

offshore

YACHTING

TOP SECRET

GEOFF BOETTCHER ON SMB 3.5'S ROLEX SYDNEY HOBART WIN

RUSSIAN ROULETTE

ONBOARD VAMP WITH ROGER HICKMAN AND HIS RUSSIAN CREW

IN THE MOOD

AUSTRALIA-FIRST REVIEW OF MOODY'S 45 CLASSIC

BATTLE OF BASS STRAIT

10 PAGES OF EPIC SHOTS FROM THE 66TH ROLEX SYDNEY HOBART

secret mens business

YC 3300

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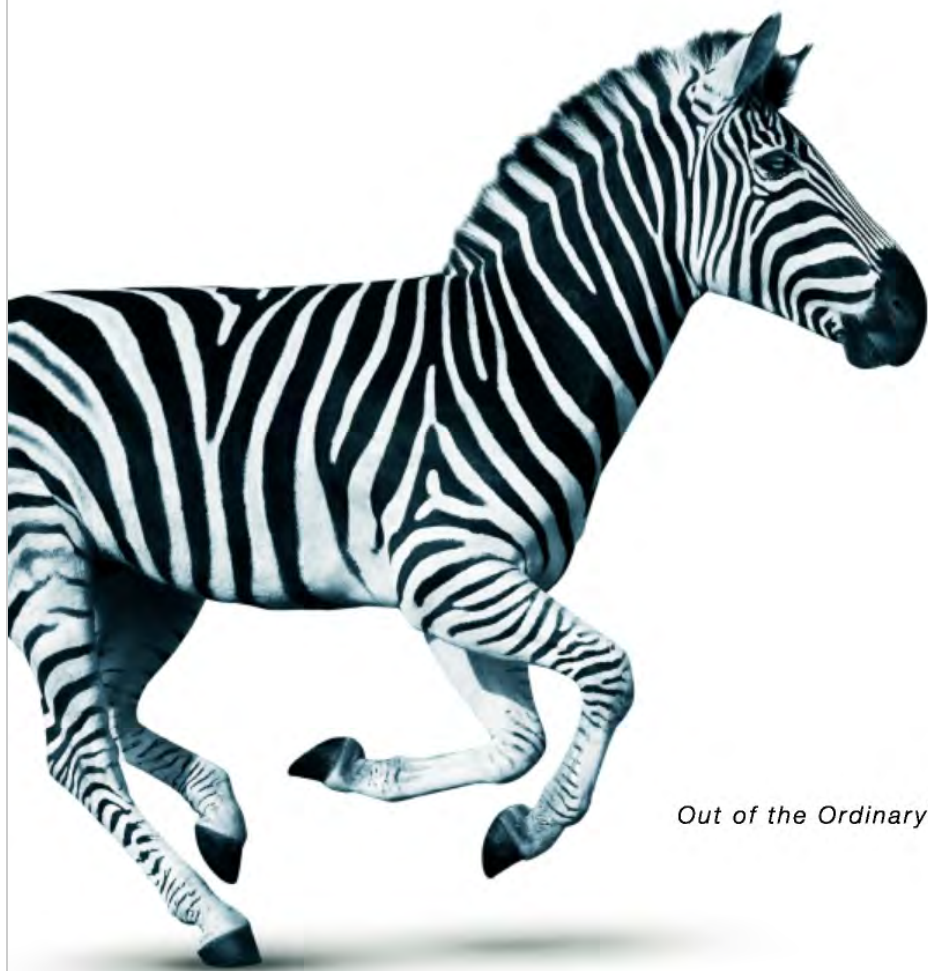
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FIRST 45

FIRST 45

FIRST 30

FIRST 35

The 66th Rolex Sydney Hobart Yacht Race had just about every element that a great ocean race can deliver: a spectacular start with the unseasonal westerly wind providing seldom witnessed sights of tacking downwind with spinnakers to the sea mark; an old fashioned southerly buster on the first night; and a secondary stronger surge of solid southerly winds that really tested the fleet on the approach and entrance to Bass Strait.

There were also some great tactical battles that allowed a dozen or more boats to look like favourites for overall honours at one point or another. The warm hospitality of the Hobart and Royal Yacht Club of Tasmania reached all competitors at the finish. Finally, there was the overall win of Geoff Boettcher and his *Secret Mens Business 3.5* team on Geoff's 22nd attempt – a most deserved and very popular triumph. Geoff has been a steadfast supporter of the Rolex Sydney Hobart and the sport of yachting, and is a true ocean racing competitor. He has sailed the extra miles bringing his boat from Adelaide each year to compete at the highest level. A great win for Geoff and an impressive statement by South Australian sailing by taking the overall prize for the second year in succession.

Congratulations to Bob Oatley and his team, who do such a spectacular job squeezing every ounce of performance from the beautiful *Wild Oats XI*. They were pushed all the way by Sean Langman and Anthony Bell's *Investec Loyal* with its crew of great yachtsies and fast-learning celebrities.

To all divisional winners and place getters, well done. Divisional success in the Rolex Sydney Hobart Yacht Race is a great achievement. Special congratulations to the ORCi overall winner *Jazz*, skippered by Chris Bull. ORCi interest has been stable and this year we had three divisions. The Sailing Committee will continue to react as necessary to interest from owners in supporting this rating system.

My thanks to the official starter of the 66th edition of the Rolex Sydney Hobart, Doug Paterson, who was a crew member on the 1960 overall winner *Siandra* and fired the 19th



Century replica cannon to send the fleet of 87 on their journey to Hobart. Doug was joined by Lurline, the widow of *Siandra*'s owner Graham Newlands. The honour of firing the preparatory signal went to Alan Audsley representing *Kaleena*, which finished second to *Siandra*, with two other *Kaleena* crew members Graeme Burgess and Peter Kaill firing the warning signal.

To all those behind the scenes: Tim Cox, Martin James, Mark Woolf and

his dedicated staff, the Royal Yacht Club of Tasmania and especially Bidy Badenach; to our international Jury, our Radio Relay Vessel team including David Kellet's radio operators and ship's crew headed by Andrew "Steak" Copley; I thank you all on behalf of the club. You are the heartbeat of this wonderful race. Also to John Winning and family, for your extreme generosity and support in providing the radio relay vessel *JBW*, I wish to express our unbounded gratitude.

The Rolex Trophy series was again a great success and provided an excellent shakedown event for a solid number of Hobart competitors. We will continue to look at new ways in which to improve the regatta and raise entry levels. Any ideas will be welcomed for consideration by the Sailing Committee.

Congratulations also to Carl Crafoord and Hugh Brodie, who joined a growing fraternity, now numbering 88, of yachtsmen who have sailed in 25 plus Hobart races.

While in Hobart, CYCA SOLAS Trusts Chairman Matt Allen was able to present a cheque to the Tasmanian Air Rescue Trust (TART) for \$15,056 which will be used to purchase 12 Aircrew Immersion Suits for water borne rescue. Attendees at the presentation were able to witness a demonstration by the Air Rescue team in front of Constitution Dock. This is the third time the SOLAS Trusts have been able to donate to the Tasmanian Air Rescue Trust. I would like to remind you all that CYCA SOLAS Trusts is our very own charity, and ask you to support it where ever possible.

In December the CYCA Ocean Racer of the Year Awards were presented, and congratulations to all our deserving winners (check out the 'Scene' section of this issue of *Offshore* for all the details).

In closing I would like to thank our great team of volunteers, who do such a good job staffing our RSHYR Information Centre. Coordinated by Roger Wragby and headed up by Gail Lewis Bearman, thanks to every one of you for your time and for providing a smiling, helpful face for our visitors and competitors. You embody the CYCA spirit, and help make the place the very special club it is.

See you in the clubhouse, on the deck and hopefully on the water.

GARRY LINACRE
Commodore CYCA



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As I watched the start of the Rolex Sydney Hobart under another muggy, overcast Sydney sky, I was thinking just one thing – there goes the photos! Putting together each issue of *Offshore Yachting* relies on sourcing the very best pics to fill the pages with colour, and grey skies typically mean dull photos.

But boy was I wrong. With rough seas and gale force winds lashing the fleet as it headed south, the Rolex Sydney Hobart Yacht Race 2010 produced epic scenes and the Rolex photographers were at hand to capture some of the most dramatic offshore racing shots the Hobart has produced in the last decade. Turn to page 24 to read Di Pearson's full account of the 2010 race and enjoy the brilliant work of photographers Carlo Borlenghi and Daniel Forster, preserved for you in full-page glory for this commemorative issue.

Apart from the masses of photos snapped up over the course of the race, each year every boat that sails to Hobart accumulates its own yarns and has its fair share of memorable moments. Unfortunately there are simply more stories than we will ever have room to print, so we've selected just a few of the best from the 66th race, with a particular focus on the international entries enjoying Australia's premiere bluewater classic for the first time.

Peter Campbell spoke to Sir Robin Knox-Johnston and the British crew of *Titania of Coves* in Hobart about their first ride in the great race south. Their campaign was had its own moments of drama when they lost a five-man liferaft overboard which required them to ditch five crew (at Eden) before crossing Bass Strait. Knox-Johnston has experienced just about everything there is to do in sailing, but felt his resume was incomplete without a Rolex Sydney Hobart under his belt.

Jenifer Wells sailed in her first Rolex Sydney Hobart with the *Vamp* crew, skippered by Roger Hickman and sailing with a part-Russian



crew. She shares the story of sailing across the communication divide and the international language of a good vodka after a grueling race.

Congratulations goes to Geoff Boettcher of *Secret Mens Business 3.5*, who has finally cracked the big one after a shaky start with his new boat. After her run of bad luck some were whispering that *SMB 3.5* was cursed, but it certainly seems to have broken the voodoo in a big way. Boettcher spoke to Sam Tinson about the win and his plans for the year ahead – look out for this South Australian on the racecourse this year, he'll be hard to stop.

I hope you enjoy the magazine and all the issues we have in store for 2011. All the best in your yachting for the new year.

Cheers

MATTHEW HENRY
Editor

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Secret Mens Business 3.5, with a full Stratis sail wardrobe by Doyle Sails, dominated the Rolex 2010 Sydney Hobart to take overall victory and win the coveted Tattersall's Cup.

In a race that presented every extreme of weather, Doyle Stratis sails helped optimise the yacht's performance in all conditions.

Secret Mens Business carried the new generation compression Stratis carbon GPx range of headsails to improve upwind performance and the new generation of Stratis downwind sails. The Stratis GPx mainsail, still going strong after 2 years of campaigning, continued to generate 100% performance.

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ROLEX / DANIEL FORSTER



ROLEX SYDNEY HOBART

Off the beat

Jazz was in tune with the ORCi rating system, but has never found rhythm in IRC, writes Peter Campbell.

British yachtsman Chris Bull and his Cookson 50 *Jazz* were the inaugural winners of the Charleston Trophy for the Overall Winner in the new ORCi rating division in the Rolex Sydney Hobart, but for the second time in a decade Bull has fallen one place short of an overall win (decided on IRC). A former Vice Commodore of the RORC, Bull has had a strong run in recent Rolex Sydney Hobarts, finishing second overall in the 2006 race when he chartered *Quest Jazz*, a state-of-the-art, canting keel Cookson 50, was purchased in late 2010 from Australian yachtsman Ray Roberts, who had raced the yacht successfully as *Evolution Racing*, and is Bull's first yacht with a canting keel. "[The canting keel] adds an extra dimension to ocean racing... it's great fun... exciting," Bull said in Hobart. "Surprisingly, the interior of the Cookson 50 is more like a cruiser/racer, the wet box for the canting keel takes up little room."

Speaking of his most recent brush with victory in the 2010 Rolex Sydney Hobart, Bull said *Jazz* had been in a winning position several times despite making some tactical mistakes on the first two days of the race. "At Tasman Island (40 nautical miles from the finish) we had a comfortable margin over *Secret Men's Business 3.5*, but we parked for an hour and a half and they sailed right up to us," Bull recalled. "There was then no way we could get in front again." While Chris was still in Hobart for the prizegiving, *Jazz* was already on its way to Melbourne from where it was to be shipped to USA to begin a major program of racing in the Northern Hemisphere this coming summer, including the Caribbean 600, Fastnet and the Biscay Race in Spain. Bull says he is also considering entering the Middle Sea Race. If not, he'll instead bring *Jazz* back to Australia to contest the Rolex Sydney Hobart again at the end of 2011.

INTUNE WITH ORCI

While ORCi is gaining support among Australian yachtsmen, some of the leading grand prix racing yachts competing in IRC did not enter ORCi as well, including Overall IRC winner *Secret Men's Business 3.5*. Of the top 10 placegetters under IRC Overall results, only four were also entered under an ORCi rating: *Jazz* (2nd IRC, 1st ORCi, 1st ORCi Division 1) *Pretty Fly III* (4th IRC, 2nd ORCi) *Victoire* (5th IRC, 3rd ORCi overall and first ORCi Division 2) *Chutzpah* (10th IRC, 7th ORCi).

Around the CYCA

+ The Cruising Yacht Club of Australia Sydney Hobart Yacht Race Safety of Life at Sea Trusts (SOLAS) has made a donation to Tasmanian Air Rescue Trust of \$15,056, which will be used to purchase 12 Aircrew Immersion Suits for waterborne rescue.

+ Every serious offshore sailor should have first aid training and there's none better than the CYCA Medical Management for Mariners course. The next eight-week MMM course starts on Tuesday 15 February 2011 and will guide participants through comprehensive theoretical and practical medical training, with specific training for common yachting scenarios. Price is \$600 for members and \$650 for non-members. Contact CYCA reception for more information.

+ The CYCA and Seven Network are giving members the opportunity to order a copy of the broadcast of the start of the 2010 Rolex Sydney Hobart Yacht Race as seen on Boxing Day, 26 December. The DVD is \$25 with proceeds going to the CYCA's SOLAS Trusts. Contact CYCA reception to order your copy.

+ The CYCA's Youth Sailing Academy recently hosted Eden Marine High students who enjoyed a week of sailing Elliot 6's during their school holidays. The program is sponsored by the CYCA as a 'thank you' to the community of Eden for their continued assistance during the Rolex Sydney Hobart, and is now in its 17th year.



ROLEX SYDNEY HOBART

Sydney 38 nailbiter

The Sydney 38 one design class delivered everything it was designed to do in the Rolex Sydney Hobart 2010, reports Peter Campbell.

The Sydney 38s turned on a thrilling finish while the IRC divisions of the Rolex Sydney Hobart Yacht Race saw some refreshing new faces on the winners' podium.

After a hard-fought race of hard sailing, no-holds-barred spinnaker running, bashing to windward in near survival conditions and even the occasional becalming, the first two Sydney 38s in the 66th Rolex Sydney Hobart Yacht Race crossed the finish line with just 29 seconds between them.

Eleni, skippered by Middle Harbour yachtsman Tony Levett and *Another Challenge*, skippered by Chris Lewin from Sandringham Yacht Club, sailed almost bow-to-bow down the NSW South Coast, across Bass Strait and

down the East Coast of Tasmania to Storm Bay and into the River Derwent. Levett collected the Prince Albert of Monaco Cup as winner of the Sydney 38 One Design division, but Lewin received two trophies: the CYCA trophy for second in the Sydney 38 division and the CYCA Trophy for placing second in ORCi Division 3. Unfortunately, two of the six Sydney 38s in the fleet retired, but the finish underlined the close racing between this Australian-designed and built one-design offshore racing yacht.

