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The winter season is upon us once again and the Land Rover Winter Series has got off to a flying start. The traditional season opener – the Great Veterans and Ladies Day races, were conducted in wet and challenging conditions that did not dampen competitors' spirits.

*Mister Christian*, owned by David Salter and co-skippered by Sir James Hardy OBE, secured a second consecutive win in the Great Veterans race from a fleet of 15.

A fleet of 39 yachts contested the Ladies Day Race for the Jill McLay Trophy and the winners were: Angela Holstein (*NEXT*) spinnaker division 1, Grace Franki (*Saltshaker*) spinnaker division 2 with Dinah Eagle (*Wax Lyrical*) winning non-spinnaker division 1 non-spinnaker and Lisa Wilkinson (*Out of Sight*) winning the non-spinnaker division 2.

The Land Rover Winter Series pointscore commenced 4 May with the fleet of 103 being treated to a strong southwesterly breeze. The Regatta will conclude with the Ladies Race on 13 July. I would like to thank Land Rover for their sponsorship of the Winter Series and the Land Rover Sydney Gold Coast Yacht Race and Sean Langman for his generous support in providing an additional weekly prize of a Noakes Group Lift and Stand package.

On Friday evening 2 May, we celebrated the end of the summer sailing season in style with a capacity crowd of 251 attending the prizegiving.

Roger Hickman capped off a stellar season when he was crowned Blue Water Champion at the conclusion of the Rolex Sydney Hobart Yacht Race. He was also part of the CYCA White team of Tony Kirby's *Patrice* and Rolex Sydney Hobart winner Darryl Hodgkinson's *Victoire*, that won the re-invigorated Southern Cross Cup.

*Wild Rose* took home most of the silverware on the evening for their respective wins in Blue Water pointscore races, renewing confidence a well prepared crew and yacht, irrespective of build date, is capable of winning under IRC.

Julian Farren-Price's *About Time* secured his fourth consecutive Ocean Pointscore Series. He also won the ORCi division of the Ocean Pointscore series for the second consecutive year.

In the Grant Thornton Short Haul Pointscore Series, Ian and Shane



Guanaria's *One More No More* had a stellar season to win on IRC.

Patrick and Roberta Easton's *InCahoots* secured the PHS Division win in the Grant Thornton Short Haul Series.

Robin and Annette Hawthorn proved their 13 year *Imagination* can match it with the new breed of ocean racer machines winning IRC Division 1 of the Grant Thornton Short Ocean Pointscore Series from Philip Dash's newer *JustaDash*. Adrian Van Bellen's *Jackpot* won PHS Division 1 of the Grant Thornton Short Ocean Pointscore; whilst Philip Bennett's *King Billy* took PHS Division 2 honours.

*One More No More* also won the IRC Division of the Mount Gay Rum Monday Twilights for the second consecutive year, with John Griffin's *Bennie and the Jets* winning PHS Division 1 for the second time and Steve Ball's *Yputupakite* winning PHS Division 2.

We are fortunate to have such a dedicated team of staff and volunteers who deliver our summer program and I thank them for their services to the club, particularly acting sailing manager Stephen Craig and sailing administrator Daniel Dawick.

Congratulations to Darryl Hodgkinson and his crew of *Victoire* on being declared the overall winner of the Gosford to Lord Howe Yacht Race in April from *Midnight Rambler*

with Andrew Wenham's *Southern Excellence II* taking line honours. Additionally, congratulations to Syd Fisher and his crew on *Ragamuffin 90* securing the line honours win in the Rolex China Sea Race.

Congratulations also to the winners that competed in the New South Wales IRC Championships held at Port Stephens namely:

- *Wild Rose* winning IRC Division 2 with *Balance* (Paul Clitheroe) second and *L'Altra Donna* (Andy Kearnan) third
- *Patrice* (Tony Kirby) placing second in IRC Division 1
- *Ginger* (Leslie Green) winning the McConaghy 38 One design division
- *Orbit* (Matthew Brown) – third in Performance Racing division 1
- *Amante* (Dennis Cooper) – second in Performance Cruising division 2 and second, Commodores Cup Cruising division 2
- *Breakthrough* (Bryony Gregory) – second, Commodores Cup Cruising division 1 at Port Stephens.

Congratulations to divisional winners in the Australian IRC National Championships conducted by the Newcastle Cruising Yacht Club namely: *Wild Rose* – winner IRC Division C, with *Patrice* and *Quest* (Bob Steel) second and third respectively in IRC Division A behind winner *Team Beau Geste*.

We welcome a new naming rights sponsor of the Youth Sailing Academy – digital media agency Moment Media. The YSA winter squad programs have again been enthusiastically supported with a busy program of upcoming regattas including the Kellett Shield and the Navionics Match Racing Regatta for advanced squads. In July, the CYCA will send two teams to top international regattas: the Governor's Cup, hosted by Balboa Yacht Club and the Noumea Match Cup.

The 29th Land Rover Sydney Gold Coast Yacht Race commences 26 July and heralds the start of the 2014/2015 Blue Water Pointscore Series.

This is my last column as I step down as your 36th Commodore at the AGM on 15 July. It has been a great honour to be your Commodore and in particular I thank my fellow flag officers and the Board for their support. I also wish to thank CEO Mark Woolf and his staff for their courtesy and support afforded to me and their services to the Club.

I wish all members an enjoyable and successful Winter Series.

HOWARD PIGGOTT  
Commodore CYCA

**SAVE THE DATE**  
This year we celebrate the 70th Anniversary of the foundation of the Cruising Yacht Club of Australia and remind you that celebrations are planned for Sunday 20 July being a club day incorporating the blessing of the fleet and a parade of sail. Please put this date in your diary. There are a number of social activities planned to mark this historic anniversary and more details will be provided closer to the time. You can keep updated with these activities through the CYCA website and the weekly e-newsletter Onshore.



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ABOVE AND BEYOND







**F**lying flags of many nations the inaugural Oyster World Rally fleet of handcrafted British sailing yachts completed their courageous voyage of circumnavigation early April, sailing back into the Caribbean port of English Harbour, Antigua, from whence they had started en masse some 15 months earlier. Having now successfully sailed around the world, every yacht was safe, every crewmember accounted for, and every soul nourished and enriched by a shared experience the like of few others in yachting.

For the 28 participating Oyster yachts, spanning 48 to 85-feet, theirs was to be a journey of much more significance than the vast wake of sea miles sailed around the globe together, in company though always a horizon apart. What the yachts and their crews would discover would be more than the extraordinary diversity of life, natural wonders and welcoming peoples that they encountered on their circumnavigation around our watery globe. It would be still more significant than the spirit of endeavour, positive attitude and the personal fortitude each crewmember would find deep in themselves, necessary to deal with the inevitable hardships thrown

at the fleet by Mother Nature over long passages at sea on such an extraordinary adventure.

The participants in the Oyster World Rally discovered, above all, a family of friendship... perhaps unlike any other among a group of people of such diverse backgrounds from so many different countries... all flying the Oyster burgee together around the world.

Barely a year earlier the participants in the inaugural World Rally were largely unknown to each other as they gathered in English Harbour, and now they are friends for life. Although the yachts are sailing away from Antigua on their own paths once more, the shared experiences of their global undertaking has forged deep and enduring friendships that I am honoured to have witnessed in Antigua when visiting the fleet at the conclusion of the rally last month.



**ANTHONY TWIBILL**  
*Publisher / Editor*

# offshore YACHTING

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# SEAMARK

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ROLEX / CARLO BORLENGHI



70TH ROLEX SYDNEY HOBART YACHT RACE

## York Family Corinthian Trophy

*The 70th Anniversary Rolex Sydney Hobart Yacht Race entries are open, with a new Corinthian division announced. Reports JENNIFER CROOKS.*

The Cruising Yacht Club of Australia, the organising authority for the Rolex Sydney Hobart Yacht Race, has announced the release of the Notice of Race and now invites eligible yacht owners to enter the blue water classic.

This year marks the 70th anniversary of the annual race, and in a nod to the traditionalists and the non-professional crews, the CYCA has introduced a Corinthian division.

Yacht owners and their crew who meet the Corinthian criteria, as defined by the ISAF Classification code, will compete for the York Family Corinthian Trophy, newly dedicated by prominent CYCA members Michael and Jeannette York.

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

The York family is part of the

fabric of The Cruising Yacht Club of Australia's history. Michael York OAM is the longest standing member of the Club, having joined in 1945.

Michael competed in 14 Sydney Hobart yacht races and represented Australia at the highest level, including the America's Cup, Admiral's Cup and Olympic Games, as well as many other international regattas.

Jeannette joined the CYCA in 1952, serving 43 years on the Associates Committee, filling the role of president for six years. The first woman to be given Life membership of the Club in 2002, she is the daughter of one of the Club's most illustrious figures, Merv Davey.

A member of the CYCA from its earliest days, Merv served as Commodore from 1949-1951 and 1957-1959. He was a leading exponent of the RORC rule in Australia and took an active role in the development of the IOR rule in Australia in the late 1960s and early 1970s.

CYCA Commodore Howard Piggott said the decision to introduce this >

### ENTRIES OPEN

The CYCA is predicting a colourful national and international fleet of approximately 120 yachts will make the start line on Boxing Day, December 26 at 1pm AEDT, for the tough annual 628 nautical mile race to Hobart in Tasmania.

Entries in the Rolex Sydney Hobart 2014 close on Friday 31 October 2014 at 1700hrs AEDT. The Rolex Sydney Hobart Yacht Race 2014 Notice of Race is now online at: [www.rolexsydneyhobart.com/competitors/online-race-entry/](http://www.rolexsydneyhobart.com/competitors/online-race-entry/).

## 20 Year Plus Members Dinner

Friday 13 June 2014

The annual 20 Year Plus Member's Dinner will be conducted on Friday 13 June from 7pm. A panel of CYCA Members will spin some sailing yarns and tall tales of their many hours at sea.

Tickets are \$80pp and includes welcome drinks, a two course meal, tea/coffee and petit fours and beer, wine, sparkling wine and soft drinks. This is an invitation only event, members who have achieved the 20 Year plus status are welcome to extend an invitation to friends and CYCA members who have not yet attained 20 + year status to form a table. [www.cyca.com.au](http://www.cyca.com.au)

## CYCA Annual General Meeting

Tuesday 15 July 2014

CYCA Members who are entitled to vote are hereby given notice that the 70th Annual General Meeting will be held at the CYCA, 1 New Beach Road, Darling Point NSW, on Tuesday 15th July, from 6.30pm. A formal notice will be sent out to members together with the annual report in June. The 'Commodore's Shout' will immediately follow the Annual General Meeting.

## 70th Anniversary

The Annual General Meeting conducted on 15 July will herald the commencement of the 70th anniversary celebrations of the club and there are several events planned to mark the occasion.

- 20th Parade of Sail and Blessing of the Fleet – Sunday 20 July
- CYCA 70th Anniversary Party – Saturday 6 September, 7pm
- Australian National Maritime Museum exhibition – Sydney Hobart Yacht Race 70 Years on
- Crew Party – Saturday 20 December, 2014
- 70th edition Rolex Sydney Hobart Yacht Race including a Parade of Sail for historic Rolex Sydney Hobart yachts (1945-2004) – Friday 26 December. More details to be provided closer to the time. [www.cyca.com.au](http://www.cyca.com.au)



> new division would provide another way to recognise those yachtsmen and women who compete in the Rolex Sydney Hobart purely for the love of ocean racing.

"On behalf of the members of the Cruising Yacht Club of Australia and the Corinthian crews that compete in the Rolex Sydney Hobart, I extend a vote of thanks to the York family for providing this elegant trophy. I'm sure that this category will create some dynamic competition amongst crews," Commodore Piggott said.

"Given the significant anniversary, two veteran divisions for the classic yachts of yesteryear have also been included: one for yachts 20 plus years and another for yachts 30 plus years," he said.

In this historic anniversary year, to win the race overall will be even more prestigious. Last year Darryl Hodgkinson was the recipient of the winner's trophy, the Tattersall's Cup, and he will be aiming to claim a second successive overall victory – an elusive feat that has only ever been achieved twice in the history of the race.

Now in their nineties, Trygve and Magnus Halvorsen sailed *Freya* to three successive overall wins from 1963-1965, with George Gibson's *Westward* claiming the 1947 and 1948 overall wins. Only five other yachts have won twice or more (such as *Love & War*, *Solo* and *Wild Oats XI*), but in non-consecutive years.

Others to look out for will include Matt Allen's Carkeek 60 *Ichi Ban*, which arrived in Australia one month prior to the start of last year's race after he ordered it specifically with the aim to win the Rolex Sydney Hobart; Victorian Phil Simpfendorfer's Elliott 44CR *Veloce* and CYCA member Sam Haynes' Rogers 46 *Celestial* – the latter two finishing second and third overall to *Victoire*.

So many others, inclusive of regulars and an influx of boats expected to grow the usual numbers because of the 70th anniversary, will be in the running too, making it even more of an honour to win the race.

As always, the battle for line honours will capture the public's eye as the most technologically advanced yachts vie to be first across the line off Castray Esplanade in Hobart.

Last year, Bob Oatley's ever evolving *Wild Oats XI* claimed her historic seventh line honours win, equaling the record of *Morna/Kurrewa IV*. The Mark Richards skippered super maxi faced what was arguably the toughest opposition of her career.

Seven boats, including Anthony Bell's *Perpetual LOYAL* (which took the lead from *Oats* on the first night and led by 14 nautical miles early on 27th December); and Syd Fischer's *Ragamuffin 100*, which Bell sailed as *Investec LOYAL* to line honours victory over *Wild Oats XI* in 2011, troubled *Wild Oats XI* throughout the race.

Bell's latest yacht, touted as the fastest super maxi in the world, finished second on line in 2013, some three hours and 10 minutes behind the victor, with *Ragamuffin 100* finishing 1 hour, 28 minutes and four seconds after *Perpetual LOYAL*.

Bell is hoping for a more traditional Hobart this time around. "In a traditional Hobart race, this boat really moves. For a brief time in the 2013 race the boat was doing 35 knots and loved it; that's what it's built for," he said.

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

"I look forward to welcoming entries from eligible yachts for the 70th edition of the Rolex Sydney Hobart," Commodore Piggott said. ↓



## CYCA MEMBERSHIP PROMOTION

### WIN a trip to the Aegean Yacht Rally

*New Initiative for Boat Owners who have crew that are not members of the CYCA.*

The CYCA, in conjunction with Pacific Sailing School and Mariner Boating Holidays, has developed a membership promotion with a prize of a trip to Europe on the 2015 Mariner Boating Holidays Aegean Yacht Rally to be won. Entry is Easy – CYCA members are asked to direct this promotion to crew, friends and associates who are not members of the CYCA and they could be eligible to win this great prize.

Complete any Pacific Sailing School course, and join the Cruising Yacht Club of Australia as a full member before 30 November 2014 and you will be automatically entered into the draw to win a place on the Mariner Boating Holidays 2015 Aegean Yacht Rally (8-24 May 2015) which includes:

- Return economy air travel Sydney-Istanbul-Sydney
- Domestic flights Istanbul-Izmir and Dalaman – Istanbul
- Arrival and departure airport transfers
- Overnight accommodation prior and post rally
- 13 nights on board a participating yacht on a single occupancy basis
- Catering at all rally function
- Berthing in private marinas or at town quays
- All social activities offered as part of the rally program
- Mariner Boating host services
- 24/7 technical service for the yacht
- Local taxes

The grand prize is valued at \$7,500.

