

offshore

YACHTING

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SURVIVAL MODE

ED PSALTIS SHARES WAYS TO PREPARE YOUR BOAT FOR A BLUEWATER BATTLE

CLOSE QUARTERS

LAND ROVER WINTER SERIES COMES DOWN TO THE WIRE

MODEL LOOKS

DEHLER 34 AND DUFOUR 56 EXCLUSIVE – COMBINING STYLE AND STRENGTH

RUTHLESS PEOPLE

MISSION ACCOMPLISHED FOR THE KIWIS AMERICA'S CUP TEAM – BUT WHAT NOW?

VOLVO OVERDRIVE

TEAM SCALLYWAG GEARING-UP FOR A VERY FAST LAP OF THE PLANET

LAST PARADISE

RAJA AMPAT'S NATURAL TREASURES REWARD THE ADVENTUROUS

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DRAG RACE Converging traffic as Division A1 boats jockey to get a clear lane to the Bradley's Head mark on one of the few strong breeze Sundays in this year's Land Rover Winter Series.

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This winter has been another hugely busy one with many major club, sailing and social activities taking place. Our task has been to finely balance the demands of a very busy agenda while keeping an eye on how we can progress our upcoming events to higher levels.

Following the July AGM, I would like to acknowledge and thank the members for re-electing me to the role of Commodore. Everything achieved in the past twelve months has been possible due to the support of the fantastic board that has also been returned intact by the members. It has been a pleasure to work with them last year and I look forward to another year packed with action and progress. And no matter how well composed it might be, the board's effectiveness can only be measured by the effectiveness of the CEO. I am very pleased – and I know that I am joined by the board in this sentiment – to have the support of an incredibly hard-working and very effective CEO in Karen Grega. Karen will continue to build on her strong team to respond to members' needs and chart the course for the future of the club.

At the grassroots of much of the club's work are the volunteers. I would like to take this opportunity to thank those who have given their support over the past year and beyond. We always welcome new volunteers, and should you wish to express an interest in joining in some activity to support the club, please send an email outlining any special interest or skill you may wish to propose to: cycyca@cycyca.com.au.

The club would especially like to hear if you have had experience in creating volunteer engagement programs, archive management, or foreign language speaking and reading capability.

On the water, it's been another successful few months of sailing on Sydney Harbour with the Land Rover Winter Series once again proving itself to be a staple of the local racing scene at this time of year.

As we wrap up one series, we look ahead to our next events in the coming months with the ball well and truly rolling on the 73rd Rolex Sydney Hobart Yacht Race. The release of the Notice of Race in both English and Mandarin saw 16 entries in the first 24 hours with many more in the following weeks. The first to enter this year's race was the Yacht from mainland China, *Ark 323*.

In a similar vein, our planning is well afoot for the 75th Rolex Sydney Hobart

Yacht Race in 2019. We aim to deliver a vast scope of activities in the build-up, connecting Sydney and Hobart, as well as the wider maritime sector of Australia to celebrate this significant milestone. While many requirements remain, we have also had confirmation from the Royal Australian Mint that they consider our race to be of national significance, allowing us to move forward in discussions for circulating and commemorative coins for the occasion.

Meanwhile the accomplishments on the water continue with the Youth Sailing Academy (YSA) performing exceptionally in many of their most recent events – including a win in the Interclub Series and a win in the inaugural Australian Maid Youth Match Racing Championship in Darwin. I congratulate the administration and coaching team, alongside the competitors themselves, on their successes.

Of course, the YSA's achievement would not be possible without the support of members and sponsors. Recently we welcomed new sponsorship from CYCA builder Belmadar as part of a three-year deal, and also from Altex Yacht & Boat Paint whose products will be keeping our fleet of Elliotts in top condition.

Looking ahead to next year, we are also delighted to confirm luxury French expedition cruise line PONANT as the naming rights sponsor of the PONANT Sydney Noumea Yacht Race 2018. With their history stemming from sailing and a clear alignment with our values, we believe this will be a very positive relationship and look forward to working with PONANT for a successful partnership.

In closing, it is important to acknowledge the internationally renowned Graeme 'Frizzle' Freeman who sadly passed away in July this year. Graeme was a CYCA member since 1971, and an immensely respected ocean racer who participated in many iconic races across the globe. He is fondly remembered and missed.

JOHN MARKOS
Commodore CYCA



Our planning is well afoot for the 75th Rolex Sydney Hobart Yacht Race in 2019. We aim to deliver a vast scope of activities in the build-up, connecting Sydney and Hobart.





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Normally at this time of year there's a welcome surfeit of sailing related activity, with one of the most important offshore races of the year, the Land Rover Sydney Gold Coast Race, and the Sydney International Boat Show occurring on the same weekend.

Not so this time. 58 yachts will head north on Saturday 29 July for the CYCA's annual winter feeder race to warmer climes. At the front of the fleet Wild Oats XI will face a very real challenger in the form of the newly overhauled Black Jack 100, Peter Harburg's step-up into the supermaxi ranks. As you'll read in our Skipper feature on this unassuming passionate sailor, his racing principle is completely team centred, an approach we can all learn from.

I, like many others am again looking forward to the intoxicating surge of water past the hull and the crisp nights under the stars as we try and wring every last fraction of a knot out of our boat, Triton. I'm also anticipating another close battle with our constant foes, but also friends, the TP 52s. One of the new slightly bigger rigged version of the TPs, a Pac52 won the coveted overall trophy in this year's record run across a chunk of the Pacific, in the Transpac race from Los Angeles to Hawaii. This is also a Fastnet year, so the dream of competing in all three great offshore challenges in one year will have to wait till 2019.

By then there the syndicates for the 36th America's Cup will be trialling whatever the Kiwis decide will be the next AC boat. Let's do better than hope there's an Australian challenger; instead throw all our support behind any bid. Team New Zealand's singular purpose is something we can aspire to in this area. Our special AC report distills the action from Bermuda, and looks forward to Auckland.

The CYCA intends to live stream the start of the Gold Coast race via drone to Facebook. Streamed starts elsewhere have proved extremely popular. Drone technology is improving all the time, and we



examine how long it could be before a drone comes to your rescue in a life-threatening situation.

We also hear about the exquisite natural wonders in Raja Ampat's hidden bays, and test a few highly desirable yachts, including Dufour's magnificent 56 Exclusive and Dehler's svelte 34, to speed you to this tropical jewel.

Both yachts, and the latest from the big yards, along with an array of gadgets will be on display at the Sydney International Boat Show from the 3-8th August. We helpfully round-up what's new at the 50th Anniversary event in Darling Harbour.

Finally, we pay respects to Graeme 'Frizzle' Freeman, another of the roll-call of great seaman linked to the Sydney Hobart. Fair winds Frizzle.

See you on water.

SCOTT ALLE
Editor

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A Passion for Sailing



Winners' circle

The CYCA's Land Rover Winter Series came down to the wire, with a number of divisional results decided in the last race, and one even hinging on the final beat to the line.

The appeal of racing on Sydney Harbour on what were generally sparkling winter days attracted very solid fleets – usually over the hundred mark. As it was a mainly light series, the boats that were consistent in the fickle breezes over the ten race series came home with the spoils in the eleven divisions.

Taking the top prize in Division A1 was Tony Kirby's Ker 46 *Patrice*, who saw off the challenge of Sebastian Bohm's Rogers 46 *Smuggler*, formerly known as *The Goat*. The pair were closely matched across the series with the result only confirmed after Race 10.

It was even tighter in Division C. A last-ditch win in the series finale saw Kevin Whelan on the Beneteau 45 *Reve* take the honours by just a point over *Quetzalcoatl*. The result decided in the final few tacks to the line.

It was a similar story in Division E where Beth Abbott's *Rapid Transit* secured a one-point overall series victory over Karl Matiszik's *Ménage à Trois*. Meanwhile, in the One Design Sydney 38 Division, *Utopia* took out the top spot in both scratch and PHS handicap results.



An integral part of the Land Rover Winter Series is, of course, the three Ladies Days that occupy the start, middle and end of the event. *Elena Nova* took the series in Division One, while *Mako* savaged the

competition in Division Two.

One of the most interesting stories of the series saw the return of Kara Walter on John Hewitt's *Sea Ya* in Ladies Day Race 2. Around the same time five years ago, Walter

TACTICAL RESPONSE

Consistently savvy calls on wind lanes, combined with great crew work set-up a Division A1 victory for Tony Kirby's *Patrice*.

was due to race in a CYCA Ladies Day race but fell two stories from her own roof on to concrete paving, breaking her back in multiple places.

Over a period of a year, she lay in a hospital bed, unable to walk, and endured five, eight-hour operations. Remarkably, she walked out of hospital after 12 months, and in the 2017 Land Rover Winter Series, returned to racing at the helm for the CYCA.

Walter commented, "It was wonderful to be given the opportunity to helm the boat in a race, after everything I've been through. I feel like the luckiest person in the world.

"I wear a back brace and take painkillers – and I always will. Sailing as I did on the weekend is a big ask on my body, but if I allow myself to slow down, I worry that will be the end."

Walters says her injury put a lot of things into perspective for her and, after recovering, she felt the need to give back.

"I did charity work in the Pacific, which among other things, saw me encouraging remote villagers to return to their seafaring and sailing roots. Helping people is a passion of mine, and to combine that with my love for sailing was just fantastic."

It's an appreciation of sailing's fundamental pleasures that we should all return to from time to time. cyca.com.au

Land Rover Winter Series overall divisional winners

Division A1: *Patrice* (T Kirby)
Division A2: *Occasional Coarse Language* (W Sherman)
Division B: *Wax Lyrical* (L Goodridge)
Division C: *Reve* (K Whelan)
Division D: *Irukandji* (P Stubbs and S Nash)
Division E: *Rapid Transit* (A Wyllie and B Abbot)
Division F: *Superfine* (G Waldthausen)
Division G: *Fiction* (M Blaxell)
Division J1: *Inkonkoni* (A Lane)
Division J2: *Lorelei* (M Farr)
Sydney 38 Division Scratch: *Utopia* (J Messenger)
Sydney 38 Division PHS: *Utopia* (J Messenger)



Exclusive access

The world leader in luxury expeditions PONANT has been confirmed as the title sponsor of the Cruising Yacht Club of Australia's PONANT Sydney Noumea Yacht Race (PSNYR) 2018.

To date, over a dozen entries have been confirmed for the race, with owners and charterers of eligible monohull yachts measuring between 9 and 30.48 metres invited to enter.

Embodying the pioneering spirit of PONANT, the 1064-nautical-mile, Category-1 race will start on Sydney Harbour on Saturday 2 June 2018, and will be organised and conducted by the CYCA, with the cooperation of the Cercle Nautique Calédonien.

Speaking on the confirmation of the sponsorship, Vice President Asia Pacific for PONANT Monique Ponfoort said, "We are thrilled to be in this new partnership with the Cruising Yacht Club of Australia (CYCA).

"It's a natural fit for us as the PSNYR embodies key aspects of our brand – the French link between PONANT and the destination, Noumea; a link to our origins, still embodied in our three-masted yacht *Le Ponant*; our current cruise offerings; and the sense of adventure that drives us.

"We anticipate that this will be the start of a long relationship."

As part of the sponsorship, PONANT will hold a series of events at the CYCA, highlighting their extensive global itineraries rich in encounters and discovery.

CYCA CEO Karen Grega added, "We are delighted to welcome PONANT to the club as naming rights sponsor for the PONANT Sydney Noumea

Yacht Race 2018, which returns following a 20-year sojourn.

"With a history that stems from sailing, and values steeped in authenticity, the CYCA and its members have a clear alignment with the PONANT brand. We look forward to working together and a successful partnership."

The only French-owned cruise line and the world leader in luxury expeditions, PONANT was created in 1988 by Jean Emmanuel Sauvée and a dozen officers of the French merchant navy. Today, PONANT is leading the way with a new style of luxury cruising that combines exceptional itineraries and luxury hotel services aboard sumptuous smaller-scale ships. au.ponant.com

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The biggest contingent of Aussies in the Volvo Ocean Race (VOR) is likely to be aboard Sun Hung Kai's *Scallywag*, skippered by well-known Australian, David Witt.

'Witty', as he is affectionately known, says he is proud to lead the first Hong Kong charge for Sun Hung Kai (a property company quartered in Hong Kong), and Seng Huang Lee and family, especially since the territory will host its first VOR stopover in 2018.

Crew will predominantly be from the supermaxi *Scallywag* (ex-*Ragamuffin*), along with 1990s Volvo legends and a couple of America's Cup guys. Other Australians are David Mann, Alex Gough, Luke Parkinson and bowman Ben Piggott, the youngest confirmed competitor in this edition of the Volvo Ocean Race.

Driving ambition

This edition of the Volvo Ocean Race has snuck up on us, writes *Di Pearson*. With the first qualifying full-fleet races in the UK at the start of August, Aussies are predicted to be on every boat.

Ranging in age from 21 to 47, Witt says he "selected them mainly for their ability to drive the boat fast."

Moreover the Sydney yachtsman, who has been living in Hong Kong for a while, admits that he is propelled by passion, ambition, and an obsession to have his own team in the race.

Because of the heavy, long downwind and off-the-wind nature of the race, it is perfectly suited to Witt's talents. And he agrees: "The

race course is perfect, both for me and the team."

Given free rein to run the whole project and let loose on the downwind course Witt, who sailed part of the 1997-98 race on *Innovation Kvaerner*, says: "It is a privilege to represent Seng Huang Lee, his family and their companies, and to have their 100 per cent trust and support. It is something that is not just rare in sailing, but in life. It is something that I will always cherish and preserve."

Admittedly lagging in terms of time aboard the Volvo Ocean 65, Witt and crew were training in Lisbon ahead of competing in August's Rolex Fastnet Race. But in their favour, Witt says the *Scallywag/Ragamuffin* component of the crew have raced together for ten years, mainly on supermaxis, winning and breaking records in recent years.

And yes, he says. "We will still be lining up for the Rolex Sydney Hobart this year. Seng Huang Lee has done a lot of modifications to the 100-footer, and his passion for the Rolex Sydney Hobart is becoming an obsession like mine."

HARD SCHOOL

This VOR, you'll find trimmer/helmsman Phil Harmer on a blended male/female Vestas 11th Hour Racing crew. A veteran of four Volvo Ocean



RIDE STABILITY
Witty and the crew of Sun Hung Hai - Scallywag working-up the numbers in their 'as new' VOR 65 off Lisbon.

RICARDO PINTO

Races (in 2005–08 with Brunel; 2008–09 on *Green Dragon*; on overall winner *Groupama* in 2011–12; and *Abu Dhabi Ocean Racing* in 2014–15). Harmer is working on a hat-trick.

The 38-year-old from Sydney will be a linchpin on the Vestas crew. His offshore experience – including a number of Rolex Sydney Hobart Yacht Races, the last two on *Comanche* and *Beau Geste* – gives him serious sailing cred.

Lesser known Tom Johnson started sailing in Mandurah, Western Australia, and his big moments have been on an overseas stage. (Johnson sailed *Moths* and *49ers* before racing on Team Vestas Wind in the 2014–15 VOR, but their race was cut short after the boat was grounded near Mauritius on Leg 2.)

At 26, Johnson was one of the youngest members of



ORACLE Team USA in the recent America's Cup, filling the role of wing trimmer. He says he most enjoys the development and technology side of sailing, so should be a double asset to his new USA/Denmark team, whose aim is to make an impact on and off the water.

On the Dutch Team AkzoNobel, 37-year-old Queensland steerer/trimmer Luke Molloy is gearing up for

his second VOR. Based in the UK, his first was in 2005–06 aboard speed record-breaking *ABN AMRO II*, which led to his being invited to join the Swedish 32nd America's Cup challenger, *Victory Challenge* in 2007.

Bryce Ruthenberg, a Sydney offshore sailor, is a reserve and shore crew of the new Dutch challenge, skippered by Simeon Tienpont. Working shore-side on Oracle Team USA's victories at the 2010 and 2013 America's Cup makes him a natural for the job.

Jack Bouttell from Taree in NSW is on the Dongfeng Race Team. He was in their shore crew for the last edition, and skipper Charles Caudrelier invited him to sail Leg 3. It gave the 26-year-old the leg-up for this race, assisted by the three Solitaire du Figaro campaigns under his belt.

As Director of Boats and Maintenance, former VOR

sailor Nick Bice is the highest-profile Australian. A boat builder by trade, he first came to prominence as crew on Syd Fischer's *Young Australia* in the 2000 America's Cup challenge before moving into ocean racing, including the Rolex Sydney Hobart Yacht Race.

South Australian Bice has been involved with the VOR since 2001, first as boat builder for Amer Sports, then as watch captain on *ABN AMRO II* in 2005–06. He subsequently raced on *Delta Lloyd* in 2008–09 before moving back to shore-based roles for the next editions.

Not all crews have been announced, meaning more Australians are sure to be at the line-up in Alicante on 22 October. But one thing's for sure – there'll be no shortage of the green and gold in this year's VOR. volvooceance.com



Winning formula

The Cruising Yacht Club of Australia's Youth Sailing Academy has won Darwin's inaugural match-racing event, the Australian Maid Youth Match Racing Championship in decisive style, dominating the finals 3-0 over the Royal Prince Alfred Yacht Club.

NORTHERN CAMPAIGN

The CYCA's Youth Sailing Academy Team of Tom Grimes, Dante Oliverieri, Cam Grimes and Eric Sparkes came away with the spoils after a closely fought regatta in Darwin.

After acquiring four Elliott 7-metre keelboats, Darwin Sailing Club set an ambitious 2017 calendar by hosting their first match-racing regatta ever within two months of commissioning their new fleet. Teams from the Royal Sydney Yacht Squadron (RSYS), Royal Prince Alfred Yacht Club

(RPAYC) and the Cruising Yacht Club of Australia (CYCA) made the journey north for the inaugural event, and were joined by two local teams from Darwin Sailing Club.

The CYCA Youth Sailing Academy entered one team into the competition with Tom Grimes as helm, and Dante Oliverieri, Cam Gundy and Eric

Sparkes joining as crew. Over the four-day event, the CYCA won the qualifying triple round-robin stage by three points, and chose to race Mitch Evans (RSYS).

However, Race 1 of the semi-finals didn't go to plan, with the CYCA not only losing their opening race, but also docked a point after a collision on the final run to the finish.

In the first-to-two points semi-finals, the CYCA team dug deep to win the next three races, turning their -1-1 scorecard to a 2-1, and advancing to the finals. The RPAYC team led by James Farquharson won their semi-finals 2-0 over local team helmed by John Lynch.

The CYCA were untouchable in the finals, leading around every mark to win the first Australian Maid Youth Match Racing Championship 3-0.

The youth team praised the race management and DSC committee for their fantastic efforts on their opening event, and presented a CYCA Burgee to the DSC Commodore as the first CYCA Youth Sailing Academy team to compete in Darwin. cyca.com.au

Belmadar Onboard

Construction company Belmadar has been welcomed as a new sponsor of the Cruising Yacht Club of Australia (CYCA) Youth Sailing Academy.

The highly regarded builder is currently undertaking Phase 1 of the Cruising Yacht Club of Australia's redevelopment, and the agreement sees Belmadar sign on as a major sponsor of the Youth Sailing Academy Program.

Speaking at the start of the three-year sponsorship, Alfredo Marrocco from Belmadar said, "As a construction company, we know a thing or two about the importance of good foundations! From what we've learned of the Youth Sailing

Academy, we are delighted to be involved in an opportunity to grow the sport of sailing through young competitors.

"Our building work is always about creating something for the future, and that's where we see a clear alignment. We look forward to following the progress of the CYCA's youth talent."

CYCA Commodore John Markos commented, "Belmadar are already playing an important role in the redevelopment of our club and it is great to see their support extending to the Youth Sailing Academy. True success in sailing comes from teamwork, and with Belmadar onboard, we have a partner who has a vested interest in our future progress."



YOUTH SUPPORT Belmadar Managing Director Alfredo Marrocco and CYCA Commodore John Markos ink the sponsorship deal.



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High Acclaim

Strong camaraderie and the celebration of sailing achievements were at the core of many of our social events over the past few months. As the club's signature winter competition the Land Rover Winter Series Prize Giving was a fantastic night, recognising the top performers of the season. Similarly, the 20 plus year Member's Dinner was a celebration of many seasons of top-performing on behalf of the club and recognition of the support the longer term members have given the CYCA.



1. Rear Commodore Noel Cornish addresses the audience at the 2017 Land Rover Winter Series Prizegiving. 2. The crew of Patrice, including skipper and owner Tony Kirby, following their prize presentation as winners of A1. 3. Left, Gordon Ingate right, Peter Hemery from the 20 plus year Member's Dinner. 4. Commodore Markos as the 20 plus year Member's Dinner. 5. Wendy Tuck at the helm of UBS Wild Thing during Land Rover Winter Series Ladies Day. 6. Commodore Markos presents Phillip Mills with his 50-year Member's Badge at the 2017 AGM

Storm strategy

As part of its ongoing theory evenings, the CYCA's Cruising Committee hosted the fourth Heavy Weather Sailing seminar on Tuesday 8 May. Some of Australia's most experienced offshore sailors, including Sean Langman, Wendy Tuck and Ed Psaltis shared their hard-won experience on how to prepare for the worst.

Psaltis, who skippered *Midnight Rambler* to an epic win in the storm-swept 1998 Rolex Sydney Hobart Yacht Race, began by saying: "I'm not the guru of heavy weather sailing; nobody is. Hughie, the god of wind, is in control and you are at all times subservient to him. Keep that in mind, and you stand a better chance of survival. The following may also assist."