Levett was among a number of new winners on the podium at the prize giving at the Royal Yacht Club of Tasmania, along with several division winners in the IRC and PHS divisions.

AUSSIE AC CHALLENGE

Turf war

Two rival Aussie teams emerge as America's Cup contenders.

Two Australian syndicates are preparing to launch challenges for the America's Cup in time for the cutoff for new entries in March. Team Australia

Challenge, headed up by Sydney sailor Simon Grosser and Sir James Hardy, recently declared their intention to challenge and now a second team has emerged headed by ocean racer Ludde Ingvall (right), who announced his campaign prior to the Rolex Sydney Hobart. At the time of print, neither team had formally entered.



SPECIAL MENTION

Grace under pressure

The prestigious Rani Trophy for outstanding seamanship in the 2010 Rolex Sydney Hobart Yacht Race has been awarded to 20-year-old Lisa Chamberlain for her heroics aboard the sinking yacht *YuuZoo*.

The West Australian is the first woman to receive the Rani Trophy, an award judged by the Race Committee, usually on recommendations from competing yachts.

YuuZoo skipper Ludde Ingvall described Lisa's courage and seamanship in an incident report emailed to the Race Committee in Hobart following *YuuZoo's* retirement after a series of mishaps, including a water breach of the hull that "we can safely say, could have sunk us on the first night." In what he described as a "thoroughly scary situation", as water poured into the boat forward of the mast, Ingvall said Lisa showed extraordinary grace under pressure and played a key role in stemming the flow of water.

"As we were in a substantial sea state, water was sloshing from side to side and all the way up to the deck ... Lisa was standing in the middle of it... searching for the problem," he recalled.

As the crews started the pump and began a bucket brigade, Lisa had called out that one of the boatspeed sensors was missing and proceeded to plug the hole with a wooden plug. "At times I could not see more than Lisa's head above the water as she felt around the bottom of the boat with her hands," Ingvall said. "For the following four to five hours Lisa relentlessly worked in the bow, scooping up water into buckets and passing them to the line of crew. While others swapped places, Lisa showed an unsurpassed determination to lead the 'chain gang' until the task was completed and the vessel was safe."

YuuZoo skipper Ludde Ingvall paid for Lisa to fly to Hobart to receive the award at the official prizegiving at the Royal Yacht Club of Tasmania.

CLOSE CALL

Eleni

Elapsed time:
4 days 2 hours 59
minutes and 17
seconds

**Another
Challenge**

Elapsed time:
4 days 2 hours 59
minutes and 46
seconds

AMERICA'S CUP VENUE

California dreaming

If you're going to San Francisco in 2013, be sure to wear a BMW Oracle Racing cap.

The city known for flower power and silicon microchips will play host to the 34th America's Cup finale, which will be sailed on the famous San Francisco Bay in sight of the iconic Golden Gate bridge and Alcatraz island. The long-awaited announcement came from the America's Cup regatta organisers, who were considering competing bids from European cities despite the fact the Cup is currently in the possession of the Golden Gate Yacht Club.



AC45 TEST SAIL

Cat's out of the bag

The future of the America's Cup was on display in Auckland Harbour when the first AC45 catamaran hit the water for a test sail.

SECOND OPINION

Murray Jones told *Sail World* of his first experience sailing the AC45 wingsail cat.

"She just feels very light and unloaded. I think that is one of the great things about the wing, that as you come up through the breeze, there is very little drag, so the boat just continues through and doesn't slow down. With a lot of multihulls, when you see them tack, they struggle to get through once they get slow, but with the wingsail, it just cruises through, and there is no real drag on it once you go through head to wind, and so you don't lose the speed."

With 10 knots of breeze blowing across Auckland's harbour, the test team onboard the AC45 were streaking across the water at twice that speed as the lightweight, wingsail-powered cat flew a hull upwind.

Those onboard for the maiden sail of the AC45, which will be used for all the lead-up races to the America's Cup before it switches to the larger AC72 design for the final match, said the trial went off without a hitch.

"Everyone's hit the dock with smiles on their faces, we're really happy with what the designers have produced. It's going to be a lot of fun," said BMW Oracle Racing skipper James Spithill. Observers described the boat as "flighty and fast" and Spithill, who fronted the media on the dock, was happy to confirm that was his impression too.

"It's a big wing, it powers up very quickly, but it's very easy to sail and maneuvers very well. Straight off the bat we were talking about racing and maneuvering and how good it's going to be," he said.

The Aussie skipper was eager to put down chatter that moving the America's Cup to multihulls will result in a lopsided final match, which could

see one of the AC72 yachts dominate the other.

"The courses are going to be shorter anyway and I think the maneuverability with the wing is a big plus, and we'll have close racing," he said.

Spithill also pointed to the wing, which can be much more quickly powered up and de-powered than soft sails, as key in preserving the pre-race maneuvering that sailing fans have always associated with the Cup.

The first AC45 was built by Core Builders in Warkworth, Auckland, under the leadership of Tim Smyth and Mark Turner, who oversaw the building of the USA17 trimaran used in the 33rd America's Cup victory.

The boat is the first of 10 which will be built to contest the Louis Vuitton Challenger Series, the pre-race regatta which will determine the official challenger for the Golden Gate Yacht Club and BMW Oracle Racing. The prototype which sailed in Auckland recently will be first raced later this year, as the three-year journey to the September 2013 Cup begins.

"This is us getting our feet wet," said Spithill of the AC45 sail. "The step up to the AC72 is going to be a whole different step. It's going to be tough."





Rolex Skippers Party

Ocean racing maestros from past and present rubbed shoulders at the Rolex Skippers Party and Ocean Racer of the Year Awards, held at the CYCA in December. Ocean Racing Yachtsman of the Year went to Andrew Saies of *Two True*, while further honours went to Andrew Crowe (Ocean Crew Person of the Year) and Will Oxley (Ocean Navigator of the Year).



1. Jesper Hansen, Councillor Shayne Mallard City of Sydney, Mark Woolf. 2. Commodore Garry Linacre introduces the evening. 3. Will Oxley, Ocean Navigator of the Year with Commodore Garry Linacre. 4. Andrew Crowe accepting the Sally Gordon Memorial Trophy for Ocean Crew Person of the Year from Commodore Garry Linacre and Anne Gordon. 5. Brett Young and Susan Saies accepting the Ocean Racing Yachtsman of the Year Award on behalf of Andrew Saies. 6. Will Oxley, Brett Young, Susan Saies, Bruce Gould (Ocean Veteran of the Year) and Andrew Crowe (Sally Gordon Memorial Trophy for Ocean Crew Person of the Year). 7. Peter Kaill, Trygve Halvorsen, Doug Paterson, Commodore Garry Linacre, Graeme Burgess. 8. Susan Saies speaking for Andrew Saies. 9. Bruce Gould accepts his trophy from Garry Linacre.

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Maxi yacht owner/skipper Sean Langman made a lot of good friends and gave many fine impressions of his sportsmanship in Hobart after the finish of the 66th Rolex Sydney Hobart Yacht Race, in which he sailed his 100-footer *Investec Loyal* into second place across the line.

Unlike many of the big boat owners, Langman stayed on in Hobart for the official prizegiving at the Royal Yacht Club of Tasmania, and again entered *Loyal* in the King of the Derwent, taking many locals, including members of the Huon Yacht Club, on board for this iconic event on the river.

With so many guests on board, *Loyal* started under a heavily reefed main and storm jib which made her virtually non-competitive against the local and visiting yachts competing for the King of the Derwent and offshore series trophies. Langman showed his true sportsmanship when, on reaching the leeward mark amongst a group of keenly racing boats, he tacked *Loyal* away to avoid causing any interference to the smaller yachts.

At the prizegiving the previous day, Langman's speech after receiving the Cruising Yacht Club of Australia Trophy for second place line honours behind *Wild Oats IX* (which had

LOYAL FANS

SEAN LANGMAN AND HIS 100-FOOT MAXI MADE A LOT OF FRIENDS DURING THEIR STAY IN HOBART, WRITES PETER CAMPBELL.



RACING STRIPES
Top: *Investec Loyal* competing in the Jeanneau King of the Derwent.
Above: Sean Langman at the prizegiving for the Rolex Sydney Hobart Yacht Race.

headed back to Sydney with most of her crew less than 24 hours after finishing the race) was a highlight of the event. "I'd like to acknowledge every single competitor in this year's race, which was more a test of the human condition than just a boat race," he said.

Langman went on to reveal that he had, as he often does, greeted the last boat to finish the Sydney Hobart when it berthed at the Kings Pier Marina. In this case it was *Wave Sweeper*, a Beneteau 40.7 skippered by Morgan Rogers from the CYCA. "To me that boat epitomises what this race is about," Langman said. "*Wave Sweeper* stopped off in Eden and dropped off an injured crew. They had a lot of damaged sails, but still pushed on."

Recalling the last yacht's arrival, Langman said they looked dejected at coming in last. In a touching tribute that brought sustained applause from the large crowd, he added: "But to me, they really came in first. I'd like to give the crew of *Wave Sweeper* hearty congratulations for their effort."

There's another story to tell about Sean Langman, revealed by yachting writer Amanda Lulham in *The Mercury* newspaper the day after *Investec Loyal* had finished the race. The newspaper published a letter from a little girl to Langman, thanking him for his part in rescuing her after she fell into Woolwich Dock in Sydney where Langman was preparing the maxi yacht for the Rolex Sydney Hobart.

The quick turnaround of some of the maxi yachts is proving a disappointment to Tasmanians and tourists who flock down to Constitution Dock and the Kings Pier Marine to see the fleet and talk to the crews who battled the high seas in this classic race.

The Rolex Sydney Hobart Yacht Race is one of the few such events in the world where the general public can see close-up and even be invited aboard these great ocean racers. "But where is the champion *Wild Oats XI*?" they asked, looking at the vacant berth.

While *Wild Oats XI*'s skipper Mark Richards accepted (and then returned) the J H Illingworth Trophy and the Rolex watch at a hastily arranged public presentation dockside once the protest against the maxi yacht had been dismissed, there was no-one from the *Wild Oats XI* team to formally collect their swag of trophies at the official prizegiving. This was left to David Kellett, a past CYCA Commodore and the CYCA's senior officer on the radio relay vessel *JBW*. ⚓

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AUDI SYDNEY OFFSHORE
NEWCASTLE YACHT RACE

Showdown at noon

COMPETITORS WILL ASSEMBLE AT 12PM ON 8 APRIL FOR THE ANNUAL DASH TO NEWCASTLE. JENNIFER CROOKS

The 213 nautical mile category 2 race will commence on Friday 8 April 2011 at 12 noon from Sydney Harbour, taking the fleet to a laid mark around 20 nautical miles east of Crowdy Head before the yachts head for Newcastle and the finish in the Hunter River.

This race marks the conclusion of the CYCA's Blue Water Pointscore Series and Stephen Ainsworth's Reichel Pugh 63 *Loki* is taking no prisoners this year, with a 14-point lead over her nearest rival, Syd Fisher's TP52 *Ragamuffin*.

Ainsworth has an enviable scorecard that shows four wins and a fifth place. The Sydney-based skipper is unable to drop this 5th position as

the Rolex Sydney Hobart Yacht Race is not allowed to be excluded from the Bluewater Pointscore.

Loki currently holds the Audi Sydney Offshore Newcastle Yacht race record of 15 hours, 57 minutes and 53 seconds, set in 2009.

The Cruising Yacht Club of Australia also anticipates entries from Peter Millard & John Honan's 98-foot maxi *Lahana*, Chris Bull's Cookson 50 *Jazz*, Darryl Hodgkinson's Beneteau First 45 *Victoire*, Colin & Gladys Woods' Cookson 50 *Pretty Fly III* and Tony Kirby's X-41 *Patrice Six*.

Audi Sydney Offshore Newcastle Yacht Race. Friday 8 April, 12 pm
<http://sydneynewcastle.cyca.com.au>



RACE READY
Above: Racing down Sydney Harbour in last year's Audi Sydney Offshore Newcastle race. Right: JJ Giltinan 18-foot skiff sailing.

JJ GILTINAN
CHAMPIONSHIP 2011

Title fight

THE WORLD'S BEST 18-FOOT SKIFF TEAM WILL BE DECIDED ON SYDNEY HARBOUR NEXT MONTH. FRANK QUEALEY

Considered the de facto 18-foot skiff world championship, the Giltinan Championship will sail on Sydney Harbour in early March with defending champion Seve Jarvin and his *Gotta Love It 7* team the outfit to beat once again.

Jarvin and his crew, including Sam Newton and Scott Babbage, recently won the NSW Championship and will start favourites ahead of fellow NSW team of Michael Coxon, Aaron Links and Trent Barnabas in their *Thurlow Fisher Lawyers*.

Both Jarvin and Coxon are two-time Giltinans winning skippers, but they will be under plenty of pressure from a group of local and international teams with strong championship winning potential.

Past champions include the USA's

Howie Hamlin (Giltinan champion in 2002 and 2003) with a brand new skiff sponsored by CST Composites, and John "Woody" Winning (champion in 2000) in his self-funded new skiff under the familiar red and blue oval of Yandoo.

New Zealand will again have a strong team, with Scott Kennedy and Alex Vallings likely to be the kiwis' top contenders.

A spectator ferry will follow each race of the championship, leaving Double Bay Wharf, alongside the rigging area. It's an ideal opportunity to meet the competitors and get to see one of sailing's most exciting spectacles at close range.

62nd Giltinan Championship
4-13 March
www.18footers.com.au





SOLAS BIG BOAT CHALLENGE

Vintage Oats

BOB OATLEY STEERED HIS 100-FOOTER TO A FOURTH VICTORY IN THE HARBOUR CITY'S ANNUAL SUPERMAXI SHOWDOWN. LISA RATCLIFF

Ubiquitous supermaxi *Wild Oats XI* took the gun in the SOLAS Big Boat Challenge, the fourth line honours win in this event for the Oatley family patriarch, Bob Oatley, who steered his silver-hulled 100 footer around most of the Harbour course himself.

Oatley took the helm once the 'king of pin', skipper Mark Richards, had put the boat in the box seat following a crowded start at the pin end of the start line, which was surrounded by a sizable spectator fleet jostling for front row seats.

It was essentially a one horse race around the 14 nautical mile course, which had its traditional finish off the Sydney Opera House. Sean Langman and Anthony Bell's 100-foot *Investec Loyal* stayed in touch early, but couldn't hang onto *Oats'* wash and slipped back to finish six minutes 23

seconds behind the leader.

Alan Brierty's RP62 *Limit*, with its contingent of New Zealand America's Cup sailors, including helmsman Gavin Brady and tactician Chris Dickson, was crowned overall winner on handicap, narrowly beating her near sistership *Loki*.

Conditions were very pleasant on Sydney Harbour with a south to south east breeze of 10 to 12 knots. Christmas was in the air thanks to Bob Steel's crew on the TP52 *Quest*, who were sporting Hawaiian shirts and Santa hats.