Additionally, should a person complete a Pacific Sailing School course and become a crew member of the Cruising Yacht Club of Australia during the promotion period, they have the opportunity to win the cost of their course back from Pacific Sailing School.

#### TERMS AND CONDITIONS

- Promotional period is from 1 May until 5pm 30 November 2014. Applications received outside of this period will not be eligible for entry
- Grand Prize will be drawn on 20 December at the Cruising Yacht Club of Australia
- Winner will be notified by phone and via announcement in the Australia newspaper published on Monday 22 December 2014
- The winner of the grand prize is responsible for all relevant travel documentation including passport, entry visas and travel insurance.
- The selection of the airline is at the discretion of Mariner Boating Holidays.
- Fuel and a security bond payable upon embarkation of the yacht are excluded from the charter component of the prize as too are airfare taxes and personal expenses including gratuities
- Grand prize is not redeemable for cash and not transferrable
- Promoter: Cruising Yacht Club of Australia, 1 New Beach Road, Darling Point NSW 2027. Authorised under NSW permit No: LTPS/14/02733

For more information about the promotion please download the brochure:

[www.cyca.com.au/media/1930622/psstrifold-final-print.pdf](http://www.cyca.com.au/media/1930622/psstrifold-final-print.pdf) via the CYCA website.

For more information about Pacific Sailing School Courses, log onto [www.pacificsailingschool.com.au](http://www.pacificsailingschool.com.au)

For more information about the Cruising Yacht Club of Australia and membership please log on to:

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

For more information about Mariner Boating Holidays or the Aegean Yacht Rally 2015:

[www.cyca.com.au/media/1930621/cyca-ar-15-poster.pdf](http://www.cyca.com.au/media/1930621/cyca-ar-15-poster.pdf)





**ROBBO ROBERTSON**  
Bob Robertson on site and hands-on with his 31-foot *Corrobboree*, which he is refurbishing with plans of entering this year's 70th Rolex Sydney Hobart Yacht Race.

## ROLEX SYDNEY HOBART YACHT RACE

### Robertson back, raring to go

An un-retiring Bob Robertson has found a little treasure to race south writes TRACEY JOHNSTONE.

Queensland's Bob Robertson aims to be back in this year's 70th Rolex Sydney Hobart Yacht Race, entering one of the smallest boats in the fleet.

Robertson is working on a restoration project of 31-foot *Corrobboree* which he built in 1991, and that he firmly believes has the capacity to achieve a handicap win in the Hobart race.

The 74-year-old 'Sir Robbo' had previously announced his last Hobart was to be the 2012 race when he and his team, racing the Beneteau 40 *Lunchtime Legend*, won IRC Division 3. However, it appears there is still one more race in this Queensland offshore racing legend.

Since noticing *Corrobboree* up for sale, he's planned well to secure back what he calls his passion to restore it to offshore race readiness.

Robertson knew when he built the David Lyons designed Robertson 950 back in 1991, that it was going to be a fast little offshore machine. He won the Australian Sailboat of the Year with the boat and then was on the podium twice in the Sydney to Mooloolaba and Brisbane to Gladstone races. He sold *Corrobboree* around 1993 as he was actually in the business of building a number of them. He went on to build another 13 Robertson 950s including one for himself that, with some improvements, he hoped would be faster than *Corrobboree*. Yet after winning the Australian JOG titles with it, Robertson still felt it wasn't as fast and his passion for *Corrobboree* remained.

A few years ago Robertson noticed the boat was up for sale. He worked out how much money he'd need to spend to bring it back to a competitive level. He decided it would be cheaper to build a new one as he still owned the moulds, but ultimately, he decided to abandon the project.

Last year, he again saw *Corrobboree* for sale. He didn't immediately follow up with the broker. Instead he took off on a holiday with his wife. On return to Australia in August, Robertson found

the boat still waiting to be sold.

In classic Robbo style he says, "I figured I needed to leave something on this earth when I go." So he purchased the boat, moving it to the workshop at Craig Saint's place at Yandina. David Lyons, who was living and working on the Coast, started work on the re-design job.

Robertson claims the boat is "just being tidied up". The 22-year-old keel is heavier, the mast step moved back two feet, a bow sprit installed, the motor replaced and a new carbon rudder is due to be fitted soon. A New Zealand Rigging carbon mast has been ordered and a new sail wardrobe to match. Otherwise there really hasn't been many changes to the boat.

Once the shed work is complete Robertson will take *Corrobboree* south for an intense training and competition program with his five crew, before the final decision is made about his Rolex Sydney Hobart Yacht Race entry.

His program is the Land Rover Sydney Gold Coast Race, then the Club Marine Brisbane to Keppel Race back to the north.

"If it's going like I believe it will, I will go down and do the Blue Water Series in Sydney. But I am not doing it just to go to Hobart. I've done enough of them to know what it is like and how much I've enjoyed it and how much I've hated it.

"I believe the boat will do similar to what Roger Hickman has been able to pull off, only it will do it better. I am basing it on the Beneteau's I know quite well and which are always capable of winning. Twice I have been in there for something like 13 hours, but because the Beneteau has a failure in one area, which the *Corrobboree* hasn't, I think it will go as fast as the Beneteau.

"Everyone seems to shake their head in disbelief, but I've got no qualms with the boat. The waves are big when you are in a 60-foot boat. They're not much bigger when you are in a 30-foot boat," he added. ⚓

## NEWS IN BRIEF

### Associates AGM

Monday 21 July 2014

Notice is given that the Annual General Meeting of the Associates and Sailing Associates members of the Cruising Yacht Club of Australia shall be held at the clubhouse on Monday 21 July at 6.30pm in the Morna Room. All Associates and Sailing Associates are invited to attend. The Associates have been an integral part of the organisation of social events at the CYCA. The Associates Committee initiates, plans and hosts a range of club events for the enjoyment of all members and guests. The Committee also participates in fundraising activities for the benefit of the club and its preferred charity, CYCA SOLAS Trusts.

### Quiet Little Drink

Friday 12 September 2014

The Quiet Little Drink function will be conducted on Friday 12 September at the CYCA. This annual event by Tony Cable – the most capped Hobart veteran with a record 48 Hobarts under his belt recognises significant milestones achieved by yachtsmen and women participating in the Rolex Sydney Hobart Yacht Race; as well as Youth Sailing Academy members who have completed their first Hobart race.

### Save the Date

Friday 24 October

This year, the CYCA SOLAS Trusts Dinner will be conducted on Friday 24 October as a sportsman style long lunch commencing at 12.30pm. This is one of the ways that the Trusts raises money so that it can continue to donate to worthy search and rescue organisations as well as provide assistance for families who have lost loved ones in a Yachting Australia sanctioned event. Please save the date and more details will be provided closer to the event. If you would like to donate an item for the CYCA SOLAS Trusts Silent Auction to be conducted during the lunch please contact [jennifer.crooks@cyca.com.au](mailto:jennifer.crooks@cyca.com.au). If you cannot make the lunch, you can also donate to the CYCA SOLAS Trusts at anytime throughout the year using the donation form available on the CYCA website [www.cyca.com.au](http://www.cyca.com.au)



## Veterans and ladies

*Mister Christian* wins Great Veterans Race for second consecutive year. By JENNIFER CROOKS.

The Cruising Yacht Club of Australia's Land Rover Winter Series 2014 got off to a flying but damp start with David Salter's *Mister Christian* winning the Great Veterans Race and 39 yachts competing in the Ladies Day race.

The secret weapon onboard *Mister Christian* was Salter's good mate Sir James Hardy OBE – the duo have sailed together on various boats over the past 35 years.

"We shared the driving today – Jim's slowly getting the hang of it," Salter laughed. "The two bottles of Sir James Brut de Brut also helped us on the run. We had to work hard for the win today – the handicapper wasn't kind to us after winning last year.

"It was terrific fun – testing conditions but with not too much weight in the breeze. My compliments to the Race Committee for sending us on the full course – it allowed all the boats to sail to their handicap," Salter added.

"Success comes to all those who fight for it," Sir James chimed in.

"It's a pleasure to sail this race as it keeps the heritage and the legend of Sydney Hobart races alive. This boat holds lots of sentimental value: 1965 was *Mister Christian's* first Hobart and it was mine too, plus she is Peter Kurts' first offshore racing yacht," Salter concluded.

*Syonara* (Greg Maughan) finished second with *Southerly* (John Sheridan) third.

Race Officer Denis Thompson got racing underway at 11:00 in a light southerly with a total of 15 'Veterans' gracing the start line. The Bureau of Meteorology had predicted a chance of showers but by 9am the rain clouds rolled in over the Harbour making wet weather gear compulsory for sailors.

Dinah Eagle (*Wax Lyrical*) won Division 1 Non-Spinnaker from Nicky Souter (*Aftershock*) and Mary King (*St Hilliers Quest*).

"We had a clear start with *Southern Excellence II* chasing us up the Harbour. The last minute decision to put the big jib up was the right call," Eagle said.

"We weren't able to run *Inkonkoni* down until the second time around the top mark, so there was good competition amongst our division. I couldn't have done it without the crew and the owner Les Goodridge calling tactics.

*Wax Lyrical* were the lucky recipients of the Noakes Group Lift and Stand Package prize.

Lisa Wilkinson (*Out of Sight*) had a double win on the day taking Division 2 Non-Spinnaker honours and being named the lucky winner of the Range Rover Evoque test drive for a week.

"The conditions really suited the boat. We had good breeze, which helped us chase down the fleet after we started 41 minutes behind them. At times we couldn't see the city through the rain showers but I was busy concentrating," Wilkinson said. "I'd hoped to win the Range Rover for the week as we are considering purchasing one."

This is the third time that Grace Franki (*Saltshaker*) will have her name engraved on the Jill McLay trophy after she secured the Division 2 Spinnaker win.

"The race was exciting at times with the wind very changeable. I had to really concentrate with my closest rival, Byrony (*Devil's Lair*), breathing down my neck.

Byrony Gregory (*Devils Lair*) finished second with Angela Farrar (*Clewless?*) third. All divisional winners will have their name engraved on the Jill McLay trophy. ⚓

**SENTIMENTAL VALUE**  
Salter will have his name engraved on the Windward Trophy for the second year in a row.



### VOTE OF THANKS

## Helping families

*Rotary Club of Sydney Cove* donates \$15,000 to CYCA SOLAS Trusts.

The Rotary Club of Sydney Cove has made another donation of \$15,000 to the Cruising Yacht Club of Australia Sydney Hobart Yacht Race Safety of Life at Sea Trusts (SOLAS), from the monies that were raised as part of the annual Rotary Charity Regatta that the CYCA hosts each November.

The Cruising Yacht Club of Australia has hosted the Rotary Charity Regatta for the past 16 years and CYCA SOLAS Trusts has been one of the nominated beneficiaries of the regatta since 2008.

CYCA SOLAS Trusts chairman Matt Allen recently accepted the donation from Jeremy Wright, president Rotary Sydney Cove and Robert Bruce, a CYCA member who is an integral part of the organising committee for the Rotary Charity Regatta.

"I'd like to thank the members of Rotary Club of Sydney Cove for their generous donation. The monies will go towards assisting the needs of families who have lost loved ones at sea during Yachting Australia sanctioned races, which is one of the three main objectives of the Trusts" Allen said.

"I would also like to extend my thanks to those CYCA members who participate in the regatta each year."

Since the CYCA Sydney Hobart Yacht Race Safety of Life at Sea Trusts (SOLAS) was set up as a charitable trust in 1999 as a result of the tragic events of the 1998 Sydney Hobart Yacht Race, the Trusts have donated more than \$895,000 to organisations Australia-wide and the Trusts continues to explore new organisations to support.  
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## CYCA Blue Water Pointscore Series 2014 – 2015

1. Land Rover Sydney Gold Coast Yacht Race    Saturday 26 July 2014
2. Flinders Islet Race    Saturday 20 September 2014
3. Montague Island Race    Friday 3 October 2014
4. Cabbage Tree Island Race    Friday 7 November 2014
5. Bird Island Race    Saturday 6 December 2014
6. Rolex Sydney Hobart Yacht Race    Friday 26 December 2014

*Dates and destinations subject to change.*



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**THE JOB DONE**  
*Quest's win was an aberration says owner Bob Steel.*

## LAND ROVER WINTER SERIES

### Backed by breeze

*Strong Sou-Wester for Race 1 of Land Rover Winter Series. By JENNIFER CROOKS.*

Competitors in Race 1 of the Land Rover Winter Series 2014, conducted by the Cruising Yacht Club of Australia, were given a treat – strong south westerly breezes which had yachts and spinnakers flying on Sydney Harbour.

"There was a bit of breeze and we hung in there and got the job done," said Bob Steel, owner of *Quest*, winner of Division A1.

"Based on our handicap we set out to try and catch others in our division – *Duende* had 18 minutes on us and *Swish* had 13. Once we caught them, we focused on making sure the others stayed behind us.

"We had good spinnaker runs and kept concentrating on what we were doing rather than where our competition was – we had a bit on," Steel added laughing. "You never win the first race of the season."

*Swish* (Steven Proud) placed second to *Quest* with *Duende* (Damien Parkes) third.

Race Officer Steve Kidson got the fleet of 103 away on time in a 23 knot sou'wester that gusted up to 27 knots shortly after the start. By 12.30pm, competitors were passing through the gate and the breeze had settled to 20 knots.

Beneteaus relish in big breezes so it was no surprise that this design of yacht dominated the podium places. In Division C, Ted Tooher's Beneteau 47.7 *Chancellor* won from Morgan Rogers' Beneteau 40.7 *Wave Sweeper* with Pacific Sailing School's Salona 45 *Zora* third.

"It was a tough race," Tooher said. "We had some lucky breaks. The breeze hit 25 knots at one stage and the boat just excelled. The breeze gave us an advantage and we elected not to use our spinnaker – just the main, jib and one reef.

"We are using the Winter Series to break in new crew and develop them for the Land Rover Sydney Gold Coast Yacht Race – today was a great test." Tooher was also the lucky winner of the Range Rover Evoque weekly drive.

*Wave Sweeper's* Morgan Rogers was also another not to fly a spinnaker. "We had a fair bit of separation from our divisional competitors at the start. It was nice to get out in a good breeze.

"We had to ensure we sailed the right course as everyone was following us. Some of the boats caught us on the second leg heading towards the Shark Island mark, but there was enough breeze to stay ahead of the crowd.

"We blew a baton on the number 3 sail which made it difficult to control the boat. We made sure we kept the boat in one piece so we can compete in the rest of the series," Rogers added.

The colourful crew onboard John and Kim Clinton's Beneteau Oceanis 50 *Holy Cow!* were crowned Division J1 winners from *Hanni* (Mike Champion) and *Marloo* (George Girdis).

"We made up for our appalling start to the season (where we finished last in the Ladies Day race) but it's the wrong end of the season for this (win) to happen. There was some discussion as to whether we should put a reef in the mainsail or not. I managed to convince John it was a good idea as we definitely needed it.

"We were in a good position from the start and didn't lose the breeze all day. We had clear air and there was lots of reaching. The grinders worked hard – we had to swap them halfway through and Shonie (the Clintons dog) slept through the whole thing!," Kim added.

Glenn Crane's Dufour 40 *Lahara II*, winner of Division J2, was the lucky recipient of the Noakes Group Lift and Stand Package.

