Make sure you can repair everything yourself – electronics, sails, hull, engine, and have complete redundancy plans. Note that though you might be able to repair something, you need to be able to do it in time to save the situation.

Each of you must be able to sail the boat single-handed, so that the off-watch crew has a restful sleep with the boat in good hands.

Finally, look out the window. Never depend on radar, C-MAP or AIS instead of ten-minute horizon scans – wooden fishing boats, fish traps, rogue boats and dead oil rigs do not always show on AIS or radar. Electronic charts (including in Australia) are sometimes dead wrong – after anchoring, occasionally C-MAP says we've anchored on a mountain!

Finally, stay safe and enjoy.

THE EXPERTS**Denis Doyle & Lynne Smith**

Denis Doyle and Lynne Smith have been bluewater cruising for over 20 years. Their current boat is a magnificent Cigale 16 *Ariki Tai* and their travels have taken them through the South Pacific, French Polynesia, Niue, Tonga, Fiji, New Caledonia, New Zealand, to Lord Howe Island four times, and Tasmania.

Much has been published regarding the best type of yacht for extended passage-making, so we will assume that your vessel is fully equipped, 'fit for purpose', and able to withstand the rigours of long-distance or bluewater cruising. If you have ocean-racing experience and now want to relax and enjoy the cruising life, here are some things to think about before you head off.

EFFICIENCY GAINS

The modern approach to cruising no longer involves averaging 4.5 knots for days in a heavy boat of ageing design. It is now undertaken in repurposed racing yachts and purpose-built performance cruising boats, capable of much faster transits.



FIT FOR PURPOSE Well prepared for a long leg offshore, *Ariki Tai* glides along near Ball's Pyramid, southeast of Lord Howe Island.

For instance, the 1080-nautical-mile passage from Sydney across the Tasman Sea to New Caledonia need only take six to eight days, as 200-mile days are now a normal target and don't require racing to achieve.

Configure your boat's sail plan to obtain the best performance while sailing in short-handed mode.

HUMAN FACTOR

Many couples, like Lyn & Larry Purdey, have circumnavigated and explored many remote anchorages in a boat without an engine; they have very fixed ideas about crew and will only make long passages with very well-known acquaintances and avoid sailing with another couple to avoid domestic discord. Crew are chosen as much for compatibility as competence; as a happy boat has the best chance of being a safe boat.

ADMIN ESSENTIALS

If you decide to undertake a major cruise or passage that requires you to leave Australian waters, then obviously the boat will need to be an Australian-registered ship, which is arranged through AMSA. This is not difficult, although some paperwork is required. (Note: a boat cannot enter a foreign port without this registration, so keep this document forever safe as it is virtually the ship's passport.)

SAFETY BASICS

To prepare your boat to Cat 1 safety standards, the best guide is contained in *Special Regulations* published free online by Australian Sailing. Cat 1 is mandatory for a NZ-registered yacht wishing to depart NZ. This is not the case in Australia, but

we strongly recommend this for anyone departing Australia, and it is mandatory if participating in an event organised by an Australian Sailing affiliated yacht club.

Safety is the number one priority, and all crew should have offshore and overnight experience. Owners and crew should attain qualifications in as many courses as they can manage – Sea Safety and Survival, Navigation, Senior First Aid and where available, Radio Operators. This, when combined with practical experience, will give everyone confidence when dealing with situations that arise; as decisions made in stressful or emergency situations undoubtedly benefit from training and knowledge.

TEAM DYNAMICS

Cruising boats have small teams and are more reliant on leadership and broader skill levels in crew members. Always be aware of and stay within the limitations of your experience and your boat, and deal with situations accordingly. Set safety procedures and fully brief the crew on what is required. Set a watch system to suit and achieve optimum performance from all.

Modern boats boast helpful features such as autopilots, electric winches, and sail handling from the cockpit to reduce physical loads and exposure to danger. Train your crew fully in the operation of all gear and they will be able to manage their on-watch time well, leaving the off-watch time to rest.

And finally, don't forget to notice the little details along the way – they remind us that this is a rare experience we are privileged to be part of. ⚓



Where to next?

If you've just finished your last season of Optimist sailing at your local club, it can be daunting to work out the next move in your sailing career. Olympic silver medallist *Olivia Price* has a look at some of the appealing points of various classes to help give you a bit of direction.

There are many factors to consider when deciding what class of boat to sail next, for example, which boats are available in your area, the style of boat you like, your end sailing goals, and/or the competitiveness of each class.

WITH A CREW OR SOLO?

ROBIN EVANS If you like sailing with other people, a double-handed dinghy or skiff might be the go, for example boats like the Flying 11, 29er or a 420. The 420 is

one of the pathway options to the 470 Olympic class, and has one person on the trapeze. It is an internationally sailed class, divided into women's and men's fleets at regattas. The Flying 11 is also a two-person dinghy, but there isn't anyone on trapeze, so it's a great option for those who haven't made that step yet. The Flying 11 is a mixed class, and has no age limit for sailors, making it an exciting class for everyone.