PRIOR PREPARATION

The message is clear – the more time you spend in making sure the boat, gear, and crew are ready for any bad weather – the better chance you have of coming through it.

1. Preparation is key

Before you leave the dock on a trip that may involve heavy weather, check everything; replace what's needed.

Get the crew out training, especially in reefing the main, going right down to storm sail/trysail, then back up again.

Live by the 180-degree test. I've been upside down in Bass Strait waiting for the light displacement boat I was steering to right itself again. You'd be amazed at the carnage below. Check every item, especially batteries, and assume the boat is upside down. Consider what could become a missile inside.

2. As the storm approaches

Take all kite sheets/braces/tack lines off the deck and stow below.

Give your best heavy-weather steerers rest; you will need them later.

Get as many winch handles as possible stowed below.

Change from an aggressive racing watch system to that of a survival storm watch early. More crew below, fewer on deck.

3. When the action starts!

Roll the main and lash to the boom. Even better, get it down below totally when going to trysail. Don't roughly flake it on the boom – the extra area presented to the big waves just makes knocking you over easier.

In survival, say above 50 knots, sail at 60 degrees to the wind and waves. Keep the boat moving with "speed, acceleration and manoeuvrability" (SAM).

Sixty degrees? It gives you the best chance of getting up and over the really big waves.

Ease the gear off a bit. Don't strap it on bar tight. The boat is hurting. Give her a break and she will look after you as well.

Keep drinking water. Dehydration is a real risk.

Steerer, use a short, one-metre tether and have it fully extended to a strong point just forward of the helm. This will lock you in as the big green ones come over. No matter how strong you think you are, they will break your hold. The tether will keep you in place.

Down below, don't crash out on the bilge floors even if you are totally gone. Humans can and have become missiles below as you violently negotiate waves. Jump in the bunks, with padding!



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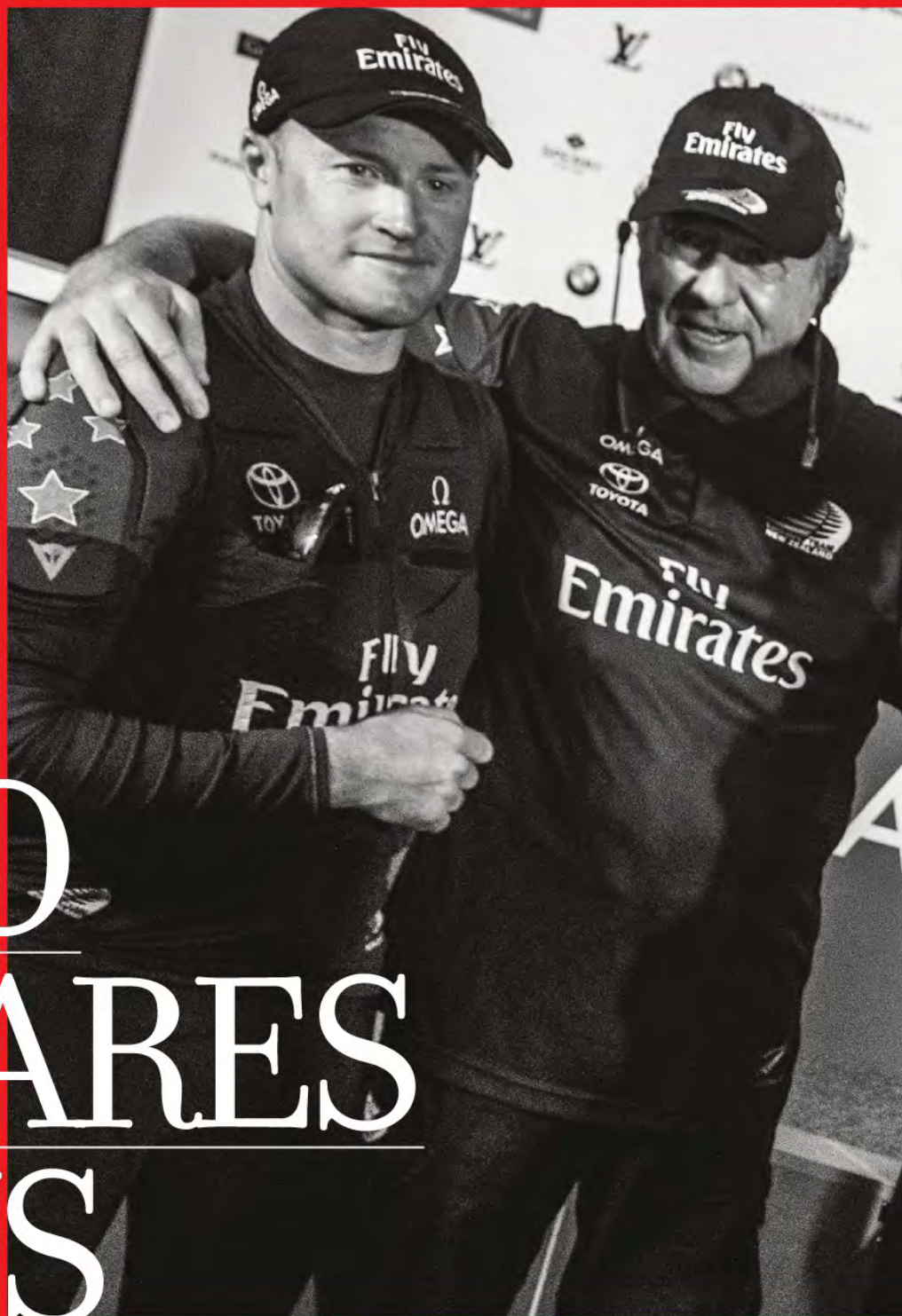
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WHO DARES WINS

As Jack Griffin reports the 35th America's Cup was a wonderful showcase for the sport of sailing and produced some incredible moments. Now, thanks to their thumping victory, Team New Zealand gets to decide the boat, the format and the other crucial details affecting the next edition of the Cup.



VICTORY DANCE

Emirates Team New Zealand's brains trust. From left: Glenn Ashby, skipper, Matteo de Nora, financial backer, Peter Burling, helmsman, Grant Dalton, CEO.

Team New Zealand have indicated they will strengthen the nationality rules for the 36th America's Cup, confirming the protocol will contain a "constructed in country" rule as well as a nationality requirement for the competing crews.

But potential challengers will have to wait a couple more months to learn the full details of the next event, with Team New Zealand and challenger of record Luna Rossa announcing the protocol for the event will be revealed in September.

The central issue for debate and discussion remains what class of yacht will be used at the event. There are a lot of rumours flying around that the Italians are keen on monohulls. But many commentators argue, (and there is a general feeling), going back now would be a mistake and counterproductive to throw away the past three years of research and development.



GILLES MARTIN-PAGET



RICARDO PINTO



RICARDO PINTO

Top: FLUID DYNAMICS Despite having spent the most time on Bermuda's Great Sound Oracle Team USA sometimes looked as though they chose the wrong foils.

Middle: DAMAGE REPORT In a remarkable engineering effort, the Kiwis shore crew had to virtually rebuild the wing sail from scratch after it was left a mangled wreck of carbon fibre.

Above: TRACK WORK With many parallels to F1, the margins for error were similar.



It was a shame in some respects that the final was so one-sided, (8-1), because it was slightly anticlimactic and did not do the format justice. But we saw in the qualifiers how exciting the racing could be.

The Kiwis' unique talent for thinking outside the box paid off handsomely. The cyclors were the most obvious of their innovations, providing more efficient power generation and enabling sophisticated control systems for the wing, daggerboards and rudders. Their light air boards helped them get up into foiling mode quickly, and also performed well further up the wind range. The combination of foil shape, control systems and crew work allowed them to whip the boat through tacks and stay on the foils all the way round the race course.

Knowing that other teams wouldn't have time to re-engineer all their systems to take advantage of the extra power, the Kiwis kept their bicycle grinding under wraps until they launched their race boat. It was a textbook example of how to mount a successful America's Cup campaign, and harked back to



In true style, the Bermuda America's Cup delivered a valuable mix of new and old traditions – traditions that can be leveraged in the future.

the clean sweeps of 1995 and 2000.

The tradition of first-time teams needing to gain experience also held true. Groupama Team France, Land Rover BAR, and SoftBank Team Japan, were the first teams eliminated, while Artemis Racing showed tremendous progress since their first campaign in 2013. Iain Percy's men were the only team to beat Oracle in the round-robin qualifiers, and were robbed of a win against the Kiwis when a rare umpire error penalised them incorrectly. After dispatching SoftBank Team Japan in the semi-finals, Artemis scored two wins against the Kiwis in the Challenger Playoff Finals.

The high-speed foiling catamarans delivered surprisingly good match racing. We saw a variety of pre-start moves, including a dial-up, hooks, and timed runs for high-speed starts. On the race course, the leader was often able to cover their opponent. In the 19 races of the 2013 match, there was only one lead change after the windward gate. This year we still saw dial-downs and close tactical moves late in the race.

In the Challenger Finals, Artemis threatened to chase down the Kiwis on the last leg to the finish line. We also had a spectacular Kiwi pitchpole at the start of a semi-final race against BAR (three of their cyclors literally went over the handlebars, but thankfully there were no serious injuries). Miraculously, the boat builders repaired the ugly looking damage to the fairings and wing, and the unseen damage to electronics and systems. Meanwhile the Kiwi boat builders were helped by high winds the day after the capsize, blowing off the racing and giving them an extra day to complete their work.

The boats are seductively fast, but top-end speed was not the ultimate objective. Lift-off speed and maneuverability were more important than trying to hit 50 knots. Teams seemed to have chosen a top target speed somewhere above 40 knots, and then sailed surprisingly deep angles on the downwind legs – up to 160° off the true wind.

Keeping with tradition, the weather played havoc with the schedule. Strong wind and rain delayed the first day of racing and

the opening ceremony with its skydivers and fireworks. Two windless days and one more high-wind day meant that almost a quarter of the scheduled race days were lost. Luckily the match could be sailed on schedule – crucial to the nationwide live broadcast in the US. Focusing the revenue model on linear television instead of building on a digital-first strategy seems mired in twentieth-century thinking, and ignores the vagaries of the weather.

As the prospect of a Kiwi win became apparent, the debates about nationality and returning to monohulls bubbled up once again. Anyone who came to Bermuda could see that these debates were unnecessary. With up to seven J Class yachts out racing with crews of 30 top sailors – and many of them former America's Cup winners – there was plenty of spectacular racing for fans of big monohulls, but this part of the event needs to be better integrated into the main events.

Captain Nat Herreshoff, who designed and built a series of undefeated America's Cup defenders between 1893 and 1920,



Top: FLAT PACK
Sir Ben Ainslie's aggressive streak, employed with some success in Finns and Lasers, didn't quite pay off in the ACC cats which proved a bit twitchy at times.



SANDER VAN DER BORCH



RICARDO PINTO

Middle: TOUR DE BERMUDA Kiwi cycling Olympic bronze medallist Simon van Velthooven and his fellow cyclists pedalled their way into sailing history.
Above: KIWIMAGIC REBOOTED Team New Zealand kept their focus and must have been buoyed by the confidence of knowing they had the fastest boat on the water.

must be smiling as he reflects on the 2017 America's Cup. He loved speed, and it's well known that his favourite designs were his catamarans.

In 1876 his first catamaran Amaryllis finished first in the US Centennial Regatta, but was promptly disqualified for not being a traditional yacht. He went on to become the most important player in America's Cup history, with his giant monohulls winning six America's Cup matches in a row. Not only did he design and build these yachts for the tycoons of the day, he helmed his first winner, *Vigilant*, in 1893. And indeed, the twenty-first century America's Cup builds on the traditions Herreshoff began in the nineteenth century.

One new tradition, however, has become an instant success: the Red Bull Youth America's Cup. Four of the winning youth crew from 2013 moved up to the Kiwi pro team, including helmsman Peter Burling, while five other sailors from the 2013 youth teams found places with Oracle, Team Japan, and Artemis Racing. (The youth teams have a 100 per cent nationality rule). As the J Class provided monohull majesty, the Endeavour youth sailing program attracted new, young sailors, and let them show off their skills for the crowds at the America's Cup Village.

In true style, the Bermuda America's Cup delivered a valuable mix of new and old traditions – traditions that can be leveraged in the future. ⚓
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The ultimate reward

The 35th America's Cup was billed as the F1 on water, and despite the purists' lament, it delivered a hugely entertaining event – a celebration of youth and athleticism.

In fact, it cemented the cup's reputation for being at the forefront of innovation in sailing, and the fact that it was won by superior technology in no way distracts from the achievement of Emirates Team New Zealand's sailors.

Jimmy Spithill and Oracle Team USA tried valiantly, but they were outgunned and outmanoeuvred by Glenn Ashby, Peter Burling and the Kiwis.



Right:
DREAM STATE
The celebrations erupt onboard Emirates Team New Zealand after their emphatic dismantling of Oracle Team USA 7-1, erasing the heartache and humiliation of San Francisco four years ago.





Above:
TEAMWORK AND TIMING
Crew members haul in the huge spinnaker aboard Svea, the newest J-Class yacht, and one of the biggest J fleet ever assembled, thrilling crowds with their elegance and power.



@ ACEA 2017 / RICARDO PINTO

Left:
WIRE ACT
The superstars of the future battled it out in the Red Bull Youth America's Cup, which was eventually won by Great Britain's Land Rover BAR Academy – and spoiled the comeback of defending champions, New Zealand.

Below: **THRESHOLD MOMENT**

The pitch pole that so nearly ended Emirates Team New Zealand's campaign in the challenger semi-finals. Damage was later revealed to be much more extensive than merely 'superficial'.



@ ACEA 2017 / GILLES MARTIN-RAGET



@ ACEA 2017 / SANDER VAN DER BORCH

Above: **SPEED KINGS**

Superior hydraulics allowed Peter Burling to concentrate on driving the boat, as Glenn Ashby and Blair Tuke trimmed the foils and wing, which paid-off spectacularly for Emirates Team New Zealand.



@ ACEA 2017 / GILLES MARTIN-RAGET

Right:
MIGHT AND PACE
Racing the Js is not for the faint-hearted. The loads are phenomenal, and the deafening hiss of water coming off the ultra-fine bow just complicates communication aboard these giants.

Below:
FLIGHT MECHANICS
Each team had to make critical calls on which set of foils to go with in winds that ranged from six to 26 knots – with resulting speeds of up to 48 knots.



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Love & War heading
north in the 2016
Land Rover Sydney Gold
Coast Yacht Race



Towards a new horizon

Noakes Group remains committed to providing the best possible services to owners of recreational yachts and powered vessels.

We have long been a waterfront leader in the implementation of systems and processes to improve all aspects of our operations.

Noakes Group was the first yard in Sydney to introduce environmental systems, not only to be compliant but to protect our staff, customers, neighbours and of course our precious waterways. Advancements in the key areas of managing water and air quality as well as reductions in noise levels, are ongoing.

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Above:
CRYSTAL PRISM
The azure waters of Bermuda's Great Sound proved a perfect canvas for the Cup spectacle.

© ACEA 2017 / RICARDO PINTO



Left:
ARMED TRUCE
Jimmy Spithill atoned for some his earlier put-downs by leading the defeated Oracle Team USA to the Kiwi compound to congratulate them in person – a gracious gesture.



Below: **DOMINANT DISPLAY**

Perhaps it was the pressure, but the majority of Spithill's starts were poor. Ashby and Burling employed classic match-racing covering tactics to great effect.



© ACEA 2017 / GILLES MARTIN-RAGET



© ACEA 2017 / RICARDO PINTO

Above: **POWER TRAIN**

While the other teams debated about using cycling grinders, the Kiwis went ahead and did it – and it's estimated that the cyclors pumped 30 per cent more hydraulic pressure into the boat's systems.



Record run

Thanks to perfect Pacific conditions, records tumbled in the one of world's great offshore racing events, the 2017 Transpac Race from Los Angeles to Hawaii.

HIGH GEAR
Comanche smokes towards the finish line off Diamond Head.

Each of the four fleet frontrunners crossed the finish line well ahead of record pace, with *Comanche* the first monohull into the Molakai Channel and across the line off Diamond Head in an elapsed time of 5 days 1 hour 55 min 26 sec. This new record is half a day faster than the previous mark for the 2,225-nautical-mile course set in 2009 by Neville Crichton's R/P 90 *Alfa Romeo II*.

Skipper Ken Read had high praise for the team saying, "This was the perfect boat with the perfect crew. We did a lot of work to mode this boat to the lowest safety limits of stability and to minimise the weight wherever possible."

This included crew (there were only 15 on board – "one for every handle on the grinders") and sails, which is ironic given that Read is President of North Sails. For this trip, the inventory was reduced to a main, masthead code zero, three jibs, two staysails and, amazingly, only one A3 spinnaker.

For an offshore greyhound of this size, this is several crew and sails less than normal. But according to Read, "This was another proof of concept for this boat. We can adapt it to be competitive in any race around the world. We are all just stunned at what this boat can do."

For navigator Stan Honey, this was his seventh first-to-finish achievement in Transpac, and the

fourth time he has helped win the Elapsed Time Record Trophy as navigator. The hands on the clock on this trophy will now be set to the new record time.

Comanche also set a new record for the 24-hour run (0800 rollcall to rollcall) of 484.1 nautical miles – a very respectable 20.2-knot average. The previous record of 453 nautical miles was set by *Wild Oats XI* in 2015.



QUICKER THAN THE EYE

PAC 52, *Invisible Hand* was the Overall and Division 1 winner.

The Pacific 52 *Invisible Hand* was the Overall and Division 1 winner. Launched this year, *Invisible Hand* is the latest-generation Pac 52 whose design heritage started here with this race. But unlike the current-generation TP 52 class yachts competing in the 52 SuperSeries events in Europe, the Pac 52 has higher freeboards for livability below decks and less water on deck, and are built to meet Category 1 offshore safety regulations.

On board with Sloopman was one of the Pac 52 Class originators Gavin Brady, who came up from his native New Zealand to compete in this year's race.

"This is a great race, and the boat was great too," says Brady. "This new generation of Pac 52's are getting back to the original offshore/inshore design concept. We were fast, but I told the guys we had another 10 miles a day we could squeeze out of the performance if we were more aggressive on gybing on shifts." 2017.transpacyc.com

A lesson in persistence and dedication

The Giraglia Rolex Cup brings together the latest thinking in yacht design and the essence of a bygone era, but fickle weather conditions meant that simply finishing the race was an achievement.

owing to her speed and unique stern design, *Jalina*, winner of the first two cups in the mid 1950s, was nicknamed the 'magnificent racing animal'. She, and nearly 250 other boats, took part in the three distinct sailing segments of the Giraglia Rolex Cup 2017.

Two yachts claimed honours in the week's main event – the 241-nautical-mile offshore race from Saint-Tropez in France to Genoa in Italy. Overall victory of the 65th Giraglia Rolex Cup went to *Freccia Rossa*, a predominantly Russian-crewed TP52 owned by Vadim Yakimenko. While *Momo*, Dieter Schön's Maxi 72 from Germany, won the race's line honours crown as fastest finisher.



The light conditions and changing weather patterns that defined the offshore race were a test of resources. For the body of the fleet, the race was a slow, stop-and-go affair that meant more hours at sea, constant sail changes, and a need for crews to find the

marginal, incremental gains to propel themselves forward. Finishing the race became an achievement in itself, a lesson in persistence and dedication, and for some, over 60 hours at sea.

In the absence of a 100-foot maxi on the start line in Saint-Tropez, the quest to

win line honours was between three competing Maxi 72s. As the fastest performer during the popular three-day inshore series in Saint-Tropez, Alex Schärer's *Caol Ila R* was the form yacht. Sir Peter Ogden's *Jethou*, a perennial race competitor, had amassed significant Giraglia mileage, and Dieter Schön's *Momo* arrived having focused her preparations and set-up specifically for the offshore race.

Momo crossed the finish line on Thursday at 21:39.04 in an elapsed time of 32 hours, 52 minutes and four seconds, a mere eight minutes ahead of *Caol Ila R*. Crew member Chris McAsey explained, "It was only really won when we crossed the line. Luck went our way."

In the spirit of sportsmanship that has always defined the cup, Schön was magnanimous in victory. "It was a long race; very interesting. The winds were very light. We had a great fight with *Caol Ila R*. You need to be lucky at the end to cross the finish line first."

Nevertheless, it was veritable achievement. yachtclubitaliano.it

ROCKING OUT

The Mediterranean's leading yachting event, the Giraglia Cup, attracts a diverse and impressive fleet.





Surfeit of success

Plenty, owned by Alex Roepers now have three successive Farr 40 World Championships to their credit.



UNFORGETTABLE
Conditions and competition aligned to make the final day of racing one to remember.

The champion US boat *Plenty* showed her class to dominate proceedings at the 20th edition of the Rolex Farr 40 Championships, held from 13 to 16 July in Porto Cervo, Italy.

Vice-Champion for 2017 was Alberto Rossi's *Enfant Terrible* with tactician Vasco Vascotto, whose excellent performance let her finish the event just three points behind *Plenty*. *Flash Gordon* (Jahn/Reeser) was also very close, so it was a fight to the finish for the title.

Corinthian World Champion was Bresciani's *Pazza Idea* with Matteo Ivaldi as tactician and Claudia Rossi at the helm. At 24-years old, Rossi is the youngest person to win in the Farr 40 Class.

The final day of racing at the Rolex Farr 40 Worlds 2017 was unforgettable: north-easterly breezes between 16 and 20 knots filled the fleet's white spinnakers against a backdrop of blue skies and the island of Caprera. Excellent conditions and excellent sailing.