Other divisional winners were: Division A2 – *Kirribilli* (Andrew Chapman); Division B – *Outlaw* (Alan and Tom Quick); Division D – *Soundtrack* (John Amos); Division E – *Bandit* (Kevin and Warwick Nixon); Division F – *Mortgage Choice Rhumba* (Burke, Carr and Cook); Division G – *Itchy* (Will Northam and Jamie Watson); and Division K – *Gusto* (Phillip Denison). ⚓

## SPONSORSHIP

### Mount Gay returns

*Mount Gay Rum renews CYCA sponsorship.*

Long term sponsor of the CYCA's Mount Gay Rum Monday Twilight Series, Mount Gay Rum, has renewed its highly successful relationship with the CYCA as the naming rights sponsor of the Mount Gay Rum Monday Twilight Series for a further three years until the end of 2016/2017 twilight series.

"Mount Gay Rum is a proud sponsor of CYCA's Monday Twilight series and is looking forward to continuing this long term relationship over the next three years. We are actively working with the CYCA to see how we can take the partnership to an exciting new level," Deanna Trianta, assistant brand manager Mount Gay Rum said.

"Mount Gay Rum has an historic relationship with maritime culture and is globally recognised as being sailors preferred drink of choice which naturally makes the CYCA a perfect home for the brand."

Mount Gay Rum, which dates back as far as 1703, has long enjoyed a first-class reputation amongst sailors and the brand is honoured to remain an integral part of the popular Monday Twilight Series and the annual Mount Gay Rum Top Jocks Regatta sailed aboard the CYCA's Elliott 7s.

"With such world-class sponsors on board for its key sailing activities the CYCA and its members are looking forward to a fantastic summer of sailing," said CYCA Commodore Howard Piggott.

"The Mount Gay Rum Twilight Series continues to grow in popularity and is a great series to introduce people to the sport of sailing."

In addition to the twilight series, the CYCA conducts an extensive summer sailing program that includes its flagship Blue Water Pointscore Series (which is a series of six ocean races including the Rolex Sydney Hobart Yacht Race), the CYCA Trophy Series, the Grant Thornton Short Haul and Short Ocean Pointscore series and a number of shorter ocean races.

The Mount Gay Rum Monday Twilight Series will commence on Monday 13 October 2014 and run for 20 weeks, concluding on 30 March 2015.

For more information about racing at the Cruising Yacht Club of Australia log on to: [www.cyca.com.au](http://www.cyca.com.au)





## EIGHT BELLS

## Mick Morris

*In memory of 90-year old Mick Morris, who passed away in March. Mick sailed around the world in KATHLEEN with Jack Earl in 1947-48, skippered KOOMOOLOO in the Admiral's Cup and won two prestigious Scandinavian Gold Cups in the 5.5-metre class. By PETER CAMPBELL.*

Just inside the entrance to the Member's Bar at the Cruising Yacht Club of Australia is the magnificent book *Round the World in Kathleen*, beautifully illustrated by marine artist Jack Earl and superbly written by his first mate Mick Morris.

The book tells the wonderful story of the circumnavigation of the globe by Earl, a founding member of the CYCA, and Morris in the *Kathleen Gillett*, a double-ended ketch, between June 1947 and December 1948. Each week, a dedicated member of the Club turns a page for fellow members to read.

During their voyage, colourful reports from Mick, with illustrations by Jack, were also published regularly in the magazine *Seacraft*.

The restored *Kathleen Gillett* is now one of the prized floating exhibits at the Australian Maritime Museum at Darling Harbour. Sadly her skipper and first mate have hung up their sail bags, Jack Earl some years back and Mick, at the age of 90, in March this year.

Mick, also a past member of the CYCA, had a remarkable and colourful maritime career, ranging from being a 19-year-old 'Admiral' of a fleet of sailing luggers in New Guinea during World War II to competing in the second Sydney Hobart Race in 1946, later the Admiral's Cup and twice winning the prestigious Scandinavian Gold Cup in the International 5.5 metre class.

After retiring with his wife Phyllis to live at Buderim on the Queensland Sunshine Coast, Mick typed up some aspects of his life for his children and grandchildren. His wartime career in New Guinea makes fascinating reading.

Arriving at Milne Bay as a member of the Army Water Transport Unit, he was interviewed by the Colonel along these lines:

"Now Sapper Morris, you know all about sailing? Yes sir. Good, now I want you to pick up nine pearling luggers at Bui Bui and start running from here with stores etc down to our base Kwiari, about 30 miles.

"Well, there I was, AN ADMIRAL! Never seen a native in my life – no language, except signs – nine bloody great sailing vessels – no engines and 50 odd native crew."

'Admiral' Morris successfully commanded his flotilla for the rest of the war as the Allies moved forward, even shooting down a Japanese bomber. He ended with the rank of Warrant Officer First Class, his final role being to return the luggers and other craft to the locals in New Guinea.

His sailing career, which had started in dinghies in Sydney, certainly didn't end with the war. Within a few months of discharge he was sailing in the 1946 Sydney Hobart in the big schooner *Mistral*. "On New Year's Eve (1946) we beat up the Derwent and I have never been so cold in my life," Mick recalled in his notes.

The following year he joined Jack Earl and other crew members in their circumnavigation of the world, followed by more Sydney Hobart races.

After a break of 10 years, Mick changed tacks to race in the International Dragon class at the Royal Sydney Yacht Squadron, before joining Gordon Ingate as crew in the International 5.5 metre class then, like the Dragon, an Olympic class.

Gordon and his crew of *Pam* were chosen to represent Australia at the Scandinavian Gold Cup and 5.5 worlds in Norway and Sweden. "*Pam* was shipped to Norway chock full of flagons of Hardy's wines – a gigantic success in Scandinavia where grog is prohibitive in price," Mick recorded in his typewritten notes for his family.

"We raced *Pam* at Hanko, down from Oslo, against Kings and Crown Princes, Olympic gold medalists and wealthy American winners et al and we won the Scandinavian Gold Cup which, in those days, had the cachet of the America's Cup."

In 1975, Mick Morris skippered his own boat *Antares II* to victory in the Scandinavian Gold Cup followed by a world championship win in Switzerland.

In between, he was back to ocean racing, helming Norman Rydge Jr's *Koomooloo* in the 1971 Admiral's Cup. After success in earlier races of the Cup *Koomooloo* was placed in the top three, 50 miles from the finish, when the rudder carried away.

To mark the 60th anniversary of the completion of circumnavigation of *Kathleen*, the Australian National Maritime Museum on 7 December, 2008, invited Mick and Phyllis, their family and friends for a sentimental sail on the fine old vessel. As I recall on the day, Mick was as full of spirits as always, still skillful on the helm.

Mick Morris is survived by his wife of 63 years, their children Peter, Geoffrey, Michael and Vanessa and their families, including eight grandchildren and two great grandchildren. ⚓

## SPONSORSHIP

## The right Moment

*Moment Media sponsors CYCA Youth Sailing Academy*

Sydney multimedia agency Moment Media has become the naming rights sponsor of the CYCA's Youth Sailing Academy for the next three years. Moment Media is a digital media agency founded by Ron Creevey that represents multiple digital companies under its umbrella including The Masses, Local.Mobi and NeZii. The company is changing the way traditional media companies look at assets they manage in the ever evolving mobile landscape.

"On behalf of the CYCA Board, members and youth sailing academy students, I would like to thank Ron Creevey, founder and CEO of Moment Media and his team for their sponsorship of the CYCA's Youth Sailing Academy," Commodore Howard Piggott said. "Thanks to Moment Media's support we can continue to deliver the benchmark in youth training for fleet and match racing disciplines using the club's fleet of ten Elliott 7's," he added.

"Moment Media has achieved a great deal in 2014 including the upcoming launch of our first movie from Heath Ledger's production company, The Masses, and the pending launch of Sydney's most innovative recording and broadcast studio under the iconic Coke sign in Kings Cross that will play host to Kyle and Jackie O for VIP interviews along with major movie and music launches," said Ron Creevey, founder of Moment Media. "To now be linked to another iconic Sydney institution, the Cruising Yacht Club of Australia, as naming rights sponsor of the exciting youth sailing academy for the next three years is an honour and in-line with the company's youth focused vision." The CYCA's Youth Sailing Academy is one of the leading keelboat training facilities in the country, giving young people aged 13-24 the opportunity to learn the intricacies of fleet sailing and match racing. In 2013, the YSA celebrated its 20th anniversary and marked the occasion with the introduction of a new fleet of 10 Elliott 7 boats. Over 3,000 students have graduated from the YSA's introductory course and some have successfully represented the CYCA at both national and international match racing and fleet racing regattas including the Olympic Games and America's Cup. Youth Sailing Academy alumni have gone on to become significant contributors to ocean racing teams competing in events such as the Rolex Sydney Hobart Yacht Race and the Land Rover Sydney Gold Coast Yacht Race.





2013 - 2014


### Summer Series Prizegiving

On Friday evening, 2 May, over 250 CYCA members, guests and crew celebrated another successful Summer Series at the season ending prizegiving where all winners and placegetters were formally recognised. Commodore Howard Piggott announced that Mount Gay Rum would continue to sponsor the ever popular Mount Gay Rum Monday Twilight Series and the CYCA Mount Gay Rum Top Jocks Regatta for a further three seasons. He also thanked season sponsors Club Marine, Grant Thornton and Rolex for their continued support. "Such a comprehensive program cannot be delivered without a dedicated team that includes staff, volunteers and race finishing partners."



1. The *Wild Rose* crew and their collection of trophies for their Blue Water Pointscore success. 2. Geoff and Vicki Player, *Silver Minx* with Paul Billingham from Grant Thornton. 3. Derek Sheppard, *Black Sheep*, accepting the trophy for placing second overall in Cape Byron Pointscore (ORCi division of Blue Water Pointscore) from CYCA Commodore Howard Piggott. 4. Darryl Hodgkinson with the Pat Cooper Trophy for the overall win in the Blue Water Pointscore Line Honours Division. 5. The crew of *Imagination* celebrate their Grant Thornton Short Ocean Pointscore success – owners Annette and Robin Hawthorn (front centre). 6. Julian Farren-Price and Max Poyser – the duo have sailed together for 20 years. 7. Adrian and Maree Van Bellen, owners of *Jackpot* with Paul Billingham from Grant Thornton. 8. Barclay Gillett, mainsheet hand on *King Billy* is presented with the Julius Charody trophy by Paul Billingham from Grant Thornton. 9. Roger Hickman, owner of *Wild Rose*. 10. Jackie White, mainsheet hand on *Wild Rose*, is presented with the Tony McClean trophy by Commodore Howard Piggott.





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**ALMOST 30**  
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birthday, is the  
new IRC state  
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division 2.

**SAIL  
PORT STEPHENS**

## Come rain, hail or shine!

*The seventh annual Sail Port  
Stephens regatta saw crews adapt  
to variable conditions.*







Sail Port Stephens seventh annual regatta week wrapped up in mid April with the final Pantaenius Commodore's Cup raced on the picturesque mid-NSW coastal bay. Variable southerly winds and occasional showers felt all too familiar for the 400 sailors tying up their three-day cruising series.

Final overall results gave Len Payne's Lidgard 10.6 *Kerinda* the Commodore's Cup Division 2 victory for the second time in three years. An uncanny juxtaposition was after sailing for days in the coastal rain, Payne was then headed home to his drought-affected farm near Tamworth to organise hay for his hungry cattle and be there for calving.

Sail Port Stephens had steady rain on and off for five days straight, an irony that isn't lost on the farmer who spends midweek in the country and weekends at Lake Macquarie where he races out of the Royal Motor Yacht Club Toronto.

"I'm missing tonight's trophy presentation driving to dusty dry from pouring rain," Payne said. On the regatta he commented, "It was very well organised. The winds were fickle but interesting with some good

strong breezes at times. We enjoyed it immensely and worked together to sail the boat well." He paid tribute to his tactician of a few seasons Chris Davidson, and the rest of his Toronto based crew.

*Kerinda* contested both the Pantaenius Port Stephens Trophy and Commodore's Cup, that's racing every day for six days. "You don't get tired when you are doing something you enjoy," Payne reminded.

He is the original owner of *Kerinda*, which he launched in 1997. "Since then I've put in a carbon mast and square top main, to get it as modern as we can. It was built as a racer/cruiser but we stripped all the comforts out."

*Kerinda* took out the Commodore's Cup Division 2 top honours by four points over Dennis Cooper's Sydney 36Cr *Amante* and Geoff Dilworth's Dufour 34, *Even Finer* in third place.

Phil Grove's Sydney 39Cr *Huntress* from Sydney mounted a successful defence, scoring back-to-back Commodore's Cup Division 1 wins this year and last. Two points over three races separated *Huntress* from the Bryony Gregory skippered Beneteau F40 *Breakthrough* crewed by nine

EastSail students and an instructor. Third was Tom Woods' Farr 36OD, *Toy Story*, from Lake Macquarie.

*Huntress'* crew also signed up for all six days of competition and like many found the last few days variable and challenging. "Today we had gusts of 21 knots dropping down to three knots at times. There was a lot of luck involved," said the triumphant skipper. Tactician Ben Lockyer worked diligently to keep *Huntress* in motion and 15 year-old Andrew Yu concentrated as hard to keep the spinnaker trimmed for max speed.

This was Gregory's first full regatta as skipper and though disappointed to get so close to the pointscore leader she enjoyed watching the teamwork come together on *Breakthrough*. "Our learning curve was steep and we ironed out any problems in the Trophy series," she said. "In the Commodore's Cup we really came together and everyone had a lot more confidence in their job.

"We were keeping a close eye on *Huntress* today. When it went light they pulled away from us. There wasn't much we could do."

The end of regatta trophy presentation was held at West Diggers

**TWICE AS NICE**  
Final overall results gave Len Payne's Lidgard 10.6 *Kerinda* the Commodore's Cup Division 2 victory for the second time in three years.



Nelson Bay, a regular Sail Port Stephens event supporter.

Earlier in the week during the much more competitive 'pointy-end' of the regatta, the 'red shirts' prevailed during the NSW IRC Championship staged over three days under the Pantaenius Sail Port Stephens Trophy banner.

Karl Kwok's mighty TP52 Team *Beau Geste*, sailing for the Royal Hong Kong Yacht Club, overcame Tony Kirby's Ker 46 *Patrice*, from the Cruising Yacht Club of Australia, in IRC Division 1 results by four points. Third was Steven Proud's Kernan 44 *Swish* from Middle Harbour Yacht Club.

Kwok's boat captain Gavin Brady and a few of the older heads were breaking in a new young Kiwi team, resplendently attired in matching red, and showing plenty of potential.

At the NSW IRC Champs trophy presentation, 24-year-old helmsman Will Tiller described what it was like driving a TP52 at 24 knots boat speed – the equivalent of 44 km/h – when the ocean swell's moving and rising and the wind's propelling the boat headlong. "It feels manageable as long as everything's under control. Today was a bit awkward with the big swell, but it still felt good," Tiller said.

Brady says the biggest lesson the young guys learnt during the state title was seamanship; preserving the boat and thinking ahead, particularly in the final day's three to four metre swell. "Whether it's the America's Cup or Sail Port Stephens you can't go airborne and break the boat. Then you don't finish the race. Good seamanship is essential, and often underestimated."