Alternatively, if you enjoy the serenity of sailing by yourself and not having to find crew each week,

a Laser could be right for you. This is the direct pathway to the one-person dinghy at the Olympic level. Competition at the grass-roots level is tough, as the equipment is one-design, and comes from registered manufacturers.

PACE ON

If your goal is to go as fast as possible, a skiff will be ideal for you. These small, high-performance boats, usually with a main, jib and asymmetrical spinnaker, are designed for one or two people to trapeze. →



RUSH HOUR

There's a wide range of classes to choose from and hone your boat handling skills in, like these Flying 11s – fun and fast – for a monohull

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The best-known classes are the 29ers, Cherubs or 13-foot skiffs.

The 29er is a direct pathway to the Olympic class of 49er and 49erFX sailing, and one of the World Sailing Youth World classes – it is also one of the more competitive youth skiff classes around.

FRIENDLY RIVALRY

If you like racing, and having a laugh around the course with friends is important too, there are some other classes to consider. The Cherub or 13-foot skiff are great examples of comradery both on and off the water. Having a blast with your friends, as well as enjoying the competition, is what it's all about. All three of the above-mentioned skiffs have the skipper hiking and crew on the trapeze wire.

MULTIHULLS

If one hull isn't enough, catamarans are another option. The Nacra

ROBIN EVANS

**How do you know which boat to choose?
Give as many boats as you can a try! You won't know
which one is for you until you do.**

TEST DRIVES

Experience gained across different classes makes you a better all-round sailor, and boosts the fun factor.

15 is a Youth World Sailing class that leads directly to the Nacra 17 in the Olympics. This class is on the more competitive end of the scale, with Hobie Cats and Vipers slightly more accessible.

HOW TO CHOOSE?

So, with all that information, how do you know which boat to choose? Give as many boats as you can a try! You won't know which one is for you until you do.

If you're passionate about sailing and want to learn more, any day out on the water learning something new will be useful for

any style of boat you sail – and will be a great day out. You don't have to aspire to getting to the Olympics or the America's Cup, so don't feel pressured to sail a specific class.

And if you're not sure what boats are around, ask the sailing manager at your local club for the pathway options on offer. That said, don't feel restricted by the class of boat you're currently in, or those available at your local club. There are so many clubs around Australia offering different sailing programs, so have a look around and see which club is best for you.

Most importantly, just get out there! ⚓



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Game plan

When Lisa Blair's mast came crashing down 72 days into her solo circumnavigation of Antarctica, she faced a very big test. The potential disaster occurred 1,000 nautical miles from South Africa, deep in the Southern Ocean. Thanks to good preparation and decision-making, *Climate Action Now* made it back safely to port in Cape Town. In the fifth of our Seamanship Series, Lisa generously shares how she coped with the challenge of an emergency situation, and why it makes sense to have practised as many emergency procedures as possible and have strategies to deal with alternative scenarios.



SAILING BIO

LISA BLAIR discovered sailing a little over 10 years ago. She has since managed to amass over 70,000 ocean miles, and has two circumnavigations to her credit. The first was in the 2011–12 edition of the Clipper Round the World Yacht Race; and the second, her recent world record for the first woman to sail solo around Antarctica with one stop. When not out on the big blue, Lisa, who is originally from the Sunshine Coast, is an RYA instructor for the Pacific Sailing School in Sydney.

Right:

EVENT HORIZON

By the time the front or storm hits you should be prepared as you can be; already reefed, personal safety gear on, spare lines and torches ready.

Inset: *Climate Action Now* arrives in Cape Town under jury rig.

RISK ANALYSIS

Before even considering a vessel for my voyage, I completed a risk assessment. I sat down for over a month and thought of every possible scenario that I might encounter. Then I considered how my boat choice, personal management on board, and emergency management would help reduce any risk and give me the best chance of success.

PREPARATION

Whether you're sailing up the coast or around the world, preparation is always key to success. For me, I refitted the vessel to the highest standard before departure – it was necessary to be as self-sustaining as possible given the remote areas I was sailing in.

I did a risk analysis, and considered the things that were likely to go wrong, building a lot of redundancy into the systems on board. These included: two independent auto pilots; four ways of generating a GPS fix; paper charts as well as electronic charts; two complete sets of storm sails; additional pad-eyes on the deck in case I needed to build a jury rig; Category 0

medical kit; back-ups in my battery system and multiple ways of generating power; as well as multiple ways of communicating.

TELL SOMEONE

If you are sailing for a day or a year, no matter, be sure to tell someone – a family member or a friend – so that someone is expecting you. For me, I would SMS off the Iridium GO! each morning to my shore crew to give them an update.

When I was dismasted, I phoned my shore manager and issued a Pan-Pan to him. As we had already submitted my passage plan to all rescue coordination centres in the waters I would be sailing in, he was able to implement my assistance.

THE MAIN EVENT: ASSESSMENT

When you encounter an emergency situation, the first thing you should try and do is stop and look. It really doesn't matter what the emergency is; take a few vital seconds to assess for danger, and plan the best course of approach. It will greatly help your success.