Plenty saw its comfortable lead eroded by *Enfant Terrible* and *Flash Gordon* on the final day's first three races. It was down to the fourth and last race at this World Championship – would *Plenty* be able to come back from her middling day's results to beat *Enfant Terrible* that had placed 1–2–1 so far? *Plenty*'s team did what they had to do and defended their title.

It was right down to the wire in the Corinthian fleet too. At the start of the

day, *Zen* was leading *MP30+10* and *Pazza Idea* by just one point. But *Pazza Idea*, helmed by Claudia Rossi, daughter of *Enfant Terrible*'s owner Alberto Rossi, did three excellent races and edged out *Zen* in the fourth and final race.

After nine hard-fought races, the 20th Rolex Farr 40 World Championship concluded with a prize ceremony on the terrace of the Yacht Club Costa Smeralda.

Commodore Riccardo Bonadeo noted, "Thanks to the Farr 40 Class for choosing us for the third time for their World Championship."

"Thanks also go to Geoff Staggs who will retire after this event and pass the management of the class on to his son, Brady."
yccs.it

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FEMININE WILES
Sheer enjoyment came to the fore during this year's regatta.

In June 2017, the only all-female keelboat regatta in Australia – the Australian Women's Keelboat Regatta (AWKR) – celebrated its 27th year on the waters of Royal Melbourne Yacht Squadron in St Kilda, Melbourne. Hundreds of sailors competed over the Queen's Birthday long weekend, with the CYCA well-represented at the top of the podium.

Leading the CYCA's involvement was member since 2014, Elyse Guevara-Rattray, in AMS Division One. Guevara-Rattray's crew on the Melges 32 *Envyus* led from the outset, and closed out the series by two points from the Colleen Darcey skippered Archambault 35 *Absolut* (Derwent Sailing Squadron).

Sharing responsibilities on the helm of the boat across the

Sailing synergy

Positive attitudes reap rewards at the 27th Australian Women's Keelboat Regatta.

series with Kat Wotherspoon, Guevara-Rattray said their victory came as a result of enjoying their sport. "We absolutely did not expect to win; we'd never even sailed the boat before. We came together three weeks before the regatta so for us, it was about enjoying ourselves out on the water.

"The result came as such a shock. Even at the end of the race our runners-up came and congratulated us, but we wouldn't accept it until the results came through hours later. When they

did, it finally sank in and we were so happy. Throughout the event we stayed true to our plans of having fun. To have won as well was a special feeling."

So just how did this group come together in unfamiliar waters and on a boat they had never sailed to take out the top spot? Guevara-Rattray says synergy is the key, lauding the strong and enthusiastic team for their impressive result.

"We are a bunch of people who are focused on learning and developing each other.

"When we arrived, we didn't even know how to sail the boat but we worked together, learned, talked about what we learned and we improved. We sailed as a group, and it's great to have been rewarded.

"Our thinking is that everyone has to get something out of their sailing every time they race. To make sure that happens, we rotate roles and coach each other. The minute we're not learning or having fun, we'll need to reevaluate our approach."

Next, the team will be heading across the Tasman for the New Zealand Women's Keelboat Regatta with the aim of refining their fleet racing, but they've already confirmed they will be back in Melbourne next year to defend their title.

All hail the *Envyus* crew. awkr.com.au



EXTREME EXCELLENCE Crowds could not have hoped for closer, tighter and more action-packed racing than Act 4 in Barcelona.



Just ten points separated Extreme Sailing Series heavyweights Oman Air, Red Bull Sailing Team, SAP Extreme Sailing Team and Alinghi going into the final double-points scoring race, leaving victory anything but certain. A fleet of eight GC32 catamarans contested the event.

However Phil Robertson's Omani-flagged team sealed fourth-round victory in style, sailing a flawless race to cross the line with a mammoth lead of more than two minutes over closest rivals SAP Extreme Sailing Team.

The crowds lining the shore could hear the cheers coming from Oman Air's GC32 as the team, last year's runners up, celebrated topping the podium for the first time this season following a trio of thirds in the previous Acts.

Three wins in six races saw Austria's Red Bull Sailing Team claim the second podium spot, finishing just six points behind Oman Air, while second in the final race was enough to secure third for the Danish crew of SAP Extreme Sailing Team.

Alinghi's hopes of the podium were quashed when they finished seventh in the final race, forcing the Swiss syndicate to settle for fourth place.

It is the first time the team, co-skippered by Arnaud Psarofaghis, has missed the podium this season following a win in Qingdao

Barcelona glory

It was a nail-biting finale to Act 4 in Barcelona as Oman Air scored their first Act win of 2017 and SAP Extreme Sailing Team rose to the top of the overall Extreme Sailing Series™ scoreboard.

and runners-up spots in Muscat and Madeira Islands.

Crucially, the results see SAP Extreme Sailing Team move to the top of the overall leaderboard at the halfway mark of the Extreme Sailing Series, tied on 43 points with Alinghi, while Oman Air in third reduced the gap to the leaders to just one point.

"We couldn't have finished in a better way," a grinning Oman Air skipper Robertson said. "It was a tough day out here in tricky conditions - pretty light, lumpy and shifty as well. The key again was the starts. When the pressure was on, we delivered."

Despite moving to the top of the overall standings, SAP Extreme Sailing Team helmsman Adam Minoprio said it was too soon in the season to start celebrating.

"It's been a tough week for SAP Extreme Sailing Team, and thankfully we did just enough to scrape the podium," he said.

"Yes we're at the top of the overall leaderboard, but we're only just at the halfway mark of the series - there's plenty of racing still to come."

NZ Extreme Sailing Team finished fifth ahead of Land Rover BAR Academy in sixth. Wildcard crews FNOB Impulse

and Team Extreme took seventh and eighth, with Australia's Mitch Booth skippering Team Extreme (ESP).

The regatta also marked the 25th anniversary of the Barcelona Olympics, where Booth competed in the Tornado class and won a bronze medal.

The multi-hull legend has dual nationality and has represented both Australia and the Netherlands in four Olympic campaigns, also taking silver in the 1996 Atlanta Olympics in Savannah.

Barcelona's debut in the Extreme Sailing Series proved an overriding success, with 22 thrilling races held on the azure waters off the city's Barceloneta beach in near-perfect conditions.

The battle for the Extreme Sailing Series top spot will recommence in Hamburg, Germany, from August 10 to 13, before the global Stadium Racing tour heads to Cardiff, UK, from August 25 to 28. extremesailingseries.com

Extreme Sailing Series™ 2017 overall standings

Position	Team	Points
1st	SAP Extreme Sailing Team (DEN)	43
2nd	Alinghi (SUI)	43
3rd	Oman Air (OMA)	42
4th	Red Bull Sailing Team (AUT)	37
5th	Land Rover BAR Academy (GBR)	32
6th	NZ Extreme Sailing Team (NZL)	31

In the absence of their leader Leslie Green, team *Ginger* consolidated and extended their MC38 Winter Series lead in another day of light winds on Sunday 16 July 2017 to clinch the third stage win by five points.

Marcus Blackmore's *Hooligan* switched gears and guest tactician Steve Jarvin made savvy calls in the two races in patchy WSW breeze to finish North Sails boat of the day and second overall, just a point in front of their Royal Prince Alfred Yacht Club (RPAYC) clubmates on John Bacon's *Dark Star*.

Back at the RPAYC after racing, *Ginger*'s helmsman Julian Plante said, "We had a good, calm bunch and had the confidence in what we were doing to come back yesterday, and today. Both races today we didn't get around the first mark in great shape, but we knew our turn would come and we stayed true to the plan.

"Light airs have been a bit of an Achilles heel and we've been working on it this winter. Today we found better speed and we had the confidence to play the percentages."

On Colin Beashel's vast knowledge of the Pittwater waterway and its nuances, particularly in winter, Plante added laconically, "He knows his way around out there. He's such a



Light touch

Ginger proved consistency and patience pays off in the third act of the MC 38 Winter Series.

calm guy but decisive, and makes the right moves. You forget what he's done sometimes, he's so calm," Plante added, referring to Beashel's credentialed sailing past including six Olympic Games, a bronze medal and he was one of the winning America's Cup crew on *Australia II* in 1983.

Just back from Marstrand in Sweden and the second round of the World Match Racing Tour is *Ginger*'s long-time bowman Matt Stenta, who is part of the

DownUnder Racing team. "Next year we are aiming for a tour card, and we've just bought two M32s. Fingers crossed that helps our training for next year's tour," said Stenta.

On sailing with the *Ginger* crew he added, "I'm just a massive sponge taking it all in from the greats."

A first and a second in the two races - the second shortened at the second top gate as the breeze went into transition before

GINGER NUTS

Even without owner and skipper, Leslie Green, his crew stayed true to the plan and won the third stage.

eventually swinging to the north much later in the day - were enough to move *Hooligan* into the runner-up position. Peter Johnson helmed in Blackmore's absence, and spoke highly of guest tactician Steve Jarvin.

On his first *Hooligan* outing Jarvin said, "We got off the start line well and the team did a really good job. The boat was fast and the sails went up and down nicely. Today you couldn't try to cover, you had to back yourself."

Ross Hennessey and *Ghost Rider* returned to MC38 class racing on Pittwater after an extended break and finished up fourth overall. "It's hard to get a consistent crew together," the skipper admitted. "We are trying to wind up, to get as good as the crews who have been together for a while."

The fleet will take a break in August, so many of the owners and crew can sail on other boats at Airlie Beach and Audi Hamilton Island Race Week, and return September 16-17 for the final Act 4 of the MC38 Winter Series.

So far *Maserati* has scored one stage win and *Ginger* two. [facebook.com/MC38Class](https://www.facebook.com/MC38Class)

Rising star

Italy's Marco Gardoni beat the world's best young sailors at the Optimist World Championships in Thailand.



After a day of waiting for wind on the water, Marco Gardoni was hoisted, in his boat, onto the shoulders of his coach and supporters as the Italian flag waved above him. Horns honked and a big crowd cheered the newly anointed 2017 Optimist World Champion.

His return to shore at Pattaya marked the end of an emotional final day of the Optimist World Championship 2017.

In the morning, there were mixed feelings on the faces of the 281 youth sailors from 62 countries. As they lined the beach, preparing to launch in listless conditions, they were hopeful of getting three more races on the scoreboard. For the select few at the top of the

fleet there was a sense of anticipation, sheer determination to hold onto or improve their result, and hope that the last day of racing would be a great one.

Malaysia's Muhammad Fauzi Bin Kaman Shah won silver in the individual series, a step up from his bronze last year. Costa Rica's Mic Sig Kos Mohr, who spent months training in Thailand, won bronze.

Alex Wigglesworth was the best placed Australian boy in the ultra-competitive yellow fleet, coming 26, with a ninth in one race, a very credible result given the skill levels displayed by competitors. Mina Ferguson was 22nd in the green fleet.

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Pictured here: Whisper quiet & ultra smooth, a Fleming 58 cruising in Chesapeake Bay.



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“Why is a little loft making all those big-name sailmakers so uneasy?”

Right:

WINNING EDGE

Maxi 72s sporting their cableless Code Zeros. A wider wind range with less weight – every tactican’s dream.



That was the title of an article in a 1983 issue of *Sail* magazine published barely a year after Doyle Sails was established in the small town of Marblehead, Massachusetts, by Robbie Doyle. Nearly 35 years on, *Bliss Neagle* writes, Doyle Sails are still shaking up the industry.

Avid sailor and applied physics graduate from Harvard University, Robbie Doyle’s love of wind, waves and water propelled him into the sailmaking realm where he would transform it into a science. By studying the shapes and loads on sails, and determining which was the most effective from an engineering approach, he created computer renderings of the process and started laser cutting sails, rather than hand cutting them.

Doyle pushed on to develop new sail technologies were exciting for the time – inventions such as ‘The StackPak’ (the first complete mainsail furling system), and the ‘Quicksilver’ (a roller reefing genoa that claimed to be the strongest sail construction on the market in the early 80s).

Arguably, Doyle’s scientific innovations set into motion a series of events that would make Doyle Sails one of the fastest growing sailmaking companies in the world. As a brand and organisation that prides

itself on the ability to provide the best in quality and technology, they also believe in the importance of a personal customer experience. Their tagline from the 80s, “Small enough to make a large commitment” still rings true, with one significant difference: the company is no longer small. And with over 80 sail lofts spread throughout the world, there’s no sign of slowing down.

SAILMAKING SCIENCE AT ITS BEST

By continually innovating, and leading research and development, one loft in particular has dared to take on similar philosophies to the company’s founder. As the inventors of the revolutionary Stratis membrane technology, Doyle Sails New Zealand have gone from underdog to unstoppable in their determination to push the boundaries.

Most recognised for their ongoing involvement in Vendée Globe’s Alex Thomson–Hugo Boss campaign, the Doyle Sails New Zealand team’s list of high-performing clientele is on the rise. One project in the works is providing the sails for

Jack and Bill Macartney for the SuperFoiler Grand Prix – a journey that has taken their team over three years to design and test what will become a new breed of extreme racers.

And let’s not forget Doyle Sails New Zealand’s latest breakthrough in sail technology – the Cableless Code Zero – which is all the rage for Maxi 72s like *Bella Mente*, *Momo* and *Proteus*. This innovative sail offers an uninterrupted lens of uni-directional fibres designed in the luff of the sail to take the load from the tack all the way to the head. This advancement means the tack can be eased up effortlessly, while getting more luff projection for deeper angles – increased range and lighter weight, for less cost.

The Cableless Code Zero is the perfect application for the racing and cruising markets as it alleviates the hassle of torsional cables.

FUTURE FORWARD

The leadership team of the New Zealand facility, headed by Mike Sanderson and supported by David Duff and Richard Bouzaid, have recently announced that they



Bottom left:

KNOWLEDGE BASE

Sailmaking royalty Robbie Doyle and Mike Sanderson.

Bottom right:

LOFTY AMBITIONS

The high-tech Stratis plant where the cad fibre laying machines travel 150,000 metres per week.



will take over from Robbie Doyle, as well as a controlling interest in the Doyle Salem (USA) loft and the Doyle Sails Europe (UK) loft.

Known as the movers and shakers in the industry, the new owners have seen a golden opportunity to drive the business to new heights. In a press release regarding the change in ownership Sanderson remarked, "Today's announcement marks the start of a new era. We are all very excited about the potential ahead of us," he said.

Mike Sanderson, now CEO of Doyle International, is a two-time Volvo Ocean Race winner, veteran of three America's Cup campaigns, and was ISAF Rolex World Sailor

of the Year in 2006. Having been involved in the technical side of sail programs and as part of the design and build teams, Sanderson has brought a wealth of knowledge to Doyle Sails.

With help from Doyle himself, the team plan to unleash the true potential of the brand going forward. Sanderson explained, "Our sport and marketplace is going through exciting and fast-paced changes. We are in a perfect position to build on the strong foundation of the Doyle brand, while moving forward in a new direction to meet the changing needs of our customers."

A direction that is fully supported by Doyle: "I have been working closely with Mike

Sanderson and the team at Doyle Sails New Zealand for some years now, and I am certain that we have the right team to grow and develop the Doyle brand.

"Design and performance have always been our strengths, but above all, it is the people behind the brand that have made it a success. The future is exciting!"

And with past performance a strong indicator of future success, the team at Doyle Sails leave us in no doubt that they will remain trailblazers in the industry. ⚓

doyleaustralia.com

doylesails.co.nz

doylesails.com

Fast lane

Peter Harburg's Black Jack yacht racing franchise has proved a fitting bearer of the moniker of the famous Australian racing car driver Sir Jack Brabham, a good mate of Harburg's. Now, as *Di Pearson* explains, with their new supermaxi *Black Jack 100*, the team is stepping up to the front row of high-performance offshore racing.



Peter Harburg is, by choice, a low-key operator, and one who goes to pains to emphasise that the team delivers the goods – not the owner. “You can’t buy a boat and sail it without every single one of them,” he often remarks. “My philosophy is that there are a lot of good boats and good crews, but not everyone is a great team,” says Harburg. A philosophy he is keen to impart to the kids he takes out on training days.

“It’s good for young sailors to have this ethos,” he says, doing his bit to encourage young ones out ocean sailing. “One link breaks and it’s over. You depend on the whole team and they depend on you.”

CORE PRINCIPLES

Team Black Jack has been together nine years. Head of North Sails Brisbane, Mark ‘Squark’ Bradford, will skipper the third *Black Jack*, and is the man Harburg leaves most of the talking to. Theirs is an enduring relationship, one that Bradford describes as key in his life.

“Peter’s a really good man. His moral fibre is very much intact. He’s a look-you-in-the-eye handshake guy; does what he says. He challenges you, but I have a huge amount of respect for him,” Bradford says.

“Peter wants the team to be as good as it can. The role I play is skipper in the true sense of the word, and because I lead the team, he pushes me forward. We’re a close team, and there are a lot of likeminded people on the boat.

“Being a bigger boat, we’ve added Tom Addis (navigator) and Chris Nicholson (tactics). Scott Beavis and Flanno (John Flannery) have joined us too, and Slingers (Tom Slingsby) will drop in for Hamilton Island.”

Fellow crew members include Vaughan Prentice, who also works at North Sails Brisbane alongside Bradford, as well as Alex Nolan (naval architect and boat captain), and Gary Van Lunteren, who prepares the boat.

“As a team, we have the best person for the job actually doing the job,” says Harburg. “Our crew have raced America’s Cups, Volvo Ocean Races, Etchells Worlds ... they are quality helmsmen.

“I steer in races like Wednesday races and we win a few. I’m not without talent, it’s just that I don’t have the talent these guys do. It’s not fair on the crew, when they sacrifice their time, if we’re not sailing at our best. I’m very happy to be doing backstays for example, because it’s practical. I’m not being noble. That’s what you should do as a team: act as a team,” he says.

POWER BOOST

Of the move to a supermaxi Bradford says, “Peter was ready, and the team was ready. The Gold Coast race will be our first test. We’ll add a lot of sailing after that and see if any other changes are needed to prepare for the 2017 Rolex Sydney Hobart Yacht Race.”

Neville Crichton played a big role in the boat. Harburg explains, “He put a lot of his knowledge and experience into it, so deserves a lot of credit for it.

“We are only lightening it where possible and painting it (in the *Black Jack* theme). The keel and bulb will not be altered because it is a special bulb. If we lighten it, we’ll lose a lot on handicap – we’re more checking things.”

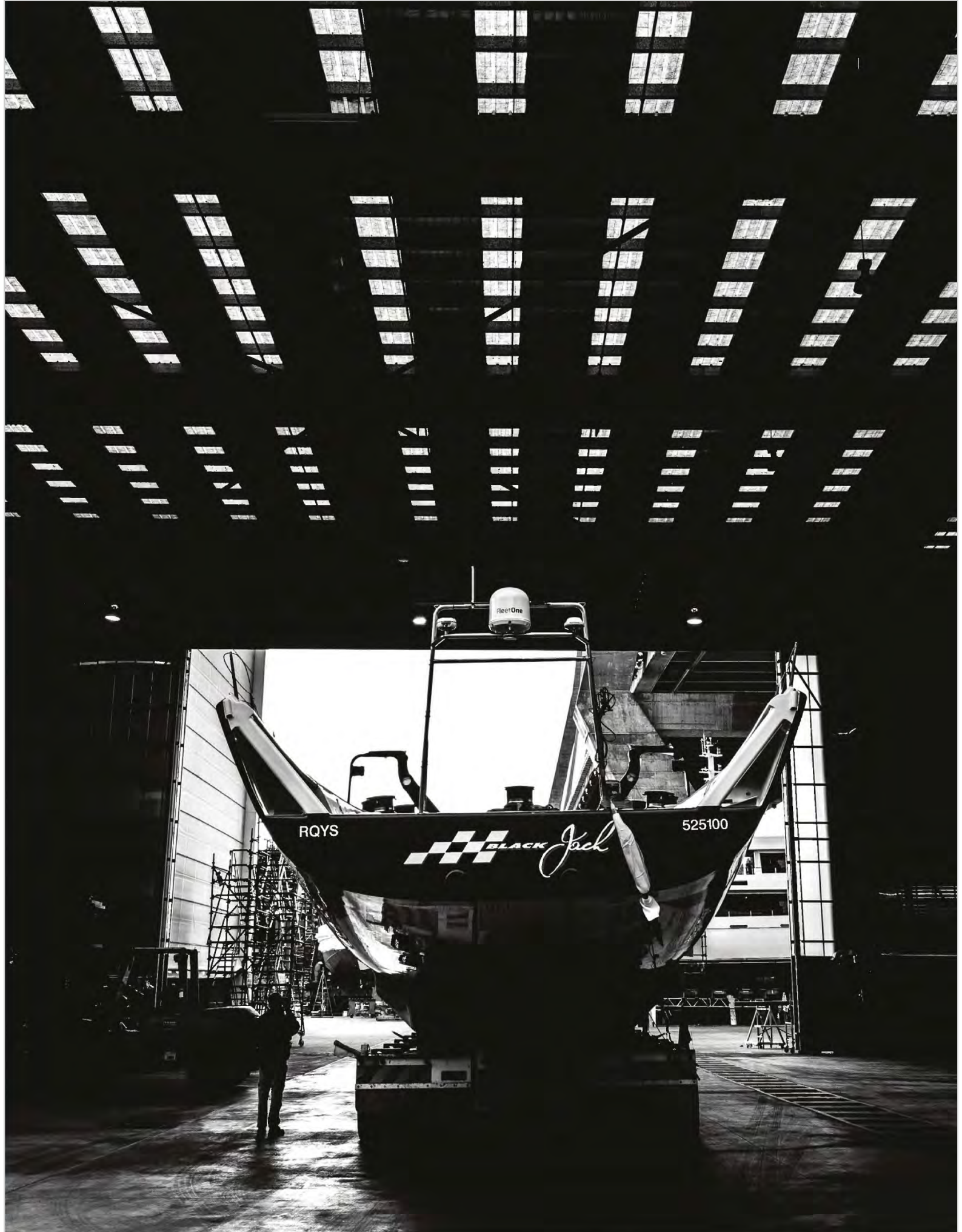
Given the recent purchase of the boat, the project has been difficult, but Bradford says, “Peter has brought his motivation and background. Our main focus is to take a look at the whole boat and reduce weight where we can.