A natural phenomenon Brady hadn't encountered in all his years of international competition occurred offshore today when sharks swam downwind with the boat and crossed the TP52's bow. "I've never seen so many sharks... maybe 10... they definitely weren't dolphins."

*Beau Geste* and crew were then heading directly to Newcastle for the next round – the Audi IRC Australian Championship.

Kirby and his "new look" *Patrice* crew were also looking forward to the rematch in Newcastle. "We had our best race against *Beau Geste* in the light stuff, one mistake and we were there. But at Newcastle there will be other bigger boats and they won't be able to sail their own race quite as much," Kirby said smiling hopefully.

In IRC Division 2 Roger Hickman's red-shirted *Wild Rose* crew battled

on with a torn mainsail for the final two windward/leeward races and still managed to put a regatta-winning eight point margin between the Farr 43 and Paul Clitheroe's Beneteau 45 *Balance*, which snuck into second place on corrected time ahead of Andy Kearnan's Summit 35 *L'Altra Donna*.

"It was a fantastic, well organised weekend and we loved racing against Paul, the consummate competitor and *L'Altra Donna*, a very exciting rival," said Hickman, the new IRC state champion in the division.

On the 'handbrake' – the torn main – that is heading for the bin (he promises) Hickman had this to say. "We finished the first race nursing our torn main, then in between races we hand stitched and patched it, then three-quarters of the way up the first beat in the next race it blew again. We are pretty resilient and never say die."

Aboard *Wild Rose* for only her

second regatta and first notable win was young Sam Scott from the Sunshine Coast, daughter of Andrew Scott who has put to sea with Hickman for the past 12 years. Though wet and cold as they tied up the 18 year-old was beaming from ear-to-ear and according to reports proved herself a star, as well as helping to bring the average age of the crew way down.

*Wild Rose* is not far off its 30th birthday celebrations and though the crew will always take the victory, the boat's age and historical value does take some of the pressure off being all-conquering, says the skipper. "Whether we win or lose we have fun, and the old girl's history is always present."

In the McConaghy MC38 one-design fleet Leslie Green's *Ginger* crew managed to turn their fortunes around over six races to out gun their MC38 classmates. Two bullets in the final



**SEA LEGS**  
Four metre swells tested the crews and demonstrated the value of seamanship and thinking ahead.







CRAIG GREENHILL / SALTWATER IMAGES

**TOY BOYS**  
Tom Woods' Farr  
36OD, *Toy Story*,  
from Lake Macquarie  
placed third in the  
Commodore's Cup  
Division 1 at Sail  
Port Stephens.





day's three windward/leewards were enough to put *Ginger* onto the podium ahead of John Bacon's *Dark Star*, which was second on a countback, and offset the prior days very public sandbar grounding that cost them race two of the series and earned them maximum points, and jibes!

Of the boats competing in the Performance Cruising division, the Division 1 top honours went to Mark Skelton's Beneteau 40.7 *Jab* from Wangi Amateur Sailing Club by a point over nearest rival, Rob Aldis' Jeanneau Odyssey 42 *Joie De Vie*.

Beating Aldis by a mere 14 seconds on corrected time in the final days

crews on the marina, made up of former champion skiff and dinghy sailors from Lake Macquarie who can handle the 36-footer's big power to weight ratio.

The three windward/leewards in winds gusting close to 30 knots left *Toy Story*'s crew exhausted. Having to retrieve a man overboard at a bottom mark rounding in the final race sapped every last ounce of energy. "It was a big day and having to pick someone up in 30 knots when all the other boats were trying to round the mark where he went over wasn't easy," said Woods.

"We had a terrific series and we



14nm race was enough to secure the sweetest of victories, Skelton's first overall win at Sail Ports Stephens as an owner.

"We had a great time here," said Skelton. He reckons Friday's drifter until a very welcome westerly breeze picked up the tempo was the toughest day for the crew of dinghy sailors from Lake Macquarie recalling, "At one stage we were in front of everyone then we parked at Cabbage Tree Island and they all sailed past us."

In Performance Cruising Division 2 results Dennis Cooper's Sydney 36cr *Amante* shadowed Matt Bonser's Melges 24 *Watch Me* all long weekend. Bonser almost gave up the win to *Amante* with a below par ninth place in the final days bout, but luckily for the local Port Stephens Melges crew they'd banked enough points to sneak in front on a countback.

In Performance Racing Division 1 Tom Woods' Farr 36 OD *Toy Story* turned into a handful when the fresh sou'westerly change hit the racecourse on the Saturday. Luckily for Woods his has one of the best

enjoyed sticking it to the big boats. The calibre of racing with *UBS Wild Thing* and *Colortile* is what we came here for," Woods added.

It was the Barry and Barry show in Performance Racing Division 2 top results. One extra first place for Barry Kelly's Archambault M34 *Concealed Weapon* over the five races gave the Newcastle Cruising Yacht Club crew the larger trophy by just one point. Barry Jackson's Beneteau 40 from Pittwater, *Alibi*, had to be happy with runner-up in the division.

"We knew what we had to do today, but a lot depended on the other boats," said Kelly. "The racing at Port Stephens was fast and well managed and the weather gods looked after us, though I'd like to request a little less rain next year.

"The only reason we won was because I have a great bunch of guys on the boat," he added, paying tribute to his fine crew.

Those lucky enough to be part of the Port Stephens Trophy / Pantaenius NSW IRC Championship have enjoyed the perfect going-over

in a wide variety of conditions prior to the following Audi IRC Australian Championship at Newcastle.

The first Friday was light, hot and sloppy offshore; Saturday was a heavy inshore day on flat water with rain squalls then sunshine, and on the final Sunday, April 13, the fleet encountered 15 knots gusting over 20 from the south west and big seas offshore on a grey, wet and very mild autumn day. Principal Race Officer Denis Thompson was delighted he and the race committee managed to complete the schedule and offer fair racing each day in very mixed conditions.

Owners opting to contest both the Port Stephens Trophy (including the NSW IRC Champs) and the Pantaenius Commodore's Cup cruising series then kicked off the second half of the annual regatta that began in 2008 and has flourished steadily ever since.

For the more than 600 sailors racing over 90 boats who contested the seventh edition of Sail Port Stephens, the event offered the usual variety of winds and scenic courses, while ashore Nelson Bay and its surrounds catered superbly for the influx of visitors and their families.

Commodore of the host Corlette Point Sailing Association, Dom Grundy, is delighted to announce next year's Sail Port Stephens dates are Monday April 13 to Sunday April 19, 2015. This is the second week of the NSW school holidays and after Easter.

The popular series will return to its traditional format of the Pantaenius Commodore's Cup for the first three days, a lay day for all crews on the Thursday and then the IRC state championship and Port Stephens Trophy raced from Friday 17 to Sunday April 19.

Feeder races on Saturday April 11 from Pittwater and on Sunday April 12 from Newcastle will deliver crews who want to race to the annual event.

Organisers once again recommend competitors book marina berths and accommodation well in advance, as it's a busy time of year for Nelson Bay and the nearby seaside towns.

Adam Brown from the principal regatta sponsor Pantaenius said of the week, "We ramped up last year's commitment for 2014 and we'll be back again next year. We enjoy Sail Port Stephens and the focus on both cruising and racing fleets. Port Stephens is a terrific location in close proximity to Sydney and this year's there's a good tie in with Newcastle and the Audi IRC Australian Championship too." ⚓

**SCENIC STEPHENS**  
The colourful spinnakers light up the shores of Port Stephens.





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**BLUE RINSE**  
Tony Kirby's Ker 46  
*Patrice*, from the  
Cruising Yacht Club  
of Australia at Sail  
Port Stephens.







CRAIG GREENHILL / SALTWATER IMAGES





## Three champions crowned in Newcastle

As first-time hosts of the Audi IRC Australian Championship, the Newcastle Cruising Yacht Club proved they were up for the challenge.

**T**wo crucial final races off Newcastle's Stockton beach on Easter Sunday completed the eight-race Audi IRC Australian Championship hosted for the first time by the Newcastle Cruising Yacht Club off the mid New South Wales coast. The well-received series saw three new national champions crowned in this successful and enjoyable regatta.

Team *Beau Geste's* division A triumph was taped up on the final day's racing giving owner Karl Kwok and his TP52 crew from New Zealand the clean sweep of the TP52 Southern Cross Cup in December, the NSW IRC title the previous Sunday at Port Stephens, and now the cheeky fellas from across the ditch are the 2014 Audi IRC Australian champions!

Twenty-four year-old youth America's Cup skipper Will Tiller drove Kwok's 52-footer to its maiden national IRC victory and also the state IRC victory during the Sail Port Stephens regatta.

"It was challenging; not the easiest place to sail with the sea-state," said Tiller adding, "Newcastle is a cool city".

Only Tony Kirby's Ker 46 *Patrice* and Bob Steel's TP52 *Quest* managed to take a win off Team *Beau Geste* during the series hosted by the Newcastle club. They finished second and third on 15 and 19 points respectively to the victor's eight points.

Division B's four-day nail biter between the two DK46s, *Nine Dragons* and *Exile*, added grey hairs to both Middle Harbour Yacht Club crews. Après racing it was all smiles across the bar, but each badly wanted the coveted title and the North Sails' Audi IRC Australian Champion emblazoned spinnaker.

Bob Cox's *Nine Dragons* was the stronger of the pair this time, four points the final difference. "The crew did a magnificent job and our focus on tactics using our main tactician and back-up really paid off. The racing with *Exile* was awesome; it was touch and go as to who was going to take out the championship from start to finish."

After the champagne was sprayed the *Nine Dragons* crew cornered Cox and first tactician Mitch White and threw them off the marina, a sailing ritual.

Roger Hickman's near 30 year-old Farr 43 *Wild Rose* from Sydney's Cruising Yacht Club of Australia was clapped into the marina by an appreciative crowd as the Division C Audi IRC Australian champion. Hickman is an ocean racing hero to many, and again he's shown the pedigree of his years on the circuit, and his steed's.

"We are delighted to be the new Audi IRC champion," said the winning skipper. "We were nervous knowing it was going to be light and lumpy, then a superb 13 knot nor'easter came in for the second and final race."

Phil Dash's Beneteau First 40 *Justadash* (MHYC) finished second and Ian Bower's RP36 *Spirit* from Lake Macquarie third in Division C.

Race seven got underway in a six-knot sou'easter following an hour and a half postponement. Race eight was christened the 'Newcastle BBQ', a triangle, triangle and sausage format also called the 'two chops and a sausage' course.

NCYC CEO Richard Howard praised his large team of over 30 volunteers involved in the planning phase through to the hosting of 31 top-level international crews. Howard says the club has excellent engagement with its members and volunteers happily put up their hands to pick up glasses, cook the BBQ, make sandwiches, sell raffle tickets and host competitors. On the race management side, members spent long days



ANDREA FRANCOLINI

in the sun laying marks and assisting PRO Denis Thompson.

NCYC Commodore Phil Arnall was enthused with how the event came together commenting, "Hosting the Audi IRC Australian Championships was a wonderful experience for our club and vindicates our belief that we are more than capable of conducting significant regattas. Our local sailors appreciated the experience of competing against the best of their peers over four days of varied racing."

"I believe NCYC has "come of age" in the sailing community with the responsibilities given to it with respect to the conduct of the regatta," Arnall continued. "Hosting the Championship also provided our non-sailing members with a chance to participate in the event and volunteer across a range of duties both on and off the water."

On behalf of the Audi team, Audi Australia's managing director Andrew Doyle congratulated all competitors. "Audi is proud to support the IRC Australian Championship and we congratulate each and every owner and crew member for their strong sportsmanship. To win this event



is a great honour and to be crowned the national Audi IRC Australian Champion is no easy task. It's a fierce contest and we appreciate the support shown by all participants, family members, and the organising committee."

Yachting Australia president and owner/skipper of *Ichi Ban*, Matt Allen, also commended the host club, "Newcastle Cruising Yacht Club has delivered a spectacular and memorable weekend for all those competing in the Audi IRC Australian Championship."

His comments were echoed by Phil Jones, CEO of Yachting Australia who said "After the great success of the Audi IRC Australian Championship at Newcastle over Easter, owners of boats in all three IRC Classes will be very keen to be part of the 2015 Championship in Queensland. We are committed to building this event as a showpiece for Australian sailing, attracting boats both large and small from around Australia to make it a true national championship. We are currently working to finalise the details of the timing and host club of the event in 2015," he said. ⚓



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## Veterans victory

Two yachtsmen seemingly in the twilight of their sailing careers stole the headlines and plaudits at a memorable 2014 Rolex China Sea Race during April.

**S**yd Fischer, 87 years young, a veteran of 45 Rolex Sydney Hobarts, winner of the Rolex Fastnet in 1971 and five-time challenger of the America's Cup, skippered *Ragamuffin 90*, the race's largest and fastest boat to line honours, defending his victory of the previous year. Similarly, 74-year old Neil Pryde, a racing sailor for some 60 years, guided his 52-foot *Hi Fi* to outright victory for the second time in four years, and with an earlier victory back in 1988 Pryde became the first skipper to win the race on handicap three times.

### RESURGENT RETURN TO FORM

The 27th Rolex China Sea Race welcomed 34 boats, the highest number since the turn of this century. "We're back to the numbers where the race was in yesteryear," explained Joachim Isler, Commodore of organisers the Royal Hong Kong Yacht Club. "The growth is due to the popularity of yachting, the support we get from Rolex, giving the race more interest to overseas competitors. This is the oldest and most meaningful offshore race in the (Asian) region," said Isler.

Overseas entries totaled seven boats. Bryon Ehrhart's TP52 *Lucky* from the US was one of the participants expected to make an impact, having proved her offshore prowess by winning the 606-nm Rolex Middle Sea Race in 2010. In preparation for a stern offshore challenge, Ehrhart reinforced his crew with the inclusion of Australian navigator Adrienne Cahalan, the most experienced female sailor in Rolex Sydney Hobart race history with 22 appearances and multiple line honours victories onboard the

all-conquering, 100-foot maxi *Wild Oats XI*. Cahalan was charting new waters in Asia. "This is my first time doing the race and sailing in Hong Kong, The Philippines or the South China Sea," she revealed.

The TP52 fleet also included Hong Kong entry *Ffreefire* and *Standard Insurance Centennial*, the latter skippered by Ernesto Echazu (overall winner 1998 and 2008).

Completing the international entry list were boats representing Australia, Singapore and the UK as well as the first ever crew entirely composed of sailors from mainland China, on board *Seawolf*.

### AN INSPIRATION

Fischer's *Ragamuffin 90* led the race from start to finish, departing from Victoria Harbour, Hong Kong in decent but not dramatic breeze, en route to a 565-nm journey through the South China Sea to Subic Bay, The Philippines. Her lead on the water was never threatened, though neither was the official race record, set by Karl Kwok on the Volvo 60 *Beau Geste* back in 2000.

*Ragamuffin* played it relatively safe, staying close to the rhumbline. "Tactically it wasn't difficult. The race got a little bit frustrating especially at the end. It was very light conditions and we only saw 18 knots in the last two hours on the approach to the harbour. Until then we never saw breeze over 10 knots," explained David Witt, boat captain. Witt paid tribute to the crew's extraordinary skipper Syd Fischer. "He's amazing isn't he? 87 years old and he sat on the rail all day."