PRIORITISE UNDER PRESSURE

After notifying others, I set about trying to save the boat by separating the mast. The conditions were really rough, so I prioritised the back stay as the first piece of rigging to free. This was in the safest part of the boat, and would allow me to go through different techniques to find out what would work before attempting the more exposed pieces of rigging. I ended up undoing the split pin and then knocking out the joining pin rather than cutting the rigging wire. Once the backstay was free, I released the inner forestay, and forestay.





SV DELOS

My lower diagonal port shroud (D1) was the piece that failed, so that wasn't there. I therefore released the D1 on the starboard side and prepped the vertical lower shroud, also on the starboard side, for a quick release (removing the split pin, but not the joining pin).

I tied a line to the mast before releasing the lower port vertical shroud. Moving quickly to the starboard side, I released the last shroud there and cut the final halyards holding the mast. The mast sank, and although I tried to keep it for repairs and jury rig, the securing line

snapped and it disappeared. I shoved a towel into the hole that had been cut into the side of the boat, and went below to self-treat for hypothermia.

Now the boat wasn't going to sink, I stayed below until the sun was up and the conditions eased the following day.

My priority had been personal safety first, and then preventing the mast from puncturing a hole in the hull of the boat.

SELF-HELP

Should you require rescue, they will still take some time to get to you, so always plan on self-help – even if help is on the way. It would

have taken at least three days for rescue in my emergency, so instead I actioned self-help, and then no longer needed rescue.

SUMMARY

I credit my success during my dismasting to the preparation I had put in place before I had even left the dock. I had already run through all possible scenarios – including a dismasting – in my mind, so that when I was actually faced with it, I had a clear procedure to follow: assess, minimise risk, react.

There's no better way to get home safe and sound. ⚓

lisablairsailstheworld.com



GUNS FOR HIRE.

Left to Right:
Tim Westwood,
Charlie Gundy,
Cameron Gundy,
James Hodgson

Brothers in arms

It's been a breakthrough year for the CYCA Youth Sailing Academy's Gundy brothers, who as *Ross Macdonald* reports, are on-course for the sport's top ranks.

Whether racing against each other or together on the same team, Cameron, 21, and Charlie, 18, have excelled throughout 2017, and played key roles in many of the Youth Sailing Academy's (YSA) biggest wins of the year. In

strong recognition of the work of the YSA, the pair are also building their ocean-racing credentials, taking their learned skills and winning habits on to blue water.

"I had two years off sailing with a shoulder reconstruction, so to be back on boats and winning trophies has been fantastic," says Cam, one of the most successful YSA racers of the year so far in terms of competition victories.

Of those, the Club Marine NSW Youth Match Racing represented a particular highlight for brothers Cam and Charlie, the backbone of the four-man crew. Notes younger brother Charlie, "We found a good team that worked together well and it delivered."

The pair acknowledges that a lifetime of living together does have its benefits, especially when it comes to teamwork.

"It's a lot easier to tell what Cam's thinking compared to any other tactician, which is handy coming into a bottom mark. I know where his head is at, which makes everything smooth," adds Charlie.

And it's true that the Gundys have found a way to turn their sibling energy into something positive. Explains Cam, "We definitely have a healthy rivalry. It makes us both want to be better, and when we're on the same boat, we work together to push each other to go faster."

"We enjoy our time on the water together, and as a family when we go out with dad on Wednesday nights. We love the competition, but it's social too," adds Cam.

With the elder Gundy now at university in Sydney, the challenge for the pair is balancing their schedules. September saw Cam travel to competition in Melbourne, while Charlie jetted off to Sardinia for the J70 Worlds. Then the SHARP Australian Youth Match Racing Championship held at the CYCA at the end of September saw them back in action on their home turf, Sydney Harbour.

Their experience has well and truly placed them in demand among the ocean-racing fraternity, and between them, they have been snatched up for the Rolex Sydney Hobart Yacht Race, the Land Rover Sydney Gold Coast and more, including Hamilton Island Race Week. The big offshore events are a significant attraction for Charlie in particular, who will race the remainder of the Bluewater Series, and then the Rolex Sydney Hobart.

"My first Rolex Sydney Hobart and the Sydney Gold Coast race with *Espresso Forte* were real highlights for me last year. It's been great to take everything we've learned at the YSA and scale that up into the bigger boats."

For Cam, he's not ruling anything out, but is clearly in a successful groove, and is looking for more of the same: "I'm really enjoying match racing at the moment, and I'd be keen to keep that going, but any ride that comes my way, including the Rolex Sydney Hobart this year, I'll definitely take it."

Form an orderly queue. ↓

John Messenger

John 'Messo' Messenger made an enormous contribution to the development of the CYCA and offshore racing in Australia.

John's deep commitment to, and involvement in the Club spanned over 30 years in a diverse number of roles. A member since 1982, he was also honoured as a Life Member. He served on many committees with distinction, was a Board member, Flag Officer and, ultimately, Commodore from 2002 to 2004.