Provision was made for an alternate finish line if there was a flotilla gathered off the Opera House where Oprah Winfrey was filming two shows, but in the end the only spectator fleet was the one gathered for the annual maxi yacht showdown on the Harbour. www.cyca.com.au

ROLEX TROPHY RATING SERIES

Victorian rule

MELBOURNE YACHTS TOOK THE FIGHT TO THE LOCALS IN THE ROLEX TROPHY RATING SERIES. DI PEARSON

While the usual suspects including Stephen Ainsworth's *Loki*, Alan Brierty's *Limit* and Syd Fischer's *Ragamuffin* appeared in the Rolex Trophy Series top five, what became increasingly evident was the threat of some highly competitive Victorian boats.

With a hotshot crew of Aussies and New Zealanders, Marcus Blackmore won three of the five-race Rolex Trophy Rating series with his new purchase, the TP52 *Hooligan*. Buying the former *Emirates Team New Zealand* boat in Italy, where it was competing on the Medcup circuit, the Pittwater yachtsman modified and re-launched the yacht as an IRC racer in Australian waters the afternoon before the series began, allowing for only two hours training before competition started.

It will surprise nobody that the Reichel/Pugh 63 *Loki* finished second overall, however Melbourne yacht *Shogun* (Rob Hanna) took out third overall in the series, while Queenslander *Rodd & Gunn Wedgetail* (Bill Wild) finished a respectable fourth on a count back.

Held in mid-December, the series was broken into two: the Rating series featured two days of windward/leeward races, followed by the two-day Passage Series.

Robert Date's *Scarlet Runner* from Melbourne was the definitive winner of the Passage Series, with a win and a second place. Date's crew included Kiwi 2009 World Match Racing Champion Adam Minoprio calling tactics, and top sailmaker David Eickmeyer.

"We've got a brand new crew who've never sailed together, but as the racing went on, we got better. We were very happy to beat boats like *Ragamuffin* and *Jazz* (fourth and fifth respectively) – that's quite pleasing," he said.

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SILVER BULLET
Wild Oats XI sails past Sydney Opera House during the SOLAS Big Boat Challenge.



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Timely double

ABOUT TIME SNAGGED THE COFFS DOUBLE FOR THE SECOND TIME IN THREE YEARS. DAMIAN DEVINE

The 30th anniversary of the Pittwater to Coffs Harbour Offshore Series went to Julian Farren-Price's *Cookson 12* *About Time* from the CYCA.

Built specially for the Coffs race, *About Time* emulated its 2009 result by picking up the double, winning both the coveted IRC 226 nautical mile Pittwater to Coffs Harbour passage race and the overall series crown for the four-race series at Coffs. With three wins and a second in the four race series, Farren-Price won

PITTWATER TO
COFFS HARBOUR



ROLEX TROPHY
ONE DESIGN SERIES



the title comfortably with a scorecard showing 4.5 points from John Bacon's Sydney 39CR *Hussy* on 9 points, with Bob Steel's TP52 *Quest* in a close third on 9.5 points, after a well fought series battle over the past five days of racing.

"Everyone as a team has gelled very well and we know the boat very well," said Farren-Price. "There are benefits to owning a boat for a long time because you get to know its intricacies and how to handle it, after 10 years. We're absolutely delighted."

As for the Pittwater to Coffs Race and Series crown trophies he received, Farren-Price stole a line from one of Australia's favourite movies: "They're going straight to the pool room."

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COFFING FIT
Competitors battle it out at the Pittwater to Coffs Harbour Offshore (above) while *Kokomo* (top) can't keep up with Rolex Trophy One Design winner *Nerone*.

Italian job

NERONE TROUNCED THE OPPOSITION AT THE ROLEX TROPHY SERIES. DI PEARSON

Nobody would ever have guessed before the event that the reigning World and European champion, *Nerone*, would come away from the Rolex Trophy One Design Series with such a resounding victory, but the Italian Farr 40 gave the rest of the fleet a thrashing that they won't forget for a long while.

After winning six of the eight-race series hosted by the Cruising Yacht Club of Australia, Massimo Mezzaroma and Antonio Sodo Migliori's yacht and crew left everyone wondering if the Italians would have anything left in the tank for the Rolex Farr 40 World Championship, to be held on the same course area in early February.

Nerone tactician Vasco Vascotto commented: "We will go to the World's now with a great buzz, though we know we are starting all over again. We are confident, but the sailors and boats in the Farr 40s are

the best in the world, so we cannot take for granted that we will win."

Another big name in the international fleet was Jim Richardson and his *Barking Mad* from the USA. The American three-time world champion finished in fifth place, three points behind the Kiwis.

Estate Master, owned by Martin and Lisa Hill, whose crew contained three Olympic world champions and a former Farr 40 and Mumm 36 world champion, looked fairly comfortable in second place, but on the last day in the penultimate race their game plan came unstuck when they were relegated to fourth.

An unprecedented six wins makes the series sound like a walkover, but to be fair most of the racing was closely fought. According to the CYCA's Principal Race Officer Denis Thompson, "Some races [*Nerone*] started best and led the whole way, but others they had to fight for."

www.cyca.com.au

BAY OF ISLANDS
SAILING WEEK

New jersey

A YELLOW JERSEY FORMAT HAS PROVEN A HIT AT THE BAY OF ISLANDS REGATTA.

The Bay of Islands regatta is a kiwi institution, sailed on the waters of Opua Bay in early January. Over 1000 crew and 130 boats turned out for the three-day event this year. The 'yellow jersey' concept proved a popular concept in the Young 88 division, with the leading boat each day required to fly the sponsors' Westpac branded spinnaker. The chute was to be one of the prizes for the overall winner to take home. There was plenty of carnage in the fleet. *M1* lost a spreader, while *Advantage* and *Tongue Twister* both lost a mast. The *Vodafone* trimaran was screaming across the bay, almost airborne at times, to take out the multihull division, while *Georgia One* cleaned up Division A.



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Australian Government

Australian Maritime Safety Authority

WILD AT HEART
Escorted by a
flotilla of spectator
and media boats,
Wild Oats XI races
away from the
pack at the start of
the Rolex Sydney
Hobart.



ANDREA FRANCOLINI



BASS STRAIT BATTLE

THE 2010 ROLEX SYDNEY HOBART SAW 18 YACHTS RETIRE IN BRUTAL SEAS, BUT IT WAS THE SMALL PRINT OF THE SAILING RULEBOOK, NOT THE BIG WAVES OF BASS STRAIT, THAT ALMOST COST *WILD OATS XI* A FIFTH LINE HONOURS VICTORY. DI PEARSON REPORTS.



ROLL WITH IT
Spray breaks over the RP63 *Loki*, which narrowly lost a closely fought drag race with her near sister ship, RP62 *Limit*.

Organisers of the Rolex Sydney Hobart Race 2010 were left going through the rule book with a fine tooth comb after line honours winner *Wild Oats XI*, led by star skipper Mark Richards, was found to have technically breached race safety regulations when the crew used a mobile phone to make a routine position report.

Richards almost missed out on his fifth winner's Rolex watch after a malfunctioning radio forced his crew to resort to the mobile phone for make the mandatory position report from Green Cape, the last port of call before entering Bass Strait.

Race Committee Chairman Tim Cox explained that *Wild Oats XI* (along with Niklas Zennstrom's British entry *Ran*) had breached clauses 44.1a and 44.2 of the race rules, which require racers to report via HF radio. The regulation was introduced in the wake

“In a decade of covering the race I’ve never seen seas like those.”

CARLO BORLENGHI
Rolex Official Photographer

of the storm-ravaged 1998 race, in which six sailors lost their lives.

There was an agonizing wait while the international race jury, chaired by Australian John Kirkjia, heard evidence from the crews of both yachts, but eventually sanity prevailed and *Wild Oats XI*'s winning time of two days, seven hours, 37 minutes, 20 seconds was given the official blessing.

The famous Bob Oatley-owned 100-foot Reichel/Pugh was well outside her 2005 record of 1 day 18hr 40min 10secs, but the win with nonetheless impressive. She finished nearly four hours ahead of her nearest rival *Investec Loyal*, a 100 footer owned and skippered by Sean Langman and Anthony Bell, with a crew of well-known Australian sports stars raising funds for charity.

The 66th edition of the annual ocean classic was seen as the most physically demanding since 2004,



POLE POSITION
Wild Thing (left) powers through big seas under a reefed sail, while *Investec Loyal* (above) takes one on the nose.

when 56 boats retired after being overcome by the conditions. The 2010 fleet withstood battering headwinds and gale-force conditions all down the coast and through the notorious Bass Strait.

“It was a tough race, no doubt about that,” admitted an exhausted Mark Richards, who was visibly relieved when his win was finally confirmed. “We’re back and we’re just very happy to be here,” he said.

Ian ‘Fresh’ Burns represented *Wild Oats XI* at the protest, with world record navigator Adrienne Cahalan and Richards himself called as witnesses.

It was just as long a wait for the overall winner, South Australian Geoff Boettcher and his *Secret Mens Business 3.5* crew. They staged an all-night vigil waiting on tenderhooks to see if Darryl Hodgkinson's *Victoire* and Peter Moseley's *Local Hero* would make it up the Derwent in time to knock them out of contention.



HEAVY WEATHER
A massive storm cloud looms over a lone yacht in an ominous warning of the big seas that battered competitors in the 2010 race.

ROLEX / CARLO BOIRENGHI



Boettcher's boat finished shortly after 1.00pm on December 29, but it was almost 24 hours before he received the good news. Remarkably, Boettcher's win follows the 2009 win of fellow South Australian Andrew Saies (*Two True*), who was forced to retire from this year's race with engine problems.

Secret Mens Business 3.5 is now one of only five South Australian boats in the history of the race to have its name engraved on the Tattersall's Cup.

"It took me 22 years to win – I'm glad it's finally happened – I'm running out of runway," Boettcher said jokingly, referring to his 64 years.

"We had to take the foot off the pedal a bit in Bass Strait, but we pushed the boat and crew to the limit; you have to if you want to win. We experienced 50 knots, choppy seas and big waves – sometimes it was a challenge just getting on deck," the Adelaide yachtsman said.

"It was a tough one with a little bit of everything – and the waves were

"It took me 22 years to win, I'm glad it's finally happened, I'm running out of runway."

GEOFF BOETTCHER

Winning skipper

at sea after she tore her mainsail.

During the mid-southerly on the second day, Rolex photographer Carlo Borlenghi reported from a helicopter: "There are yachts with triple-reefs, some with storm headsails, and others racing bare-poles. In a decade of covering the race I've never seen seas like those."

Although all arrived in Hobart relatively unscathed, the race was not without incident. The first occurred just inside South Head shortly after the start when Grant Wharington's *Wild Thing* was involved in a collision with a media boat, but suffered no serious damage.

Ludde Ingvall's *YuuZoo* lost two crewmen overboard within five hours of the start, but recovered them quickly, and during the course of the southerly buster on December 27, Peter Rodgers reported a crewmember with a head injury aboard *She*, who was taken to Ulladulla and a waiting ambulance. He was later released from hospital.



damaging."

CYCA Commodore Garry Linacre presented Boettcher with the Tattersall's Cup and Patrick Boutellier of Rolex Australia presented him with a Rolex Yacht-Master timepiece.

The South Australian was thrilled as he received his new watch: "I've been saving for one of these for a long time. To be a winner of this race is the ultimate in sailing for Australian blokes."

In the end, the two yachts threatening Boettcher did not place in the top three. Chris Bull's *Cookson 50 Jazz*, from the CYCA claimed second place, with Rob Hanna's TP52 *Shogun* (Vic) in third. The two finished inside two minutes apart and beat Boettcher into dock by less than half an hour.

Of the 87 yachts that started the 628 nautical mile race just 69 crossed the finish line. Most of the 18 retirees withdrew after being bashed about by the southerly buster on the second day. Andrew Lawrence's *Jazz Player* was the first casualty on the first night



FLYING COLOURS

Above: *Patriot*, a J133 owned and skippered by Tony Love, brings a little brightness to an overcast crossing. Right: Geoff Boettcher of *Secret Mens Business 3.5* with the Tattersalls Cup, and his Rolex watch presented by Patrick Boutellier of Rolex Australia.

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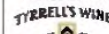
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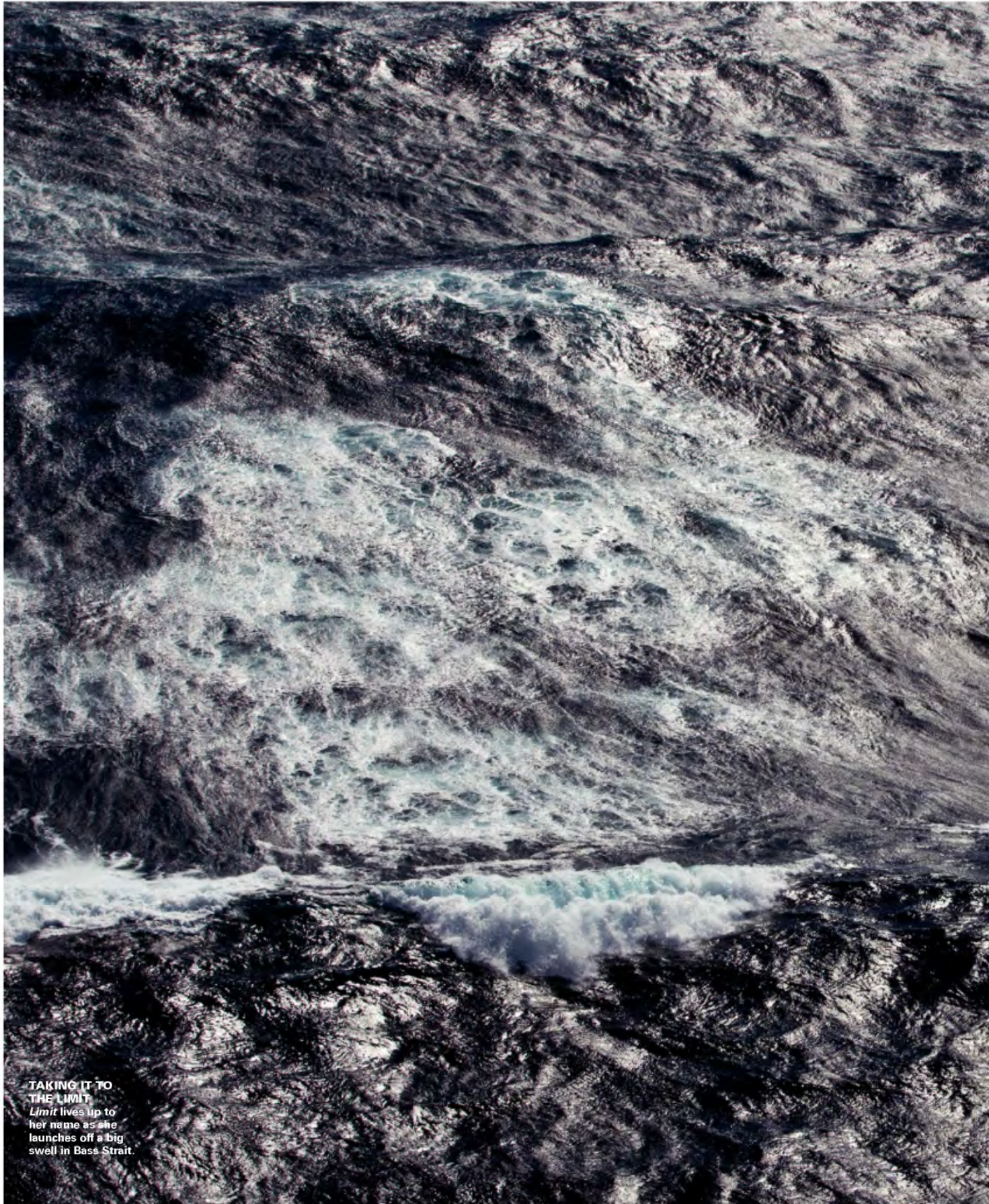


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**TAKING IT TO
THE LIMIT**
Limit lives up to
her name as she
launches off a big
swell in Bass Strait.