On arrival, a relaxed Fischer joked that 'it was just another yacht race'. "The

modifications we've done on this boat helped a lot. Our boat speed was well above the wind speed and that's good," he explained after 57 hours and 31 minutes at sea. Fischer is not resting on his laurels, instead focusing on a mouth-watering 2015 campaign which will take in the Rolex Fastnet, the Maxi Yacht Rolex Cup and the Rolex Middle Sea Race, all onboard his new *Ragamuffin 100*.

### PRYDE AND JOY

Hong Kong resident Neil Pryde first competed in the Rolex China Sea Race in 1968, won line honours twice and was overall winner in 1988 and 2010. Like Fischer, his love for sailing has never diminished.

Along with the three TP52s and Geoff Hill's 72-foot *Antipodes*, *Hi Fi* was tipped to challenge for the title. While *Ragamuffin* cruised to a straightforward line honours success, the battle for overall victory proved to be dramatic. *Hi Fi*, *Lucky* and *Ffreefire* barely left each other's side throughout the race. "Three 52-footers all going the same speed, all alongside each other all the way down. You don't get yacht racing better than that," enthused Pryde. "I don't remember this race as exciting or as close in the final result."

It proved to be the perfect race for a medium size boat. "We had a period of about three or four hours outside the finish in Subic Bay when it went very light," continued Pryde, "but one of the great things about these 52-footers is that when the wind is down to three or four knots these boats still move and that is the difference really. All of the fleet had their park up but these 52s are amazing – they keep sailing at more than the wind speed."

Charging into the mountainous, sun-kissed approach to The Philippines, *Hi Fi* and *Lucky* were practically match racing with spinnakers hoisted. It was a captivating sight with every move, sail change and tactical decision crucial. *Lucky* eventually finished two minutes ahead of *Hi Fi* but it wasn't enough; Pryde's crew enjoyed a 17-minute margin on handicap. And with the chasing fleet becalmed, outright victory was soon confirmed.

"It ranks as one of the more memorable victories we've had and we've won a lot of races," confirmed Pryde. "It means a lot to me, over the past few years I've not done a lot of sailing because I've had some health issues, so to go out and prove we can still do it is a big thing for me personally."

Elsewhere, other crews reveled in simply finishing the race, none more than *Seawolf* who arrived in The Philippines to a rapturous reception. "You are out there, other yachts disappear and as you approach The Philippines it is always getting warmer," explained Peter Forsythe owner of 55-foot *Xena*. "There are times when it's like magic." A sentiment shared by all those who completed the journey in 2014. ⚓

[www.rhkyc.org.hk/rolexchinasearace.aspx](http://www.rhkyc.org.hk/rolexchinasearace.aspx)



## NAME SAKE

Now owned by Phillip Turner and renamed *Alive*, The Reichel Pugh 66, formerly known as *Black Jack* buries the bow as she blasts south on day two of the 2012 Rolex Sydney Hobart Yacht Race.



BRISBANE TO GLADSTONE  
YACHT RACE

## Alive and kicking

Tasmanian yacht *ALIVE* wins Brisbane to Gladstone Race. By PETER CAMPBELL.

**T**asmanian yachtsmen Phillip Turner and Duncan Hine's long-range plan to provide a strong contender from their state in this year's 70th Rolex Sydney Hobart Yacht Race has got away to a winning start with *Alive* winning all three handicap divisions of the Brisbane to Gladstone Race over Easter.

Derwent Sailing Squadron member Turner bought *Alive*, a canting keel Reichel/Pugh 66 previously Queensland-owned and named *Black Jack*, early this year and appointed Hine, another DSS member, as his skipper.

His prime objective is to win the 70th Sydney Hobart with Hine setting out a comprehensive lead-up program, including the Brisbane to Gladstone and Melbourne to Vanuatu races and the Queensland winter regattas.

For his first Brisbane to Gladstone Race, *Alive*'s skipper Duncan Hines put together a mostly non-professional crew of Queensland

and Tasmanian sailors, and has planned for owner Turner an extensive campaign leading up to the 70th Sydney Hobart.

"Not only have we got a very busy calendar with eight racing events packed into eight months, we will first need to master the powerful and technically advanced performance yacht," Hines said before the start of the Brisbane to Gladstone.

Official results of the Brisbane to Gladstone Race were delayed for 24 hours because of the extremely slow progress of boats in the 308 nautical mile race up the Queensland coast which started on Good Friday.

The new *Black Jack*, a Volvo 70 skippered by Mark Bradford, took line honours by just over an hour from *Alive*, but there was a 24-hour gap before the next boat crossed the finish line. More than half the fleet did not finish the race, retiring because of their very slow progress.

On corrected times, *Alive* has won the IRC, ORCi and PHSF handicap divisions after finishing second across the line to the new *Black Jack* which finished fourth over the line in last year's Rolex Sydney Hobart. *Alive* also won the prestigious Courier Mail Cup.

In IRC Division 1, *Alive* won from *Black Jack* and Rod Jones' *Audi Sunshine Coast*, with IRC Division 2 going to *Italian Job* (Lewis Perrin) from the veteran *Wistari* (Scott Patrick) and *Arenda* (Tim McCall). Only five boats finished in Division 1, just three in Division 2.

Under ORCi scoring, *Alive* placed first overall and first in Division 1 from *Audi Sunshine Coast* and *Kerumba* (Tom Faragher). *Italian Job* won ORCi Division 2 from *Wistari*.

*Alive* completed her domination of handicap results by also winning PHSF Division 1 from *Black Jack* and *Audi Sunshine Coast*. Only two boats completed the course in PHRF Division 2, *Bad Habits* (Barry Thompson) winning from *Wistari* which, as the only finisher, collected first place in the Veterans Division. ⚓





## Aussies tops at Gulf Regatta

Attending his first Gulf regatta was a top experience, reports KEVIN GREEN.

**A**ussies dominated several classes of the Top of the Gulf Regatta 2014 with wins for the TP52 *Oi!* of Peter Ahern in IRC 1 and expat Scott Duncanson in the fiercely contested Platu one-design class.

Duncanson's *Kingdom Property* just pipped the Royal Prince Alfred crew on *Easy Tiger IV* led by Chris Way. "We've had fantastic racing on these exciting boats, which were originally built as match racers so they perform well," said the Sydney-based Way who had his own built for only \$30,000 three years ago. Crewman Tommy Spithill also was pleased with his stint here, away from coaching at the Alfred's. "I really enjoyed trimming on the Platu this week but I'd advise bringing your own sails if you really want to be serious," advised Tommy.

Steve McConaghy's tactical work on *Foxy Lady VI* also brought a win for owner Bill Bremner on the Singapore-based Mills design. "There's always good winds so I've been happy to race here for the last six years or so," Steve told me over a coldie

after their win.

I regretted arriving late so was unable to secure a crew berth among the 13-boat Platu fleet, despite the best efforts of association chairman Kevin Scott. "These are great boats for visiting Aussies to charter and cost only \$1,000 for the week," said Kevin.

David Leslie from Perth WA had done just that and his daughter Katie was among the five-person crew aboard the Platu *Nataya*. "We've had a great week among a very competitive fleet and learned a lot," said Leslie whose Aussie crew ended on a high by winning the last race, while son Jack had enjoyed competing in the 132-boat Optimist class.

Another grand prix boat that caught my attention was the new Chinese-built Judel/Vroljik designed H&H 42 *Island Fling* of Paul Winkelman. The yacht showed good boat speed at times during the event but as skipper Steve Dodd explained, they were still in development mode with hull #2 of this JV40 design. "After the Rolex China Sea Race we've lightened the bulb and re-cut

some sails to shorten the J-triangle so we're making progress and we've got our TCC down to 1.230."

Race Officer Denis Thompson was well supported with local and Australian-based volunteers, kept busy moving the course markers in the sometimes shifty monsoonal conditions during windward/leeward and the longest passage race of 24 miles.

The Top of the Gulf Regatta is a major event in Thailand's busy regatta scene. Held two hours south of the capital Bangkok near the resort town of Pattaya, this year's event attracted 35 keelboats and 200 dinghies of many classes including Lasers 420, 470 and 29ers.

The four-star hotel that is also the very comfortable Ocean Marina Yacht Club is an excellent venue, while the 300-berth marina is professionally run by Aussie expat Scott Finsten who knows the region well after many years of advising sailors. As the only marina on the eastern Gulf it's an important venue for cruising yachts visiting the nearby islands including the beautiful Koh Samui, another venue on the Asian Grand Prix circuit. ↴  
[www.topofthegulfregatta.com](http://www.topofthegulfregatta.com)  
<http://yachtsinthailand.com>





**PITTWATER PRIDE**  
Mike Robertson's *Le Mika* won its first divisional cup since 2006.

**BENETEAU CUP  
PITTWATER**

## Winning families

Pittwater's capricious nature remained faithful for another autumn Beneteau Cup on Sydney's northern beaches, sailed mid May. By LISA RATCLIFF.

One local dictum is 'never rip up your ticket' and the stop-start affair tested all crews' ability to sit tight through the glass-outs and spot the new breeze.

In the light winds the biggest Beneteaus weren't able to stretch away. Local knowledge didn't hurt either. Two smaller Pittwater based Beneteaus both crewed by families finished at the top of the spinnaker and non-spinnaker division pile.

Husband and wife team of Jean Cross and Dick Ferris took out the spinnaker division racing two-handed with their First 31.7 *Diablo*, the smallest Beneteau in the colourful 25-boat line-up.

Cross skippered *Diablo* to its first spinnaker win in the Beneteau Cup since their inaugural entry in 2007, when they took out the non-spinnaker division. Ferris trimmed the sails for the gentle race from Scotland Island around Lion Island and to the shortened finish at Mackerel Beach.

The pair, who regularly race with Avalon Sailing Club, talked tactics together, Cross

admitting, "I have the helm so we end up going where I want, but I do listen to Dick's advice and quite often take it".

Second in the spinnaker division was Gerry Hatton's First 40.7 *Bushranger*, a regular Cup customer and top three placegetter. Third was Cup virgin, the Howard family's First 40.7 *Schouten Passage* from Newcastle, skippered by Richard Howard.

Mike Robertson studied the forecast pre-race and knew being in the right place at the right time would decide the rankings.

"I'm a regular Pittwater sailor and it was a typical day," said the grinning owner/skipper, looking like the cat that got the cream following his non-spinnaker win with *Le Mika*, another bantam weight at 38-feet compared to the heavyweight Beneteau 57s.

He credited *Le Mika*'s first divisional Cup win since 2006 to his "lovely family crew of son, daughter and grandson" plus a dear 84 year-old friend he's been sailing with for 30 years. "I bought the boat eight years ago to go cruising never expecting to race it successfully. I thought I was giving racing

away but I got hooked back in."

Greg Redfern's Oceanis 37 *Kingfisher* finished second in the busy non-spinnaker division and the largest of the podium finishers. Mark Cloros' Sense 43 *Annie* rounded out the division.

Forecast light northerlies meant a drawn-out beat pushing against tide to West Head on the Ku-ring-gai Chase National Park side of Pittwater on Saturday 10th May. Beneteaus bobbed and some drifted backwards in the tide until a blessed nor'wester filled in late from the Hawkesbury River. Both the Lion Island race and the inshore race for the non-spinnaker fleet were shortened by Royal Prince Alfred Yacht Club's race management team.

Anthony Bell's Beneteau 57 *The Count* scored top marks for the party boat, the *Pirates of the Caribbean* theme song ringing out on a still day and the fridge raided early. During one lull in the breeze a couple of the male crew waltzed for the cameras on the vast aft deck.

Trophies and prizes were awarded the evening's sit-down dinner, Vicsail's Shane Crookshanks facilitating an evening of laughs and good times for Beneteau owners and crew. ⚓



**BLUE WATER**  
Sam Haynes' *Celestial* heads north into the blue during last year's Blue Water Pointscore series.

LAND ROVER SYDNEY  
GOLD COAST YACHT RACE

## North's best

Many notable contenders will head north to be amongst the 80 yachts expected to compete in the upcoming 29th Land Rover Sydney to Gold Coast Yacht Race in July.

**W**ith only weeks to the start of the 29th Land Rover Sydney Gold Coast Yacht Race, a bumper fleet of up to 80 yachts is expected to grace the start line off Sydney Harbour's Nielsen Park at 1pm, Saturday 26 July.

The much-hyped rivalry between the two 100-foot super maxis, *Wild Oats XI* and *Perpetual LOYAL*, will capture the public's attention as the duo tussle to be first to cross the finish line off Main Beach at Southport, on Queensland's sunny Gold Coast.





The other equation to factor in will be if 'Huey' and the weather gods will play ball and offer up a dream forecast that may see *Wild Oats XI*'s break her own race record of 22hrs, 3mins, 46secs, which was set in 2012.

The true prize, however, is to win the race overall and there will be many strong contenders including 2013-2014 Blue Water Champion *Wild Rose*, owned by Roger Hickman, as well as the 2013 Rolex Sydney Hobart and Gosford Lord Howe Island Yacht Race winner *Victoire* (Darryl Hodgkinson), Matt Allen's Carkeek 60 *Ichi Ban*, and *Celestial*, Sam Haynes' Rogers 46.

The Peter Rysdyk Memorial Trophy is presented to the overall winner under IRC and is dedicated to the late Peter Rysdyk, the inaugural race director and one of the driving forces behind the introduction of the Sydney Gold Coast Yacht Race in 1986.

The 384-nautical mile race is the first race in the Cruising Yacht Club of Australia's six race Blue Water Pointscore Series (BWPS) and once again based on competitor feedback changes have been made to the series.

With many entrants in the Sydney Gold Coast race traditionally continuing north to compete in the Whitsunday's race weeks during August, the Sydney Gold Coast race is the first and foremost event of their trek to the tropical Queensland waters of the Great Barrier Reef.

**T**hen as the tide of seasons turns with the coming of spring, a southern migration begins as racing yachts from the length of the Eastern Seaboard and far beyond, head to Sydney Harbour in preparation for Australia's most famous race of all.

"With the 70th edition of the Sydney Hobart Yacht Race we are anticipating a rise in entries as yachties prepare to undertake this historic blue water classic," said Howard Piggott, Commodore of the Cruising Yacht Club of Australia (CYCA).

The CYCA will also reinstate the 320-nautical mile Montague Island race, which has been re-invigorated and will be conducted on Friday 3 October, providing BWPS competitors with three long blue water races and three shorter offshore races.

The popular Bird Island Race has been moved to early December and will mark the commencement of the Southern Cross Cup, which the CYCA reinstated last season as an inter-club competition. The Southern Cross Cup will consist of four races including the Bird Island Race (6 December), the two CYCA Trophy passage series races (13-14 December) and the Rolex Sydney Hobart Yacht Race.

Last year, Roger Hickman claimed his fifth Blue Water Pointscore championship with his Farr 43 *Wild Rose*, commenting that "this is the most special of all."

"The Blue Water Pointscore has a certain mystique; an aura for an old stalwart like me. And to have won ORCi and PHS too, that's just the icing on the cake!

Hickman was also part of the winning Southern Cross Cup CYCA white team, combined with Darryl Hodgkinson's *Victoire* and Tony Kirby's *Patrice*.

"I was really honoured to be part of the CYCA team with Darryl and Tony, and on a personal note it was great to win it again," Roger Hickman said.

"The team was formed through our interests in supporting the Kids Cancer Project and we weren't too shabby on the race track either. It's great that the team was successful as a whole and individually throughout the series.