During that time John was also an active ocean racing yachtsman, and in demand on many notable maxi yachts.

His was intrinsically tied to the waterfront, his family owned a boat shed which became part of the CYCA, and, through the role of Marinassess, John's own company, in being the major sponsor of women's youth sailing at the CYCA. In this respect, he was ahead of his time as he took a leading role in supporting the development of young female sailors.

Amongst John's greatest achievements at the CYCA was the creation of the floating Marina. It was his vision and determination which brought to fruition the benchmark

marina in the country, and it is testament to his work that it remains so today.

Having occupied so many roles at the club, including a period as interim CEO, he knew the CYCA and its colourful history inside-out. He also used his influence to introduce many current members to the club and the sport.

A gifted helmsman, John sailed on some of the club's best boats over the years and is also fondly remembered for the role he frequently undertook, as a commentator on the Sydney Hobart start boat.

Close friends say it was his ultimate want and desire to see the club succeed, while also ensuring the best for sailing. CYCA Commodore John Markos paid this tribute, "We are forever grateful for his hard work, his positive attitude, and will continue to work in support of his aims."

A longer account of John Messenger's many notable sailing achievements and experiences will be published in the Official Rolex Sydney Hobart Yacht Program.

Below:

Richard Cawse,
John Messenger and
Rob Scrivenor



"We are forever grateful for his hard work, his positive attitude, and will continue to work in support of his aims."

CYCA COMMODORE JOHN MARKOS



Alan Brown

'Brownie' as he was known, joined the club in 1970, was on the Board of Directors from 1978 until 1992, and acted as Rear Commodore in 1981. For his time, effort and influence in developing the CYCA he was elected a Life Member in 1992.

He was active in team management for the Admiral's Cup for many years, plus other races such as the Sydney to Noumea Race and the Sydney to Rio Race.

Alan was a veteran of eight Sydney Hobart Races, sailed on various yachts including *Helsal 1*, *Apollo* and *Onya* of Gosford, and could often be seen on his own yacht a Northerner 28 called *Misty* moored off the end of "C" Marina.

He will be fondly remembered for his co-founding and association with the Sunday Breakfast Club which began in 1984, and remains a popular weekly occurrence during the Land Rover Winter Series.

Well over \$130,000 has been raised by the Breakfast Club and has gone towards club donations and purchases including the pool table, gas barbecue, folding awnings for the sundeck, TV sets, YSA, SOLAS, and the recent transit wheelchair.

But perhaps the most significant undertaking which Alan pursued, was organising the construction of the two replica cannons which have been fired to start the Sydney Hobart Race since 1990. For the next 21 years he was on the foredeck of the start boat preparing the cannons for firing.

The cannons are half size replicas of those jettisoned from Captain Cook's *Endeavour* when she went aground on the Great Barrier Reef. After months of investigation Alan found an Australian company which manufactured 18th century replicas, which they did at a cost to the Breakfast Club of \$10,000, 27 years ago.

Alan Brown passed away suddenly in hospital on Sunday 10th September, aged 90.

Here comes the sun

Enter the twilight racing zone! The season of summer competition racing and casual social sailing is upon us once more. It's time to get into gear with the very latest in clothing and equipment. On trend this year is the understated power of chrome tones and blocks of colour.

COLD HANDS WARM CORE >>

The Crew Lite Gilet is the go-to item for those slightly cooler days when you need lightweight protection from wind and spray. This waterproof and windproof vest offers performance and protection with its use of a durable, waterproof and breathable one-dot fabric with a cooling mesh lining, making it the perfect choice for sailing, travelling or just out and about.

gillmarine.com

RRP \$186

SHORT CHANGE >>

These shorts are part of Gill's new collection of lightweight, sun protective sailing sportswear designed for warmer conditions. The quick-drying fabric has a waterproof finish as well as a UPF rating of 50+ to keep you from frying. They've got four deep pockets; two with soft-touch buttons and one zippered thigh pocket for secure storage when you're about to experience some wave-induced washing machine action. Cool and comfortable to wear with a performance pedigree.

gillmarine.com

RRP \$120



COVER STORY

Upgraded for 2017 using feedback from some of the world's best sailors, Musto's new BR1 Inshore Jacket provides the perfect foul weather gear solution for summer sailing. Breathable, windproof and allowing for full freedom of movement, the BR1 makes it possible to enjoy day sailing in nearly all conditions. Smart, understated styling means the jacket can swan seamlessly from the deck to the city. Available in True Red and True Navy in both men's and women's styles.

musto.com.au

RRP: \$329.95

GETTING SHIRTY

It may be called the Driftline Polo, but it means business. This handy staple features quick-dry Tactel waffle pique with a UPF rating of 30+ to protect you from whatever the weather has in store. It has a buttoned front placket, rib collar, sleeve cuffs and a side split for ease of movement.