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“It was dangerous but beautiful. We had three nights of bedlam – hard, on-the-nose sailing with confused seas.”

JONATHAN STONE

Illusion



A *Dodo* crewman broke his arm and was transferred to Eden and taken to hospital, while 26-race veteran *Bacardi*, a sturdy 32-year-old Peterson 44, dropped her rig off the NSW south coast.

Aboard the British yacht *Titania of Cowes*, yachting legend Sir Robin Knox-Johnson (UK) found himself with a problem of a different kind. The Swan 68 lost a five-person life raft overboard, forcing owner Richard Dobbs to drop five crew off in Eden before resuming the race.

CRASH LANDING
Top: *Limit* drops off the top of another swell while (above) *Terra Firma* finds some smoother waters off the Tassie coast.

Word of mouth

Choice quotes from the 2010 Rolex Sydney Hobart

“The second day was hell on Earth. I’ve never been so unhappy and thought that I’d made a major error in judgment.”

Will Hubbard, 78, whose *Dawn Star* had two crew members swept overboard. Both were safely retrieved.

“It’s almost like being war buddies who went to battle together. You form life-long relationships because of this race.”

Roger Hickman on bonding with his Russian crew aboard *Vamp*.

“The first afternoon we were the faster boat, they were a slicker team. We’ll change [that] though.”

Investec Loyal’s Sean Langman warns *Wild Oats XI* that it hasn’t heard the last of its rival supermaxi.

Among the entries were six internationals led by Niklas Zennstrom’s JV72, *Ran*, from Britain, which joined others from France, Italy, Russia and the USA. Many international crews were caught in the snowstorms in Europe, arriving jet-lagged at the last minute, still determined to take part in the famous race.

Commenting on the race conditions, *Ran*’s Zennstrom said, “I think I have now definitely seen what the race is all about. It was tough crossing Bass Strait; 35 knots of wind and big seas. The whole experience has been fantastic.”

Like the rest, *Ran*’s crew got relief from an anti-clockwise wind-shift that allowed spinnakers to pop; the relentless pounding giving way to fast surfing rides which saw the bigger yachts reaching speeds of 30 knots and above.

There were many races within the race, including the 628 nautical mile drag race between near sisterships, Stephen Ainsworth’s RP63 *Loki* (NSW) and West Australian Alan Brierty’s *Limit*, a RP62.

“We swapped positions the whole way, but then we parked and *Limit* came from 14 nautical miles behind and sailed straight through us,” said Ainsworth. “It was a great race between us, but not the finish I had in mind.”

There were barely three minutes between the two yachts at the finish line, and the result cost Ainsworth 10 jugs of rum and coke. Brierty meanwhile was delighted with his triumph.

“We beat them in the last race of the Rolex Trophy and we beat them to Hobart – it feels pretty damn good,” he said.

The smallest yacht in the fleet, *Illusion*, crossed the finish line in 66th place on line and 43rd overall. A Davidson 34 owned by Jonathan Stone, *Illusion* secured her own place in the history books when she won the brutal 1988 race overall under her original Victorian owner, Gino Knezic.

“It was dangerous but beautiful,” Stone said of his crossing. “We loved the last two days of the race, just beautiful sailing, but we had three nights of bedlam – hard, on-the-nose sailing with confused seas.”

Wave Sweeper, a Beneteau 40.7 owned by Morgan Rogers (NSW) had the distinction of being last yacht into port, but at least her crew made it in time to celebrate New Year, crossing the finish line shortly after 7.00pm in the time of 5 days, 6hr 8min 30sec. ⚓

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Alright, first things first – what’s with the ‘3.5’?

Well, *Secret Mens Business 2* was a totally different boat, and was seriously damaged at Hamilton Island Race Week in 2008. Then the truck we put it on was involved in an accident, which destroyed the mast, so we decided to start again with a completely new hull; *Secret Mens Business 3*. The result of that wasn’t up to our expectations and was disappointing, so a little over a year ago so we had Mal Hart [of Hart Marine in Mornington] cut the hull off, and Reichel Pugh designed a brand new hull for us. We went from 47 foot to 51 foot, and the new design has proved itself to be as good as we hoped, if not better. It meant we had a totally new handicap. It was basically a new boat, we had to start from scratch. And we had larger sails, a different hull, and different weight. We just used the same superstructure and mast and boom and keel of the third boat. That’s why this one is 3.5.

After the incident at Hamilton Island, some associated the boat’s name with bad luck – do you think you’ve proved them wrong now?

When you consider the miles we do I don’t think bad luck really comes into it. For the 2010 season, for instance, the boat went from Adelaide to Sydney, Sydney to Southport, Southport to Airlie Beach and Hamilton Island, then all the way back to Adelaide for a scrub, then back to Sydney, Sydney to Hobart, Hobart to Melbourne, then back to Adelaide. I think it’s the most travelled boat in Australia. We’ve been doing this since the first *Secret Mens Business* went into the water in 1996, so we’ve had a fair innings at it, done a lot of miles. Our boat will do more miles than most of the yachts sitting in the pen at Adelaide will do in 10 or 15 years. So when you look at it that way, the few incidents we’ve had don’t look like that much.

Did you go around preparation for this race in a different way to usual?

Yes. We've been sailing with [champion match racer] Michael Dunstan for the last few races, probably about three Hobarts and three Audi Sydney Gold Coast races, and this time I got him to put together a crew for me. In my business I had a very busy year, so I asked Michael to put together a crew that could win the Hobart. We started out with eight South Australians and six others, but David Oliver, one of our main guys, was injured on Sydney Harbour a few days before the race, so we ended up with seven South Australians and seven other very experienced crew, who were mainly Sydney boys. Michael Dunstan put these guys together and covered all the bases, to give us strength in areas where it had been lacking. Our navigator Stephen Kemp is ex-America's Cup, and he had a lot of back up from the Sydney guys who did a huge amount of preparation. We did more preparation than we've ever done before.

Your Hobart win is the second in two years by a South Australian boat. Is there something in the water down there?

Ha! I think it's just determination. Down here we know we need to put the best people on the best boat in order to win a Hobart. It's a combination of Reichel-Pugh putting a bloody good boat together, some fantastic Doyle's Stratis sails, and the crew work and preparation that went into for navigation and tactics. And a shitload of luck on the day.

Bass Strait dished up some of its roughest seas in recent years. How were conditions on board?

It was hard work. We nearly lost our mast man Caillin Howard, he was tethered on and trying to get a headsail up when he got hit by a big wave of green water, which lifted him off the boat. The impact put a stanchion through the deck, we had a bit of leakage. We had to slow the boat right down to a crawl to get him back and it was hard work, we had five guys lifting him over the side. He was only in the water a couple of minutes, but he was buggered. He hit the deck hard and had a lot of bruising and swallowed a lot of seawater. But he bounced back well. We made him feel so embarrassed about it he was back up on deck within six hours.

Were there any tactics or decisions during the race that you look back on now and think: "that swung it for us"?

I think just sticking to our game plan was the most important thing. We had a plan right from the start, and we played to it right down the course. We made small adjustments but we stuck to the game plan. We saw other boats a little further out to sea getting a bit more breeze and they shot ahead of us, but we thought no, we'll stick to our plan and when the breeze swings we'll be in the right position for it. We got the currents and the winds we wanted, and we had a bit of luck coming into Tasman Island at the right time of day. We've always come in at the wrong time before and lost hours in the bay. But this time we got a bit of an easier run through there – we lost a lot of time but we pulled away pretty well. Which is good, because there was no plan B!

Now that you've had a bit of time for your win to sink in, what are your feelings?

It's very surreal – I still can't quite understand that we've won it. I've got all these new friends phoning to say 'well done', and I keep having

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to look at it again and check that it really happened. A lot of the media coverage has focused on the fact that it's my 22nd Hobart and that it's 'about time' we won it, but I think that's a bit misleading. With a lot of those early Hobarts I was just young and happy to be on a boat, then there were lots of races where I wasn't seriously competing to win. It's only really in the last five years or so that I've been really taking it seriously and approaching the race with a view to winning it.

Is there more pressure on you to win races now that you have a Sydney Hobart under your belt?

I think there could be a lot of pressure, yes. We're going to Geelong Week next, but we're not really expecting to win there, and then we'll bring the boat back for the Port Lincoln Regatta, which is great racing. We'll do our best but we're really there just to enjoy some good racing now. I think that's how we'll take the rest of the season.

Once you arrived in Hobart you had a long wait before your win could be confirmed. What was the mood like among the crew?



We crossed the line at 1.42pm, and we just had quiet drinks and a crew meal. There wasn't any joy; we were just fingernail biting and watching the wind all the time. It wasn't until midnight that we thought we had a good chance, when we saw we were still around third on the Yacht Tracker. By about 1am the next morning we started to feel more comfortable and let loose, and by 2.30 we were just drowning ourselves in it. It was great, because all the boys were together. We're lucky enough to have really good crewmembers, there's not a bad one among them. In those last few hours the crew felt very close-knit. We were joined by David Oliver

BUSINESS MEN
Geoff Boettcher (centre, shaking hands with Patrick Boutellier of Rolex Australia) and the crew of *Secret Mens Business 3.5* with the Tattersalls Cup in Hobart.

who had injured himself in Sydney and not been able to race, so there was a great feeling of camaraderie about it.

At 64 years old you've said you 'don't have a lot of runway left' for ocean racing. Does your win mean your runway's extended now?

I don't think so. I think if I can't steer my own boat it's time to take a back seat, and this race I found was the hardest ever, with so much heavy running and bashing into it. In previous Hobarts I probably gave myself a false feeling of security by coming out the other end feeling pretty good, but this one I really felt was hard work to keep up. I even had an extra sleep at one point! I always prided myself on having a lot of endurance; I'm ex-army and a Vietnam vet, and my time in the jungle has always made me a tough little son. But I have to be realistic, because at 64 your reflexes are a little bit slower and your endurance is starting to fade a little bit. So if you're not handling it after an hour or more at the helm you need to say, 'that's my shout'. I don't like admitting it, but at my age you can't keep up with the bloody 30-year-old smartasses like you used to. ⚓

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VAMPING IT UP
The Corby 49 *Vamp*,
skipped by Roger
Hickman with a
Russian crew, eases
past Tasman Island
on her way to
Hobart.



IMAGE CREDITS

THE CREW OF RUSSIANS ONBOARD *VAMP* WANTED ROUGH WEATHER TO DO A 'REAL HOBART', AND THEY GOT IT BOTH BARRELS. JENIFER WELLS BRAVED FIERCE SEAS AND A VODKA DRINKING SESSION TO FILE THIS STORY FOR OFFSHORE.

RUSSIAN
ROULETTE



On the first afternoon of the 2010 Rolex Sydney Hobart we had a glorious ride down the coast. Wet weather gear donned for the pre-start rain had slowly been shed as we took in the sights of the South Coast. Two of the three Russian sailors onboard our yacht *Vamp* had never before set foot in Australia, so although it was my first race to Hobart I found myself playing tour guide, pointing out the landmarks to our star international imports. The three Russians were enjoying the great sailing and the thrill of racing in one of the world's best known blue water classics. But they were about to get their first lesson in Australian weather – it can turn foul faster than a vodka drinking contest with Boris Yeltsin.

It was such a beautiful afternoon. As the fleet started to disperse around the horizon in a blaze of spinnakers, our new Russian friends began to question the accuracy of the forecast southerly fronts, the first of which was predicted to hit the fleet in the early evening on the first day. We told them to just enjoy it while they could, as it was going to get pretty rough and uncomfortable. I don't think they really believed us.

Our Corby 49 was being co-skipped by Roger Hickman (competing in his 34th Sydney Hobart) and well known International Dragon sailor Mikhail 'Misha' Muratov from Moscow. Hicky had recently sailed a number of Dragon Regattas in Europe with Wolf Breit, partly in preparation for the January 2011 Worlds on Port Phillip Bay. During these events Hicky met Misha and his wife Olga White, herself a formidable skipper on the Dragon Circuit.

When talk in Europe inevitably turned to the Rolex Sydney Hobart Misha, realising the timing was perfect as he would be in Australia for the Dragon Worlds, asked Hicky to find him a competitive 50-foot boat for the race. Hicky considered *Vamp* well suited for their purposes, and old friends Garry Linacre and David Fuller were pleased to lend their newly purchased boat (previously *Limit* and *Flirt*) to the Russian crew.

Misha was joined on *Vamp* by fellow Russian Dragon owners Igor Goikhberg and Dmitry Samokin. Hicky wanted to provide a "turn-



key" operation for the Russian crew by allowing them to step onboard a well prepared boat and join an experienced Australian crew that satisfied all the eligibility requirements, such as Cat 1 experience, Safety and Sea Survival course qualifications, radio and first aid training.

It was also my first Rolex Sydney Hobart, along with some of the other Australian crew. Just over four years ago I left my job as a full-time lawyer/lobbyist in order to go sailing more often. About a year later I ran into

Hicky who was looking for a last minute additional delivery crew. Three years on, after thousands of miles in the 'Hicky Sailing Academy' on deliveries, sailing in regattas and offshore east coast races, I was fortunate to be invited to be part of the Australian crew on *Vamp*.

In the pre-race interviews, journalists asked Misha how he felt about the forecast tough conditions. "If it wasn't tough I would not think that I had experienced the Sydney Hobart," he answered.

"These guys are used to sailing in lakes where the ice is still melting," quipped Hicky.

Not far off the coast of Port Kembla, the Australian crew started shaking their heads at the seriously nasty looking roll-cloud. The skies were black behind the twisted mess of cloud, so the Russians followed the cues from the Australian crew and struggled back into their full wet

weather gear.

And then the front hit. Misha was on the helm and handled the squalls very well. He has owned a number of yachts and appreciated the responsiveness of *Vamp*. Dmitry's eyes grew a little bigger as the waves crashed over the boat. Once the reefs were in the mainsail, *Vamp* relished the conditions, but it was too bumpy and uncomfortable for much food.

We were repeatedly asked before the race whether we spoke any Russian. We don't (apart from sharing the international language

OLD HAND

Above: Roger Hickman takes the helm on his 34th Sydney Hobart. Right: Misha Muratov and Hicky are all smiles at the finish.

of a few vodkas) but thankfully the three Russians all spoke passable-to-very-good English. The sailing jargon caused a few small issues, but by the time the first front hit we had pretty much established a mutual vocabulary for “grind”, “hold” and “ease” – or rather “EASE!” Many of our Australian-isms were lost on our Russian counterparts, but the boys took it all in good humour.