"It's only fitting that sailing has a great teams event – just as golf has the Ryder Cup and tennis has the Davis Cup," Hickman added. ⚓



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## 25 years of the Tropical Shirt Regatta

*This year's 25th anniversary of Airlie Beach Race Week is bound to be one of the most entertaining regattas on the 2014 sailing calendar with well over 100 yachts expected to take part in the regatta racing and festivities, which will be held from August 8 to 15. By TRACEY JOHNSTONE.*

**K**nown as Australia's 'Tropical Shirt Regatta', the 25th Vision Surveys Airlie Beach Race Week highlights the beautiful setting of the Whitsundays and the ideal sailing weather in August, as well as the fun, social side of this popular regatta week.

With a 24-year history, the host Whitsunday Sailing Club will be putting on a bonanza for the anniversary by focusing on what the event is best known for – great fun and great sailing for all.

After all, it is Airlie's exciting calendar off the water as well as on water, which really makes the regatta a favourite.

"The atmosphere on the water is

great. All the sailors are mates so there is definitely a bit of harmless competition out there, and there has been a few water pistol fights in the past," said Airlie Beach Race Week Event chairman Jim Hayes.

But it's the socialising at Whitsunday Sailing Club at the end of each day that really encapsulates the essence of Airlie Beach with live music, fire twirlers, tropical food, beer, rum and much more on offer.

"Most of all, the participants can enjoy the natural beauty, social atmosphere and the relaxed feel of Airlie Beach at this event."

The club is hoping to see many new faces across all divisions, while the regular 'Airlie-lovers', who continue to return year after year, are

more than likely going to take part in the milestone event, which has been described as a 'high school reunion' for sailors.

The weeklong event will once again consist of six days of sailing, and seven nights of tropical fun at Whitsunday Sailing Club, with berthing available at Port of Airlie and Abell Point Marina.

The sailing club's renowned Great Whitsunday Fun Race will be held on Saturday 16 August, the day after race week – with all welcome to take part in the colourful, relaxed sailing event to round off the week.

With this 25th anniversary event, the Whitsunday Sailing Club hopes to see plenty of vivacious characters and tropical shirts in August.

**ALOHA OCEAN**  
Above: *Frantic*.  
Right: *Victoire*  
among the IRC fleet  
in 2013.



## BATTLE LINES BEING DRAWN FOR A COOKSON 50 IRC HEAD-TO-HEAD

There is going to be a Cookson conflict on the IRC racecourse at Airlie with the battle lines already being drawn as the two Sydney-based Cookson 50s, Colin Woods's *Pretty Fly III* and Darryl Hodgkinson's *Victoire*, prepare to take on each other, boat against boat in a week of Whitsundays' regatta racing.

The boats lined up at the start of last year's Rolex Sydney Hobart Yacht Race and never let go of the challenge of being the better boat at the end of the 628-miles sailed south. *Victoire* came out the winner of that race challenge, taking out both the coveted overall handicap trophy and IRC Division 0, while *Pretty Fly III* had to settle for a well-fought 10th overall on IRC and second to *Victoire* in Division 0.

To rub salt into the wound recently, and proving *Victoire* was no one-time winner when it comes to long offshore races, Hodgkinson and crew subsequently went on to take out handicap honours in the second-longest Australian ocean race, the Mount Gay 40th Gosford Lord Howe Island Race sailed in April.

On the racetrack at Airlie Beach, however, Woods and his *Pretty Fly III* team intend stamping into the Race Week record book their dominance of the Cookson 50s.

"We actually wanted to beat them to Hobart. As luck would have it, they (*Victoire*) had their luck and also sailed very well and deserved to win.

"We are going to pull them back this time, well at least try," Woods said.

He knows *Pretty Fly III* can take on *Victoire*, whether they are racing long offshore or inshore passages. "The boats are very close. It depends how well you sail them on the day and how much luck you have. They are pretty much identical boats," he adds.

Hodgkinson, while stating he wants to spend more time enjoying his racing now that he has achieved the pinnacle of offshore racing in Australia, still can't help voicing his competitive nature. "We are looking forward to racing against them. We are similar boats. It will be very boat on boat. That's fun too. I think that adds a lot to it.

"We will rise to the challenge," Hodgkinson said.

With both owners claiming the boats are so similar, the differences are going to be in preparation, crew work and in knowledge.

As the teams continue their congenial banter on the dockside at the Cruising Yacht Club in Sydney, the owners have chosen different preparation paths for the upcoming race week. Hodgkinson is competing in his club's winter series and will then quietly slip up north.

After a lay-off from racing since late last year, Wood intends shaking off the cobwebs with a few home club winter races before contesting the Land Rover Sydney Gold Coast Yacht Race.

Hodgkinson last year raced at Airlie Beach with an unconventional crew of four regulars and seven sailors from his international plastic surgeon peer group. This year he will have his four regulars back, another four visiting sailors from Sydney and three or four Airlie Beach locals. Woods is going with the usual race crew, which includes a few local sailors.

What's then left is the team's knowledge of the course area, which includes several challenging long courses and just a few windward/leewards. Both owners agree that with a bit of wind, the long courses will see the Cookson 50s reveling in the conditions. The short Pioneer Bay races will come down to crew work and working the bullets off Mandalay Point and Funnel Bay.

No doubt both owners will be looking to the locals on board to add valuable input and a winning difference to each team's performance.

In the meantime, there are still plenty of opportunities for both teams to wind each other up before they hit the start line in Pioneer Bay at Airlie Beach on 9 August.

The Notice of Race and entry for the nine divisions is online. Entries close Friday 1 August 2014. [www.abrv.com.au](http://www.abrv.com.au)



## CALENDAR

### Airlie Beach Race Week 2014

#### SOCIAL

##### Friday 8 Aug

Registration and Welcome Party  
Daily presentations at WSC

##### Monday 11

The 25th silver anniversary party

##### Tuesday 12 Lay Day

##### Friday 15 Final Presentations

##### Saturday 16

Great Whitsunday Fun Race

#### SAILING

Vision Surveys Airlie Beach Race Week has a variety of races to suit all sailors.

The hotly contested Sport Boat Division sail their own specific courses each race day on Pioneer Bay.

The rest of the fleet start their first day's racing in our traditional Cones Armit Race with boats sailing due North from Airlie Beach around Double Cone Island and then around Armit Island and more distant Islands depending on their division.

The following days have a mix of passage races around the glorious Whitsunday Islands picked from our sailing instructions to suit conditions and tides, varying in length from 24 to 40 nm.

IRC and Performance race divisions have a day each doing windward/leewards, usually comprising of two races in the session to test their skills on a short bay course.

The final day of racing brings the entire fleet together on a big bay course that takes advantage of the flat water and favourable winds regularly found on Pioneer Bay.

With more than a hundred boats expected in 2014 this year's Airlie Beach race week should be a true spectacle not only for racers on the water but the shore side spectators as well.







## On track for a big week

What do you do when you're a 'sunk 'em' sailor... head to Audi Hamilton Island Race Week 2014 and become the regatta's 50th entry.

Barely a few weeks ago, former Australian Olympic sailing coach, Leigh "Dorro" Dorrington, was involved in an unfortunate collision on Melbourne's Port Phillip Bay – a classic T-bone impact where the other yacht sank.

The good news is that while the incident made national headlines, no one was injured.

The yachts were part of a fleet of Adams 10s contesting the Waitangi Cup interstate challenge at the time. All seven crew aboard the sunken yacht, *Serious Yahoo*, were pulled unscathed from the chilly waters of the bay and taken ashore.

If there was any "injury" it was to Dorrington's pride. The collision was as embarrassing for a man of his sailing ability as it was tragic. It was already a miserable day on the water – the sort of day where the sailing is not a lot of fun because Port Phillip Bay was in a wild, wet, cold and windy mood.

However, within a few days Dorrington's mind turned to better things: to warmer climes, a different

style of racing, and a lot of on-shore fun.

He was thinking Audi Hamilton Island Race Week 2014 – Australia's premier, fun-in-the-sun, keelboat regatta where the best boats and most fun-loving sailors get together in August each year for a gathering like no other. He had been there "countless" times before, so, it was little wonder that the incident on the bay left him in no doubt he needed to be there again this year.

Fortunately, his mate, Ray 'Radar' Semmens – who had been with him when the collision occurred – didn't need any convincing either when it came to heading north from Melbourne in August. Semmens owns the Davidson 52, *Prime Example*, and he readily agreed to Dorrington's suggestion that they go to Audi Hamilton Island Race Week 2014.

The entry was lodged, and *Prime Example* became the 50th yacht to be registered – a fact that confirmed the list was growing at the same rate as in previous years where an impressive fleet of some 200 yachts was racing from the island.

"Audi Hamilton Island Race Week is for everyone who wants to have fun and enjoy some of the best sailing there is to be had in the world," said Dorrington, who was the coach for the Australian Olympic Sailing team's Soling class in Los Angeles in 1984. "I really do struggle to understand why Australian sailors want to go to regattas in the Caribbean when everything they seek is here in our own backyard – at Hamilton Island, every August. I can tell you from first-hand experience, Hamo is better."

This will be the first time that *Prime Example* has been at the regatta. Semmens and Dorrington have already assembled a crew of male and female friends who know how to compete on the racecourse, and equally, have a good time ashore.

Audi Hamilton Island Race Week 2014 will be staged from August 16 to 23. The regatta is open to the full spectrum of keelboats, sport boats and multihulls.

The Notice of Race, entry form and regatta information are all available on the regatta website. ⚓  
[www.hamiltonislandraceweek.com.au](http://www.hamiltonislandraceweek.com.au)

**SAIL AND PLAY**  
Now in its ninth year, the Audi Hamilton Island Race Week is for those who like to compete in some of the world's best sailing – and have fun ashore too.



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*German luxury brand, Audi, is back as the headline sponsor for the ninth year at Audi Hamilton Island Race Week in 2014. Audi and the sport of sailing go hand in hand, thanks to a shared passion for winning performance, the use of lightweight and progressive materials in construction, and a love of spirited competition. In Australia, the Audi brand closed 2013 with its ninth consecutive year of growth, supported in part by the Australian sailing community. Throughout Audi Hamilton Island Race Week 2014, the brand will host a range of events and activities on the island for yacht owners, yacht crews and guests to enjoy.*





SEALINK MAGNETIC ISLAND  
RACE WEEK

**SOLID LINE-UP**  
*Quattro, Zoe*  
 and *Reignition*  
 (Foreground) *Zora,*  
*Groove and Never*  
*A Dull Moment*  
 (Background) at  
 Magnetic Island  
 Race Week.

## Magnetic attraction

Entries are rolling in for the eighth SeaLink Magnetic Island Race Week from 28 August through to 2 September, following on from the previous Whitsunday's regatta weeks. By TRACEY JOHNSTONE.

**M**agnetic Island is picturesque as well as challenging. In late August the sun is out, the whales offshore and the island alive with sailors and their friends. The daily parties are a highlight of the regatta as sailors and locals join in on the beach, on the dock and on the street to eat, dance and imbibe their way through the evenings.

On the water, the warm winds of spring are already pumping, ensuring both great sailing conditions and a test for the navigator. Slipping in and

out of the pristine bays, keeping clear of the occasional low-set rock and waving to the spectators on the shore are all part of the excitement of SeaLink Magnetic Island Race Week.

This year's event will be held over five days in seven classes – IRC, PHS, Cruising Spinnaker, Cruising Non Spinnaker, Sports Boats, Multihull Racing and Multihull Cruising. The courses will be a mix of Cleveland Bay races, windward/leewards and the annual highlight, the Around the Island Race.





**WHO'S COMING?**

The entries are already starting to tally up and with *Quest*'s Bob Steel and *Flying Cloud*'s Howard Piggott singing the praises of Magnetic Race Week, the event organisers expect a solid number of entries from south of the border as well as the locals.

In the IRC fleet, 2013 Rolex Sydney Hobart winner *Victoire* leads the way with other Sydney boats due to follow, including *Never a Dull Moment*. These will be joined by Townsville's newest fleet member, the Farr 40 *Guilty Pleasures*, among others.

In Performance Cruising, Townsville's Mike Steel will be on the start line with his new Dufour 36.

The Cruising fleets will have a strong presence this year including Pittwater's Jeanneau 49 *L'Espirt*, Whitsunday's *Storm 2* and a crew from Port Stephens, and a team of southern Dufour owners and enthusiasts heading north.

The first entry for the Multihull divisions is the 14-metre *Resolute* wfrom NSW.

**AN INCENTIVE TO ENTER SOON...**

The chance to win a Volvo Ocean Race stopover experience in Auckland!

This early race week entry incentive is open until 31 July. Entries received between now and 30 June will receive three tickets in the draw. Between 1 July and 31 July, entries will receive two tickets, while entries received after that will receive only one ticket.

The prize is supplied courtesy of Volvo Commercial Vehicles, Antill Marine and SeaLink.

The boat owner will go into the draw to win two prized spots aboard the official Volvo spectator boat for the Volvo Ocean Race 2014/15 Auckland In-Port Race to be sailed on 14 March 2015. Food and beverages aboard will be included as well as a group dinner afterwards.

This exciting prize also includes a flight voucher (to the value of \$1000) and four nights accommodation in Auckland. The winner will be drawn at the Magnetic Island Race Week Presentation Dinner (and must be present to claim the prize).

**SAIL TOWNSVILLE****– the bigger picture**

Sail Townsville's activities wrap around the major event of the regatta, the SeaLink Magnetic Island Race Week. It's designed to broaden the whole experience of racing at Townsville in the late winter period. The forward plan for Sail Townsville is to attract different classes to compete and for the event to expand to two to three weeks.

The 2014 program will include international kite boarding, which will run in the week of Magnetic Island Race Week, a Tasar class championship event and the North Queensland Schools Championship.

**SEASON OF SAILING**

The SeaLink Magnetic Island Race Week is the final event in Tourism Queensland's Season of Sailing promotional program, with the winner of that prestigious award announced at the completion of racing at Magnetic Island. ⚓

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

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Builders of





**O**n the eve of his 50th birthday, Sydney jeweller Julian Farren-Price won the Cruising Yacht Club of Australia's Ocean Racing Pointscore Series (OPS) for an unprecedented fourth successive season with his trusty Cookson 12, *About Time*.



"You couldn't dream about winning four straight – you almost have to pinch yourself to know you achieved it. It's my highlight in sailing and something I'm very proud of," says *About Time*'s owner who counts two Pittwater-Coffs victories amongst other major triumphs.

In fact, Farren-Price has won eight out of the last 10 OPS's with his 14 year old yacht. Standouts were victories against his greatest rival, Dick Cawse (*Vanguard*), who reversed that result a couple of times over the years and challenged Farren-Price like no other. "It's a real shame Dick's not racing anymore," he laments.

To say his start to the 2013/2014 season was below par is an understatement. Away on business, Farren-Price heard that *About Time* and others had retired from the opening race after sailing the wrong course, then fifth in the second race left him on the back foot. But in indomitable fashion, he bounced back to take the series.

It was the closest of shaves, as the final race settled the outcome; Farren-Price won on countback to Olympian David Forbes (*Merlin*).

## JEWEL IN THE CROWN

JULIAN FARREN-PRICE CONSIDERS THE LONG-TIME CREW ABOARD HIS YACHT *ABOUT TIME* THE MOST GLITTERING JEWEL OF HIS CONSIDERABLE COLLECTION. DI PEARSON CHATS WITH HIM ABOUT WHAT MAKES THEM SO SPECIAL AND CAPABLE OF ONE OF THE MOST CONSISTENT WINNING PERFORMANCES IN CLUB RACING HISTORY.