“There have been tight timelines to make small modifications and sails after the modelling and studies that were done in May,” admits Harburg.

“We’ll be using some of the sails that came with the boat, but we’re making a new 3D main, and then we’ll address our downwind sails after the northern circuit. Upwind is fixed, as you just make the sails that fit the geometry.”

Harburg chooses proven boats over new designs every time. “Ours is a budget operation. We haven’t gone out and built any new boats. We’ve bought hulls that speak for themselves,” he says.

“New designs don’t always work. Computers and tank tests can tell you a certain amount, but you don’t know how good the boat will be until you go and race.”



DRIVING PASSION

The Black Jack collaboration has made astute buys to date: *Stark Raving Mad*, the RP66 now racing as *Alive*, and the V70 *Telefonica*. Both have lived up to reputation with records, line honours and overall victories, as well as double line and overall wins.

"I came to an arrangement with Mark Bradford," says Harburg of the two's successful partnership. (They debuted with the Reichel/Pugh 66, the first *Black Jack*, named for Harburg's great mate and racing car legend Sir Jack Brabham who died in 2014.)

Owner of a property investment company, Harburg has also been engaged in motor sport for many years as an amateur driver in Australia and overseas. "It took all my sporting budget and sporting time. I'm still involved, just not as much as before. Sailing took over.

"With *Black Jack*, we had some great racing with our sister ship *Wild Oats X*, finishing within seconds of each other," Harburg recalled.

"When we decided to get another hull, we went with the Volvo 70; a proven boat (that won the first three legs of the Volvo Ocean Race). It was built to the box rule. We improved it; and went outside of that rule.

"We wanted a boat for Australian conditions; something that goes in light airs. Except for the last Rolex Sydney Hobart, I can't think of any event that hasn't had a light day."

STRONG PEDIGREE

Built in 2005, *Black Jack 100* was launched as *Alfa Romeo II*, and renamed *Esimit Europa II* on being sold. She has taken line honours in every race attended internationally (144 plus), including the 2009 Rolex Sydney Hobart Yacht Race when she beat *Wild Oats XI* by just over



"I'm excited beyond words about sailing this boat. It will be the first time we'll go into a race thinking we can win it."

two hours. This was after finishing second to her nemesis by one hour 16 minutes in 2005.

When launched, she was the world's first CBTF (canting ballast, twin-foil) 100-footer. A quantum leap in the high-tech world of ocean racing yachts, she has sailed at speeds over 38 knots.

"This is an excellent boat. We've raced a similar boat in the 66-footer, it's just bigger. We'll enter all major races. The only way to beat a 100-footer is with a 100-footer. There will be nowhere to hide," the Queensland yachtsman acknowledges.

"I'm excited beyond words about sailing this boat. It will be the first time we'll go into a race thinking we can win it. We've beaten and pushed bigger boats before, but mostly we watch them sail into the distance because they're 100-footers and we've been a 70-footer.

"We sailed the V70 well, but *Giacomo* (fellow V70) was in the right place at the right time. They sailed the boat well, and did an excellent job of winning the 2016 Rolex Sydney Hobart Yacht Race," concedes Harburg.

Before, *Giacomo* (the VOR winner) couldn't overcome *Black Jack*, even in the Land Rover Sydney Gold Coast Yacht Race 2016, when she finished almost nine hours in arrears of *Black Jack*.

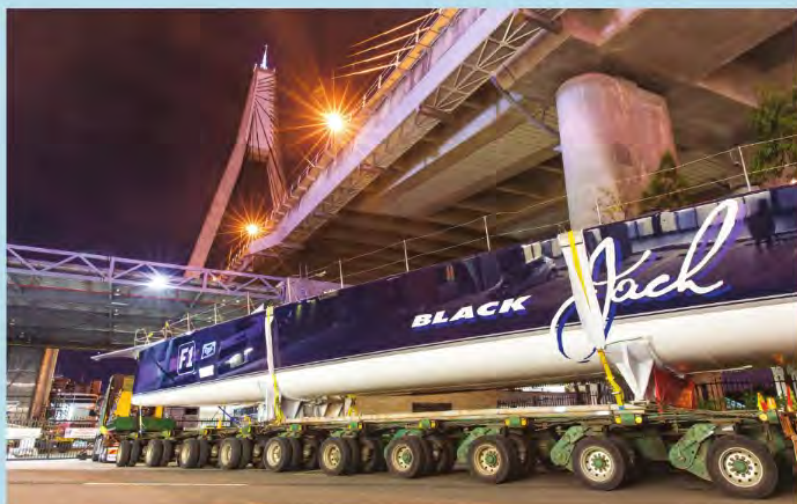
The latest *Black Jack* arrived at Botany Bay from Europe via ship on 2 April. She was motored to Sydney City Marine, then transferred to McConaghy's, the boat's builder, and is one of the first boats to utilise the acclaimed company's new facilities in Gosford, NSW. Work on the boat is being overseen by *Black Jack*'s project manager and boat captain, Alex Nolan, who commutes daily from Sydney.

At the time of writing, Harburg planned to have the supermaxi ready for the Land Rover Sydney Gold Coast Yacht Race 2017. The Club Marine Brisbane to Keppel Tropical Yacht Race, Hamilton Island Race Week, and the Rolex Sydney Hobart will follow. He can't wait.

"*Wild Oats* is one of the most successful boats in the world, so will obviously be our benchmark. Its last modifications could make it faster than us, but whatever happens, it will be a great race," says Harburg of the Rolex Sydney Hobart, the main reason for buying the boat.

"We had good competition in the 70, but couldn't be competitive with the supermaxis. It's been fun trying to catch them, but in the end, we'd rather be up with them."

It's a duel years in the making, and despite the *Black Jack* team's low-profile approach, there's no doubting their commitment to hoist their cherished battle flag as high as the swiftest boat in any race they contest. ⚓ facebook.com/blackjackyachting/



PRECIOUS CARGO. Sporting the team's distinctive racing livery, *Black Jack 100* arrives for her final work-up at Sydney City Marine ahead of a busy race schedule.

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CLUB MARINE



SEND IN THE DRONES

Dispatched with a PFD this drone can deliver its payload to a target up to a kilometre away from home base. One day though a drone could fly through severe weather for a life-saving drop.



Once mildly annoying geeky toys, drones are now being seriously utilised across a wide spectrum of industries. As Scott Alle investigates, the race is on to develop the technology that will see UAVs become a vital offshore safety tool.

Like other yacht owners who had lost their boats when Cyclone Debbie pummelled the Whitsundays back in April, Denise Hadley didn't know where to look. Though she did think of a smarter way than most: Debbie contacted drone company WaspNQ. It's an indication of the huge potential of drones to assist in a wide range of sailing-related tasks.

Louise Brown, a Director of WaspNQ, says the technology is still emerging but she's confident that drones will become a standard part of search and rescue equipment – and some are already operating.

WaspNQ found a number of people keen to use their services to locate their craft missing in the wake of Debbie, including a couple who had absolutely no idea what had happened to their much-loved cruiser.

"After the cyclone, the owners could find no trace of their yacht and contracted us to do a full search of the bay (Shute Harbour) and

mangroves," Brown recounts. "We were able to set up the owners in our six-metre trailer, in front of the 40-inch, flat-screen TV, where they were able to watch the live video feed of the search in real time.

"We did a very thorough search of the mangroves and bay with polarising filters and were able to say with fair certainty that there was no sign of their yacht anywhere in the bay, in the mangroves, or underwater. While unfortunately we weren't able to locate their vessel, the images captured were able to successfully link other owners to vessels that had washed up into the mangroves."

WaspNQ is already busy with yachting photographic work in the Whitsundays, shooting a wide variety of boats from traditional sailing vessels to superyachts for private and commercial purposes.

They are closely evaluating drones' rescue-related applications, but according to Brown, "The ideal rescue drone platform simply doesn't exist yet. The race is on to develop the technology that will meet rescue specific needs in all conditions."

There are a number of drones, though, that are operationally deploying rescue equipment in marine environments. Well-known Sydney sailor Marcus Blackmore was convinced enough of the rescue capabilities of drones to donate one valued at \$50,000 to Surf Life Saving NSW.

The Westpac 'Little Ripper' unit will

DRONE RESCUE

be used by trained lifesavers at Bilgola Beach, and includes the world-first Shark Spotter technology – a flotation device that can be dropped down to swimmers with an alarm and a loudspeaker.

Blackmore, who knows a thing or two about nasty weather offshore, explained the benefits of drone deployment: “The challenge (with rescues) is how quickly you can get to somebody in trouble,” he said.

“Now, you’ve got a concept where a disabled person can fly this off the balcony of a surf club and have a personal flotation device out to that person in literally seconds.”

It is hoped that up to 15 drones supplied by the Ripper Group and funded by donations will eventually patrol Sydney’s Northern Beaches, but the company’s rescue pods carried by the drones can also be configured to save sailors’ lives.

After a drone drops a ULB pod, thanks to a self-contained disposable CO₂ inflation system, it inflates a Dan Buoy that can support three to four people. It also has an automatic SOLAS light for night rescue, SOLAS-grade, high visibility, retro-reflective tape, and large sea anchor, and can include a Shark Shield. The lightweight Rescue Pods, designed by SOS Marine, also send a GPS position.

Those of us who have actually experienced the very offshore conditions in which rescues nearly always take place are naturally sceptical of a drone’s ability to deliver anything in 40 knots plus and four-metre seas; just when you really need some assistance.

But WaspNQ’s Louise Brown and her team have an extensive emergency services background. They are building their own customised rescue drones and she thinks with a bit of innovative thinking, a more robust rescue unit encompassing a good light-weight flood light, line-dropping ability and a customised launch pad is possible.

“Most drones handle fairly high winds quite well,” she says. “However, it does require an experienced pilot to hold its position well. We have flown in wind gusts of up to 60 kilometres an hour, but we don’t recommend flying in those conditions in a marine situation.”

Someone who has done exactly that and beyond, 80 km/h (or 44 knots), is Nick Bowers. His job title with Emirates Team New Zealand was ‘performance analyst’, but it was his cutting-edge work with drones that’s been credited with giving the Kiwis a significant design advantage over their America’s Cup rivals.

He designed special drones capable of not only keeping up with Team NZ’s super-fast boat, but capable of flying right alongside it and gaining valuable footage on how the cat’s revolutionary hydrofoils could be improved.

Most high-powered drones top out at 86 km/h or around 47 knots as they’re extremely difficult to pilot at that speed. They were also too slow to keep up with the Kiwis’ speed machine.

“I wanted to film one of these America’s Cup boats sailing upwind, but nothing commercially available could do that,” Bowers explained in an interview with *The New York Times*.

“It wasn’t like I woke up one day and said, ‘I want to build drones’ – it was done out of necessity.”

The former surfboard maker and

So, if a new, more powerful type of drone is required for marine rescue work, Bowers is clearly the man to talk to. And there are existing water-launch drones that could provide a platform for the next stage of development.

The Splash Drone is the first, fully waterproof quadcopter – it floats. It is mainly set up to carry a GoPro, but has a payload release feature for transporting and releasing other items, including safety gear.

Founder Alex Rodriguez says they are working on a delivery package with emergency flares. “A flare right now only lasts about 10 to 15 seconds in the air, but with the Splash Drone, you will be able to deploy an emergency flare for 17 to 20 minutes at an altitude of 4,00 feet. This will give you a much better chance of being seen in an emergency situation.”

“The payload release was put there specifically for boaters,” Rodriguez expands. “Imagine if someone is drowning. You can only throw a flotation device so far, but with the Splash Drone’s payload release mechanism, you can deliver and drop a life vest much farther and more accurately. You can also drop anything you want from one boat to another.”

The Splash Drone also has autonomous features, including a ‘follow me’ mode, and can return to base at the flick of a switch. It is controlled with a smartphone or a joystick remote controller and provides a live video feed.

Realistically, as Louise Brown from WaspNQ points out, offshore rescue missions completed by drone from the mainland are still quite a few years away. The Civil Aviation Safety Authority’s (CASA)

regulations currently require remotely piloted aircraft to be flown within visual line of sight unless a special exemption/permit is sought. The exemption process is difficult, and requires an aircraft with flight and redundancy systems that are currently very expensive. It is therefore highly unlikely at present that the CASA will grant a Beyond Visual Line Of Sight (BVLOS) exemption/permit to most currently available aircraft.

But Brown has this prediction: “I do foresee one day, in the distant future, every vessel having some sort of rescue drone fitted, just like any other safety equipment such as EPIRBs and life vests.”

And on that day, when an exhausted sailor is fighting the ocean’s callous, raw power, a buzzing UAV with a survival kit with a locator beacon will be a lifesaver. waspnq.com.au; littleripper.com



EAGLE EYE Cyclone Debbie’s 250 km/h winds pushed yachts inland for close to a kilometre. Drones help re-united a number a boat owners with their missing vessels.

professional kite surfer initially started filming without a monitor because he couldn’t afford one. That taught him to watch the drone feed instead of the video feed, and he quickly discovered that it gave him both better control and better footage.

Best of all, he was able to film less than a metre off the water, right next to the Kiwi boat. The drone was agile enough to get out of the way if anything went awry, while he used the screen on the flight controller only for rig shots directly overhead.

Bowers said he combined what he knew about composites from his days making surfboards, and he learned about wind from his sailing and professional kite-boarding days. Then he built a new drone in his bedroom at the end of 2015 from a design that let him fly it into a strong headwind, but that could still be “ridiculously efficient”.

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

2. Ocean Pointscore Series

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

3. Combined Pointscore Series

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

4. Short Ocean Pointscore Series

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

5. Short Ocean Haul Pointscore Series

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

6. Monday Twilight Series

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

7. Club Marine Wednesday Twilight Series

21 non-spinnaker Harbour races; all Category 7. Includes a Spring & Summer Pointscore.



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As Kevin Green reports, foils are being fitted to superyachts, cruisers, and of course, a whole plethora of racers. And this is rocking the boat, quite literally, for many traditionalists.

PERFORMANCE BOOST

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POCKET ROCKET Above: The Mini 650 SeaAir is the first flying foiler, and hopes to compete in the Mini Transat 2017 in October.

It is the best of times – and perhaps the worst of times – for the yachting world right now. Traditional monohullers could be forgiven for feeling somewhat aggrieved as designers increasingly leave behind the heavy, deep keels and displacement monohulls for foiling rocket ships, both mono and multihull.

ULTIMATE TEST

The toughest assignment in our sport – racing 60-footers single-handedly round this blue planet in the Vendée Globe – has shown that foiling boats can more than survive; they can thrive under the right conditions.

Indeed, seven IMOCA 60 foilers competed in the 2016 Vendée Globe, and the first four places were all foilers. This led to the technology being fully endorsed by the class during the IMOCA Annual General Meeting held in the Fédération Française de Voile in Paris this April.

The Open 60 Class has been referred to as ten years ahead of other monohull classes; so they're the ones to watch.

From the early days in 1998 when canting keels were used, then the outrageously beamy boats that capsized for Tony Bullimore and others, to the controversial foils, innovation has always been the watchword – and has allowed leading design

houses such as VPLP and Farr to develop radical ideas.

However, with steeply rising costs to control, a box rule is now used to stipulate basic dimensions – a maximum beam of 5.85 metres, a maximum draft of 4.5 metres, mast of 29 metres and minimum freeboard height plus coach roof volume. The rule on foils/appendages limits their number to five, including the twin rudders essential to track the wide hulls.

Former Hugo Boss Design Engineer Jonathan Fluhrer expects this technology to develop further. "There are huge speed gains to be had by optimising the foil geometry," explained the Sydney-based specialist who runs Jonathan Fluhrer Design.

"There has been a rule change for the next race that will allow for an additional articulation of the foils. Previously, the foils and all other appendages were only allowed one axis of movement – keel canting, rudders turning, and foils in and out."

He continued, "This additional axis of movement for the foils will allow for a dynamic angle of attack trimming, so perhaps we will see some more aggressive shapes being designed, which can be de-loaded by this movement. Because of this rule change, the Dali boards, which were on a number of competing IMOCA 60s in the 2016–17 race, will be

more effective off the breeze as their shafts can now be more active," he predicts.

The research behind this success came from the pioneering Mini 650 class that has a tradition of cutting-edge technology, including using the first rotating masts and canting keels. Winning IMOCA 60s, such as the 2017 Vendée winner *Banque Populaire*, started out in the Prototype division of this tiny class, and some of their solo skippers graduated to the bigger boats along with the technology. And at just 23, the youngest skipper in the Vendée 2016–17 was former Mini Transat competitor Alan Roura who, in his 2000-built boat *La Fabrique*, came 12th in the race.

For the upcoming 2017 Mini Transat in October 2017, the most radical boat is *SeaAir*. A flying hull, it is unlike the earlier Mini 650s such as *Arkema* that used foils to increase righting moment and planning ability. Sea trials have shown that scow-bowed *SeaAir* flies in only eight knots of true wind, but the foils have added weight, and could affect stability. Imagine flying across the Atlantic in a 22-foot ultralight bathtub!

NEW TACK

Watching all these classes power ahead in the technology stakes are the traditionalists of the Volvo Ocean Race. They realised that dwindling fleet sizes and

Foiling

THE PROS

- available in various shapes such as moustache, inverted, and flat
- can also include rudders and the keels (as on Moths)
- are a significant weight factor (on *Hugo Boss*, they weigh 100 kilograms each)
- adds stability by creating more righting moment
- gives a wider range to average sail wardrobes
- reduces the wetted area, generating lift, which means hull designs can be narrower.

THE CONS

- boats can have a jarring motion at times and are noisy
- can impinge on cabin space (especially for smaller yachts)
- has a narrow, optimum-performance band.



relevancy to a changing audience required a major change of tack, hence the announcement in May about IMOCA 60-like Volvo 60s for 2019.

These foil-assisted, one-design, ocean-racing monohulls, penned by France's Guillaume Verdier, will be built by Persico Marine in Italy. Verdier's extensive portfolio includes collaboration with the Emirates Team New Zealand design team on the AC72, Open 60s and Class40, as well as the ubiquitous Mini 650s.

Volvo technical director Nick Bice, who was visiting his

Australian homeland, explained: "The IMOCA's have proven the technology works, and the new V60s can be reconfigured to also compete in the IMOCA Class.

"The new V60s will have rotating wing masts, probably no daggerboards, and minimum water ballast," he outlined. "But with seven crew running the boats, the loads will be higher, so we have to balance performance with safety."

According to Bice, deploying the foils will only be done in optimum conditions. "We reckon [Vendée winner] Armel Le Cléac'h didn't use his foils at

all in the Southern Ocean," the South Australian revealed.

The Volvo announcement also included the use of a second fleet of multihulls for inshore racing, and Bice confided that it was a close-run thing that the entire Volvo Ocean Race didn't go multihull, something that he surmised is "probably just a matter of time". Bice regrets the lack of foresight locally in preventing multihulls joining the Rolex Sydney-Hobart.

TRICKLE-DOWN EFFECT

On a recent visit to Beneteau's new foiling factory in France, I spoke with their engineers about the world's first production foiling monohull, the Figaro 3 – and caught a glimpse of what might be heading down the food chain to us humble cruising folk.

Sitting on the floor was a fairly familiar 33-foot hull shape that could be seen as a racer-cruiser, not dissimilar to sister company's Sunfast 3200R2. My host for the day, Eric Ingoeff explained, "The project was

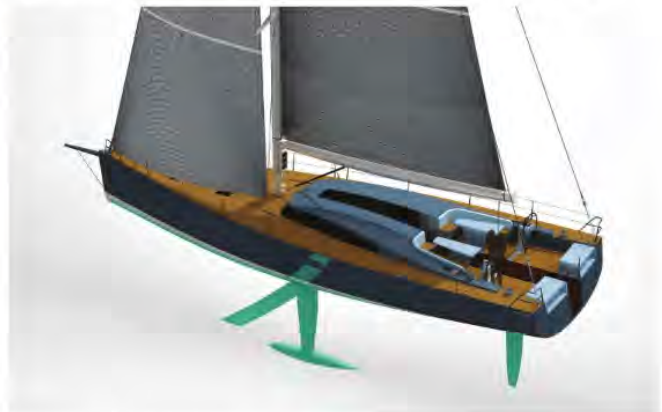
QUANT 23

The owner of the first Quant 23 (a Welbourn design) is a 60-year-old club racer, and his equally youthful crew is comprised of solid Corinthian-level sailors.

a joint development from the whole Beneteau Group, so includes Jeanneau engineers."

The basic specifications include twin rudders to control the infused, hard-chined hull, while the cockpit is suitable for both single- and double-handed racing. Replacing the popular Figaro 2 is a substantial challenge. The yacht has been the platform for Vendée Globe skippers throughout the ages, and designing a solid trans-Atlantic foiling race boat to modern specifications was not done lightly.