hellyhansen.com.au

RRP: \$79.95

>>



REFERENCE POINT

Perfect for all spring twilight sailing, Sail Racing's Reference Team jacket will impress even the fussiest sailor. It's constructed using 2-layer GORE-TEX fabric to make it water- and wind-proof with high breathability. It is mesh lined, and the super-stretch, laminated fabric inside the cuffs at the sleeve ends protect against wind and water intrusion. An adjustable hood, a plethora of external and internal pockets and reflective prints at the shoulders add function to form.

sailracing.com

qualitymarineclothing.com.au

RRP \$549.95





SIGHT FOR SORE EYES 📈

All Gill sunglasses are floatable, so if you drop them, all is not lost. Their Racing model comes with an integrated retaining strap as well as 100 percent UV 400 protection. Their Grade 1 Optic lenses exceed EN safety standards, with 100 percent glare-free polarisation specifically designed for use on the water. They're great for reducing eye fatigue in high-glare conditions because their lenses allow only 8-18 percent light transmission. A hydrophobic outer coating sheds water and reduces salt residue for clear vision. Oleophobic technology applied to the inside face repels fingerprints, sunscreen and skin oils. On top of that, they're scratch resistant and shatter resistant.

gillmarine.com

RRP \$105



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Lighter, faster and stronger: racing boats are evolving continuously and Musto engineers understand a sailor's kit needs to reflect this. The Dynamic Pro II is one of their lightest, most innovative pieces of racing footwear to date. A mono mesh construction provides ventilation, drainage and rapid drying while a durable, shock-absorbing midsole combined with a GripDeck rubber and GripFlex tread ensures exceptional, multi-directional traction on deck, no matter how wet it is. Drainage is also paramount at sea, which is why Musto's unique XPL drainage system eliminates water pooling inside the shoe.

musto.com.au

RRP: \$209.95



FIND YOUR FEET

The Womens Ahiga V3 Hydro Power Shoe is one comfortable pair of kicks. Breathable and light-weight, these sneakers will provide you with all the key sailing advantages. They boast a comfortable and stable EVA midsole, flexible sipped rubber outsole for grip, and quick-drying mesh upper. They are your ultimate partner during long sessions on deck, or for a weekend on the coast.

hellyhansen.com.au

RRP \$129.95

EMERGENCIES CAN HAPPEN ANYWHERE



For the producers of TV's Biggest Loser, safety was paramount when contestants sailed from Sydney to Hobart. They chose super tough Great Circle Life Rafts for both the pre-sail safety training and their passage across the notorious Bass Strait.



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Sticky business

DrSails adhesive provides you with one superior product to get you out of trouble should a tricky situation arise such as a hull leak, a ripped sail, or a deck delamination. In these situations, you need a ready-to-dispense, versatile and fast-curing epoxy capable of working in the most extreme conditions.

The sticky stuff is a must in every sailboat repair kit in order to ensure a safe voyage and prevent anything from ruining your day. DrSails' latest adhesive technology is designed for extreme conditions: it's fast, flexible, structurally strong and functional underwater. These four features make it an ideal solution for emergency repairs.

deckhardware.com.au

RRP \$37.50



STEFAN COPPERS

Winners are grinners

Win the chance to meet and cheer on Team AkzoNobel at the Auckland stopover of the Volvo Ocean Race.

It's the ultimate test of performance and human endeavour: the Volvo Ocean Race 2017-18 starts this October in Alicante, Spain, where sailors take on a gruelling 45,000 nautical miles over eight months of intense racing. And Dutch international coatings company AkzoNobel has joined forces with Dutch sailor Simeon Tienpont to form team AkzoNobel, with the express aim of winning the prestigious race.

The team highlights AkzoNobel's focus on sustainable performance, being the best, and combining innovation with tradition. They are also the official Boatyard supplier for the next Volvo Ocean Race. All the competing boats will be coated with their International and Awlgrip range of high-performance products.

In partnership with team AkzoNobel, International is offering readers the chance to win a three-night, all-expenses-paid* trip for up to four people to the Auckland stopover of the Volvo Ocean Race from 16-19 March in 2018.

The VIP Package includes:

- meet and greet the team
- presentation of the Volvo Ocean Race by a member of team AkzoNobel
- private boat-yard tour
- private tour of the Cross Section
- experience sailing* with team AkzoNobel
- cheer on team AkzoNobel at the leg start to Itijai, Brazil aboard a VIP spectator boat
- all return flights and accommodation, including breakfast and dinner*
- transfers to and from the airport, hotel and race village*
- there are also three runner-up prizes of a Zhik team AkzoNobel Shore Jacket* up for grabs.

*See online for terms and conditions.

Closing date is February 1, 2018.

For more information on this competition and to enter, visit international-yachtpaint.com/en/au/vor-vip-auckland.