"I'm absolutely ecstatic," Farren-Price said at the time. "We were very lucky to have prevailed by such a narrow margin. David Forbes and his crew have been fabulous opposition all season."

*About Time* also won the ORCi class of the series (for the second time running), from Paul Clitheroe's

**LIKE CLOCKWORK**  
*About Time* and her crew racing on Sydney Harbour, work well under Julian's leadership.

Balance and Darryl Hodgkinson's 2013 Rolex Sydney Hobart winner, *Victoire*.

A week after lifting the OPS trophy, Farren-Price claimed victory in the Sydney Wollongong Race.

I ask the jeweller, whose well-known family business J Farren-Price (home to exquisite hand crafted jewellery and the most exclusive and extensive range of Swiss watches in Australia), how his crew see him.

"They would view me as very focused. I have great concentration – I can get off the boat in say, Coffs, and it's all been a blur because I'm in the moment. I don't take things going wrong well.

"When things are going bad, the crew is used to hearing, 'You're killing me'," Farren-Price says laughing. "They like sailing with me though (I hope), as the boat is always well prepared. I don't hold grudges either – we just get on with it.

"I'm organised and communicate all the time with the crew. One of my weaknesses is that I can beat myself up quite a bit if things aren't going according to plan. I can ruminate on that a bit, but I never give up trying to win and get ahead.

"Lots of little things make the difference in sailing – like going to the wrong mark and then getting fifth. It was a miracle to get to equal points and then to win on countback after that."

The Eastern Suburbs yachtsman also says there are certain practices you carry around to all parts of your life.

"I am very competitive in business and in yachting. I run them the same way. We've expanded the business four times now."

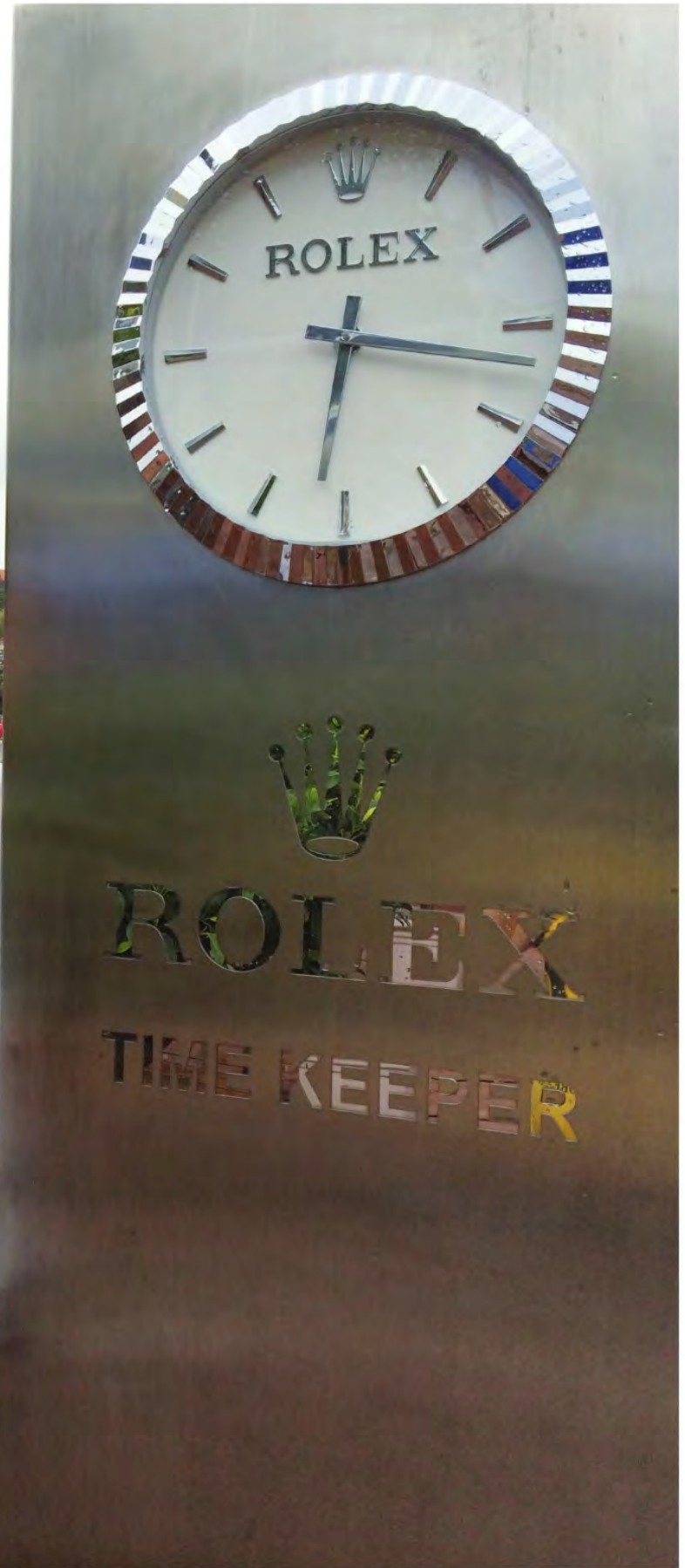
The business was started by the yachtsman's father John in 1942. When John died, his wife Krysten took over. "I'm 2IC (second in charge) – my mother and I work really well together," says Farren-Price, who acknowledges the business has benefitted from John acquiring some of the world's major watch brands, such as Rolex.

"It's been interesting – I've been there 25 years – I've seen a lot of changes in trends and it's been fascinating to watch," says Farren-Price who started his career as a chartered accountant.

"I spent five years doing that. I worked in insolvency and receivership before deciding to give family business a go in 1989. My mother would say she never intended me to go into the family business, but I think that's hogwash. I think my Christian name starting with J is a bit



**TIME OF HIS LIFE**  
Owner/skipper  
Julian Farren-Price  
at the CYCA. Julian  
says he runs the  
family business  
and his yachting  
competitively.





telling,” he says with a smile.

It was John who introduced his son to boating. “He was a very early member of the CYCA with his yacht *Ariel*. In 1964, when I was eight weeks old, he started taking me out on the boat,” Farren-Price recalls.

“My fondest memory as a kid was going to Bayview and the Hawkesbury and going on a motor cruiser dad had there – I had a 10-foot runabout and thought I was king of the world.”

Since becoming an owner/skipper, Farren-Price says: “We’re out to keep the competition on their toes every time we go out there. My core crew of seven has sailed with me for 10 to 15 years. It’s always the team and the team doing their jobs that creates wins.

“You surround yourself with good people, because it only takes one person to take their eye off the ball for things to change. While you do need somebody running the show



for direction and responses, each crew member has different abilities and talents, as mine do, and I’d go anywhere with them.”

However, things do not always run smoothly, as Farren-Price freely admits: “We had a bad time in late 2009 and 2010; it was the most terrible year. We were breaking things on the boat and then Morry (Morrison) died; I still really miss him,” he says of best friend John Morrison, who died suddenly in February 2010.

“Morry had a J35 called *Locomotion* and sailed out of the CYCA. After he died, his daughter gave me a pair of his sailing gloves – I wrote ‘Never Forget’ on one side and ‘Morry’ on the other. I swear he is looking after us.”

Farren-Price says he and the crew used to be pedantic about preparing the boat themselves, “But as I’ve got older, more well-healed and busier, as all people are these days, I’ve paid someone to do it. Some of my crew and I have younger families so we like to spend time with them too.

**VICTORY ‘GONG**  
Wollongong Lord  
Mayor Gordon  
Bradbury and  
Julian Farren-Price  
after *About Time*  
won the Sydney-  
Wollongong Race.



**“I’ve kept an eye out for a new boat, but *About Time* is a hard boat to surpass. Beautifully built by Cookson, not only has she proven very successful racing, but is also comfortable to cruise. It is a rare combination of having your cake and eating it too.”**  
Julian Farren-Price

“I’ve got the world’s best wife. Suzi’s a real giver – and that probably suits me perfectly – because I’m a real taker! She always thinks more of others. The good news is we met while I was sailing, so she knew that was the routine,” says the yachtsman, who has 14 and 11-year old daughters. Both have raced and still cruise with him.

Farren-Price says it had taken a long time to learn to sail his boat: “It needs a lot of tweaking. If you get it right, she sings, but if you get it wrong, she tells you all about it.

“In the race to Lion Island in March I couldn’t keep the boat straight. She told me and I should have known to check the sail settings; so you still make the same mistakes.”

Farren-Price and crew are now preparing for the 2014-2015 OPS. “This is our 14th season with *About Time* – she’s an incredible boat and my crew and I know her strengths and weaknesses.

Keeping him motivated are some sails from Ian MacDiarmid; an A3 that has only seen the light of day

once and a Code Zero that has only been used a couple of times. “Our performance really began to take off when I started using MacDiarmid Sails, their quality and support has been terrific,” Farren-Price says.

“I think the CYCA has made some good moves incorporating a couple of the short offshore races too – mixing up short races with the Wollongong at the end makes the series interesting.”

“I’d like a new challenge though. I’ve kept an eye out for a new boat, but *About Time* is a hard boat to surpass. Beautifully built by Cookson, not only has she proven very successful racing, but is also comfortable to cruise. It is a rare combination of having your cake and eating it too,” he says.

Could the Rolex Sydney-Hobart be a new challenge?

“I know the crew would love to do Hobart on *About Time* and I’ve been told she would make a good Hobart boat. With the 70th coming, it’s very tempting, but this might be one Everest I don’t have the ‘ticker’ to climb,” Farren-Price ends. ⚓



# Noakes

## We'll get you there

Roger Hickman's *Wild Rose* on the first afternoon of the 2013 Rolex Sydney Hobart Yacht Race. *Wild Rose* went on to win the 2013 CYCA Blue Water Pointscore Series.



Jan Mainsbridge

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Plenty of people have passion – for careers, pastimes, hobbies and philanthropic endeavours. But few embody the apparent cliché of “living and breathing” their passion, able to merge all of these facets in one role and inspire a legion of others.

Knut Frostad, chief executive of Volvo Ocean Race has a formidable and frankly intimidating bio.

A former professional offshore and Olympic sailor, Frostad has competed in no less than four editions of the event, dating back to the 1993-94 Whitbread Round the World Race when, as helmsman on *Interim Justitia*, he was part of the crew that finished in second place.

Four years later, he returned as skipper and project founder/director on *Innovation Kvaerner* in 1997-98 and in 2001-02 for the freshly minted Volvo Ocean Race on *Djuice Dragons*. In 2005-06 he was watch leader and technical advisor with *Brasil 1*. He even undertook some of the “colder legs” in the Southern Ocean, spurring on his protégés from more tropical climes.

Twice aboard winners of the prestigious Rolex Sydney Hobart Race in 1994 and 2000, Frostad campaigned as a board sailor for the Seoul Olympic Games in 1988 and went on to represent Norway in the Flying Dutchman class in the Barcelona Olympic Games in 1992.

Born in Harstad, Norway, Frostad has mirrored his successful sailing career in the boardroom. He has a solid business background, has worked in advertising and held a number of director and advisor positions within international companies.

A former journalist, he literally wrote the book on the Whitbread experience, titled *Responsible for the Irresponsible*. In March 2008, he took the helm as chief executive of the Volvo Ocean Race.

For all these achievements and triumphs, Frostad is an amiable, effusive even, interview subject who says he never tires of “the same old questions” about the race he loves.

“It’s never an effort to speak about the VOR,” he assures me over Skype from the Spanish headquarters of VOR. “For me, the allure is that it’s real, not virtual as so many things are these days in the era of so-called reality TV, which is completely constructed. The Volvo Ocean Race is the last great adventure on the planet.”

## THE RACE OF HIS LIFE

THE COUNTDOWN IS ON UNTIL THE OCTOBER START OF THE 2014-15 EDITION OF THE VOLVO OCEAN RACE. CHIEF EXECUTIVE, KNUT FROSTAD REVEALS TO JENI BONE THE UNIVERSAL APPEAL OF THIS VERY HUMAN RACE.

While it’s often referred to with the pithy tagline as “the Everest of sailing”, it’s unlike any other event, in sailing or in the scope of human endeavour.

“Compared to other races or challenges, the VOR is a marathon. It’s so long in time and distance that its magnitude of experiences is tenfold. It tests relationships, stamina, fortitude, focus – it tests everything about what it is to be alive.”

Frostad speaks from harrowing experience. “The worst,” he recounts. “In 1998, we lost a crew member overboard – Alby Pratt, a sailmaker from Sydney, who was bowman on *Innovation Kvaerner*.”

During the third leg across the southern coast of Australia from Fremantle to Sydney, Pratt was washed overboard during a midnight sail change in 24 knots. Fortunately, his emergency personal strobe light made it easy to spot him in the water and he was retrieved in just seven minutes.

“But that never leaves you. It sharpens your senses and makes you realise it can be life or death.”

The broader appeal beyond the sailing fraternity, he explains lies

in the “human journey” of each team, men and women who put their lives on the line against each other and Mother Nature, an entirely unpredictable factor.

“Each crew has a story which is compelling to anybody no matter their culture. Even in China, the story is exciting – sailing around the world, a group living together for 25 days at a time over two years, closer than a married couple, in a small room, with all its dangers. You have to make it work.”

This is where skills as a sailor take a back seat to the discipline of an ocean racer, he asserts. “I’ve seen plenty of Olympic and America’s Cup sailors who can’t last a week. To some extent, ocean racing is an ego trip. You leave your family, job and responsibilities on land and set off. But onboard the boat, you need to be a team player. Everything is transparent onboard. There’s nowhere to hide.”

Most useful are the attributes of self-discipline, self-awareness and the ability to interact with and tolerate others, whatever the conditions. Even share toothbrushes with them?

The legend of shared toothbrushes is true, he acknowledges as teams sacrifice every creature comfort for the slightest weight advantage. “The shared toothbrush is not a myth, but more than being a reality, it’s symbolic of pushing the limits, saving weight to gain speed, the extent to which crews will go over those gruelling nine months.”

Contrary to popular belief, seasoned ocean racing sailors can succumb to seasickness. “Yes, it’s true,” he admits. “I have raced around the world with very experienced sailors who are all out on deck, seasick. I have found if you start a leg in big seas, upwind, most people get seasick. It’s almost unavoidable. The cure? It takes a few days and you shake it off. You wouldn’t be there if it really bothered you.”

In 2014-15, the route will take in 11 cities in 11 countries – Spain, South Africa, United Arab Emirates, China, New Zealand, Brazil, United States, Portugal, France and Sweden. Teams will cover 38,739 nautical miles, which is 44,580 miles or 71,745 kilometres.

The 12th edition of the Volvo Ocean Race will start from the home of the VOR, Alicante, Spain, on 4 October 2014, before heading to Cape Town, South Africa.

Stopovers are scheduled for Abu Dhabi, UAE; Sanya, China – “the best kept secret in the sailing world”;

**EPIC SAIL**  
There’s no other race like the VOR in the world, says Knut Frostad. It’s a marathon – the ‘Everest of Sailing’ which tests relationships, stamina, fortitude and focus.