It required a wide consensus of opinion, including with the key stakeholder the Figaro Class Association, and racing sailors from the 42 Figaro 2 boats.



PLANS FOR THE FUTURE Above left: The Volvo 60. Technical director Nick Bice envisages a fully flying boat one day. Above right: The Infinity 56 cruiser 814 uses DSS vertical foils that were pioneered on various race boats.

VPLP was chosen from a list of designers as the design house.

Beneteau sailing yacht boss Gianguido Girotti relayed that there are still some challenges for foiling production cruisers. "In the cruising world, the foil can make a real contribution if we achieve a sensible weight saving, which is still a long way off yet."

GLIMPSING THE FUTURE

The Figaro 3's possible relevance for cruising boats is the what the foils can do to create added stability and a smoother ride through planing/trim. These are the key features

wardrobes. DSS is already on a range of Infinity yachts, some that are Farr Designs, including the Infinity 56C bluewater cruiser. An earlier boat was the Infinity 46, which reviewed well in Britain.

Retrofitting is the other advantage of DSS, as *Wild Oats XI* proved. Ideally, however, the hulls should be built for the technology – as Baltic Yachts are doing with their new superyacht 142. This Farr-designed yacht will be the first of its size to fit a DSS (the horizontal foil that deploys to leeward to reduce heel and pitching, which in turn boosts performance and

"There are huge speed gains to be had by optimising the foil geometry ..."

Hugo Boss Design Engineer Jonathan Fluhrer

that the Dynamic Stability Systems (DSS) company under Hugh Welbourn and partner Gordon Kay see as ideal for cruising.

"Put simply, DSS changes cruising boats by making them more comfortable – reducing heel and pitch, increasing range by making them quicker, shortening passage times etc. It's a win-win," said Kay.

After a decade of test-sailing the DSS, Kay is confident that the technology can apply to the club racers and the performance cruising market, where the foils give a wider range to average sail

comfort levels on long-distance passages). Equally innovative will be a diesel-electric propulsion system driving a non-retracting Saildrive Propulsion System (SPS) with 180-degree rotation.

Meanwhile, a glimpse of the future will be seen in the 2017 Rolex Fastnet Race in August. Among the 400-strong fleet are foiling Mini 650s, foiling IMOCA 60s and multihulls, not to forget our own Australian foiler *CQS*. And if those crews in their foiling machines enjoy fair reaching winds – the results will speak for themselves. ↓



THE FIRST PRODUCTION FOILER Beneteau's Figaro 3 makes this technology affordable to club sailors, and maybe cruisers in the future.

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**EXCEEDING
EXPECTATIONS**

Mandy and Joel's trip to the remote archipelago of Raja Ampat off New Guinea was beyond their wildest dreams – and will be a hard act to follow.





Hidden wonder

Raja Ampat, a remote archipelago home to lustrous coral reefs and some of the planet's most biodiverse waters, has been called the world's last pristine tropical paradise. In 2014, *Mandy and Joel Duvert* decided to experience it for themselves, and joined the very first Sail Raja Ampat rally aboard their 42-foot Beneteau *Jomandy*. What they discovered completely exceeded their expectations ...

Raja Ampat consists of more than 2,500 small islands and reefs off the northwestern tip of New Guinea. From Darwin, it's 600 mainly downwind miles to Ambon in Indonesia, then around 250 nautical miles to these superb cruising grounds of pure, unaltered beauty.

Surveys by marine biologists have found that these islands, sitting right at the heart of the Coral Triangle, have more than 600 species of corals (that is 75 per cent of all known coral in the world), 700 types of molluscs, and more than 1,400 species of reef fish. That is unmatched anywhere else on our planet.

Being keen underwater explorers, we were eager to see the world's richest reefs firsthand, and Sail Raja Ampat was a unique opportunity to get to this very remote location, well off the plots for most yachties.

A TRADITIONAL WELCOME

After a long, but fast, passage from Vanuatu, we arrived on 11 June at the well-protected anchorage of Debut village in the Kei Islands – 05°44'S, 132°40'E. The first stage of the rally, Debut is conveniently located just a few kilometres away from Tual, the easternmost port of entry to Indonesia.

Despite our arrival a day before the official start, rally organiser Hellen De Lima and her assistant Leni were already there to welcome us. They swiftly brought aboard an interpreter from the Tourism Department, together with the quarantine, customs, immigration, and harbour master officers, who cleared us in less than an hour in a very professional and friendly way.

We were then driven by the deputy director of the Fishery Department around the twin towns of Langgur/Tual to withdraw cash from an ATM, get 3G internet (Hellen had given a SIM card to the crew of every sailboat), and buy provisions from a well-stocked supermarket. We were also treated to a delicious Moluccan lunch.

On the morning of the second day, a bus chartered by the Tourism Department took us to the Hawang Cave, a beautiful freshwater blue grotto, then to Ngursarnadan Beach and Pasir Panjang (Long Beach).

We returned to Debut to attend the official welcome ceremony of the rally. The Vice Regent, the mayor of Debut, officials from all the administrations of the Regency, and almost all the population of Debut were in attendance, and a shaman performed a traditional Kei island welcome ceremony – complete with prayers and coconut water sprinkled on rally participants!

PICTURE PERFECT

After refuelling, a good 20-knot southerly pushed us on the 360-nautical-mile passage

FINAL AQUATIC FRONTIER

Jungle-covered karst islands, hidden lagoons, glittering white-sand beaches, and pristine coral reefs await the dedicated explorer.



For us, Raja Ampat lived up to its reputation of the best underwater paradise on earth, and surpassed our previous favourite spots.

to Wasai, the capital of the Raja Ampat regency, on the island of Waigeo.

The arrival point was in front of the Waivo Resort, three nautical miles west of Wasai, where ten brand-new, enormous mooring buoys had been installed, due to the deep-water anchorage.

(A new public marina, opened in 2017, makes Wasai a very convenient provisioning and refuelling stop for yachters, right in the heart of Raja Ampat.)

Another boat from the Philippines had already arrived for the rally; so all together we were just four boats.

Having organised two dives at the resort dive shop for the following morning, a fresh south-easterly breeze came up during the night and we could only dive at Mike's Point. Sheltered as it was from the south-easterly wind and chop, we were able to see beautiful and very colourful soft and hard corals.

The dive masters pointed out some of the unique creatures found in Raja Ampat, such as specimens of nudibranch and the tiny (less than one-centimetre) pygmy seahorse, which is adept at camouflaging itself on gorgonians.

The adventure didn't stop there, however, as the next day two speedboats took us for a fantastic tour of the Bay of Kabui, and a few other islands also on the southwest of Waigeo. The very closed Bay of Kabui is a natural wonder, with numerous limestone karst islets of many shapes – mushroom, beehive, pencil, tower – all surrounded by emerald waters.



We exited the bay through the spectacular passage between Waigeo and Gam islands – a very narrow, 1.5-nautical-mile channel that snakes between jungle-clad karst cliffs, and is deeply indented with many little coves. It is also one of the top diving spots in Raja Ampat.

Next stop was the stunning hidden bay of Penemu island. One of the picture-postcard drawcards of the archipelago, it is a totally closed, small bay. Hidden from offshore, it is dotted with numerous karst islets covered in lush vegetation that seems to float on an idyllic emerald-green water. The view from the recently installed lookout is breathtaking, and it is no wonder that photos taken from the vantage point are featured on all tourism brochures and websites dedicated to Raja Ampat.

UNALTERED BEAUTY

Around 250 nautical miles from Ambon in Indonesia, the cruising grounds of Raja Ampat are home to magical reefs, pristine waters and abundant wildlife.

Arborek island was next, with a visit to a village that offered inexpensive accommodation and handicraft shops. The snorkelling beneath the jetty was magnificent, and we even saw a dozen gigantic clams before being whisked away to Gam island by speedboat where we enjoyed lunch at a five-star dive resort.

PARADISE FOUND

On the final day of the rally we were taken by speedboat again to one of the most spectacular snorkelling spots we have ever seen – the Yenbuba Jetty.

Swimming along the shallow reef, on one side it's teeming with multitudes of coral fish and carpeted with a tremendous diversity of colourful hard and soft corals. While on the other side, it quickly drops more than 25 metres and you can see (and almost touch), schools of barracudas, huge snappers and groupers, giant trevallies and humphead wrasses, turtles, and black-tip sharks. Indescribable.

The following day we made our way to Ambon, our next stop in Indonesia, via the little cluster of Keruo islets, located just east of Penemu Island – another world-class diving spot in Raja Ampat. We snorkelled in the Keruo Channel and along the cliff of the westernmost islet, found a sheer vertical wall that plunges to more than 50 metres, which is covered with magnificent hard and soft corals bursting with rainbow colours.

For us, Raja Ampat lived up to its reputation as one of the best underwater paradises on earth, easily surpassing our previous favourite spots of the Red Sea, the Tuamotus, and Fiji. We felt we had reached the final aquatic frontier, and wonder where to go now for snorkelling and diving without being disappointed. ↓

Planning

While we undertook substantial advance preparation to obtain the necessary clearance formalities, which included a sponsor letter from the Indonesian government, there is now an easier online procedure. The Yacht's Electronic Registration System (YachtERS) combines the required cruising permit and the customs procedures, making this much simpler.

For all information about visas, cruising permit, customs, AIS requirements, and cruising Indonesia in a private yacht, go to the very useful NOONSITE website.
noonsite.com/Countries/Indonesia/Countries/Indonesia/?rc=Formalities



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All-round talent

There are very few boats capable of winning on the racecourse, and then providing a perfect venue for the crew to relax in style. Yet as Editor *Scott Alle* learns, the new Dehler 34 can easily manage it – and a lot more.



In less enlightened times any mariner suspected of being out of favour with Aeolus could find themselves quickly banished to the questionable mercy of other gods. My unfortunate record on recent Sails boat tests would seem to qualify me for this, Aeolus seeing fit not to dispatch more than six or seven knots on each of the three past outings.

Compounding the latest transgression; the fact that for weeks I had been looking forward to sailing Dehler's new highly awarded 34. Other reviews had rightly praised its impressive performance, amazing versatility and enviable design and build quality.

However, on the appointed day the forecast solid 17 knot north westerly faded to fitful puffs. My host for the day, Ric Hawkins from Team Windcraft on Sydney's Pittwater kindly allowed me to remain on board the 34 despite my obvious wind suppressing abilities. Fortunately the 27hp Volvo pushed us along at seven knots, so if the wind died completely there would be a fast passage to any destination.

Even in the light airs under sail though the Dehler's tall 17.02 metre aluminium rig (competitive configuration which is also offered as a full carbon option), easily accelerated the boat's very modest 5.45 tonnes. Hawkins, like all true racing sailors has an inherent dislike of excess weight; a reason he is such a fan of the 34 and why in this model, he's also opted to take full advantage of Dehler's long list of smart regatta lightening measures. They include a removeable transom/swim platform, the very nicely crafted teak cockpit and saloon dining



BETH MORLEY

tables (mahogany, teak or cherry interior options), are swiftly detached, plus electing for weight saving fabrics, furniture and anchor the list goes on – all up more than 800 kilograms can be shed for full regatta mode. Which just makes me want to go racing the 34 in a fleet to get a real gauge of how slippery the Judel/Vroljik hull is with its elegant sloping sheerline.

Clues to the 34's racing credentials can also be recognized in her plumb bow and max waterline length. Her lines are beautifully proportioned without the exaggerated aft beam of some cruisers.

Even the stock-standard version (and there really are multiple), is reinforced with the Dehler Carbon Cage, creating the perfect foundation for further upgrades. The Carbon Cage, a lattice of carbon struts making-up an inner grid, is designed to provide 20 per cent more rigidity enabling better upwind sailing performance.

Everything on this boat is created and engineered with ease of sailing in mind. The spilt backstay is handily adjusted from

the helm, which can be a tiller, or a set of lovely balanced composite wheels from Danish firm, Jefa. The wheel choice opens up the cockpit which comfortably hosts six. The recessed traveller is just forward of the wheels, while the B&G instrument console can be part of a moulded-in panel which doubles as a curved backrest on the end of the cockpit seat – a very smart and practical touch.

The Lewmar winch package (again offered in a racing option) controls the primaries and sheet-on 108 per cent genoa, which Hawkins intends to beef-up to a 112-115 per cent North 3Di product. The boom, spring-loaded vang and swept back two spreader rig are from top European manufacturer Selden. Spinlock clutches are well-placed for hoisting or lowering the halyards.

A composite prodder or bowsprit is a factory option, but allows a code zero or asymmetric to be flown, against boosting light wind performance.

The sail packages again are flexible. The boat we tested had a FCL jib and main from



Top:
RACE PEDIGREE

Twin composite Jefa wheels complement a beautifully balanced feel enhanced by a low centre of gravity.

Left:
QUICK STUDY

the 34 reacts quickly to any pressure increase.

Everything on this boat is created and engineered with ease of sailing in mind.

Evlstrom, but there is an upgrade available to HPM, and Hawkins is talking to North about the kites. Outboard set (rod rigging) stainless steel shrouds enable the crew to get to the foredeck quickly, while the anti-skid provides firm footing to do so.

The companionway is a very neat and impressive piece of engineering. The slats slide directly into the companionway on a three-stage setting. The stairs to the saloon are a product of serious offshore experience. The curved ends stop your feet sliding off as you are clamber into the cockpit while the boat is heeled. Good call.

So upstairs is all about effective race trim and sailing performance, while downstairs is a welcoming comfortable haven to relax off watch or entertain friends while at anchor, preferably as the sun sets on a deserted beach.

A well-laid out galley to starboard features ample bench space thanks to inserts for the

double sink. A wooden chopping board with the Dehler insignia sits atop the oven and is just another cool touch. The isotherm fridge can be configured as fridge/freezer.

Despite the fact it is a 34 footer, you don't feel cramped here at all. Headroom at the companion way is 1.88 metres and 1.94 metres below the deck hatch.

The long settees which comes in three types of fabrics have very usable pull-out deep drawers under them; so no need to stuff around pulling cushions off to get to storage. Another good idea. As is the slide-out secure wine rack from the dinette.

The saloon's ambience isn't spoiled by the mast's utilitarian appearance, it's softened by a quite stylish fabric sleeve.

One of the really effective design tweaks on the 34 is the specially developed Uni Door Concept. The door opens two ways; keeping the more than adequate shower sealed from the head and vanity and then keeping both

the shower and the bathroom separated from the saloon. It's a smart space-saving solution aboard a yacht of this size.

The main cabin in the bow, is roomy, and well-ventilated by one of the nine hatches interspersed on the deck. There are plenty of lockers and substantial hanging space - more than I would ever need. The aft cabin is just as inviting and private and doesn't suffer from the claustrophobic dimensions sometimes present here.

You sit at the nav table facing aft which is slightly unusual, but the layout makes sense. A smart control panel shows you battery, fuel, and water levels at the touch of a button, and also controls water pumps, nav lights and entertainment system. You could put a chart plotter here, or just have an arm to support an Ipad. There's a charging slot you could leave it plugged into. Another notable feature here is the programmable lighting with red switch for night sailing. Again very welcome.

The anchoring system consists of a Delta anchor, 30 metres of chain and an electric windlass which is simply and conveniently operated by remote control.

Dehler is hoping history will repeat itself with the new 34. Thirty-years ago, the original Dehler 34 was launched and the



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Above: **CUSTOM CREATION** Each 34 can be configured to individual taste - a choice of timber finishes, fabrics, even the floor.
 Left: **DESIGN CUE** A two-way door maximises space.



yacht maker quickly achieved recognition as a global player in the sailing world. With more than 1300 built, this was the beginning of a new era for the German marque.

From the feedback, the new addition to the fleet looks set to take off. The boat we put through its paces was hull #51, an indication of the 34's popularity.

It's not surprising either, that much of the interest Ric Hawkins is fielding here from Australia is from experienced sailors who have done their homework and recognise the Dehler's many seaworthy and practical attributes. They know the 34 is equally capable of being a perfect weekend cruiser, strong regatta competitor or safe, fast Trans-Tasman passage-maker.

When Hawkins and former Windcraft owner Peter Hrones travelled to the high-tech factory in Greifswald on the Baltic Sea they sat down with brand founder Karl Dehler (who is still sailing his own Dehler), to discuss bringing the first boat to Australia. After what was apparently quite a long discussion, this pair of highly experienced yachtsmen apparently couldn't find a single

thing they'd change. I would add my opinion to that assessment.

I have managed to convince Hawkins to give me a second chance and we plan to put the 34 through its paces in a few summer twilight races. I'll report back our form, up against highly diverse competition.

Dehler says a lot of focus has gone into combining the comfort of a luxury yacht and the performance of a racing yacht – and they achieved that and more. They have been especially innovative with their customisation options for the 34.

Depending on your tastes, you can choose to a more cruiser-oriented or competitive boat, but still you still get a boat with svelte good looks, an upmarket fit-out and true sailing ability.

Customers can also choose between a wide variety of different materials and interior options of the boat, so every boat feels individual. Whatever the customer's personal sailing style, the Dehler 34 is incredibly interchangeable and adaptable, making it a stand-out in this category. windcraftdehler.com

MODEL	Dehler 34
DESIGNER	Jude/Vrolijk
LENGTH OVERALL	10.70 metres
BEAM	3.60 metres
DISPLACEMENT	5,950 kilograms (standard)
	5,450 kilograms (competition)
DRAFT	1.95 metres (standard)
	2.10 metres (competition)
BALLAST	2,100 kilograms (standard)
	1,700 kilograms (competition)
ENGINE	27 hp
FUEL	160 litres
WATER	230 litres
SAIL AREA	65m ² (standard)
	71.0 m ² (competition)
PRICE	\$331,804 (as tested)

Below: **COMFORT ZONE** the master cabin is roomy and light-filled.





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Effortless style, refinement and performance have combined in Dufour's spacious 56 Exclusive.

Big yachts are not for the faint-hearted, and with her high freeboard, sweeping lines and wide beam, the Dufour 56 Exclusive is imposing. Once onboard, however, I started to relax. She seemed spirited, but friendly – and hopefully forgiving.

At 17 tonnes this is a lot of boat, but Skipper Matt Hayes from Sydney by Sail and Performance Cruising assured me that the yacht can be easily sailed single-handed. That being said, he did suggest that it's probably best with a minimum of two, for example to coordinate docking.

To put him to the test we invited two novice sailors, Elle and Karen, to see if this big yacht really was user friendly. As we glided toward the Sydney Harbour Bridge as if by laser, the first thing I noticed was that I could barely hear the 110-horsepower engine purring away below. Hayes says the big sloop can easily cruise at nine knots under motor, but we were in no hurry so kept to five as the motor was still being broken in.

From the helm, the view was unhindered by an expanse of low teak decking right to the bow. I was surprised by how minimal the helm station was, and thought perhaps we'd have to sail this big baby just by feel, but soon located the standard wind and speed instruments near the port steering wheel.

On the starboard side was an iPad navigation station, the bow-thruster controls, and a fusion stereo. Of course, options are available to get more instruments on consoles in front of both wheels. The steering was a little heavy as you'd expect on this size vessel, but it was sure and she held her course when I let go altogether.

CRUISE CONTROL

East of the bridge, five to seven knots of breeze kicked in so we raised the mainsail in the lee of the Sydney Opera House. A former Olympic sailor, what Hayes loves about selling Dufour yachts is that performance is in their DNA.

As Michael Troy discerns, her beauty is more than skin deep.

French
allure

He pointed out that the boom is angled down to the mast. "This really helps the single-handed sailor because with most boats this size, you have to climb the mast to bring the sail down," Hayes said.

The main is folded on top of the boom in a bag with a lazy jack system to guide it up and down. A lot of big yachts use in-mast furling, which is convenient, but hampers performance. Using one of the two big electric aft winches, it was very easy to raise the main in just a couple of minutes.

The main sheeting system is sometimes referred to as German style. That may seem a little out of place on a French yacht, but it basically means the cockpit is clear, with the sheets and pulleys on the coach roof. The sheets lead aft, and can be easily controlled by the helm from either wheel. This is great for tweaking the main, and when you have good crew, one person can ease sheets from one side, while another sheets on after a gybe.

She started to pick up speed and moved along nicely with just the main up, but Hayes was keen to showcase the 56's impressive performance credentials.

"With the code zero up the other day, she did ten knots in eight knots of wind. I just turned on autopilot and walked around as she was trucking through the water. The 56 is such a solid, safe boat – and so sweet too," he enthused.

We didn't have quite as much breeze for this test sail, but as we unfurled the code zero from the extension on the bow, she accelerated effortlessly. The zero is a big sail – you need quite a bit of grunt to move 17 tonnes – but as the waterline

length kicked in, the Dufour leaned and hit seven knots in seven knots of breeze.

This massive sail was very easy to pull out and is sheeted in on a manual winch positioned in front of the helm. The rookie crewmembers were invited to help sheet on manually, and they got the hang of it quickly. They certainly worked up a sweat, but it was a cold day so there were no complaints. From the helm, it was also easy to use the winch – simply lean forward and tweak the headsail to maximise the speed.

On a beam reach she really took off and pointed up to about 50 degrees with the code zero cranked on. A few gybes later I was removed from the helm as the novice sailors gave it a crack and I took care of the trim. It was all seamless as we furled the code zero and put the self-tacking headsail to work.

When sailing short-handed, a self-tacker really is a must – you can turn

through the wind as everyone hangs on to their drinks and nothing is spilt. I've found they only really work well if incorporated into the yacht's design from the beginning, and this one seemed to be a natural part of the boat. The Dufour 56 also had tracks for a genoa if you wanted to expand your sail wardrobe for racing.