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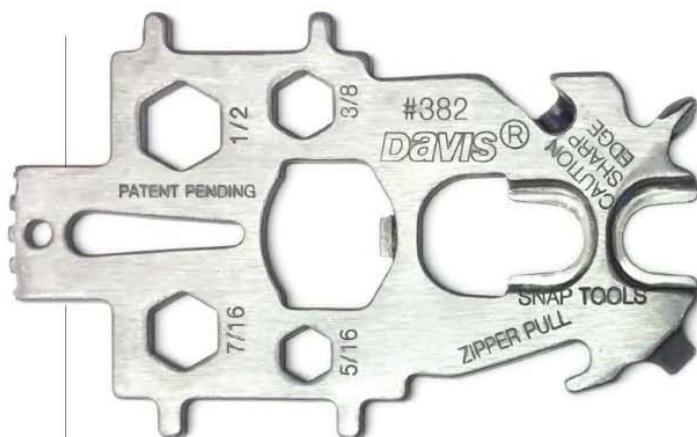
www.hoodaustralia.com.au



Not for wet blankets

Perfect for those summer afternoons sailing, the Zhik Dry Backpack is everything you need in a functional carry bag, plus it gives you the security of knowing no water will leak onto your precious stuff. It can hold a lot with its 35-litre capacity, making it perfect for anyone out for a big day's racing. Sailors will love its comfortable strap and back padding, as well as reflective detail for visibility at night. Internal and external zipper pockets, including an iPad pocket, make it easy to keep track of everything.

zhik.com
RRP \$185



Boatie's best friend

The Davis Snap Tool is a deck-plate key with a serious attitude. The button snap and zipper pull features make working with canvas a snap. It fits most deck-plate caps, and it's also a pocket-sized hex wrench and screwdriver with both flat and Phillips heads. The cutting blade is designed to slice through fishing line and small cord, and it has a key for stainless and galvanised pin shackles. Constructed of specially hardened stainless steel, it of course has a bottle opener. Enough said!

boatbooks-aust.com.au
RRP \$24.95



Watch Out!

WaterSpeed app for Apple Watch

WaterSpeed is a new app that works with Apple Watch to help you track and improve your on-water activity.

With this app, it is easy to review performances, collect data and get live weather updates. Using the internal GPS, you can keep tracking your progress on the water without a smart phone.

It can also be used for a variety of water sports including kite, windsurfing and kayaking. When you get back to

shore, Waterspeed will sync all points and data automatically, so you can review your tracks and stats.

WaterSpeed gives you an amazing tool to check your course point by point, with real-time speed and heading that you can even share with others.

WaterSpeed is available for Apple Watch, iPhone and iPad with most of the features for free. Some advanced tools can be unlocked with a subscription. waterspeedapp.com

New! Perfect for boating and yachting!
Grade 316SS (marine grade) wire pegs in 1.7 and 2mm wire diameter
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Very strong!

WIRE PEGS.COM

Screen time

They're an essential tool on any yacht, but figuring out how to get the most out of your navigational devices can detract from the excitement of the race. The streamlining of standalone chartplotters means you don't have to go it alone.

Simrad has released two additions to their award-winning GO standalone chartplotter series, the GO12 XSE and the GO7 XSR. The multi-touch chartplotters are designed for boaters looking for high-quality, all-in-one navigation products that are rich in features yet easy to use.

The GO12 XSE offers a new 12-inch display option for the GO Series, while the upgraded GO7 XSR features a restyled, glass-helm design, along with radar compatibility not previously available on the GO7 XSE.

Featuring super-bright displays and an easy-to-use interface, the new displays offer intuitive multi-touch controls that smartphone and tablet users will find familiar.

Tap the screen just like you would a phone to create or select waypoints, pinch-to-zoom, or tap-and-drag to pan smoothly across charts. Simple home screen and menu layouts allow quick access to all functions. Adjustable split-screen views and customisable panel layouts with large, clearly captioned icons, make the GO Series simple to use, even for those with little to no experience.

Compatible with Simrad Broadband 3G/4G and Halo Radar systems, the GO12 XSE and GO7 XSR also feature internal GPS receivers for accurate location; StructureScan HD and CHIRP Sonar for fishfinding; autopilot integration for precision control; engine data monitoring; full

audio entertainment connectivity with SonicHub2; built-in wireless connectivity; and the powerful Simrad TripIntel trip computer.

The Simrad GO12 XSE and GO7 XSR also connect to NMEA 2000 compatible sensors aboard a vessel to display engine data, fuel flow, fluid level, speed, heading and water temperature. A wide range of cartography options are available, including C-MAP and Navionics.

"Our continued focus is to increase value for boaters, while delivering more enjoyment on the water," said Leif Ottosson, CEO of Navico, Simrad's parent

company. "We want to make it easier for boaters to have more fun, and the new GO12 XSE and GO7 XSR standalone chartplotters have the perfect combination of features. The new displays offer boaters better visibility and more useful navigation technology tools than comparable units from other manufacturers. Most of all, they're incredibly easy to learn and use."