We managed a bit of food the next day, just before a second, stronger front hit us near Tathra. I asked Misha if he liked Russian food and he shook his head vigorously. I was glad I had run out of time in the preparations to go to any trouble to try to accommodate the Russian diet – although I’m not sure *borsht* and herring goes too well on a boat anyway.

As the second front approached we put the two reefs in the main again. The Russians were now used to the Hicko Sailing Academy, including the occasional politely raised voices. Three of us were down below trying to support the rest of the crew on deck by passing up various tools and other required items. We could only see Hicko on the helm, politely instructing the boys up the front.

All of a sudden we saw Hicko double over in hysterical laughter. The reason soon appeared in front of the hatch. Two of the Australian crew had been swamped by a wave upfront and their auto-inflatable lifejackets had gone off.



They went from agile crew to debilitated bullfrogs within seconds – minor inconveniences I’m sure compared with the perils of sailing in Russia.

We had a wild night with Hicko and Misha taking turns on the helm while surfing down some sizable waves. The various skeds had delivered news about a large number of retirements, and we felt sorry for the crews who were heading to safe harbours, knowing how much time and effort goes in to preparing for the race.

We survived the flogging off the NSW coast, a benign crossing of Bass Strait, an obligatory becalming near Tasman Island and very patchy wind up the Derwent to the finish. In the river, Misha brought out his six bottles of vodka, which initially gave Hicko conniptions until he realised they were just small bottles from the Sydney hotel mini-bar, and we all enjoyed a Russian toast. I don’t think the Russians, or the other first-timers including me, were prepared for the legendary Hobart welcome. It is probably unique in the sailing world.

Misha got the classic tough Sydney Hobart he had wished for – it was exhausting and exhilarating. The leadership of our two skippers was inspirational, as was the teamwork and endurance of all onboard. Misha, Igor and Dmitry all vow that they will be back, as will the rest of us. Hopefully we will sail together again soon – maybe even in the Rolex Sydney Hobart Yacht Race 2011. ⚓

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Few lovers of boats would disagree that the yachts produced by Nautor's Swan in Finland are among the finest, best designed, and best constructed in the world. The Swan 68 *Titania of Cowes*, which competed in the 66th Rolex Sydney Hobart, is one of the company's classic yachts, her royal blue hull and powerful masthead rig making her a stand-out vessel in the 2010 bluewater classic and later, in Hobart, in contesting the iconic King of the Derwent.

Titania of Cowes made her mark on the Rolex Sydney Hobart in several ways, including making one of the longest voyages to get to Sydney. Royal Yacht Squadron member Richard Dobbs bought the yacht just 12 months ago. She was previously named *Chippewa* and was based out of Newport, Rhode Island for the previous five years, competing in summer regattas and spending the northern hemisphere winter racing season in the Caribbean.

Dobbs was keen to contest the 2010 Rolex Sydney Hobart, so the crew set sail from Newport in January 2010, cruising south via Florida and Antigua before passing through the Panama Canal and sailing across the Pacific via Hawaii, Guam, Micronesia, Thailand and Indonesia.

Titania arrived in Fremantle in early October and, following maintenance, sailed on to Sydney, arriving in early December for the race to Hobart. During the race *Titania of Cowes* had as her boat captain Gina Hewson, who learned to



“We had a reasonable start, then it blew up – it was up to at least Force 8. Crossing the Bass Strait really wasn't that difficult and then it went light, which doesn't suit us. I think we had the whole spread of weather conditions.”

SIR ROBIN KNOX-JOHNSTON
Titania of Cowes

sail in Sabots at Hobart's Lindisfarne Sailing Club. Sailing with Gina, 32, in the Rolex Sydney Hobart were her brother Richard, 31, as navigator and sister Amanda, 34, as medic, chef and pit.

She also had in her crew the legendary British yachtsman Sir Robin Knox-Johnston, the first man to sail solo around the world nonstop.

“Well, I think it ran the whole gamut of experience, didn't it?” said Sir Robin of his first Sydney Hobart. He and owner Richard Dobbs are members of the small and exclusive Royal Imperial Poona Yacht Club, and it was from their membership that the idea to contest the Rolex Sydney Hobart originated.

Sadly *Titania* lost one of her three liferafts overboard in the tough first night at sea, and in order to comply with the CYCA's compulsory Green Cape safety check-in, had to drop off five crew members at Eden before continuing to Hobart. This was probably the first time this has happened in the race, but the action was approved by the Race Committee.

In the race to Hobart, which came after sailing 17,000 nautical miles to compete, *Titania of Cowes* crossed in the finish line in 19th position, handicapping out as 21st IRC Overall and sixth in IRC Division 2. She did better under an ORCi rating, placing 12th ORCi Overall and seventh in ORCi Division 1.

Speaking in Hobart after the race, Sir Robin explained the reason for dropping off five of the crew. “We lost a liferaft and they won't let you cross the Bass Strait unless you've got the proper safety equipment, which we didn't; it washed off the ship. We called the race organisers and asked ‘what's the deal?’

“They told us we couldn't go on...so the only way we could carry on was to drop five people off [at Eden], which left 14 people on board and met the safety regulations [covering sufficient life raft capacity].”

Describing the voyage, Sir Robin said: “We had a reasonable start, then it blew up – it was up to at least Force 8. Then we had to go into Eden to drop five crew off and came right back out. Crossing the Bass Strait really wasn't that difficult and then it went light, which doesn't suit us ... and it blew up light when we came in last night. So, I think we had the whole spread of weather conditions.”

Sir Robin didn't stay for the King of the Derwent, but Gina Hewson gathered 18 red-shirted crew for the iconic event in which yachts from the long race to Hobart add competition for the locals. It is also an opportunity for visiting yacht owners to repay the hospitality of Hobartians; *Titania of Cowes* and Sean Langman's maxi *Investec Loyal* were both packed to the

gunwales with friends, family and guests, as well as regular crew.

Faced with light winds during the King of Derwent, *Titania* won the start and outsailed the fleet to windward, eventually being beaten out of second place in the fleet by the local Farr 40 *Voodoo Chile* by just one second.

Gina Hewson has been boat captain of *Titania of Cowes* for the past five years, having worked in that role for the boat's previous owner.

As a tribute to the sailing skills she and her siblings learned sailing in Sabots at Lindisfarne, Gina invited several current members of



Lindisfarne to join her and owner Richard Dodds in the King of the Derwent event.

The Hewson family originally lived in Lindisfarne and the children were basically brought up on yachts, including their parents' boats *Bindaree* and *Impara II*. As soon as they were old enough they started sailing Sabots at Lindisfarne.

"We have great memories of a few years sailing in the bay and at state and national championships," Gina recalled after the King of the Derwent.

After graduating from university, Gina went overseas to snowboard and work, and it was while visiting an aunt in the Caribbean that she got a job on a cruising yacht. Her career has advanced from there to being boat captain in the Mediterranean, the USA and Caribbean, becoming captain of the *Chippewa*, now *Titania of Cowes*, and then returning by sea to her native Tasmania.

From Hobart, *Titania of Cowes* headed across the Tasman Sea to New Zealand before heading north again to the Philippines. From there she may head to Korea, then back down to Singapore before heading to Thailand for the King's Cup. ⚓

SCHOOL OF HARD KNOX
Titania of Cowes ended up five men down after skipper Sir Robin Knox-Johnson (pictured) had to drop off crew at Eden.



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2010 Results

IRC OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Secret Men's Business 3.5</i>	1	14	03:00:42:10	1.341	04:01:29:40	Geoff Boettcher, SA
2	<i>Jazz</i>	0	12	03:00:20:19	1.356	04:02:05:28	Chris Bull, NSW
3	<i>Shogun</i>	1	11	03:00:18:54	1.357	04:02:07:53	Rob Hanna, VIC
4	<i>Pretty Fly III</i>	0	13	03:00:33:18	1.362	04:02:49:12	Colin Woods, NSW
5	<i>Victoire</i>	2	21	03:15:41:40	1.130	04:03:05:41	Darryl Hodgkinson, NSW
6	<i>Rodd & Gunn Wedgetail</i>	1	9	02:23:44:50	1.402	04:04:35:23	Bill Wild, QLD
7	<i>Living Doll</i>	1	10	03:00:18:35	1.395	04:04:52:19	Michael Hiatt, VIC
8	<i>Rán</i>	1	6	02:17:22:55	1.563	04:06:11:31	Niklas Zennstrom, UK
9	<i>Vamp</i>	2	17	03:08:36:59	1.269	04:06:18:08	Roger Hickman and Mikhail Muratov, NSW & Russia
10	<i>Chutzpah</i>	2	20	03:13:03:30	1.209	04:06:50:08	Bruce Taylor, VIC
11	<i>AFR Midnight Rambler</i>	2	24	03:17:04:53	1.157	04:07:04:02	Ed Psaltis & Bob Thomas, NSW
12	<i>Terra Firma</i>	1	15	03:07:27:42	1.307	04:07:51:23	Nicholas Bartels, VIC
13	<i>Lahana</i>	0	3	02:14:09:44	1.674	04:08:03:34	Peter Millard & John Honan, NSW
14	<i>Limit</i>	1	7	02:21:30:31	1.499	04:08:11:36	Alan Brierty, WA
15	<i>Loki</i>	1	8	02:21:33:16	1.500	04:08:19:54	Stephen Ainsworth, NSW
16	<i>Ichi Ban</i>	0	4	02:16:52:55	1.611	04:08:31:29	Matt Allen, NSW
17	<i>Extasea</i>	2	23	03:15:44:39	1.202	04:09:28:07	Paul Buchholz, VIC
18	<i>Ray White Spirit of Koomooloo</i>	4	48	04:06:48:11	1.027	04:09:34:43	Mike Freebairn, QLD
19	<i>L'Altra Donna</i>	4	41	04:03:59:53	1.063	04:10:17:53	Andy Kearnan, NSW
20	<i>Local Hero</i>	4	45	04:04:46:09	1.056	04:10:24:44	Peter Mosley, NSW
21	<i>Titania of Cowes</i>	2	19	03:12:11:29	1.264	04:10:25:04	Richard Dobbs, UK
22	<i>Paca</i>	3	36	04:02:08:45	1.085	04:10:29:18	Philippe Mengual, NSW
23	<i>Wild Oats XI</i>	0	1	02:07:37:20	1.925	04:11:04:22	Bob Oatley, skippered by Mark Richards, NSW
24	<i>Ragamuffin</i>	1	16	03:07:43:15	1.344	04:11:08:41	Syd Fischer, NSW
25	<i>Patriot</i>	3	29	03:23:56:51	1.118	04:11:16:09	Tony Love, QLD
26	<i>Copernicus</i>	3	42	04:04:14:22	1.073	04:11:33:25	Greg Zyner, NSW
27	<i>L'Ange De Milon</i>	3	40	04:03:30:58	1.086	04:12:04:28	Jacques Pelletier, France
28	<i>Patrice Six</i>	2	31	04:00:17:51	1.125	04:12:20:05	Tony Kirby, NSW
29	<i>Eleni</i>	3	37	04:02:59:17	1.105	04:13:22:54	Tony Levett, NSW
30	<i>Ocean Affinity</i>	2	22	03:15:42:52	1.253	04:13:54:22	Stewart Lewis, QLD
31	<i>Zen</i>	3	39	04:03:27:06	1.106	04:13:59:37	Gordon Ketelbey, NSW
32	<i>Another Challenge</i>	3	38	04:02:59:46	1.114	04:14:16:54	Chris Lewin, VIC
33	<i>Shepherd Centre</i>	4	49	04:07:44:11	1.066	04:14:34:59	Hugh Torode, NSW
34	<i>Gadibarra B</i>	2	25	03:20:46:20	1.214	04:16:37:32	Paul Roberts, VIC
35	<i>St Jude</i>	2	27	03:23:31:37	1.179	04:16:37:35	Noel Cornish, NSW
36	<i>Investec LOYAL</i>	0	2	02:11:11:34	1.909	04:16:59:56	Sean Langman and Anthony Bell, NSW
37	<i>Chancellor</i>	3	52	04:09:13:20	1.078	04:17:25:46	Ted Toohar, NSW
38	<i>She's The Culprit</i>	2	43	04:04:21:29	1.138	04:18:12:27	Todd Leary, TAS
39	<i>Geomatic Joker</i>	3	53	04:09:16:49	1.093	04:19:04:17	Tony Johnston & Grant Chipperfield, VIC
40	<i>Tevake II</i>	2	35	04:02:02:10	1.186	04:20:16:15	Angus Fletcher, VIC
41	<i>Secret Men's Business #1</i>	2	46	04:05:03:05	1.158	04:21:01:03	SMB Syndicate skippered by Rob Curtis & Ross Trembath
42	<i>Wild Thing</i>	0	5	02:17:15:29	1.848	05:00:35:49	Grant Wharington, NSW
43	<i>Illusion</i>	4	66	05:03:00:36	0.996	05:02:31:05	Jonathan Stone, NSW
44	<i>Allegro</i>	4	55	05:00:54:11	1.019	05:03:12:01	John Taylor, NSW
45	<i>Crossbow</i>	4	59	05:01:07:53	1.025	05:04:09:35	David Stenhouse & David Cutcliffe, NSW
46	<i>Dawn Star</i>	4	63	05:01:47:36	1.023	05:04:35:40	William Hubbard III, USA
47	<i>Wahoo</i>	4	57	05:00:56:54	1.034	05:05:03:38	Graham Mulligan, NSW
48	<i>Charlie's Dream</i>	4	67	05:03:39:49	1.015	05:05:31:07	Peter Lewis, QLD
49	<i>Aurora</i>	4	58	05:00:58:56	1.048	05:06:47:22	Jim & Mary Holley, NSW
50	<i>Blunderbuss</i>	4	61	05:01:21:40	1.067	05:09:29:32	Tony Kinsman, QLD
51	<i>Young Ones</i>	3	65	05:02:56:59	1.072	05:11:48:08	Ian Miller, VIC
52	<i>Wave Sweeper</i>	4	69	05:06:08:30	1.060	05:13:42:37	Morgan Rogers, NSW
53	<i>Mille Sabords</i>	3	56	05:00:56:38	1.109	05:14:07:36	Stephane Howarth, VIC

TROPHIES & AWARDS

The George Adams Tattersall Cup (Tattersall's Cup) – IRC Overall Trophy + Rolex Yacht-Master timepiece *Secret Men's Business 3.5*, Geoff Boettcher, South Australia. Plus additional trophies RORC Plaque, Government of Tasmania Trophy

J. H. Illingworth Trophy & Replica (Line Honours Trophy) + Rolex Yacht Master timepiece *Wild Oats XI*, Bob Oatley, skippered by Mark Richards, NSW

Jack Rooklyn Memorial Trophy (First Yacht out of Sydney Heads) *Wild Oats XI*, Bob Oatley, skippered by Mark Richards, NSW

F & J Livingstone Trophy (First Yacht South of Tasman Island) *Wild Oats XI*, Bob Oatley, skippered by Mark Richards, NSW