This boat came with beautifully weighted, twin carbon-fibre black wheels, while the single deep rudder gives a great grip on the water and holds the yacht's course well under the light winds we experienced.

Dufour likes to keep everything tidy, and there were sheet wells in the deck to quickly store sheets and ropes away, sensibly avoiding tripping hazards. In addition, Dufour has pioneered the practise of leading all control lines for the mainsheet, headsail and code zero back to the cockpit to enable short-handed sailing.

Karen's evaluation

Typical of French style and elegance, the Dufour 56 Exclusive yacht, definitely stands out, and while it's a big boat, it feels compact and welcoming.

Sturdy enough to satisfy the serious sailors, but smooth and graceful for even the most amateur female crew and aspiring captains, like me. It was a joy to get behind the steering wheel (and steering was a breeze), and easy and safe to navigate the deck. No fear of low boom swings overhead, and the impressive wooden deck felt pleasurable under foot.

My biceps and abs were given a workout when winching the sails, but that was completely due to my lack of fitness rather than the device.

Clever and subtle features included the neat little foldaway deck table, as well as the barbecue at the rear mini pontoon. The multiple bathrooms were also appealing.

When on the deep blue sea, it's always nice to know you can still get a good cup of coffee, so a cute little Nespresso machine neatly tucked in a cupboard pretty well sealed the deal for me.





AL FRESCO AMENITIES Expansive aft dining and entertaining space around a lovely crafted table with built-in chiller flows through to wide steps leading to a large transom/swim platform perfect for relaxing or launching waterports.

Manoeuvring a boat of this size with considerable windage also requires bow-thrusters, some of which are still unreliable. However, Dufour have come up with a solution: jet thrusters. These are essentially a couple of through-hull fittings where water is pushed out under extreme pressure.

"It's direct, low maintenance, and not prone to issues such as coral clogging up the tunnel. Push the button and the jet thrusters work straight away," Hayes pointed out.

TRANSOM SOIREE

We dropped anchor and the 56's stern quickly transformed into an expanded entertaining area. I must admit I've never seen anything

quite like this before. A few panels were lifted, a swimming platform lowered and, hey presto, a chic space appeared. Amenities included a barbecue, sink and fridge, along with a dinghy garage for storage and water toys – all that was missing was the butler. The indoor/outdoor cooking option is very handy, and there's a huge fold-out cockpit table and plenty of room for eight to dine in style.

The Dufour Exclusive tag means there are extra touches like specially designed cockpit cushions to lounge at the bow and lots of cup holders, which is very important. Even more so are the many grab handles that enable you to always maintain one hand for you, and one for the boat, in a rough sea.

DESIGN BENEFITS

Heading below, it's like a TARDIS; somehow it feels bigger than it did on the outside. That could be because I'm still in Laser mode, but I definitely like light-coloured oak on yachts, especially when married with white leather lounges. The decor reminds you of a French beach, especially when the huge amount of natural light streams in from the many skylights/hatches.

When it comes to the interior layout, Dufour have broken with tradition. It takes a while to realise that the galley is up front and runs right across from one side of the yacht to the other. It's skinny, and looks different too, taking a bit of getting used to, but the cook can



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actually wedge themselves in when things get rough, while at anchor they can be very much part of the dining experience.

There are two huge food fridges and a wine fridge, as well as a gas cooker and stove. Twin sinks and plenty of storage complete the gourmet package. A capsule coffee maker comes standard, but I'm sure an upgrade would be easy.

The lounge area was very comfortable with a TV that hides away inside a panel when not in use. A large navigation station is situated toward the stern on the starboard side along with all of the boat's electronic controls. It was a little awkward in that you had to twist to see everything, but the space was fine.

When it comes to accommodation, the Dufour 54 Exclusive has an array of configurations but they all seem to include two mega-size aft cabins with ensuites. The hull design flares out at the stern enabling these huge cabins to accommodate guests in hotel-level comfort.

In the bow there are a number of options for a master suite. This one had a separate shower and head, and a half island bed with a real mattress. There was plenty of light flowing in from the on-deck skylight/hatches and side hull windows.

Further forward in the bow there's a huge storage space, or it even looked big enough for crew quarters. We didn't test it, but Hayes said there was room for even more overnight guests as the dining room table could be lowered and converted into a double bed.

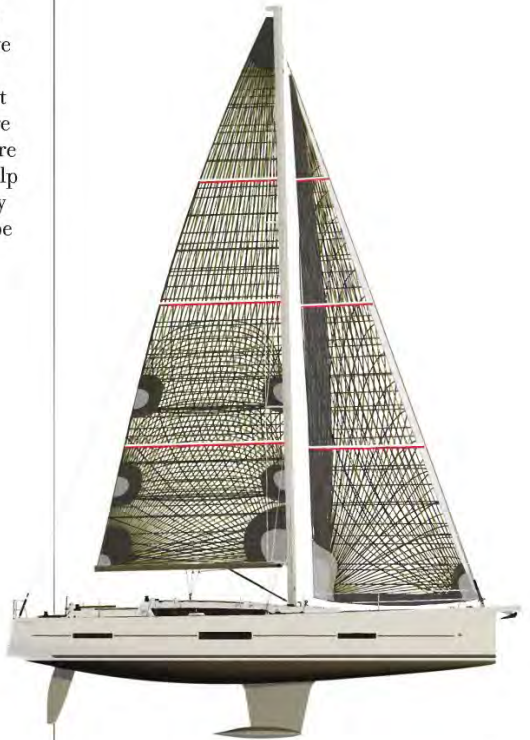


COMFORT ZONE Dufour's exceptional craftsmanship is on show in the 56's staterooms. The master suite boasts a separate shower and head.

In this very functional and elegant design, Dufour still haven't forgotten the basics. There are no sharp edges and lots of secure handholds throughout the interior, which is pretty important – you wouldn't want to be bouncing off the sides when they are five metres apart.

The Dufour 56 exclusive would be a fast cruiser capable of circumnavigating in rare style and comfort. Maybe Karen and Elle are not quite ready for that yet, but they did help demonstrate that this big yacht's versatility and long list of user friendly features can be enjoyed by everyone. performancecruising.com.au
dufour-yachts.com

In this very functional and elegant design, there are no sharp edges and lots of secure handholds throughout the interior.



MODEL	Dufour 56 Exclusive
DESIGNER	Felci Yachts
LENGTH OVERALL	17.15 metres
BEAM	5.05 metres
DISPLACEMENT (LIGHT)	17,625 kilograms
DRAFT	2.50 metres/1.95 metres opt
KEEL WEIGHT	4,900 kilograms
ENGINE	110 hp
FUEL	500 litres
WATER	730 litres
SAIL AREA	152.7 square metres
PRICE	\$925,101 (as tested)

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The Sydney International Boat Show (SIBS) is the premier event of its kind in the southern hemisphere. In 2017, the 50th Sydney show will return to its traditional home of Darling Harbour, making full use of the facilities at the freshly minted ICC (International Convention Centre) Sydney.

SAILCRAFT AT SIBS

Sail is well represented at this year's Boat show, with several major model launches and dozens of the latest yachts fresh from the factory, as well as experts on hand to guide prospective sailors through the virtues of each.

Ensign Ship Brokers will have the largest display at SIBS with 16 boats on water, including the renown Italia and Bavaria brands. In the Italia range, the new 13.98 is remarkable for its elegant, clean lines and rope- and rigging-free deck, thanks to the innovative internal diagonal path and to the "inverted-T" mainsheet solution. The 13.98 is top of the line, very special – the sports car of cruisers. It was

designed by iconic designer and experienced offshore sailor, Maurizio Cossutti. Four factory representatives from Italia Yachts, including company owner Franco Corazza will be on hand to explain the marque's commitment to performance and quality.

Bavaria sailing models on show will include the 51, the latest version of the 46 Style, a 37 and 34, plus the highly-awarded Bavaria Open 40 Catamaran. "We have sold quite a few of the Open 40 and Open 46 models," revealed Ensign Director, Tomy Ross. "Since Bavaria bought Nautitech 18 months ago, we are beginning to see many more exciting features being adapted to the market. We will have a

few racing at Hamilton Island Race Week this year, as well as the Italia 13.98, unless it sells at SIBS, or the new owner wants to be a rock star at Hammo!"

From Performance Boating, standouts from Dufour include the Dufour 56 from the Exclusive Range together with a beautiful, fully-optional Dufour 460. Director Matt Hayes promises a showcase of the "largest and most impressive display of Dufour Yachts ever in Australia. Six in total from the Grand Large 310 to the 56 Exclusive. We will also have on display the exciting Elan S4 plus the French Bali Catamaran in collaboration with Dream Yacht Charter."

Beneteau will also be on show in force, represented by

Vicsail Sydney and Flagstaff Marine. Director Graham Raspas stated that "the 50th Anniversary Show promises to be bigger and more exciting than ever. The indoor and outdoor displays are back in one place, and we are proud to be involved with our Beneteau and Amel yachts on display.

"For Amel, we will showcase the 55 and present the all-new Amel 50 via a virtual reality show. In the Beneteau range, we will have the Beneteau Oceanis 38.1, Oceanis 41.1, Oceanis 48 and Sense 50, and an example of the new Sense 51."

Team Windcraft will exhibit a diverse line-up of boats, featuring three Dehler and five Hanse models, the premiere of



the Dehler 34 and Hanse 455, plus exceptional boat show specials across all ranges.

Team Windcraft pointed out that this year's show will be special for the company as it's the first under new owner, Anthony Bishop. Following his first Hanse Dealer meeting at the factory in Greifswald, and a range of new Hanse models just launched, Bishop will be at SIBS with hot news.

"I am very excited that my first Sydney Boat Show as an exhibitor and as the proud new owner of Team Windcraft coincides with the first time the show is in the brand-new ICC and back in its true home of Darling Harbour. The 50th celebrations make this an all-round significant event," said Bishop.

From the Dehler brand, the all new 34 is destined to attract many admirers. Its larger siblings, the 38 and 46 will also be at the show. Under new ownership, the world's leading design team Judel/Vrolijk have sculpted the lines of the highly impressive Dehler 29, 34, 38, 42 and 46. Seasoned Aussie and Kiwi sailors have recognised the unique combination of superb design, performance and quality, snapping up the new models.

Hanse is the German yacht brand that rocketed the Hanse Group and Team Windcraft to spectacular success over the past couple of decades. The innovative brand continues to go from strength to strength. Many experienced yacht sailors choose Hanse because of the responsive handling and superior sailing experience. The trademark Hanse original self-tacking

headsail is intrinsic to the overall yacht design.

This year's SIBS will be the Hanse 315's first Australian show. The 315 is a perfect entry level cruiser-racer, combining performance, space and an enviable list of features normally found on larger yachts.

Other Hanse models on show are the 345, 385, 415 and 455 – Hanse's current bestseller with 10 per cent more sail area than the previous model and the largest and most innovative cockpit in its class.

Enjoying a surge in popularity as the ideal long-range cruising platform, the multihulls spoil for choice. From The Multihull Group (TMG), the popular Lagoon 42 and 52 and



in her class, the 42 is perfect for Australian conditions.

On show from Multihull Central is an impressive array of Seawind models including the Seawind 1260 (which is new to the Sydney market), a Seawind 1160 Resort, a Seawind 1160 Lite, and the Takacats, a superb range of roll-up inflatable catamarans that make ideal yacht tenders.

definition screen technology with ultra-wide viewing angles, which helps sailors see vital information in even the worst conditions.

The Zeus³ can be configured with 7, 9, 12 and 16-inch all weather touchscreen widescreen displays incorporating SolarMAX™ HD technology for brilliant daytime visibility.

SailSteer allows the viewing of LayLines overlaid on charts, and improves planning accuracy with Sailing Time. In addition, RacePanel delivers a range of race-proven functionality previously reserved for grand-prix racing yachts, including integration with B&G H5000 tactical systems for additional analytical and predictive capabilities.

"There is nowhere in the world that can replicate the experience this show provides."

Multihull Group Managing Director John Cowpe

McConaghy multihull range will be set to impress.

"The Multihull Group is delighted to show the hugely popular Lagoon 52 Flybridge at SIBS this year," said Managing Director John Cowpe.

Known for her fast ocean passages, the new 42 is defined by sleek curves and a groundbreaking, single-level cockpit for free-flowing indoor-outdoor living. With more opening hatches and natural light than any other catamaran

NAVIGATION, GEAR AND GADGETS

Leading marine electronics company Navico will occupy a major space in the ICC, presenting new products from its three brands: Lowrance HDS Carbon, Simrad NSS Evo3 and B&G Zeus³.

The new Zeus³ sailing chartplotter navigation system is designed to meet the needs of bluewater cruisers and regatta sailors. It delivers clear, fast and controllable data, with an easy-to-use interface and new high-

AXIOM IN ACTION

Raymarine will be exhibiting the new Axiom™ range of multi-function devices and the new M232 Pan and Tilt thermal camera along with their full portfolio of products at the Sydney International Boat Show, exhibiting on the marina and at Stand 530 in the ICC.

Running a Quad-Core processor, the new Axiom displays feature a unique four-in-one transducer to deliver SideVision™, DownVision™,



Musto BR2
Coastal Jacket

Chirp Sonar and now also with AHRS stabilised RealVision™. An extremely powerful and innovative system, Axiom is expandable, so its capabilities can grow as needed. It supports the full range of Raymarine accessories, including Quantum radar, CHIRP Sonar, FLIR thermal cameras, audio integration, instruments, cameras, and Evolution autopilot.

PAINT AND PROTECTION

AkzoNobel/International Paints will be at stand locations 509 and 511 in the ICC, displaying the product features and benefits of two new products, the Micron Extra 2 and Marinecoat.

The award-winning Micron Extra 2 anti-fouling paint is the latest development from International Paint and is now available in Australia. Micron Extra 2 is a premium and high-performing anti-fouling paint suitable for power and sailing boats in both salt and freshwater. The paint includes Biolux technology, a system of organic-boosting biocides incorporated into a controlled release film, which has been designed to provide improved resistance to slime.

Micron Extra 2 is suitable for use on fibreglass, wood and primed underwater steel. Easy to apply and quick drying, Micron Extra 2 ensures less maintenance along with cost efficiencies when anti-fouling.

GOOD GEAR

Musto will launch a range of versatile and fashion-forward clothing that does double duty at SIBS 2017.

For harbour or coastal day sailing, the BR1 Inshore Jacket features a rollaway hood, adjustable hem and velcro-fastened cuffs to keep out the rain and spray. The mesh lining and the fleece-lined collar also offer breathability and warmth, while reflective details ensure that you stay visible in low light. Its smart and sleek styling carries this jacket from the racecourse to dockside amenities.

The Ladies BR1 Inshore Jacket, designed specifically for women, is ideal entry-level protection for day sailing in coastal and inshore waters providing 100 per cent waterproof and breathable coverage should you get caught up in bad weather, yet doesn't look out of place in a café.

Features such as double cuffs, adjustable hem, double storm flap with a drainage channel over the zip, the high collar and the roll away fluorescent hood work together to keep you completely dry. The sleeves are articulated to allow complete freedom of movement, the fleece-lined collar, hood and hand warmer pockets add warmth, and the prismatic reflectors provide visibility for safety in low light. sydneyboatshow.com.au



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allsat.com.au

Natural selection

The 2017 edition of Audi Hamilton Island Race Week is shaping up to be an achievement. As *Lisa Ratcliff* reports, an exhaustive overhaul and repair effort after Cyclone Debbie will see the island host more than 200 yachts, ranging from sports boats to supermaxis, and is certainly a call for celebration.

Final preparations are underway to welcome both competitors and visitors to Australia's premier week-long keelboat regatta and yachting festival from August 19–26 at Hamilton Island.

The Oatley family and island CEO Glenn Bourke pride themselves on creating new experiences for sailors and their families each race week via ongoing – and extensive – capital expenditure and beautification projects. Despite the challenges presented by the fury of Cyclone Debbie, this installment of the hugely popular regatta will continue the tradition.

Five-star resort qualia recently reopened following planned renovations of all pavilions and the outdoor areas around the Pebble

Beach pool area. The Palm Bungalows are freshly painted and refurbished, and the island's been through a makeover with new vegetation planted and outdoor spaces created.

The big news for those staying on boats or catering for large crews and families is the opening of a new IGA supermarket on the former Post Office site. Bourke says, "The new IGA is competitive on price and twice the size of the previous supermarket with a good range of products, including fresh fruit and vegetables.

"The new store will open in time for race week, and will make life and self-catering easier for families and those staying on their boats or the resort," the CEO added.

Thanks to Cyclone Debbie, the B, C and D marina arms are being replaced with brand-new Bellingham





pontoons. Bourke is certain that the B and C arms will be finished by 19 August, ready for the eve of competition and the opening party at Hamilton Island Yacht Club. While D arm's completion date is up for debate, it's still useable.

All the usual boat services will be available to owners including pull-outs on the travel lift and hull cleaning by divers. The large cruiser/racer and multihull fraternity at G and F arms can look forward to the usual hospitality in the form of

SILVER SERVICE

Visitors can anticipate the same warm welcome from locals at this year's AHIRW.

a morning coffee cart, afternoon sausage sizzle, and free ice.

New to the island – and installed to reduce single-use plastic bottle consumption – are water filter filling stations.

Long-time race week sponsor Club Marine is joining the island's effort to reduce the number of plastic bottles given away and bought, and during race week they will supply sailors with a combination of refillable and disposable bottles. (The island recycles all hard plastic.)

Regatta director Denis Thompson expects the fleet for the 34th edition to reach 200, although it could possibly reach as high as 220 boats before entries close on Saturday 5 August. audihamiltonislandraceweek.com.au



Coveted crown

A strong Australian contingent will contest the 2017 Etchells World Championships in San Francisco in September.

FINE TUNING.

US favourites will be out to stop the Aussie charge at this year's Etchells Worlds in San Francisco

Among the ten Aussie boats entered at the time of writing, current national champions Graeme Taylor, James Mayo and Steve Jarvin in Magpie, and Iain Murray, Euan McNichol and Richie Allanson who placed second behind their training partners. Reigning World Etchells Champ and Australia II skipper John Bertrand came third back in January, but at this stage he hasn't indicated whether he'll defend the crown he won in Cowes last year.

Murray, whose America's Cup

obligations have now diminished, is said to be looking forward to doing battle in the intensely competitive fleet that is studded with other America's Cup sailors, plus numerous world champions. Top US Etchells skipper Steve Benjamin, who came a close second to Bertrand in Cowes last year and was also runner-up in 2015, will be out to finally grab the class's top prize.

Another strong Australian crew in San Francisco is Chris Hampton, Sam Haines and Mark Andrews who will be using the boat Hampton campaigned at the World Champs at which they placed a very solid sixth.

In Cowes, representing the Royal Brighton Yacht Club, Bertrand had highly credentialed crew including former world champ Paul Blowers and fellow Aussie Ben Lamb. After winning his second Etchells World Championships at 69 years of age Bertrand said, "It's been a roller-coaster ride. This is a team that was only put together for the worlds, and it's so nice to gel together and get better and better."

"Tom Slingsby was on the bow when we won in 2010. This year we have Ben Lamb, who grew up with Tom. He has been incredible this week."

The regatta, which runs from 22-30 September, will be sailed on the Berkeley Circle, where local knowledge plays a big part. 2017.etchellsworlds.org



Cue the fun

Airlie Beach Race Week's social side is legendary, and this year will be no exception. Organisers are ensuring that there will be plenty to keep the crowds entertained, with unforgettable parties to complement the highly enjoyable racing program.



The Whitsunday Sailing Club (WSC) is in serious preparation mode for its signature event, the Airlie Beach Race Week Festival of Sailing. The club is busy putting the final touches to its much-anticipated onshore activities and entertainment program ahead of the 10 August start date.

Participants will enjoy seven days of sailing across eleven racing divisions, as well as seven nights of free entertainment under marquees at the club's stunning tropical location. Spectators will also be able to get close to the action onboard a Leopard 48 catamaran.

Last year, a record 131 boats from as far afield as Asia and New Zealand raced, with some competitors flying in from Europe. This year, organisers have unveiled an expanded social program, starting with the Long Lunch on the Lawn event. It proved so successful last year that it is on again, except this time it will be on a much larger

scale. The lunch takes place on Saturday 12 August from noon, and diners will partake in an exquisite, French-inspired, six-course menu.

The nightly festivities will kick-off after the honours are handed out for each day's racing, with singer/songwriter Matt Angell launching race week with his blend of hybrid blues and roots music. Heavily influenced by the likes of Jack Johnson, John Butler and Xavier Rudd, Angell is sure to entertain crowds with his smooth-flowing melodies.

The on-water action promises to be just as exciting. Several famous boats and equally well-known sailors with speed as their focus are ready for a showdown over the week of racing from 10-17 August. The Whitsunday Sailing Club has enticed the likes of Andrew York, who is bringing his latest sleek, one-design keel boat from Sydney for the first time.

'Yorky', an accomplished yachtsman with America's

Cup, offshore and one-design triumphs on his resume, is also a decorated small-boat sailor who comes to Airlie Beach armed with four national and two NSW keel-boat titles, won via his VX One, and more recently, with the slightly longer offshoot he developed, the REO 7.2.

In a nod to their speed, both boats carry the name *Speedwagon*. The latest, REO *Speedwagon*, is providing him with a real buzz. "It's exceptionally quick off the breeze. We've sailed it at over 20 knots countless times," says Yorky, who is fired up.