GO12 XSE and GO7 XSR displays will be available in Australia in late 2017 retailing from \$3499 and \$1049 respectively. simrad-yachting.com electric.com



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RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

| AUSTRALIA | DATE | CLUB | INTERNATIONAL | DATE | COUNTRY |
|--|-----------|--------|--|---------|---------------|
| OCTOBER | | | OCTOBER | | |
| NSW Youth Championships | 1 Oct | SLMASC | Wolfgangsee Grand Prix | 5 Oct | Austria |
| Sail Mooloolaba Match Racing Championship | 6 Oct | MYC | Antibes Cup Feminine | 7 Oct | France |
| Mt Gay Ocean Pointscore - Lion Island Race | 7 Oct | CYCA | European Youth Paralympic Games | 9 Oct | Italy |
| Short Haul Pointscore Series | 7 Oct | CYCA | The Nations Trophy / Palma de Mallorca | 10 Oct | Spain |
| Night Harbour Race Short Haul Pointscore Series | 13 Oct | CYCA | Volvo China Coast Regatta | 13 Oct | Hong Kong |
| Newcastle Bass Island Race, Blue Water Pointscore Series | 13 Oct | CYCA | VOR In-Port Race - Alicante | 14 Oct | Spain |
| SOPS Gascoigne Cup - Short Ocean Pointscore | 21 Oct | RSYS | 2018 World Cup Series - Round 1 / Gamagori | 15 Oct | Japan |
| Beneteau Cup | 27 Oct | CYCA | Extreme Sailing Series - Act 7 / San Diego | 19 Oct | USA |
| Botany Bay Race Mount Gay Ocean Pointscore | 28 Oct | CYCA | VOR Start - Alicante | 22 Oct | Spain |
| | | | China Cup International Regatta | 26 Oct | China |
| NOVEMBER | | | NOVEMBER | | |
| Sydney to Pittwater Race Short Haul Pointscore Series | 4 Nov | CYCA | Sotic Test Regatta / London | 1 Nov | Great Britain |
| Morna Cup - Short Ocean Pointscore | 4 Nov | RSYS | Trofeo Capitanes - RCNM / Madrid | 4 Nov | Spain |
| Pittwater to Sydney Race Short Haul Pointscore Series | 5 Nov | CYCA | Opatija Cup | 10 Nov | Croatia |
| Night Harbour Race Short Haul Pointscore Series | 10 Nov | CYCA | International Dragon Championship / Cannes | 10 Nov | France |
| Cabbage Tree Island Race Blue Water Pointscore Series | 10 Nov | CYCA | KiteFoil GoldCup Final (World Championships) | 13 Nov | Qatar |
| Etchells Milson Silver Goblets | 13 Nov | RSYS | RS:X South American Championships / Buenos Aires | 13 Nov | Argentina |
| Harken Youth International Match Racing Championship | 15 Nov | RPAYC | Busan Cup Women's International Match Race | 14-Nov | Korea |
| Rotary Regatta | 17 Nov | CYCA | RYA National Match Racing Championships Grand Finals | 17 Nov | Great Britain |
| Port Hacking Race Mount Gay Ocean Pointscore | 18 Nov | CYCA | Nautico Scarlino November Match Race | 18 Nov | Italy |
| SSORC Day 1 Mount Gay Ocean Pointscore | 25 Nov | CYCA | Extreme Sailing Series - Act 8 / Los Cabos | 30 Nov | Mexico |
| DECEMBER | | | DECEMBER | | |
| Admiral's Cup Anniversary Regatta | 1-3 Dec | RSYS | International Christmas J24 Match Race | 1 Dec | Italy |
| Bird Island Race Blue Water Pointscore Series | 2 Dec | CYCA | Phuket King's Cup Regatta | 2-9 Dec | Thailand |
| David Burke Memorial Short Ocean Pointscore | 2 Dec | CYCA | 47th Youth Sailing World Championships | 9 Dec | China |
| CYCA Trophy Series | 9-10 Dec | CYCA | The Kingdom Match Race Event | 12 Dec | Bahrain |
| SOLAS Big Boat Challenge | 12 Dec | CYCA | NZ Youth Match Racing Championships | 13 Dec | New Zealand |
| 420 Class World Championship | 15 Dec | FSC | Christmas Race Palamós | 17 Dec | Spain |
| Rolex Sydney Hobart Yacht Race | 26-31 Dec | CYCA | Meeting Internazionale del Mediterraneo | 28 Dec | Italy |
| Laser Oceania Championship | 27 Dec | RQSY | | | |
| JANUARY | | | JANUARY 2018 | | |
| GILL Australian & Open Optimist Championships | 3 Jan | RQYS | 29er World Championship | 2 Jan | Hong Kong |
| Australian Youth Championships 2018 | 11 Jan | RQYS | Royal Langkawi International Regatta | 8 Jan | Malaysia |
| Australian Yachting Championship 2018 | 19 Jan | SYC | Mount Gay Rum Round Barbados Race | 6 Jan | Barbados |
| Aust Day City of Sydney Cup - Mt Gay Ocean Pointscore | 26 Jan | CYCA | Antigua Round the Island Race | 20 Jan | Antigua |
| 175th Festival of Sails | 26 Jan | RGYC | 2018 World Cup Series - Round 2 Miami | 21 Jan | USA |
| Warren Jones International Youth Regatta | 28 Jan | RPYC | Bay of Islands Sailing Week | 23 Jan | New Zealand |

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



ADAMS 12
\$70,000



ALAN PAYNE 37
\$35,000



BENETEAU OCEANIS 45
\$445,000



BLUEWATER 450
\$375,000



CATALINA 30
\$49,000.