Rushcutters Trophy (First IRC Division 0) *Jazz*, Chns Bull, NSW

George Barton Trophy (First IRC Division 1) *Secret Men's Business 3.5*, Geoff Boettcher, SA

City of Hobart Trophy; Bass Strait Cup; Solo Trophy (Second IRC Overall) *Jazz*, Chris Bull, NSW

Royal Yacht Club of Tasmania trophy & Storm Bay Cup (Third IRC Overall) *Shogun*, Rob Hanna, VIC

Peter Allsop Memorial Trophy (First IRC Division 2) *Victoire*, Darryl Hodgkinson, NSW

RORC Trophy, Storm Bay Cup (First IRC Division 3) *PACA*, Philippe Mengual, NSW

Sir Arthur Warner Trophy (First IRC Division 4) *Ray White Spirit of Koomooloo*, Mike Freebairn, QLD

RANSA Trophy (First PHS Division 1) *NSC Mahligai*, Murray Owen and Jenny Kings, NSW

CYCA Trophy (First PHS Division 2) *Flying Fish Arctos*, *Flying Fish Online* skippered by Martin Silk, NSW

Charleston Trophy (First ORCi Division 1) *Jazz*, Chris Bull, NSW

PHS OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP
1	<i>Flying Fish Arctos</i>	2	47	04:05:15:17	0.9972
2	<i>Valheru</i>	2	28	03:23:42:32	1.0606
3	<i>CIC Secure Inca</i>	2	64	05:02:26:31	0.8472
4	<i>NSC Mahligai</i>	1	30	04:00:09:23	1.1167
5	<i>Polaris of Belmont</i>	2	68	05:03:42:56	0.8738
6	<i>Merit</i>	1	18	03:09:18:53	1.3315
7	<i>She</i>	2	62	05:01:22:34	0.8935
8	<i>LMR Solar</i>	2	44	04:04:38:13	1.0808
9	<i>Krakatoa II</i>	1	34	04:01:57:34	1.12
10	<i>Wasabi</i>	1	33	04:01:50:30	1.1217
11	<i>Obsession</i>	2	51	04:09:06:57	1.0452
12	<i>Helsal III</i>	1	26	03:23:17:17	1.225
13	<i>Dodo</i>	1	32	04:00:26:32	1.3063
14	<i>Abracadabra</i>	2	60	05:01:18:49	1.0543

ORCI OVERALL	YACHT	DIV	LINE PLACING	ELAPSED TIME	HANDICAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Jazz</i>	1	12	03:00:20:19	1.2762	03:20:19:07	Chris Bull NSW
2	<i>Pretty Fly III</i>	1	13	03:00:33:18	1.2798	03:20:51:21	Colin Woods NSW
3	<i>Victoire</i>	2	21	03:15:41:40	1.0781	03:22:32:36	Darryl Hodgkinson NSW
4	<i>AFR Midnight Rambler</i>	2	24	03:17:04:53	1.0954	04:01:34:47	Ed Psaltis & Bob Thomas NSW
5	<i>Terra Firma</i>	1	15	03:07:27:42	1.245	04:02:55:47	Nicholas Bartels VIC
6	<i>Copernicus</i>	3	42	04:04:14:22	0.989	04:03:08:13	Greg Zyner NSW
7	<i>Chutzpah</i>	2	20	03:13:03:30	1.167	04:03:15:47	Bruce Taylor VIC
8	<i>Limit</i>	1	7	02:21:30:31	1.4537	04:05:02:41	Alan Brierty WA
9	<i>Ragamuffin</i>	1	16	03:07:43:15	1.2709	04:05:19:02	Syd Fischer NSW
10	<i>Lahana</i>	1	3	02:14:09:44	1.6343	04:05:35:30	Peter Millard and John Honan NSW
11	<i>Patriot</i>	2	29	03:23:56:51	1.0648	04:06:09:54	Tony Love QLD
12	<i>Titania of Cowes</i>	1	19	03:12:11:29	1.2168	04:06:26:39	Richard Dobbs United Kingdom
13	<i>Patrice Six</i>	2	31	04:00:17:51	1.0705	04:07:05:11	Tony Kirby NSW
14	<i>Another Challenge</i>	3	38	04:02:59:46	1.0477	04:07:43:06	Chris Lewin VIC
15	<i>Shepherd Centre</i>	3	49	04:07:44:11	1.009	04:08:40:12	Hugh Tarode NSW
16	<i>Cadibarra 8</i>	2	25	03:20:46:20	1.1429	04:10:01:46	Paul Roberts VIC
17	<i>Chancellor</i>	3	52	04:09:13:20	1.031	04:12:29:03	Ted Tooher NSW
18	<i>She's The Culprit</i>	2	43	04:04:21:29	1.095	04:13:53:31	Todd Leary TAS
19	<i>Secret Men's Business #1</i>	2	46	04:05:03:05	1.1048	04:15:38:30	Ross Trembath & Rob Curtis NSW
20	<i>Crossbow</i>	3	59	05:01:07:53	0.9584	04:20:05:32	David Stenhouse & David Cutcliffe NSW
21	<i>Allegro</i>	3	55	05:00:54:11	0.9618	04:20:17:04	John Taylor NSW
22	<i>Wahoo</i>	3	57	05:00:56:54	0.9746	04:21:52:34	Graham Mulligan NSW
23	<i>Blunderbuss</i>	3	61	05:01:21:40	1.0098	05:02:33:02	Tony Kinsman QLD
24	<i>Young Ones</i>	3	65	05:02:56:59	1.0118	05:04:24:02	Ian Miller VIC
25	<i>Wave Sweeper</i>	3	69	05:06:08:30	0.9966	05:05:42:46	Morgan Rogers NSW

LINE HONOURS

<i>Wild Oats XI</i>	02:07:37:20	Bob Oatley, skippered by Mark Richards, NSW
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Notes

Alchemy 3 – retired due to boom damage
Bacardi – retired due to broken mast
Calm – retired
Exile – retired due to steering damage
Jazz Player – retired due to damaged mainsail
Nautical Circle – retired to Eden due to Engine Problems
Pirelli Celestial – sail damage

Salona 2 – steering problems
Scarlet Runner – sail damage
Shamrock – damage to rudder bearing
Shining Sea – Broken Rudder
Swish – radio damage
Two True – engine problems
Wot Eva – engine problems

Brindabella – damaged mainsail
YuuZoo – torn headsail
Southern Excellence – rig failure

Hobart Port Trophy (First ORCI Division 2)

Victoire, Darryl Hodgkinson, NSW

Hobart Port Trophy (First ORCI Division 3)

Copernicus, Greg Zyner, NSW

Apollo Trophy (presented to first yacht under 18.5m across the finish line)

Rodd & Gunn Wedgetail, Bill Wild, QLD

Battery Point Trophy (Fastest Small Yacht on Elapsed Time)

L'Altra Donna, Andy Kearman, NSW

Prince Albert of Monaco Cup & Sydney Yachts Trophy (First Sydney 38)

Eleni, Tony Levett, NSW

Port of Hobart Trophy (First Tasmanian Yacht IRC)

She's The Culprit, Todd Leary

Jane Tate Memorial Trophy (First female skipper)

Stephane Howarth, *Mille Sabords*, VIC

Polish Trophy (for the yacht travelling the furthest to compete)

Onelife, Alberto Biffignandi, Italy

Rani Trophy (most meritorious performance as judged by the race committee)

Lisa Chamberlain, *YuuZoo* crew member, NSW

Tasmanian Government 25 Race Medallions

Carl Crafoord, *Lahana*; Hugh Brodie, *Victoire*

City of Hobart Trophy (presented to the navigator of the first Tasmanian yacht on corrected time)

Rod Chamberlain, *She's The Culprit*

Bill Owen Memorial Trophy (presented to navigator of winning yacht corrected time)

Steve Kemp, *Secret Men's Business 3.5*

Alan Payne Memorial Trophy (designer of winning yacht)

Reichel Pugh

Cruising Division

Onelife, Alberto Biffignandi, Italy

050 | RSHYR 2010 RESULTS

IRC OVERALL	YACHT	DIV	LINE	ELAPSED TIME	TCC	CORRECTED TIME	OWNER/SKIPPER
1	<i>Secret Men's Business 3.5</i>	1	14	03:00:42:10	1.341	04:01:29:40	Geoff Boettcher, SA
2	<i>Jazz</i>	0	12	03:00:20:19	1.356	04:02:05:28	Chris Bull, NSW
3	<i>Shogun</i>	1	11	03:00:18:54	1.357	04:02:07:53	Rob Hanna, VIC
IRC DIV 0							
1	<i>Jazz</i>	0	12	03:00:20:19	1.356	04:02:05:28	Chris Bull, NSW
2	<i>Pretty Fly 3</i>	0	13	03:00:33:18	1.362	04:02:49:12	Colin Woods, NSW
3	<i>Lahana</i>	0	3	02:14:09:44	1.674	04:08:03:34	Peter Milard & John Honan, NSW
IRC DIV 1							
1	<i>Secret Men's Business 3.5</i>	1	14	03:00:42:10	1.341	04:01:29:40	Geoff Boettcher, SA
2	<i>Shogun</i>	1	11	03:00:18:54	1.357	04:02:07:53	Rob Hanna, VIC
3	<i>Rodd & Gunn Wedgetail</i>	1	9	02:23:44:50	1.402	04:04:35:23	Bill Wild, QLD
IRC DIV 2							
1	<i>Victoire</i>	2	21	03:15:41:40	1.130	04:03:05:41	Darryl Hodgkinson, NSW
2	<i>Vamp</i>	2	17	03:08:36:59	1.269	04:06:18:98	Roger Hickman and Mikhail Muratov, NSW & Russia
3	<i>Chutzpah</i>	2	20	03:13:03:30	1.209	04:06:50:08	Bruce Taylor, VIC
IRC DIV 3							
1	<i>Paca</i>	3	36	04:02:08:45	1.085	04:10:29:18	Philippe Mengual, NSW
2	<i>Patriot</i>	3	29	03:23:56:51	1.118	04:11:16:09	Tony Love, QLD
3	<i>Copernicus</i>	3	42	04:04:14:22	1.073	04:11:33:25	Greg Zyner, NSW
IRC DIV 4							
1	<i>Ray White Spirit of Koomooloo</i>	4	48	04:06:48:11	1.027	04:09:34:43	Mike Freebairn, QLD
2	<i>L'Altra Donna</i>	4	41	04:03:59:53	1.063	04:10:17:53	Andy Kearman, NSW
3	<i>Local Hero</i>	4	45	04:04:46:09	1.056	04:10:24:44	Peter Mosley, NSW
PHS OVERALL							
1	<i>Flying Fish Arctos</i>	2	47	04:05:15:17	0.9972	04:04:58:16	Flying Fish Online, skippered by Martin Silk
2	<i>Valheru</i>	2	28	03:23:42:32	1.0606	04:05:30:32	Anthony Lyall, TAS
3	<i>CIC Secure Inca</i>	2	64	05:02:26:31	0.8472	04:07:43:58	Noel Sneddon, ACT
PHS DIV 1							
1	<i>NSC Mahligai</i>	1	30	04:00:09:23	1.1167	04:11:22:40	Murray Owen & Jenny Kings, NSW
2	<i>Merit</i>	1	18	03:09:18:53	1.3315	04:12:16:14	Leo Rodriguez, QLD
3	<i>Krakatoa II</i>	1	34	04:01:57:34	1.12	04:13:42:52	Rod Skellet, NSW
PHS DIV 2							
1	<i>Flying Fish Arctos</i>	2	47	04:05:15:17	0.9972	04:04:58:16	Flying Fish Online, skippered by Martin Silk, NSW
2	<i>Valheru</i>	2	28	03:23:42:32	1.0606	04:05:30:32	Anthony Lyall, TAS
3	<i>CIC Secure Inca</i>	2	64	05:02:26:31	0.8472	04:07:43:58	Noel Sneddon, ACT
SYDNEY 38 OD							
1	<i>Eleni</i>			04:02:59:17		04:02:59:17	Tony Levett, NSW
2	<i>Another Challenge</i>			04:02:59:46		04:02:59:46	Chris Lewin, VIC
3	<i>Zen</i>			04:03:27:06		04:03:27:06	Gordon Ketelbey, NSW
CRUISING							
1	<i>Onelife</i>						Alberto Biffignandi, Italy
2	<i>Scarlett Ribbon</i>						Richard Buxton, VIC
ORCI OVERALL							
1	<i>Jazz</i>	1	12	03:00:20:19	1.2762	03:20:19:07	Chris Bull, NSW
2	<i>Pretty Fly III</i>	1	13	03:00:33:18	1.2798	03:20:51:21	Colin Woods NSW
3	<i>Victoire</i>	2	21	03:15:41:40	1.0781	03:22:32:36	Darryl Hodgkinson, NSW
ORCI Div 1							
1	<i>Jazz</i>	1	12	03:00:20:19	1.2762	03:20:19:07	Chris Bull, NSW
2	<i>Pretty Fly III</i>	1	13	03:00:33:18	1.2798	03:20:51:21	Colin Woods, NSW
3	<i>Terra Firma</i>	1	15	03:07:27:42	1.245	04:02:55:47	Nicholas Bartels, VIC
ORCI Div 2							
1	<i>Victoire</i>	2	21	03:15:41:40	1.0781	03:22:32:36	Darryl Hodgkinson, NSW
2	<i>AFR Midnight Rambler</i>	2	24	03:17:04:53	1.0954	04:01:34:47	Ed Psaltis & Bob Thomas, NSW
3	<i>Chutzpah</i>	2	20	03:13:03:30	1.167	04:03:15:47	Bruce Taylor, VIC
ORCI Div 3							
1	<i>Copernicus</i>	3	42	04:04:14:22	0.989	04:03:08:13	Greg Zyner, NSW
2	<i>Another Challenge</i>	3	38	04:02:59:46	1.0477	04:07:43:06	Chris Lewin, VIC
3	<i>Shepherd Centre</i>	3	49	04:07:44:11	1.009	04:08:40:12	Hugh Torode, NSW



REEFING RIGHT

EVERY SAILOR KNOWS TO REEF THE SAILS WHEN THE WIND STARTS TO REALLY BLOW. BUT HOW MANY REEFS SHOULD YOU USE, AND WHERE? QUANTUM SAIL DESIGN GROUP PROVIDE SOME EXPERT ADVICE.



REEF ENCOUNTER
Wild Thing making headway with reefed mainsail during the Rolex Sydney Hobart Yacht Race 2010.

For any serious sailor, the number and location of reefs in the mainsail deserves some thought. The typical cruising mainsail configuration uses two reefs, normally placed at intervals of approximately 12 per cent of the luff length. These reefs do not reduce area as a standard percentage; in fact, a first reef will reduce more area because the sail is wider at the bottom. A third reef is sometimes added for offshore work, again at another 12 per cent of luff length (36 per cent of the total). Few boats, however, are set up with reef hardware for three reefs. The third reef will slightly decrease the overall durability of the sail (by adding weight to the leech), and necessitate hardware changes to the boom to allow for a third reef line.