This will be the first year REO *Speedwagon* will participate in Airlie Beach Race Week. "I'll sail four-up in the Sports Boat division. We're really looking forward to competing," he finished.

The Sydneysider is pinning all hopes on beating defending champion *Returned*, the Leech 750 owned by Graham Sherring, who remains in fine form. The 2015 champions and fellow

Queenslanders Gary Smith and John Rae with their Bethwaite 79er *Vivace* are also expected to be major competition.

Among a wide variety of boats in the Performance Racing division are two completely disparate designs: Adrian Walters' two-year-old Rob Shaw 11-metre *Little Nico*, and Colin and Denise Wilson's 15-year-old MKL 49, *Never a Dull Moment*.

Little Nico is enviably fast, and is also making her Airlie Beach debut. Walters has been testing the water with his carbon-fibre, canting-keel, harbour-racing yacht locally in Sydney since her launch.

Meanwhile, a trio of famous ocean-racing warhorses will go in to battle in the Cruising Spinnaker Division: *Condor*, *Hammer of Queensland* and *Helsal 3*. Names that naturally evoke memories of past Rolex Sydney Hobart Yacht Races. It will be a week of highlights all round. abrvc.com.au



Rendezvous bonus

A stopover in the pristine protected bay of Cape Upstart provides yet another excellent reason to head north to SeaLink Magnetic Island Race Week.

The Cape Upstart stopover for boats travelling from Airlie and/or Hamilton to SeaLink Magnetic Island Race Week (SMIRW) was so well received in 2016 that organisers are planning to host it again this year.

"Cape Upstart is totally unique to this event," said Mike Steel Event Chairman and Townsville Yacht Club (TYC) Director of the gathering that was added to the calendar for the first time last year.

"It's a great way for competitors who are travelling from other regattas, particularly those from interstate, to unwind and get to know each other. It was a lot of fun and is a great way to start our regatta off," he said.

After pulling up anchor at Hamilton Island, it's a quick 60-nautical-mile passage north past Gloucester Island before bearing away and drifting gently into the wide bay of Cape Upstart. Surrounded by a dramatic vista of bushland and a long, soft, white sandy beach, Mike Steel isn't surprised that the picturesque anchorage has proved so popular.

He explained, "Cape Upstart is inaccessible by land, so the club ferries competitors ashore from their yachts moored off the beach. We had around 100 attending last year and everyone made the most of the night, especially the large bonfire.

"Richard and Karen Bonato kindly host and cater this BBQ event for the club, opening their

home at Cape Upstart to welcome yachties. Richard is not a yachtie, rather a motor boat owner, who is thrilled to share his piece of paradise," said Steel.

Victorian yachtsman Mark Chew, who participated and took photos before racing his beautiful classic timber boat *Fair Winds* at Magnetic Island last year, agreed. "It was a wonderful night with a big fire on the beach. It was a really beautiful gesture," he recalled.

"Competitors only had to supply the drinks," he said of the memorable evening that combined convivial company and a seafood BBQ provided by the club set amidst some of the most spectacular scenery on offer in Australia.

The TYC will send an invitation for Cape Upstart to all registered boat owners in August, and also has other social events in the pipeline. Meanwhile, Queensland television personality Scott Hillier will return to film and comment live on the action at the daily prize giving.

To date, the TYC has received 55 entries from monohull and multihull owners. Among them are TYC members Stanley Barnes with his Supersonic 27 *Librian* and Mike Steel, again skippering his Dufour 36 *Boadicea*. Neither have missed a SeaLink Magnetic Island Race Week since the event's inception. Not far behind them is Ian Johnson's *Salacia* who has attended nine, while Doug Ryan (*Shazam*), Graeme Etherton (*The Boat*) and Jack Maguire (*Zen*) have each attended eight.

Entries close on Thursday 24 August 2017, so enter online now to race against the current crop representing Queensland, Victoria, Tasmania, South Australia and NSW.

SeaLink Magnetic Island Race Week will run from 31 August until 6 September. The event is open to IRC, PHS, cruising in spinnaker and non-spinnaker yachts, trailable yachts and sports boats, along with divisions for multihull racing and cruising boats. magneticislandraceweek.com.au

This page:

BONFIRE BONHOMIE

Cape Upstart is a unique event and location.

Opposite page:

FRIENDLY AIRLIE

Known as the friendliest regatta of them all, Airlie Beach Race Week offers a plethora of social events for participants.



CLASSIC MOMENT
Top: The Fastnet Rock lighthouse is both stunning and notorious. Below: *Rambler* powers through accompanied by the local wildlife.

Fastnet match-up

While the Judel-Vrolijk 115 *Nikata* will be the largest yacht competing in the 350-strong fleet contesting the Rolex Fastnet Race, the battle for glory looks set to be between two familiar Rolex Sydney Hobart Yacht Race line honours contenders.



Ludde Ingvall's radically remodified *CQS*, which came seventh over the line in last year's Rolex Sydney Hobart, will match-up against the exceptionally well-performed *Rambler 88*.

Rambler gave us an indication of her potential when the Juan K designed speedster narrowly missed out on a second place finish in the 2015 Rolex Sydney Hobart: the 88-footer's raw speed was impressive. Last December *Rambler* broke the ARC crossing record, and has consistently humiliated older supermaxis.

CQS has been notching up some good results in Ingvall's old stamping ground the Baltic, taking line honours in the Alandia Surrsaari Race out of Helsinki, and the AF Offshore Race out of Stockholm, around Gotland Island, in which she also set a new course record.

Commenting on the visit to Scandinavian waters Sydney-based Ludde said, "It was

good to break the record, but it was a close call. The wind went light and we nearly didn't make it; we would have liked to have broken it by a bigger margin."

The boat arrived in Gosport, England, in mid July where *CQS* was prepared for the Triple Crown series during Lendy Cowes Week, and one of the world's greatest offshore challenges, the 608-nautical-mile classic across the Irish Sea.

"We will be getting the boat out of the water and upgrading the rudder," commented the skipper, who admits he is still learning about the boat.

"The rudder upgrade will help the balance of the boat, and we hope that by the time we start the Fastnet, we will be up to 90 per cent of the boat's potential."

CQS will contest the three-race Triple Crown series on the Tuesday, Wednesday and Thursday of Lendy Cowes Week, a special series of races for supermaxis.

According to *Rambler*'s tactician Brad Butterworth, their fight with *CQS* is likely to come down to the weather. "If there is any breeze it will make a big difference as to who wins across the line," he said.

"If there are any powered-up situations then *Rambler* will do pretty well, but if it is light airs running or even upwind, it will be a struggle. The modern maxis like *Comanche* and *Rambler* have huge wetted surface so when they are not heeled, you're carrying a lot of viscous drag around with you."

Two other Australian crews will both be out to make their mark - Paddy Broughton will bring the recently purchased *Kialoa II*; and Muir Watson and Grish Stromov have chartered Rob Bottomley's First 40 *Sailplane 1*.

The Rolex Fastnet Race starts from the Royal Yacht Squadron, Cowes, at 11 am on Sunday 6 August.

rolexfastnetrace.com



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Not so long ago, when a sextant, almanacs and dead reckoning were the only tools for determining a boat's position on a wide ocean, the navigator was afforded priest-like status. They disseminated the vagaries of wind, waves and currents, and delivered you safely to an anchorage. Today, this crucial role is a combination of strategist, tactician and meteorologist.

In the fourth of our Seamanship Series *Lindsay May*, a three-time overall winner of the Rolex Sydney Hobart Yacht Race, shares some of the ...

secrets to being a crack offshore navigator.





SAILING BIO

LINDSAY MAY has competed in a record 44 consecutive Rolex Sydney Hobart Yacht Races. He was navigator of overall race winners *Indian Pacific* (1984), *Atara* (1991), was skipper and navigator in *Love and War's* epic 2006 overall win, and navigated *Brindabella* to her 1997 line honours triumph.

He has also represented Australia at the Southern Cross Cup, the Admiral's Cup and the Clipper Cup, and will be navigating *Kiaola II* in the 2017 Rolex Fastnet Race.

PREPARATION IS PARAMOUNT

Never race on a yacht that you haven't calibrated the log, checked all compasses, and carefully considered its seaworthiness and the ability of most of the crew beforehand.

Locate or create target-speed sheets, sail-selection charts, and safety-gear diagrams. Ensure you are familiar with all facets of HF radio use. Create a sked sheet for all radio broadcasts, weather, and position reports. I have lists for everything, right down to the tea and coffee choices for each watch. Every sheet is laminated. (Note: red ink is invisible under red night lights.)

Download soft copy manuals of all equipment on the boat and familiarise yourself with each device. Locate all safety gear and critical equipment so you can find it in the dark. Display a list of these items and location – it avoids crew being woken with questions like, "Where's the change sheet?"

Also, make relevant checklists from the Notice of Race and Sailing Instructions, along with a checklist for your personal gear and race day itself.

Summary

Have all your systems correctly calibrated and working accurately. Use checklists to avoid any crucial oversights.

NAVIGATION

In the weeks prior, regularly check the weather and current charts to get a feel for emerging patterns. For the Rolex Sydney Hobart, you might be able to broadly answer interminable questions like, "What's the weather going to be doing?" about 4–5 days out, and it firms up each day thereafter. (Sometimes it's best to assume it will be rough until you can be more accurate.)

By race day, you should have the first day down to the hours, and be fairly certain for subsequent days. The unknown will be what time you will be at Tasman Island, and if you will have breeze all the way to the finish (after 11 am), or no breeze (after 5 pm). And even that can be a lottery.

CURRENT

This is my most important variable. I watch it, and I plot it. Using two big charts (now withdrawn) of the NSW and Tasmanian coast, I draw the rhumb line. (I then ignore it, as it's simply a reference, not a fixation.)

Next I plot the current flows, temperature, speed and direction from the IMOS OceanCurrent charts (oceancurrent.imos.org.au/).

I also print out the coloured IMOS chart and during the race, plot my position on to that small chart as a cross reference. This is crucial to see where you are headed – you always try to aim toward a favourable southerly flow, and especially not into adverse flow.

SOFTWARE

I use Expedition (expeditionmarine.com) and enter my own current flows. Then each day prior to a race, I run a routing and see how that plots with and without current so I can get a feel for the current influence. Closer to race day I run multiple plots as each new grib file arrives. Roger Badham (members.ozemail.com.au/~clouds)

is always consulted, and I compare my track with his suggested tracks (they usually cover four different-sized yachts).

On race day, I print the full output from Expedition and, during the race, cross reference what Expedition forecast on Day 1 with the observed conditions and position. This helps to work ahead, further south if the results differ markedly. It also helps to build confidence in the software if both forecast and actual are consistent.

Consult with the brains trust before the race on a broad strategy, then as new data is received, readdress the information. The skipper has the ultimate say, but often the tactician or crew boss will be extremely experienced and that knowledge needs to be considered and a decision made.

That being said, I've been on yachts where the nav station was an internet cafe with crew accessing a host of different routing sites, all with an opinion and all experts – so keep your space sacred.

HOUSEKEEPING

Make sure that the battery is charged, the sat phone is on receive only, skeds and weather are on time, the crew is hydrated, and any sick or injured crew are treated. Other responsibilities can include ensuring the bilge is pumped, meals are defrosted and cooked, the next sail is located and ready, the ship's log is up to date with the current recorded and the wind trend considered – the list goes on.

INTUITION v DATA

The most important input is to look around. Your course or sail selection should be influenced by sea state, anticipated wind shift (southern hemisphere almost always goes left), approaching roll cloud, ability to manage or conserve sails, prior experience or local knowledge.

I recommend the Expedition's manual, as well as Will Oxley's ebook, *Modern Race Navigation*, which is an excellent read.

Now all you need to do is go racing. Enjoy being with a great bunch of people and hopefully bring home the silverware!



Getting connected

Ask any kid what they like about sailing, and comments like having fun with their friends and the feeling of freedom it gives them, feature prominently. Here, Olympic silver medallist *Olivia Price* outlines the sailing experiences that will set aspiring sailors up for enjoyment, long-term participation, and success in the sport.



THE PRICE IS RIGHT

At just 19, Olivia Price skippered her crew of Lucinda Whitty and Nina Curtis to win a silver medal in the Elliot 6-metre Match Racing event at the London 2012 Games.

Sailing is a sport for life! Young or old, beginner or expert, everyone can enjoy a day out on the water. There are many pathways for children and adults alike to get involved in learning to sail. It's about choosing the right option for your individual sailing goal – whether that is simply being on board a yacht, becoming a master dinghy racer, or developing your skills even further.

DISCOVER SAILING

Australian Sailing's Discover Sailing program is a fantastic way to get started in sailing. Discover Sailing days are offered free of charge at sailing clubs around Australia at various times throughout the year, and it's a great way to become familiar with the sport. People of all abilities are welcome, and some clubs offer accessible facilities for people with a disability.

During the day, you'll have the option to go out for a short sail with an experienced sailor, have a look around the club, and find out more about the programs and courses available. All boats and safety equipment are provided by the club, so all you need are clothes and shoes that you don't mind getting wet, sunscreen and a hat.

For more information on Discover Sailing or to find your local club, go to discoversailing.org.au.

TACKERS

The best learn to sail program for children is the national Tackers Program. Aimed at ages eight to twelve, it is a fun, introductory, games-based sailing program that provides a pathway to ongoing involvement with clubs.

At registered Tackers centres, all sailing equipment is provided and no prior sailing experience is necessary. Again, children should wear clothes and shoes that they don't mind getting wet, bring a towel and



SKILLS BASE

Courses are designed to progress you through learning the skills and gaining the knowledge you need to sail different types of boats – from dinghies to small keelboats

change of clothes with them, as well as a hat, sunscreen and food and water to last the day.

Before committing to any Tackers program, there is an opportunity to sample sailing in the Tackers Intro course. It gives kids the chance to get out on the water to experience the type of sailing games offered in the programs.

The cost is between \$40 and \$60 for a two-and-a-half-hour course with a qualified instructor, and at the end participants are awarded a certificate of achievement.

There are three levels that children can progress through: Tackers 1, 2 and 3. Each level involves 20 hours of participation, and can be designed as a four- to five-day holiday program, or as a series of sessions over several weeks, depending on the training centre.

Tackers 1 is all about having fun. Sailing in pairs, kids sail in a small poly-plastic dinghy called an Optimist. The boat is designed for the program, with built-in buoyancy for extra stability, and is an ideal introduction to dinghy sailing for kids.

Tackers 2 teaches kids the tricks and techniques involved in sailing. They are placed in small groups and supported by instructors and assistant instructors, and are encouraged to learn to sail the boat by themselves.

Tackers 3 teaches kids to sail the boat confidently alone around other boats, while learning how to make the boat go faster. Still under the guidance of instructors and assistants, the kids play more advanced games on the water and learn the skills necessary to advance into the next stage of the program, the Green Fleet.

The Green Fleet introduces young sailors to racing, and provides them with the necessary skills to manoeuvre their boat around a course while still focusing on having fun.

The Tackers program is widely available across Australia, and you don't need to be a member of a sailing club to participate.

For further information about the program, visit discoversailing.org.au/tackers/.

TEENAGERS

The Cruising Yacht Club of Australia is just one of many clubs that offers a learn to sail program for teens. Part of their school holiday program, it is designed for students aged 13–18. Teens who have little or no sailing experience through to those who are reasonably competent onboard a sailing boat are both welcome.

Participants experience the sport of sailing under supervised conditions

with qualified instructors. The CYCA's ten Elliott 7-metre sports boats are used, and the Youth Sailing Academy teaches the Australian Sailing curriculum.

Over two thousand students have graduated from the Learn to Sail course at the CYCA that teaches basic boat handling, maintenance and sail trim, while having an overall focus on teamwork, perseverance and fun. Course graduates have the opportunity to move onto member's yachts and crew for harbour and offshore racing.

The course is available to both members and non-members. The cost for first-timers \$450 for the four-day course, which includes an introductory kit and a Youth Sailing Academy t-shirt. There are further discounts available for families and returning students.

Students need to bring a notebook and pen, gloves, soft-soled shoes or similar for wearing on the boat, hat, water bottle and clothes that can get wet, as well as something to stay warm. Lifejackets are provided and are worn while sailing at all times. For further information go to www.cyca.com.au/youth/courses.

ADULTS

For adults wanting to learn the ropes of yachting, the Pacific Sailing School located at the CYCA is a great place to start.

The Pacific Sailing School is an internationally recognised training centre and provides courses on crewing, cruising and hiring your own boat, as well as courses for those who want to race yachts both inshore and offshore.

Visit www.pacificsailingschool.com.au for further enquiries. ⚓

Aimed at ages eight to twelve, it is a fun, introductory, games-based sailing program that provides a pathway to ongoing involvement with clubs.



GIRL AHOY!

Tara Blanc-Ramos is setting the scene – not just in the 2017 Youth Match Racing World Championship in California, but for girls the ocean over who dream of sailing internationally.

Shooting for the stars

Nerves certainly don't seem to be a factor for Tara Blanc-Ramos. As she prepares to fly out for the 2017 Youth Match Racing World Championship in California at the end of July, the 21-year-old has her sights firmly set on more silverware.

Having never sailed on the Governor's Cup 22's that will be used in the event, you might expect Blanc-Ramos to be feeling some trepidation. Indeed, there will be a number of variables that could prove a substantial challenge, never mind the quality of the competition, but Blanc-Ramos is going in with her eyes wide open.

"I've never done a world champs before, so I am expecting another level of difficulty. I haven't sailed the boats before either. The conditions offshore in LA will be unfamiliar too, most likely light breeze with a bit of swell, but I can't wait to get over there."

Blanc-Ramos will have just one day to practice in the boat with her crew ahead of the top youth event, but her fellow Youth Sailing Academy (YSA) stars Harry Price and Angus Williams are a source of comfort and confidence. Having trained, competed and won major trophies together, including winning the Governor's Cup in 2015 (the immediate precursor to the Youth Worlds), the three-strong boat crew are hopeful – and more than a little bit excited – that the team can deliver again.

"I was really surprised to get the call-up, but I'm really looking forward to it. They're such fun regattas. Of course, the main objective is to win. I know Harry and Gus so well. They'll be able to get me up to speed really quickly, and it won't take long for us to tune into each other's thinking on the water. We're all super competitive so we'll be working to one goal – the trophy."

The trio's success is a credit to the YSA where Tara has been involved since 2012. As a more senior member of the team, she hopes her involvement in international events will be an inspiration to younger students.

"When I first started, I remember looking up to the senior guys. I watched them compete overseas, and I'm really happy that I've reached that level.



Hopefully some of the younger girls see what I'm up to and it will inspire them to do the same. It's definitely not just a boys' club."

The camaraderie within the team and the equal opportunity for both male and female competitors to take part is what has kept Tara hooked on sailing. And there's no sign of that passion waning.

"For me, it's as much about the social aspect and meeting new people. Being involved with the CYCA has given me so many opportunities that I didn't expect. I'll be a sailor for the rest of my life.

"After the Youth Worlds this year, I'll see what's next, but I feel like I'm moving toward offshore racing. I'll probably start to commit more time to racing on the bigger boats over the next few years."

We can't wait. ⚓

The 4th World Sailing Youth Match Racing World Championship will be held from 30 July–5 August 2017 in the waters of the Pacific Ocean off Newport Beach, California, USA.



IRON WILLS
Their collective resilience and hunger to win and makes Mat Belcher and Will Ryan the benchmark crew in the 470 class.

Comeback kings

Mathew Belcher and Will Ryan have again demonstrated their amazing ability to dig deep and tough out any situation, clinching the 2017 470 World Championship in Greece.

After five days of racing from 7–15 July in Thessaloniki, it came down to a nail-biting conclusion in the medal race. Series leaders Anton Dahlberg and Fredrik Bergstrom were guaranteed either gold or silver in a match race to the finish with the Aussies.

The Swedish pair, believing they were over at the start, re-crossed the line 150 metres behind the fleet and fought hard to claw their way back to finish 6th. But Belcher and Ryan sailed a flawless race, taking the gun – and the gold.

Dual Olympic medallist Belcher had previously won three World Championships with Malcom Page, and now four with Will Ryan, his Rio Olympic crew. (Belcher and Ryan won Olympic silver in Rio last year, while Belcher claimed Olympic gold in London in 2012.)

The 2013 ISAF World Sailor of the Year, Belcher began his career at the Southport Yacht Club in Queensland at the age of seven, and now mentors for the club's High-Performance

Program. The SYC's General Manager Brett James said, "We are ecstatic for Mathew on this phenomenal achievement."

Reflecting on this year's worlds in Greece, Belcher described the win as "thrilling, exciting and surprising," and was relieved not to have had the pressure of being leader all week. "To win when it counted was nice. When everything goes right, it's a great feeling. The fact that we're racing at the level we are and still

were strong, and there was no relief, but it was the same for everybody competing.

"The on-water conditions favoured more extreme, inner racing; the boats are a lot closer in light winds. Consistency normally pays, but for these types of conditions, higher risk strategies meant that boats extended to the sides.

Belcher recognised his long-time coach Victor Kovalenko – the man they call

He added, "It's also about management and team psychology. And preparation ahead of travelling."

It's another big step toward their bid to finish on top of the podium in the 2020 Tokyo Olympics. But for now, Belcher has commitments with the SYC High-Performance Program.

Then next month, he and Ryan will travel to Japan for the National Championship, and possibly the World Sailing

The fact that we're racing at the level we are and still enjoy sailing is the main reason we perform well together."

enjoy sailing is the main reason we perform well together."