FARR 36 CANTING KEEL
\$135,000.



FARR 43
\$49,000



J35
\$60,000



NORTHSHORE 33
\$39,000



PRINCESS V65
\$955,000



SYDNEY 40
\$79,000



YOUNG 88
\$29,000

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Marine Auctions introduces Online Auctions and expands to South East Asia



Marine Auctions doing more Online Auctions

Adrian Seiffert the Director of Marine Auctions, is proud to announce that Marine Auctions will be holding more Online Auctions rather than the Traditional Auctions in the future.

Adrian said Marine Auctions have been doing Online Auctions over the last few years with the success rate increasing dramatically, with results being obtained well in excess of our and our clients' expectations.

From our past Online Auctions we have found that we receive far more bidders per vessel than the traditional auction method. At a recent Online Auction we sold a vessel that had 10 bidders, and this vessel sold at a price well in excess of our expectations. Adrian said this was also partly due to our innovative marketing campaigns and our email database of around to 600,000 email addresses.

The Online Auction method of sale, increases the exposure of our vendor's vessel to more interested parties, allowing many more potential buyers to bid in their own time without any pressure, from any location in the world via the internet.

Adrian said it is becoming clear that Online Boat Auctions are truly the way forward for both seller and buyer, either when selling or purchasing anytime of vessel, and one of the many reasons for this is that many sellers of the traditional method are afraid of under selling with many purchasers afraid of paying too much.

The Online Auction market has experienced a rapid growth in the last decade and many in the industry believe the Online method of sale with continue to boom. A survey was recently undertaken by Forrester Research, indicated that 93% of B2C consumers refer buying online instead of a salesman.

Marine Auctions opens in South East Asia

Marine Auctions is proud to announce a new representative in South East Asia, William Schick.



William is based in Singapore and brings with him 30 years of Marine Industry experience. William originally from New Zealand moved to Singapore more than a decade ago as the Sales Director of major Yacht Broker. William with many grey hair, began to feel a bit tired, due to the hard graft and the long work weeks, but as William said it went deeper. Something about the traditional way in selling all types of Boats irked him, he was growing tired. William resigned from his high-level post, and decided to join Marine Auctions as the South East Asia's representative promoting the Online Auction method of sale. William has witnessed a gradual decline in the effectiveness of the traditional Brokerage model, and he believes that Marine Online Auctions is truly the way forward. His vision along with Marine Auction's established network is to revolutionise the way in which luxury yachts are sold in Asia, using the Marine Online Auction method of sale.

William also said the Marine Online Auction system, which has the ability to reach thousands of potential bidders, and shrink the sales process to a fraction of the time it normally takes to find a buyer.

MARINE AUCTIONS & VALUATIONS

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www.marineauctions.com.au



HANSE 470E - 2007
\$275,000



JEANNEAU 54 - 2016
\$695,000



HANSE 430E - 2008
\$239,000



ELLIOTT 10.5 MODIFIED - 1988
\$69,000



HANSE 320 - 2010
\$128,000



HANSE 540E - 2009
\$697,000



FARR 36 - 1992
\$73,000



SYDNEY 38 - 2000
\$115,000



LAGOON 560 - 2013
\$1,600,000 [EX TAX; EX CARRIBEAN]



LAGOON 380 - 2006
\$280,000 [EX TAX; EX FUJI]



LAGOON 43 MOTOR YACHT - 2003
\$439,000



GRAINGER 50 - 2013
\$865,000



SYDNEY 38 - 2001
\$112,500



HANSE 411 - 2004
\$175,000



LAGOON 421 - 2011
\$563,000 [EX TAX; EX PACIFIC]



TP52 - 2004
\$199,000



HANSE 400E - 2007
\$173,000



BENETEAU FIRST 50 - 2008
\$355,000



JEANNEAU SO 39DS - 2011
\$220,000



COOKSON 12 - 2001
\$235,000



HANSE 400E - 2009
\$193,000



NORTHSHORE 38 - 1989
\$79,000



SCANYACHT 391 - 1998
\$129,000



BENETEAU FIRST 45F5 - 1991
\$133,000



BENETEAU FIRST 45 - 2008
\$297,000



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Saona 47



Saona 47

Launched in April 2017, the new model Saona 47 is the quintessential catamaran for extended cruising or circumnavigations, offering remarkable space, safety, comfort and powerful performance in all conditions.

The catamaran boasts incomparable levels of living space including a huge open-plan cockpit designed for entertaining with integrated BBQ and an innovative new tender lift that doubles as a swimming platform. Her optimised weight-to-volume ratio delivers exceptional balance and stability for an unforgettable sailing experience at any speed.

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