If there are no plans to sail offshore, two reefs will be plenty. In fact, most sailors who limit their sailing to local trips don't sail for extended periods in high winds. The only high wind they will see will be in localised squalls, when they will probably take the mainsail down completely.

Another approach to the problem is to space two reefs at slightly deeper locations than normal (approximately 15 per cent and 32 per cent of the luff length), which makes more sense for offshore sailing. Some of this decision is boat specific - certain boats may need more mainsail for instance, or balance particularly well with a 12 per cent reef. The bottom line is: have you ever tried going from a second to a third reef? The struggle involved suggests that being more conservative, and taking away more area with each reef, is simpler.

Serious offshore sailors will often opt for a storm trysail, and eliminate the third reef altogether.

SINGLE LINE REEFING

Using a single line to control both the reef tack and clew has become popular. One should recognise that single line systems introduce a great deal of friction (particularly when they are led back to the cockpit), which can make it hard to reef. Single line systems work better with blocks in the reef tack and reef clew instead of standard grommets. Care must also be taken to address the angle of the tack reef line, position of the tack grommet, and hardware spacing relative to the reefed tack. Be sure to discuss this issue with your consultant prior to sail design. ⚓

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THE IDEA OF A YACHT WITH CLASSIC APPEAL AND MODERN TECHNOLOGY HAS BEEN DONE BEFORE, BUT FEW DO IT AS WELL AS THE MOODY 45 CLASSIC, WRITES MATTHEW HENRY.

IN THE
MOOD



SAM TINSO



The brassy tones of a Louis Armstrong trumpet solo waft through the summer air and ring out over Pittwater, as the Moody 45 Classic's stereo flicks to the jazzy ballad 'Le Vie En Rose'.

The iPod has been shuffling through an eclectic mix of modern rock and pop numbers all afternoon, but not until now has a song seemed so in tune with our surroundings. Almost instantaneously, all three of us onboard exchange glances – clearly we're sensing the same thing.

"It's like something out of *The Great Gatsby*," comments Bob Vinks from behind the helm, equally conscious of the time warp which seems to have descended on the boat.

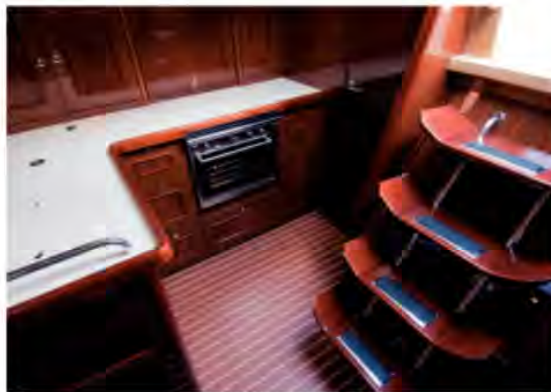
A quick glance around the Moody 45's deck at the cream-coloured gelcoat, the gleaming stainless steel winches and old-style cowl dorade vents on the coachouse roof, and it's not too hard to imagine for a moment that we've been whisked back in time to the Roaring '20s on the waters of Newport, Rhode Island, in some scene from an F. Scott Fitzgerald novel. The 45 Classic's elegant lines and her oval porthole windows just about complete the picture – all that's missing are some waistcoats and straw boater hats for her crew.

I'm onboard with Bob Vinks and Greg Cockle from the Wincraft team for the first Australian review of the Moody 45 Classic concept, and with a variable 15-knot nor'easter blowing down the Pittwater it's the perfect chance to sample the company's brand new, but classically-inspired, offshore cruiser.

Soon Satchmo's raspy trumpet gives way to his rich, textured vocals: "Hold me close and hold me fast, the magic spell you cast, this is le vie en rose."

'Life in rose hues' is a pretty fair translation of the schmaltzy French lyric, and it's a nice summation of the Moody 45 Classic concept. Like its smaller 41-foot sibling in the Classic series, Moody's 45 looks back on a romantic yachting era through the lens of a modern yacht maker. The look might be vintage, but the Dixon-designed hull shape, GRP construction techniques and engineering systems are all right up to scratch with the high standards set by Germany's Hanse Group, which bought the Moody brand in 2007. Dixieland jazz played through an iPod digital audio system – it's the Moody Classic 45 in a nutshell.

Above deck, flowing lines and curves permeate the design. This is especially welcome in the cockpit



CLASSIC BEAUTY
The interior strikes a balance between traditional and contemporary flavours with glossy mahogany, white leather sofas and round porthole windows.

where the broad benchseats feature round, tapered backs – throw in some cushions and it'll be as comfy as an old Cadillac. The central table has two foldout leaves and can be removed completely, leaving just the stainless steel frame in place as a footrest for when she heels over.

Teak flooring comes standard in the cockpit, but the owner of our test boat – which happens to be the first Moody 45 Classic in Australia – has made what we think is a good choice by investing in the optional teak sidedecks for an all round traditional look and feel. The optional glass windshield is also a stylish addition to the cockpit with a functional twist, which you and your guests will certainly appreciate when sailing upwind in a seaway.

For the helmsman, each of the two helmwheels has its own rounded bucket seat with a good view forward

over the bow and within easy reach of the primary winches. With a self-tacking jib, mainsail in lazy jacks and electric power for push-button operation of the two aft winches, the 45 Classic is a breeze to sail short-handed or with a group of non-sailing friends. On the helm, it's a comfortable boat in your hands and with the standard sail package we easily clocked 6.8 knots in 15 knots of true, sailing at between 40- and 30-degree angles upwind. It feels more solid than it does sprightly, as you would expect from a genuine offshore cruiser of any era.

A canvas bimini is slung over the aft cockpit, which is locally made – "you can't trust the Europeans to build a quality biminin for local conditions,"



says Vinks. The same can't be said about the hull and deck, which is cut using Hanse's high precision five-axis milling machines, which eliminate any mismatches or play in the joints for a super snug fit. The yacht certainly feels rock solid with no signs of corner cutting from the German builder.

Above the deck is a Selden rig and North sails, which along with chromed self-tailing Lewmar winches ensure all the hardware is of a high quality.

Descending the companionway steps, the impression of classic charm continues with glossy, warm mahogany timber contrasted with white leather upholstery. For a brighter feel, Moody offers a choice of teak or American cherry interiors, but the standard mahogany will certainly appeal to the traditionalists.

There are two tables in the main saloon with comfortable seating for eight diners with space to spare. An LCD TV is neatly concealed behind the cane wicker rattan cabinet doors on the port side, next to which is the Phillipi electrical switchboard, VHF radio and optional Fusion digital audio system. Fusion has installed a remote control in the cockpit, right next to the helm, so the driver can shuffle through their music collection all day without leaving the wheel.

Forward of the main saloon, the



BUILDER	Hanse Group
DESIGNER	Dixon Yacht Design
INTERIOR	Design Unlimited
LOA	14.03m
LWL	12.20m
BEAM	4.20m
DISPLACEMENT	12.20 tonnes
DRAFT	2.20m (cruising) or 1.85m (optional)
BALLAST	3.35 tonnes
SAIL AREA	112m ²
MAST & BOOM	Selden
DECK GEAR	Lewmar
SAILS	North Sails
BERTHS	6
CABINS	3
ENGINE	Volvo D2-55 55hp
WATER CAPACITY	320 litres
FUEL CAPACITY	220 litres
CE CERTIFICATE	A (ocean)
BASE PRICE	\$499,000

V-berth master cabin has a big, bright skylight for sunshine and fresh air to stream in. To starboard is a combined head and shower with plenty of space to move around. The two guest berths (aft) share another combined head/shower on the port side, and have their own robe, bookshelf and reading light. The L-shaped galley has corian benchtops in stylish white, offering plenty of space to work, and a shelf for a microwave concealed in the cabinetry above the cooktop.

Sailing back down Pittwater after our test, we pass an Adams design heading north – a boxy, angular yacht which no doubt looked cutting edge in its day, but has dated horribly. It raises the discussion about the longevity of the 'classic' style of the Moody yacht, and the consensus onboard seems to be that the 45 Classic's timeless look will most likely be as appealing in 20 years as it is today.

For that reason alone, a 45 Classic seems like smart buying, and at \$499,000 it strikes you as a lot of boat for the price. But the true appeal of this classic beauty is perhaps more emotional than intellectual. As the great Satchmo put it, "Give your heart and soul to me, and life will always be, *le vie en rose.*" ⚓

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SEEING RED
The stunning Bay of Fires
coastline at sunset.



STRAIT TO HEAVEN

IF QUALITY VINEYARDS, THE FRESHEST SEAFOOD AND STUNNING COASTLINE RANK HIGHLY ON YOUR CHECKLIST FOR THE PERFECT HOLIDAY ESCAPE, A TRIP OVER BASS STRAIT TO TASSIE'S NORTH EAST COAST COULD BE JUST THE TICKET, WRITES GREG CLARKE.

You don't need to be a Rolex Sydney Hobart race veteran to enjoy the benefits of a trip south across Bass Strait by boat. The treasures of Tasmania's northeast, including the famous Flinders Island, are there for anyone to enjoy and make the ideal conclusion to a leisurely cruise from Sydney or Melbourne. Pick your weather right and you'll soon be tucking into fresh rock lobsters and cool climate wines on a sunny beach, while a rough crossing will just make the region's taverns, coves and restaurants even more welcoming. So put those long-range charts away – there's a top cruising destination right on your doorstep.

FLINDERS ISLAND

Anyone with a taste for adventure and a love of the sea will feel very much at home on Flinders Island, the largest island of the Furneaux group, some 20 kilometres off the north-eastern tip of Tasmania. It was precisely these qualities that draw James Luddington, owner of successful

fishing and cruising charter business Flinders Island Adventures, to move here from England back in 1972. Since then he and his wife Lindsay, who runs hiking tours of the island, have enjoyed introducing new visitors to this rugged paradise of granite mountains, woodland, beaches and coastal lagoons.

James has a rich supply of local knowledge, and he's not averse to passing on his wisdom to less experienced mariners.

"We have a lot of yachties give us a call," he says. "We're happy to give them a hand with advice on where to go, depending on the conditions and what to do."

Flinders Island is well supplied with secluded anchorages, and according to James in-the-know yachties can often have them to themselves.

"If you're approaching [Flinders Island] from Melbourne and Sydney, the Kent Group of islands just to the north of Flinders is stunning," he says. "The settlement on Deal Island, with the convict-built lighthouse and





Flinders Secrets

- Visit Trousers Point beach in the Strzelecki National Park and walk through to the two beaches beyond, all under the peaks of Mount Strzelecki.
- Walkers Hill Lookout offers a 360 degree view of Flinders and surrounding islands.
- Yellow Beach overlooks islands in the Franklin Sound, with the hills of Cape Barron Island forming the backdrop. Take a stroll beyond the rocks to the left.
- North East River offers a short walk around the point and along the inner beach.
- Camerons Inlet and the East Coast Wetlands – a RAMSA site of worldwide importance for local and migratory birds.
- Rock lobster is available from Allan Wheatley at Killiecrankie Enterprises, Whitemark on (03) 6359 2130, or if you are in the south of the island, try Tony or Vicki Harper on 0428 593 557.

To visit these sites and more hire cars from Flinders Island Car Rentals from \$70 per day, or join a guided tour with Lindsay Luddington:

www.ficr.com.au
www.flindersisland.com.au

ISLE OF DELIGHT
 Top: Kate from Kate's Berry Farm serves up everything from berry-infused ice cream to strawberry wine. Above right: humble craft on the water's edge at Bicheno.

stone buildings, makes for a great day exploring ashore, and provides reasonably sheltered anchorage in all weather right out in the middle of Bass Strait."

Spike Bay on Clarke Island is another of James' favourite coves, and he also recommends stopping for a good feed at the tavern in Lady Barron, the main resupply spot for yachties on the island. The town is also the first port of call for the Three Peaks Race, a running and sailing event held each Easter.

Flinders Island is also a great place to enjoy one of Tasmania's finest culinary treasures, freshly caught rock lobster. You'll need to order your lobster the day before, and it can be supplied cooked on request (see information box below).

TASTE OF ST HELENS

Chart your own course south to Tasmania and St Helens will make a fine port of call for a foodie, with some of the finest food experiences on the east coast within walking distance of the marina. River Chen purveys fresh oysters, whopping rock lobsters and delicious mussels at St Helens. His seafood comes with the pure tastes of the ocean rather than excessive freight costs. You can buy six of River's fat oysters for just \$7.

Blue Shed restaurant (formerly Captain's Catch) is about two minutes' walk from the marina. The restaurant has floor to ceiling windows that provide magnificent views over the bay and the nearby fishing fleet. Not only will the fish at the restaurant come off one of the boats you can see bobbing at the quayside just metres away, but the owners, Rod and Irena Faulkner, operate a fishmongers and the best fish and chips available in Tassie. The fish is so fresh here it's not uncommon to have to wait 15 minutes while your catch is filleted.

St Helens is also the game fishing capital of Tasmania. From January each year the warm Eastern Australian current pushes south, bringing with it yellow fin tuna, striped marlin and albacore tuna. Rocky Carosi has been running sport-fishing charters from St Helens for 20 years. The best time to go fishing with Rocky on his 36-foot *Salt Shaker* is from January until May, when the Eastern current is in town.

"The water here is clean, clear and not heavily fished," says Rocky. "There is water 100 metres deep just three miles out, so big fish can move in close to shore."



SEASIDE SWANSEA

South of St Helens, the tiny town of Swansea nestles by the waters of Great Oyster Bay. Despite being home to just 500 people there are several quality restaurants, including The Banc (owned and run by John Bailey, formerly a personal chef to Kerry Packer) and Piermont, run by Argentinean Juan Maiz Casas and his wife Marie Von Haniel.

Piermont boast its own colonial style accommodation cottages, built recently from local stone. Marie and Juan are also developing a polo field, which they hope to have ready later this year. Ultimately the idea is to fuse



the polo lifestyle with their cherished Tasmanian paradise.

If the polo proves as fine as Piermont's stone cottages and the wines from the nearby vineyards, visitors to Piermont are in for quite a ride. Some of the best wines in Tasmania come from the east coast. Anything from Spring Vale and Freycinet Wines and Coombend, Kelvedon and Milton Vineyard will be as fine as a welcoming port after a long stretch at sea.

DEVIL OF A TIME

East Coast Natureworld is about seven kilometres north of Bicheno,

MEET THE LOCALS
Tasmanian Devils (right) are among the many native animals that can be seen at East Coast Nature World.



on the mid-east coast. The multi award-winning conservation park is set on 60 hectares of wooded land, and is well known for the amount of roaming space its animals enjoy.

Around 50,000 visitors a year come to see the wombats, wallabies, quolls, sugar gliders, some 30 varieties of birdlife and the park's star attractions, the Tasmanian devils.

Another star attraction of this region is the beer. There is a boutique brewery in the White Sands resort between Bicheno and St Helens, while further inland Marty Montgomery and Sue Campbell have recently renovated parts of the historic Weldborough pub, where visitors can enjoy a taste from a variety of Tasmanian micro-breweries. This includes soft drinks (ginger beers and a rhubarb drink), English cider and a hand-pumped Forrester Ale brewed from locally grown hops. Bottoms up!