Belcher continued, "It was great to return to Thessaloniki ten years after the 470 Europeans. It was even better to take home the gold this time!

The conditions were challenging, however. "It was extremely hot with light winds. The temperature was in the high 30s and into the 40s every day. The sun and the glare

The Medal Maker – for his ongoing contribution to their world-championship success.

Kovalenko has worked consistently with Belcher and Ryan, encouraging them to control the strategy and tactics of their program and performance, and is a constant support.

"Viktor gives us the confidence and the framework to make the right decisions," said Belcher.

Cup in Gamagori, south Japan, at the end of October.

"I'm looking forward to returning home and continuing our campaign training at the new Gold Coast 470 sub-site at the SYC Sailing Academy," said Belcher, who is enjoying soaking up the mild winter sunshine at home in Palm Beach with his wife and children. 2017worlds.470.org
southportyachtclub.com.au



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www.pittwatertoparadise.com.au
www.sailparadise.com.au

The annual Club Marine Pittwater to Paradise Regatta will commence on Tuesday 2 January sailing from Pittwater to Southport at the heart of the Gold Coast.

Following the ocean category 2 race is the Southport Yacht Club's spectacular high summer offshore sailing regatta, Bartercard Sail Paradise. Four days of magnificent racing will be staged on the beautiful ocean waters off the Gold Coast's golden beaches from Saturday 6 to Tuesday 9 January 2018.

Both events have been combined to create a new offshore series for competitors.

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Staying in shape

North Sails reinvents the cruising sail, and it's affordable ...

Until now, cruising sailors had very little choice apart from woven polyester when it came to choosing a sail that was affordable and durable. And although they were built to last, they weren't built to hold their shape.

To solve the problem, North Sails enlisted the help of their engineers, reinventing the cruising sail for small- to medium-sized cruising yachts. The result was 3Di NORDAC, an innovative product that marries patented 3Di shape-holding technology with the toughness and affordability of polyester sails.

The 3Di NORDAC sails are smoother, with a more permanent aerodynamic shape for greater control, speed, and comfort. In the world of offshore racing and superyachts, North Sails has made thousands of 3Di sails that have travelled millions of kilometres. This 3Di technology has also powered every significant offshore speed and distance record since it was introduced in 2010. And around-the-world racers now get three times the kilometres from 3Di sails compared to the shorter lifespan and poor shape-holding of conventional sails.

Made from 100% polyester fibre, polyester resin, and a rugged polyester protective surface, 3Di NORDAC sails provide the properties of true composite structures, resisting strain and compressive forces in all directions.
northsails.com



Clear ahead

Raymarine has expanded its state-of-the-art Axiom™ Multifunction Display (MFD) line with the introduction of the Axiom Pro.

Designed for those spending serious time offshore and professional captains, Axiom Pro features Raymarine's HybridTouch™ control, combining multi-touchscreen controls with an ergonomic keypad for additional confidence in rough seas.

Engineered to perform in bright sunlight, Axiom Pro displays feature high-definition, In-Plane Switching (IPS) display technology, maximising viewing angles and reducing blackouts when wearing polarised glasses. Powered by Raymarine's new LightHouse 3 operating system and combined with Axiom Pro's fast, quad-core processor, Axiom Pro delivers an intuitive and fluid navigation experience through an improved, easily-personalised interface.

Axiom Pro's flexible design and LightHouse 3 operating system enables integration with multiple Axiom displays, CHIRP radar, Evolution autopilot and FLIR thermal night vision technology.
raymarine.com



Identify yourself

Digital Yacht brings AIS technology to recreational boating

In the past, AIS (Automatic Identification System) was a product mainly used in commercial boating. The system allows the user to see other vessels and, if desired, to also be seen.

Now, UK-based Digital Yacht has introduced AIS for both recreational and commercial users, making boating a whole lot safer to a whole lot more people.

Best of all, there's no need to replace your existing chartplotter. The AIS Nomad can turn your

current equipment into a state-of-the-art AIS receiver or transponder, allowing you to see other traffic on the waterways.

The Nomad offers a full-function, Class B AIS transponder with a wireless and USB interface built in for tablets and PCs – all in a portable and compact package. Digital Yacht also has a range of wi-fi products to bring your chart plotter and other electronic sensors onto tablets and laptops.

allsat.com.au



Lifesaver

Digital Yacht launches the world's smallest man overboard device

Nothing on a yacht, nothing, comes before crew safety. Which is why this new man-overboard device from UK-based Digital Yacht should be a no-brainer; added to every sailor's kit.

The rescueME MOB1 is the world's smallest man-overboard device. It has a seven-year battery life, 66-channel GPS, strobe light, and a unique feature to also alert via DSC on your VHF radio.

In the event of a person falling overboard, the rescueME MOB1 will alert your vessel via AIS and VHF radio – and others in the area with AIS – that you have a person in the water.

The rescueME MOB1 will alarm and indicate on your chartplotter with a GPS location, seeing 'electronically' a direction and distance to the person and assisting in a fast rescue and recovery from the water.

allsat.com.au

EMERGENCIES CAN HAPPEN ANYWHERE

GREAT Circle

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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Testing regime

Zhik will launch its latest Isotak X™ offshore range just in time for this year's Rolex Sydney Hobart Yacht Race.

Production of the next generation of wet weather gear is being pushed forward to meet an early-December deadline, so Rolex Sydney Hobart crews can go to sea in the very latest design.

Isotak X is breathable, and four times more waterproof durable than the ocean standard, plus offers new features such as a Hydrovision™ hood on the smock, drysuit and jacket, Reziseal™ composite seals, dual zipper system on jacket and longer cut smock and jacket for increased protection.

Owners prepared to wait until December to finalise their technical clothing for the Cruising Yacht Club of Australia's signature bluewater classic will have the advantage of the latest developments inspired by one of Zhik's two partners in the 2017-18 Volvo Ocean Race (VOR), which

starts October 14 in Alicante, Spain with the first in-port event – AkzoNobel (NED).

Bart Milczarczyk, Global Head of Design at Zhik, said the opportunity to collaborate with AkzoNobel's sailors has helped Zhik create breakthrough solutions in the ocean-racing space, and created an innovation pipeline that shapes the future of sailing apparel for everyone. "The elite athletes at team AkzoNobel will push our Isotak X gear to the limit in the extreme conditions of the VOR," he added.

Zhik also offers polo and T-shirt team apparel that can be embroidered with the boat's name and particular event, an option more and more Rolex Sydney Hobart crews are taking up as the Australian sailing brand consolidates its market position. zhik.com



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CORPORATE UNIFORMS AND PROMOTIONAL CLOTHING - OUR SERVICE IS HELPING YOU WITH MERCHANDISE YOU CAN BE PROUD OF!





Transformed transceiver

Icom's new Class-D transceiver provides seamless integration with existing onboard equipment for the ultimate in connectivity.

Icom has been a global leader in radio communications for more than 50 years, with innovative products still made from their factory in Japan. The company's latest offering is the IC-M605 EURO, a Class-D VHF/DSC transceiver featuring

an integrated AIS receiver, showing real-time AIS traffic on a 4.3-inch colour TFT LCD screen with day/night mode.

Advanced features include a sophisticated receiver, active noise cancelling, and a last voice-call recording function that will save two minutes of

audio. Integration with other onboard electronic equipment is seamless, with NMWA 2000 and NMEA 0183 connectivity.

When used as part of a multi-station radio system, it can be controlled with up to three controllers, including an intercom system offering

flexibility from anywhere onboard the vessel.

The device features IPX7 water-ingress protection on both the base and controller microphone, meaning it is waterproof to a depth of one metre for 30 minutes. icom.net.au

Hobart bound

Experience the Rolex Sydney to Hobart Yacht Race in style aboard the revamped *Coral Discoverer*.

Coral Expeditions has launched a maritime-themed itinerary, allowing passengers to get up close and personal with the yachts as they race from Sydney to Hobart this December.

Up to 72 passengers will travel in style aboard the newly refurbished *Coral Discoverer* as it cruises down the scenic east coast, arriving in Hobart in time to witness the winners' celebrations. The voyage will welcome guest



lecturer John Longley on board, who will provide passengers with an insider perspective of the race, having participated in the event four times himself.

As well as giving a series of lectures, Longley will join the expedition team in leading

excursions to maritime attractions such as the Killer Whale museum in Eden, the Davidson Whaling Station in Ben Boyd National Park, the Bligh Museum of Pacific Exploration, and a visit to the Hobart Race Village for presentations.

Guests can expect spacious cabins, with the Bridge Deck Staterooms having private balconies. Modern Australian cuisine made with fresh local produce will be served by an expert all-Australian crew. coralexpeditions.com



Graeme 'Frizzle' Freeman

Australia lost one of its most respected offshore sailors and racing boat builders when Graeme 'Frizzle' Freeman, one of the CYCA's 'heavies', died from pancreatic cancer in early July aged 70.

Di Pearson reflects on the legacy of this inimitable man who brought out the best in his crew, and was great company on shore

Respected by all who crossed his path, Frizzle held godlike status at the Cruising Yacht Club of Australia (CYCA) where he had been a member since 1971. In fact, the first time I heard the yachting term 'heavy', which referred to a person's star factor on the water, it was attributed him.

Frizzle used to hold court in a corner where the other heavies hung out at the CYCA, sharing stories, taking the mickey, and laughing a lot. Everyone looked up to him – in fact, we were totally in awe of him – but away from his mates, he was a quiet and shy man. And when he returned to Tasmania some 20 years ago, life at the club was much less interesting.

In demand as a tactician/helmsman, Frizzle was a natural sailor with that special *it* factor that made him a brilliant yachting mind. Of the 27 Rolex Sydney Hobart Yacht Races he competed in, he called tactics on four line honours winners and played a major role in each: John Kahlbetzer's *Bumblebee 4* (1979);

Jack Rooklyn's *Apollo* (1985); Bob 'Beanhead' Clifford's *Tasmania* (1994); and American Larry Ellison's *Sayonara* in the fatal 1998 race, which speaks volumes of Frizzle's considerable skills.

On making 25 Rolex Sydney Hobart races in 2001, old friend Toby Richardson recalled his favourite race – 1985 on *Apollo* – saying, "It was a great crew with people like Frizzle. We started telling jokes in Bass

and America, predominantly with John Kahlbetzer's *Bumblebee 3* and *Bumblebee 4*, which he also built.

Frizzle's boatbuilding expertise found him in demand as a project manager and builder of many famous boats, including those for the America's Cup. He was tactician and builder of *Challenge 12* in the 1983 cup, and was described by *The New York Times* as "one of Australia's

**In demand as a tactician/helmsman,
Frizzle was a natural sailor with
a brilliant yachting mind.**

Straight and couldn't stop laughing, but still managed to win."

Frizzle raced his first Rolex Sydney Hobart Yacht Race in 1970 aboard the successful Tasmanian one-tonner, *Maria*, owned by Des Cooper. His last was in 2001 aboard Ian Treleaven's V60, *Line 7*. During the 70s, Frizzle also raced successfully in Europe

most experienced ocean racers and yacht builders."

He went on to build the 1986–7 Australian 12-metre *Kookaburra III* with Iain Murray, then *Il Moro de Venezia* for Italian industrialist Raul Gardini, which won the 1992 Louis Vuitton Cup. There were also the well-known Rolex Sydney Hobart yachts, including three *Margaret*

Left: **PROUD RECORD**
Frizzle led a crew of mainly locals to a line honours victory aboard *Tasmania* in 1994.
CYCA Archives/Peter Campbell

Above: **NATURAL TALENT**
Frizzle With the crew of *Maria* after the 1970 Sydney to Hobart.
Courtesy: Ian Coward.

Rintoul's for Stan Edwards, *Windward Passage* for Rod Muir, and *Cyclone* for Max Ryan.

Frizzle moved back to Tasmania in the late 1980s, and he and Kathy were married. Next was a stint in China, working for fellow Tasmanian Bob Clifford who he represented in a joint venture with a Chinese businessman to build fast, large ferries. And finally Europe, where he oversaw surveys on the ferries.

The Freemans finally settled permanently back in Tasmania where Frizzle took on the odd project while spending time with his family, including his son Lewis.

His friends from Sydney visited him regularly, especially at the end of the Rolex Sydney Hobart Yacht Race when they would join him at the Shipwright's Arms to share stories of the race and reminiscence over a few drinks.

At the CYCA, amid much laughter, Frizzle stories are still told. They will no doubt become legend. *Our deepest sympathies go to Kathy and Lewis and their family.* ⚓

Technical Advantage

Peter Campbell reflects on more than half a century of writing about the America's Cup, and how cup technology has been eagerly incorporated into racing yachts.

My first personal coverage of the cup was in 1973 when Alan Bond made his first challenge. I was there to see *Australia II* victorious, but challengers and defenders have always contributed significant advances in design, build and sail making – and impacted the big ocean racing yachts.

Take the 60s, when beside designing the fast hulls and rigs for *Gretel* and *Gretel II*, Australian naval architect Alan Payne created cross-linked, coffee-grinder winches to trim the sails, ensuring the addition of hefty ex-rugby players to the crew of *Gretel II*. He also designed the yachts' quick-release spinnaker clips, and maxi yacht owners were quick to pick up on both innovations. (Of course, the brawny crew who worked the winches are obsolete today with the use of stored power on many larger ocean racers, and especially on the America's Cup Match yachts.)

Now, Emirates Team New Zealand are back to pedal power for sail trimming – finely controlled with a tablet by Australian multiple world-champion catamaran sailor and Kiwi challenger, skipper Glenn Ashby. But of course, the epitome of America's Cup innovative ideas was Ben Lexcen's winged keel that gave such a technological advantage to *Australia II* in 1983, ending the New York Yacht Club's 132-year grip on the world's oldest international sporting trophy.

The flow-on from the winged keel to large racing and cruising yachts began almost immediately, and undoubtedly led to far greater research by naval architects into the value of foils, and it can be argued canting keels, twin rudders

and canards. Post-1983, many new yachts were launched with winglets on their keels.

Sail development, along with hull engineering and materials emanating from America's Cup campaigns, notably since Australia's loss at Fremantle in 1987, have been extraordinary. Carbon fibre is now used in

12-metre class yacht in cup racing and heralded a remarkable development in yachts for future challengers. For the next cup off California, the Kiwis built a massive monohull yacht, while Conner responded with the first catamaran to sail in an America's Cup Match – and won. Thirty years on, the cup

Challengers and defenders have always contributed significant advances in design, build and sail making.

the building of virtually every modern ocean-racing yacht and high-performance, one-design class yachts, their masts, and their working sails. Even carbon sails have been developed, but not encouraged, for junior racing dinghies.

When Dennis Conner regained the cup in 1987, it saw the end of the international

has just been fought out in spectacular racing off Bermuda between two extraordinary multihull yachts that flew across the water on foils, cutting water resistance to a minimum.

But what influence will the 35th match have on offshore sailing? Probably not a great deal. Famous ocean races such as the Rolex Sydney Hobart Yacht

Race, the Rolex Fastnet Race and the Newport Bermuda Race are unlikely to allow multihull yachts on foils anytime soon. "Never," cry the Rolex Sydney Hobart CYCA diehards, although the Rolex Fastnet Race has accepted large multihulls.

Nor is the Kiwis' pedal power for sail trim likely to usurp winches with computer-controlled stored power. (Mind you, bicycles were fitted to yachts in previous Tasmanian Three Peaks Races so the crew could pedal and power propellers in windless patches.)

Nevertheless, one of the most important contributions made by the America's Cup has been to draw public attention to the sport of yachting, attracting many new sailors. And media coverage is certain to expand as New Zealand moves toward a defence in three or four years' time. There may even be another Australian challenger.

And long may the challenge continue – wherever and in whatever type of boat it is sailed. ⚓

DIRECT HIT

In the 1962 America's Cup the speed of Australia's first ever 12 metre, *Gretel*, came as nasty surprise to the Americans.
Credit : PPL Media



RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	COUNTRY	INTERNATIONAL	DATE	COUNTRY
AUGUST			AUGUST		
Hyatt Regency Perth Winter Series	2 Aug	RPYC	Rolex Fastnet Race	6 Aug	Great Britain
Club Marine Brisbane to Keppel Yacht Race	4 Aug	RQYS	Extreme Sailing Series – Act 5	10 Aug	Germany
Inaugural TYC Gals Regatta	4 – 6 Aug	TYC	Laser Radial Youth World Championships	11 Aug	Netherlands
Club Marine NSW Youth Match Racing Championship	5 Aug	CYCA	Aircalin Match Racing Championship	11 Aug	New Caledonia
Spice Islands Darwin to Ambon Race	5 Aug	DBCYA	Laser Radial Men's World Championships	19 Aug	Netherlands
Founders Cup	5 Aug	RPAYC	Laser Radial Women's World Championships	23 Aug	Netherlands
Early Bird Series Race 3	5 Aug	RPAYC	J/111 World Championship	23 Aug	USA
Crab Island Classic	5 Aug	SYC	Extreme Sailing Series – Act 6	25 Aug	UK
Alpha Winter Series Day 8	6 Aug	RGYC	Sunfish World Championship	25 Aug	USA
Two Handed and Women's Winter Series	6 Aug	RPAYC	SB20 World Championship 2017	26 Aug	Great Britain
Airlie Beach Race Week	10-17 Aug	WSC			
Early Bird Series Race 4	12 Aug	RPAYC	SEPTEMBER		
CYCA Spring Series Race 1	13 Aug	CYCA	RYA Youth Match Racing Championships	2 Sept	Great Britain
ORCV Winter Series	13 Aug	RBYC	Rolex Maxi 72 World Championship	3 Sept	Italy
Early Bird Series Race 5	19 Aug	RPAYC	RYA Women's Match Racing Championships	9 Sept	Great Britain
Audi Hamilton Island Race Week	19-26 Aug	HIYCS	Laser Standard Men's World Championship	12 Sept	Croatia
Alpha Winter Series Day 9	20 Aug	RGYC	J/24 World Championship	15 Sept	Canada
CYCA Spring Series Race 2	20 Aug	CYCA	International Six Metre World Championships	15 Sept	Canada
Early Bird Series Race 5	26 Aug	RPAYC	RS: X World Windsurfing Championships	16 Sept	Japan
NSW Country Yachting Championships	26-27 Aug	NCYC	International 505 World Championship	20 Sept	USA
CYCA Spring Series Race 3	27 Aug	CYCA	Platu 25 World Championship	24 Sept	Italy
ORCV Winter Series	27 Aug	RBYC	International Etchells Class 2017 World Championship	25 Sept	USA
Sealink Magnetic Island Race Week	31 Aug- 6 Sept	TYC	39th Régates Royales	25 Sept	Cannes
			New Zealand Match Racing Championships 2017-07-24	27 Sept	NZ
SEPTEMBER			OCTOBER		
Darwin Open Match Racing Regatta	2 Sept	DSC	Antibes Cup Feminine	7 Oct	France
Opti Sail Training Camp	2-3 Sept	SYC	Volvo China Coast Regatta 2017	13 Oct	Hong Kong
CYCA Spring Series Race 4	3 Sept	CYCA	Volvo Hong Kong to Vietnam Race	18 Oct	Hong Kong
Club Marine Spring Wednesday Series Race 1	6 Sept	RPAYC	Extreme Sailing Series – Act 7	19 Oct	USA
Marinasses Women's Match Racing Regatta	9 Sept	CYCA	CNVA Match Race 2017	19 Oct	Italy
Women Skippers & Navigators Race	10 Sept	RBYC	Rolex Middle Sea Race	21 Oct	Malta
Australian Match Racing Nationals	14-17 Sept	SYC	Volvo Ocean Race	22 Oct	Spain
Sails Mooloolaba Match Racing Championships	15-17 Sept	MYC	Star European Championship	25 Oct	Italy
Club Marine Spring Wednesday Series Race 3	20 Sept	RPAYC	China Cup International Regatta	26 Oct	China
Queensland Youth Championships	22 - 24 Sept	KBSC			
SHARP Australian Youth Match Racing Championships	25-29 Sept	CYCA			
Club Marine Spring Wednesday Series Race 4	27 Sept	RPAYC			
St Helena Cup	30 Sept - 1 Oct	WMYC			
OCTOBER					
Club Marine Spring Wednesday Series Race 5	4 Oct	RPAYC			
Club Marine Spring Wednesday Series Race 6	11 Oct	RPAYC			
Club Marine Spring Wednesday Series Race 7	18 Oct	RPAYC			

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

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Wet Bar

\$ 865,000



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Lagoon 560

Bluewaft

\$ 1,600,000



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HANSE 470E - 2007
\$275,000



HANSE 495 - 2012
\$398,000



HANSE 430E - 2008
\$239,000



ELLIOTT 10.5 MODIFIED - 1988
\$69,000



HANSE 375 - 2010
\$189,000



HANSE 540E - 2009
\$697,000



WELLBOURN 50 - 2000
\$355,000



SYDNEY 38 - 2000
\$115,000



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



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



LAGOON 43 MOTOR YACHT - 2003
\$439,000



GRAINGER 50 - 2013
\$865,000



SYDNEY 38 - 2001
\$112,500



HANSE 411 - 2004
\$175,000



HUNTER 356 - 2002
\$99,000



TP52 - 2004
\$199,000



HANSE 400E - 2007
\$189,000



BENETEAU OCEANIS 50 - 2008
\$355,000



BAVARIA VISION 44 - 2007
\$265,000



BENETEAU OCEANIS 390 - 1989
\$112,000



HANSE 400E - 2009
\$193,000



HANSE 445 - 2012
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SCANYACHT 391 - 1998
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BENETEAU FIRST 305 - 1985
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