WHOLE LOTTAH LOVE

Inland from St Helens are some of the most scenic country roads in the state. Just east of Pyngana is the road to Goulds Country and Lottah. Pastures and forests share the stage,



dotted with picturesque farms and smallholdings. If you should pass by this way keep an eye out for the sign to the Anchor tin mine and stampers, part of the Trail of the Tin Dragon, which traces the history of the 19th Century Tasmanian tin rush through Derby, St Helens, Scottsdale and Weldborough. Archaeologists have identified nearly 40 sites throughout the northeast where remains of Chinese mines can be found.

These days thankfully Tasmania's treasures are a lot easier to get your hands on. All you need to do is set a course South. ⚓

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I have just finished a week of racing in Key West at the annual Key West Regatta and something really struck me: things have changed for the professional sailor. I have noticed a definite shift towards professional sailors crewing smaller race boats, particularly at these sort of regattas, rather than clustering aboard the supermaxis. There seems to be a few reasons for this and the most obvious one is the way the next America's Cup is shaping up.

The America's Cup syndicates have really slimmed down their sailing teams. While the old boats used to sail with 17 guys as part of the squad of 25 (or even more), the new AC45 multihulls need only five or six sailors on the boat for racing and a few extras to make up the squad. This will be increasing to 11 or so once the America's Cup catamarans (AC72 class) start getting launched next year, but even then a lot of the guys who you would normally expect to see on the teams are right now looking for other things to do.

In the past, at events like Key West you wouldn't see many of the top-flight sailors as they would all be involved in America's Cup campaigns. But now they are back out there racing in regattas around the world. A further extension of this is the teams from previous campaigns who have decided not to compete in the next version; several of the ex-Alinghi sailors were at Key West, for example, since Alinghi is not contending the next America's Cup.

Yet another factor currently affecting pro sailors is that at events like Key West the numbers of boats are a long way down on what they have been in the past. Another large US regatta usually run in March, the SORC Miami Grand Prix, which has been going for as long as I can remember, has this year been cancelled due to lack of entries.

I think that this is a reflection of the ongoing economic stresses and strains that are still being experienced in the US and Europe, with not so many owners prepared to spend heavily on sailing campaigns.

Some of the guys who I would normally see on the Gran Prix style big boats were sailing on cruiser-

racers in Key West because there just isn't the number of big boats competing at the moment, and therefore not enough sailing spots.

This shift has definite benefits for club racers and for the owners of smaller boats as it will now be a lot easier to get a couple of professional sailors onboard for regattas to supplement the usual crew. As in any sport, professionals who can concentrate solely on their sport are able to perform to a higher standard than all but the very best amateurs, so getting professional sailors onboard will almost always lift the standard of sailing and improve results.

In the longer term, the owner and crew will also benefit from the training they receive from the pro sailors and the experience of sailing at the levels of intensity and accuracy with which pro teams typically operate.

The sort of knowledge that a pro can impart during the course of a regatta you couldn't learn over years of club sailing, so it really can help club racers lift their game. The standard of sailing across these regatta fleets should improve because of this shift, making it more interesting for everyone involved.

As an aside, in terms of the America's Cup, all the potential teams are currently training hard to learn the techniques and skills necessary to successfully campaign a multihull. I believe that Artemis helmsman Terry Hutchinson and Dean Barker from Team New Zealand are training full time on improving their multihull skills.

The teams consist of the best sailors around so they will be able to pick it up pretty quickly, but it's the finer points of cat sailing that they have to figure out, including how hard the boats can be pushed. Dean recently finished a respectable fifth in the Australian A Class catamaran championships; that was only the second regatta that Dean has done with a multihull, so quite a result. Team NZ are going to be doing regattas this year in the Extreme 40 cats and will be training on the new AC45s, which BMW Oracle are building for the lead up America's Cup regattas this year. The first one has just been launched in Auckland and looks spectacular. ⚓

Richard Bouzaid is a New Zealand-based professional sailor and the head sailmaker at Doyle NZ.

CREW CUTS

IT'S TOUGH TIMES FOR PRO SAILORS AS THE NEXT AMERICA'S CUP TURNS INTO A TOOTH-AND-NAIL FIGHT FOR A SPOT ON A BOAT, WRITES RICHARD BOUZAID.





1.



2.



3.



4.



5.

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www.burkemarine.com.au

2. GME MT406G EPIRB

GME has once again upped the ante in the EPIRB market with the introduction of the MT406G, a Class 2 compliant device with a fully integrated 16-channel GPS receiver, at a price that won't have your accountant calling mayday. GPS equipped EPIRBs offer faster detection by geo-stationary satellites (typically less than ten minutes in Australia and New Zealand), and provide more accurate positioning, allowing emergency services to pinpoint your location to within 100 metres. RRP: \$569.00

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3. HENRI LLOYD COASTAL RANGE

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have a fully adjustable waist and reinforced seat and knees, with a discreet 'drop seat' facility on the ladies version making trips to the head a breeze.

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4. ZODIAC ZOOM 230 'BOAT-IN-A-BAG'

Zodiac have taken boating convenience to a whole new level with the smallest member of their Zoom dinghy range, a 2.30 metre inflatable that packs away into a one metre bag. Ideal for slinging in the back of your car for camping trips, taking it to the beach or keeping it aboard your yacht as an extra tender, the Zoom 230 is light, inexpensive, compact and easy to set up. Larger models feature an inflatable keel for added stability and performance. RRP: \$2399 (with free seat bench bag valued at \$110 until Feb 28 2011)

www.zodiacmarine.com

5. MUSTO FULL ZIP HOODIE

Musto are targeting a more style-savvy audience with their new collection of marine lifestyle wear for men and women, and this great looking hoodie should attract them in spades. Made from soft-washed brush-backed cotton in navy or rich brown, it has a chunky button-over zip flap set off with red cross-stitch details and a subtle Musto logo for that nautical touch. A classic casual look that's great for the boat, beach or bar. RRP: \$210.00

www.musto.com.au

It was sort of a spring housecleaning. No, to be honest, it was really just the annual spring ultimatum from my wife: get rid of all that *\$#!@ boat junk scattered around the house and garage.

As a result, I was rummaging around the far dark corner of a closet recently when I came across a tightly rolled tube that I couldn't identify immediately. On closer inspection, it turned out to be some old charts I'd taken off our boat.

All skippers are packrats to some extent, and I hadn't tossed them out, of course. I'd simply stashed them away and, in the new world of chartplotters, forgotten them.

They were creased, spotted and stained in that peculiar way that charts succumb to after they've been used in times of great concentration. One bore a ring that was certainly from a cup of coffee, another had a dark smear that might have been blood or chocolate, and a third had an oily spot (potato chip or suntan cream?). They had been marinated, so to speak, in a sauce blended from fear, worry and fatigue.

One chart in particular caught my interest. It was a large-scale chart covering an area of the coastline north of our homeport. Now down on my hands and knees on the floor, I weighted the chart corners and considered for a few moments the thinly penciled line running northwards, through waters notorious for fog, gales, and lee shores. Suddenly I realised that this was a chart I'd used on one particular passage to a regatta, and a whole flood of memories came rushing back.

The first notation showed that we'd left our homeport with the glow of dawn, and our course gave us plenty of searoom around a rugged promontory fabled for its winds, seas, and voracious appetite for ships of all sizes.

But the position marks were far apart, and the time spans were short, and I remembered that we'd made good time motor-sailing that morning. The sea was calm and visibility was good, so the fixes were spaced at long intervals as we powered north.

But, as the day wore on and the tiny 'x's plodded northward, they started moving closer together and I recalled that a sea haze had begun to move in. Then the haze turned to fog, and then

FOGGY RECOLLECTIONS

CHRIS CASWELL RUFFLES THROUGH SOME OLD PAPER CHARTS WHICH TELL TALES OF WHITE KNUCKLED SAILING ADVENTURE AND A SODDEN PASSAGE IN A PEA-SOUPER FOG.

it became a fog that would have done Victorian London proud.

With more than two decades elapsed since I had carefully marked each plot on the chart, I had to smile at the increasing frequency of the fixes. Thinking back, I could almost feel the clingy dampness of the midday fog, the fuel gauge edging steadily downward, and the prospect of an often fearsome entrance channel somewhere ahead in the greyness. The recollection alone made my palms grow damp all over again.

The chart notations stopped just short of that entrance, when my wife moved to the bow to spot the entrance buoys and I was far too busy to worry about penmanship on a chart. I can still recall her vague and blurry outline in the pulpit – perhaps only 30 feet from the cockpit of our 40-footer but almost lost in the swirling mists.

The chart had turned soggy on the cushions but it had got us into the harbor and to a secure mooring. Afterwards, it was folded away still damp as we thawed out in the cabin. Forgotten as quickly as my earlier worries, it still bears a few furry spots where I erased an iffy fix (and the paper) in favor of a more certain



position.

The next chart in the roll took us northward again the next day at a good clip until a gale, unannounced and unexpected, brought us to a halt. Being caught offshore on that nasty stretch of coast would have made me feel worse if the local fishing fleet hadn't also been caught unawares, with several boats disabled by the storm.

A few scribbled calculations in the margin of the chart brought back the agony of a trawler yacht that had left harbor ahead of us. She was only a few miles to windward when we heard her Mayday, but she might as well have been in another hemisphere for all the help we could offer.

They'd taken a breaking sea aboard and all the forward pilothouse windows had been stove in, cutting the helmsman badly. At that point, we were down to idle speed, and our boat was still free-falling off the crests of the breaking seas. There was simply no way we could reach her but, out of sympathy and Samaritanism, I figured a course and distance on the chart, just in case. Shortly after that, we took our own dusting from a breaking sea, and the decision to run for shelter was suddenly an easy one to make. All the way back, we listened on the radio to a very brave rescue helicopter pilot as he struggled to airlift the injured man to safety, and that chart shows our course as a long loop.

A few days later, a straighter line in a steadier hand marks our course after the gale had abated, but the weary chart still bore a gritty powder of salt crystals from the thundering seas on the first attempt.

It's remarkable how a piece of paper, perhaps only a few square feet with a thin pencil line and some mystical notations, can bring back such a vivid array of memories. They are old charts and long out of date so I'll never use them again, but I carefully rolled up the age-softened paper and put them back in the corner of the closet.

In their own way, those charts are better than a diary and I'd like to enjoy those memories in another few years. ⚓

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

RACES AND REGATTAS

INTERNATIONAL DATE COUNTRY

FEBRUARY 2011

2011 Key West Race Week	Feb	Key West, Florida, USA
Montego Bay Race – Pineapple Cup	5 Feb	Florida, USA
St. Croix yacht Club – Hospice Regatta	11-13 Feb	St Croix, USVI

MARCH 2011

Budget Marine Match Racing Cup	1 Mar	St. Maarten, Netherland
Flying Tiger FT10 North American's	3-6 Mar	Florida, USA
St. Maarten Heineken Regatta	3-6 Mar	St. Maarten, Netherland
2011 Miami Grand Prix	3 Mar	Florida, USA
2011 Flying Scot Midwinters	7 Mar	Florida, USA
Mardi Gras Race Week	10-13 Mar	New Orleans, LA, USA

APRIL 2011

Oyster Regatta	11-16 Apr	Grenada, SPA
2011 Audi Soling World Championship	22-30 Apr	Prien, Germany
Commodore's Cup Race – Jersey to St Malo	22 Apr	Jersey, British Isles
Subic Bay Commodore's Cup	27-29 Apr	Philippines

MAY 2011

Puerto Rico Vela Cup	27-29 May	Humaco, PR
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JUNE 2011

2011 Annapolis to Newport Race	3 Jun	MD, USA
Detroit Sperry Top-Sider NOOD Regatta	3-5 Jun	MI, USA
Melges 24 Austrian Open 2011	3-5 Jun	Litzberg, Austria
International Fireball World Champs	11-24 Jun	Sligo, Ireland
Melges 24 Bavarian Open 2011	11-13 Jun	Germany
Pfingst Cup 2011	11-13 Jun	Flensburg, Germany
Sandhamn Open	11-12 Jun	Stockholm, Sweden
Cleveland Race Week	18-26 Jun	OH, USA

JULY 2011

2011 Around Australia Ocean Race & Rally	1 July	Freemantle, AUS
Maxi Yacht Rolex Cup	5-11 Sep	Porto Cervo, ITA
Nautic Life Beneteau Regatta	1-3 Jul	Mangalia, Romania
Rolex Ilhabela Sailing Week	3-9 Jul	Sao Paulo, Brazil
The Leukemia Cup Regatta	14-17 Jul	OH, USA
Cowes Week	31 Jul – 10 Aug	Cowes, GBR

AUGUST 2011

Rolex Fastnet Race	14 Aug	Plymouth, UK
Rolex Int'l Womens' Keelboat Champs	29 Aug – 1 Sept	Rochester, NY, USA

AUSTRALIA DATE CLUB

FEBRUARY 2011

Flinders Island Race	4 Feb	CYCA
Ocean Pointscore Race (Sydney to Newcastle)	5 Feb	CYCA
Port Nicholson Regatta	10-13 Feb	RPNYC
Farr 40 Australian Championship	18-20 Feb	RSYS
Grant Thornton Short Haul Race to Pittwater	19 Feb	CYCA
RANSA Regatta	20 Feb	RANSA
Rolex Farr 40 World Championship Invitation Race	22 Feb	RSYS
Rolex Farr 40 Australian Championship	23-26 Feb	RSYS
Geographe Bay Race Week	25 Feb – 4 Mar	GBYC
Grant Thornton Short Ocean Race	26 Feb	CYCA

MARCH 2011

Stepping Stone House Charity Regatta	3 Mar	RSYS
Audi Sydney Harbour Regatta	5-6 Mar	MHYC
Melges 24 Australian Championships	10-13 Mar	RPAYC
Grant Thornton Short Ocean Race	12 Mar	MHYC
Marinassess Women's Match Racing Regatta (YSA)	12-13 Mar	CYCA
Ocean Pointscore	19 Mar	CYCA
Harken International Women's Match Racing Regatta – ISAF Grade 3	21-25 Mar	CYCA
Property Industry Regatta	25 Mar	MHYC
Mount Gay Rum Top Jocks Regatta – Champion of Championships	27 Mar	CYCA

APRIL 2011

Audi Sydney Offshore Newcastle Yacht Race (SSI)	8 Apr	CYCA
Sail Port Stephens	11-17 Apr	CPSC
63rd Brisbane to Gladstone	22 April	QCYC

MAY 2011

Audi Winter Series – Race 1	8 May	CYCA
Audi Winter Series – Race 2	15 May	CYCA
Audi Winter Series – Race 3	22 May	CYCA
Audi Winter Series – Race 4	29 May	CYCA

JUNE 2011

Audi Winter Series – Race 5	5 Jun	CYCA
Audi Winter Series – Race 6	12 Jun	CYCA
Audi Winter Series – Race 7	19 Jun	CYCA
Audi Winter Series – Race 8	26 Jun	CYCA

JULY 2011

Audi Winter Series – Race 9	3 Jul	CYCA
Audi Winter Series – Race 10	10 Jul	CYCA
Chris Lee Trophy Closing Ladies Day	17 Jul	CYCA
Audi Winter Prizegiving	22 Jul	CYCA

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