Auckland “the home of sailing and one of the strongest bricks in the foundation of the race”; Itajaí, Brazil; Newport, USA; Lisbon, Portugal; Lorient, France; before finishing in Gottenburg, Sweden, the home of Volvo, for the in-port race on the 27th June 2015.

Frostad describes the route as “an immense challenge” for the teams.

“When you look at the VOR route over the years, it has always been an evolution with the addition of some new elements. This route gives just about the perfect mix of old and new. From brand new ports like Newport to now familiar stops such as Abu Dhabi, Sanya, Itajaí, Lisbon and Lorient, and classic sailing cities such as Cape Town and Auckland. Add to that the start in Alicante, The Hague pit stop and a mid-summer finish in Gothenburg.

“My only regret is that I’m not sailing the route myself!”

So far, five teams have been announced:

The all-female *Team SCA* is the first all-female team to compete in the race since 2001-02.

*Abu Dhabi Ocean Racing* is once again skippered by Britain’s twice Olympic silver medallist, Ian Walker.

*Dongfeng Race Team* comes from China and is backed by Dongfeng

Commercial Vehiele.

*Team Brunel* from the Netherlands is skippered by race veteran, Bouwe Bekking.

*Team Alvimedica*, with the double flags of Turkey and the USA, are the latest to confirm participation. The youth challenge will be led by *All American Ocean Racing*.

More teams will be announced within weeks.

“We will have seven teams in total,” says Frostad. “Almost as good as the eight we’d hoped for.”

The new one-design Volvo Ocean 65 is the boat that will be used for the next two editions of the Volvo Ocean Race. This radical, high-performance, world-class yacht is a tough, affordable boat designed by Farr Yacht Design in the US. It is being built by a consortium of four boatyards in Europe, which includes Green Marine in the United Kingdom, Decision in Switzerland, Persico in Italy and Multiplast in France.

The first high-performance racing boat was completed and delivered in September 2013, from which point boats have been launched at a rate of one every seven to eight weeks.

The shift to a one-design solution is a radical departure for the race, an attempt at a level playing field, to

**“We can demand new technology, more performance from the boats and biometrics from the bodies of sailors, but we must reduce the barriers to entry”.**

**Knut Frostad**

**BEST OF BOTH**  
The new VOR route, with new ports such as Newport to Abu Dhabi, is a perfect mix of old and new, says Knut Frostad.

ensure affordability and place the emphasis on the racing.

“If it hadn’t been for the new one-design rule, then I probably wouldn’t have done the Volvo Ocean Race again,” says Ian Walker, skipper Abu Dhabi Ocean Racing. “It’s definitely going to be the tightest race in history – it has to be!”

For his part, Frostad is impressed with the new boats. “It’s great to get a better boat. The trend was too light, too fragile, too hard to maintain. The VO65 is stronger, made to take extreme conditions and should do 40 knots of speed. For the first time, they are built around the TV and communications systems – they weren’t clumsily retro fit.”

He is also justifiably proud of the other measures the VOR has introduced to cut costs, including the complete integration of all shore services to reduce team budgets while maintaining optimal performance on the water.

“This race is about people. Once they have the same tools, it comes down to strategy and decision making, not who has the most money.” Sailing has to change, he insists. “We can demand new technology, more performance from the boats and biometrics from the



bodies of sailors, but we must reduce the barriers to entry. Teams can spend between 10 and 14 million Euros over a two-year period. We want to make it accessible to more teams and we want to attract new sponsors. To do that, we have to take a new approach to the boats and their maintenance.

"The Boatyard facility will be a shared maintenance centre that will service all racing yachts and equipment. It has been designed both as a cost-saving initiative and to create a unique attraction for fans in the Race Villages."

Cutting spend is imperative to the longevity of the event, Frostad acknowledges, but ROI, return on investment, according to independent auditors, has been proven to deliver four to five times the investment in media coverage, hospitality, brand awareness and "pride internally in a company".

"Our sponsors have been very positive. Quite a few are back again this edition, including Abu Dhabi and Brunel, which competed in the race prior."

Volvo too has been very satisfied with its leverage of its ownership of the event. "Volvo has been involved since 1997 and naming rights sponsor and owner of the race since 1999. They are very happy.

"The main reason for any brand to be involved in the race is to drive the emotional values of the event within the brand, to charge it with energy and emotion. For Volvo, the race takes the brand far, associates it with adventure, extreme pursuits and opens new markets for its cars, trucks and equipment. For every race, Volvo brings out special edition cars. It has worked very well for them."

Host cities benefit in many ways, each slightly different, again, depending on its marketing aims.

"For Sanya, for example, the aim is to raise awareness of the region as a tourism project. To make it famous! For others, to bring visitors to the marina or sailing precinct, to celebrate the harbour and drive tourism."

There is no denying the economic windfall that host cities enjoy. Guests, visitors, investment, marketing, media, local feedback and satisfaction – these have all been measured and the findings published in the post-event report.

Australia would make an excellent host city, says Frostad with no prompting. "Australia is a great sailing nation and has achieved well above its weight at the Olympics.

**"I followed the Whitbread race when I was young. I saw the sailors and was excited by their stories. I wanted to be a part of that. Now, it's up to us to show children there is a route, and to create the steps between Clubs and the elite level."**

**Knut Frostad**

**BRAND VALUES**  
Knut at the Southern Spars factory says the VOR takes the Volvo brand far, associating it with adventure and extreme pursuits. For every race, Volvo brings out special edition cars.

It's an island, with the roughest conditions, ideal for offshore racing – what better place to start?"

Many teams have tried to put an entry together, including News Corp in 2002, but Frostad is convinced, "the time is right for this new generation of sailors".

"It's a great showcase of a country, attracts high net worth tourism. Australian businesses would be showcased abroad, to China, the US, Europe, and the Middle East. Rugby is good at this, but not to the same extent."

Frostad and the executive of the VOR have had discussions with pivotal sailing identities in Sydney and on the Gold Coast. "There is interest there for sure. Key for us would be that Australia has a team and



then stopovers fall into place. There is no lack of interest.

"Perhaps next time? It takes time. Chris Nicholson is a passionate Australian. I am hopeful his story and the stories of others will motivate the next generation."

Change is already afoot. *Team SCA* is the first all-female team for 13 years, igniting the flame in the next generation of women keen to test their mettle against the men, and the race itself.

"The women in the next edition have probably trained harder than anybody else," says Frostad of the team of 11 gathered from all over the globe, many of them Australian. "They are determined to be the best. That's what the VOR is all about."

Another passion of this animated Norwegian is the legacy the VOR builds for the future of sailing – a

Volvo Ocean Race Academy in each host city. "That's where it all starts," he explains. "We work with local coaches and Clubs with Optimists and clinics for children under 12 years."

Then in a poignant admission, Frostad recalls his own experience, jolted from youthful dissolution by the allure of racing around the world.

"I followed the Whitbread race when I was young. I saw the sailors and was excited by their stories. I wanted to be a part of that. Now, it's up to us to show children there is a route, and to create the steps between Clubs and the elite level.

"We connect the kids with the top sailors at stopovers, involve the kids in the campaigns on the big boats and behind the scenes. We share the magic."

Two hours into the interview, Frostad shows no signs of wanting to wrap it up. I am ready to submit my application for Onboard Reporter, and would do so, were I 20 years younger!

"I can and do talk for hours about the VOR," says Frostad, an accomplished motivational speaker, when I point out that every image of him on the VOR media library shows him arms outstretched, bristling with intent, enthralled audiences.

"His exuberance is contagious," says Christina Gaither, media relations supervisor for the event, whose job it is to manage his time allocated to media. "It's his life," she observes. "Nobody is better suited for the role because he knows from experience and has the business and communications background as well. We are all inspired, every day." ♣

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





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## CRUISING LARGESSE

OUR 2014 SELECTION OF THE LATEST AND GREATEST LARGE CRUISING YACHTS MAY NOT TURN YOU INTO A BLUEWATER SAILOR BUT THESE LUXURIOUS, OCEAN-CAPABLE BOATS HAVE THE POTENTIAL TO TAKE YOU AND YOUR FAMILY TO THE FURTHEST HORIZONS, WRITES KEVIN GREEN.

The 'big four' mass production yacht builders – Hanse, Beneteau, Jeanneau and Bavaria – are steadily edging up in overall length as these leading yards realise they can exploit their economies of scale to offer big value on ever bigger yachts.

"Many of our customers for the new Jeanneau 64 could easily afford a €3million yacht but we're offering the same for well under €2million, fully fitted," said manager Erik Stromberg as we toured the huge French yard for Jeanneau last month. The story will be the same too at sister company

Beneteau who will be announcing its biggest flagship prior to the Cannes Boat Show in September this year. German yard Hanse has stolen the march on the others with the launch of its awesome Hanse 675, included here in our 2014 selection, with local Australian/NZ dealer Windcraft steadily upsizing their customers to larger models, according to managing director Peter Hrones.

You can't deny the efficiencies of these mass production builders but what you can question is how much attention to detail has gone into these big new builds, as high-speed

production lines dictate the outcome. So, it's not surprising that the 60-foot plus arena has been the traditional domain of more specialised large yacht and custom boat builders such as CNB (part of the French Beneteau group), the UK's Oyster Yachts and Nautor's Swan with beauties such as the elegant Swan 80 included in our selection. Another case in point are the respected bluewater cruisers from Amel, a niche French builder with a reputation for attention to detail and solid engineering, such as their unique keel mounted drive shaft and ketch rig to nicely balance the sail plan, optimised for truly short-handed sailing.

### CHECK THE NUMBERS

Choosing a new yacht excites all of us as sailors, so the head and heart often have a tug-of-war in the choice, but always remember to check the numbers to ensure your choice is fit for purpose. For serious offshore passage making, stability ratios are particularly important. Also look at the displacement/ballast ratio and of course the sail area to displacement (SAD) ratio of any yacht you are considering for bluewater cruising.

Narrowing the field further can include consideration of a yacht's likely resale value over time, the charter options and – especially when it comes to large cruising multihulls – the costs of mooring/berthing when in port. For serious cruiser sailors, important features may include an onboard workshop, large storage lockers and fridge space, fuel and water tankage, and any capability that affects how self-contained you will be for that long ocean crossing or for remote island hopping across the Pacific, where equipment including watermakers, generators, 24V power and renewable energy become vital inclusions.

For those cruising monohull sailors who may not yet have experienced the acceleration, top speed and windward abilities of the latest multihull designs, I suggest you ask distributors Multihull Solutions or Multihull Central in Sydney for a test ride on the Catana 53 and Outremer 51 when they launch. These boats can perform at all points of sail while giving large families the ultimate in comfort with single level living on their immense decks.

So, whether you sail on one hull or two, our 2014 Top 10 selection of Luxury Production Boats (following in alphabetical order) should tantalise and tempt you to indulge your cruising dreams!

**NEXT BIG THING**  
Attention to detail on new big builds from the 'big four' mass production yacht builders sees an exciting range of luxury boats, featured here in a Top 10 selection.





*An evolution of the bluewater proven 54, the Amel 55 is a strongly built, dedicated cruising yacht with lots of innovative engineering including joystick controlled sail handling and protected central cockpit.*

## AMEL 55

**A**mel cruising yachts have many thousands of bluewater miles below their sturdy keels so are a favoured yacht among long-term voyagers. Specialist builders Amel currently build two blue water cruisers, the 64 and the 55, which I thoroughly enjoyed sail testing recently (hull #29 of the Amel 55). We should see some Amel yachts cruising our waters shortly, given the recent appointment of the experienced Vicsail as their local Australian agent.

This renowned French yard, based on the rugged west coast at La Rochelle, has been producing

quality cruisers since 1968. The 2013 launched Amel 55 is their latest model development and a highly automated boat designed for couples to manage simply. Around a dozen Amel 55s are built there annually, ever since founder Henri Amel created an easy to sail, short-handed yacht that would induce his wife to enjoy voyaging. On my review sail recently, it took a mere five minutes to set all the sails (on my own), which is impressive on such a large yacht. Designed for long-range cruising, there are plenty of creature comforts built-in as standard on every Amels yacht including a lavish

galley and spacious, comfortable accommodation.

The Berret Racoupeau designed 55-footer incorporates the features core to Amel's popularity with blue water cruisers: a central cockpit, covered helm and ketch rig. Quality deck gear includes Reckman furlers, manual overrides on all electric winches and oversized fittings throughout the boat.

The heavy displacement hull has a skeg-protected rudder, retractable thrusters both fore and aft and the drive shaft is integrated into the elongated keel. A wide stern section includes a large swim platform with optional davits (while the Amel 64 has a dinghy garage). Another seaworthy feature is the four watertight bulkheads in the deep hull and deep engine room well.

The enclosed cockpit has all lines running directly into it, including access to the mizzen sheets and winches, while overhead an electric roof retracts. Below decks there's a forward owner's cabin and two aft guest cabins. One guest berth is a double while starboard side are two singles. The owner's cabin has a large island bed with a spacious ensuite bathroom and separate shower area. Another standout for this boat is the quality of interior finish with mahogany or lighter marbled walnut throughout.

Showing serious blue water credentials the huge saloon is divided into separate, discrete areas, to avoid the acreage of dangerous empty space often found on many boats, so there are furnishings central along with a U-shaped galley. Here a four-burner stove, a dishwasher and large fridge and freezer should ensure oceans are crossed in gourmet style. Similar to the Swan and Oyster brands, the Amel is fully fitted with bluewater cruising essentials such as generators, watermaker, extensive global navigation systems and ancillaries.

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

MODEL	Amel 55
DESIGNER	Berret Racoupeau
LOA	17.30 metres (56.7 feet)
LWL	14.85 metres
BEAM	4.99 metres
DRAFT	2.20 metres
DISPLACEMENT	24,000 kg
BALLAST	5,900 kg
ENGINE	110 HP (keel integrated shaft)
WATER	800 litres
FUEL	900 litres
SAIL AREA	mainsail 47 m <sup>2</sup> , genoa 47 m <sup>2</sup> , mizzen 29 m <sup>2</sup> , staysail option 22 m <sup>2</sup>
PRICE	1.2 million Euro (base boat ex-factory)

**LONG RANGE**  
The Amel 55 is a dedicated bluewater cruiser from this staff-owned French yard. Comfort with a semi-custom finish lends the Amel 55 a traditional feel.





*A pocket superyacht from a yard with a pedigree in semi-custom building with a dedicated owner's layout, expansive deck and lifting keel to maximise sailing performance.*

## CNB 76

Construction Navale Bordeaux (CNB) has been building a wide range of luxury yachts from the old dockyards in Bordeaux since 1987. For maritime tragi-comedies like myself it's a fascinating place to visit as its steeped in wartime history that goes right back to the commercial days of sail when it famously built the five masted France in 1911. More recently CNB established its luxury production yacht credentials with the Bordeaux 60, which became a popular seller for the Beneteau-owned company. But it's probably most well known for custom sailing superyachts with expertise in the 100-foot range of alloy and composite yachts that began with the launch of the beautiful Frers-designed Mari Cha II in 1989. This brings us to the 2014 Cannes Boat Show world premiere of the all-new CNB 76, a large yacht with some design similarities to the new Jeanneau 64; unsurprising as both are designed by the prolific Philippe Briand. The CNB 76 has put a lot of Briand's know-how from the popular Bordeaux 60 and equally from the world of custom superyachts into this elegant 'pocket superyacht' design.

The CNB 76 is built around the owner's family with a separate crew-galley quarters aft and a main deck

that is similarly segregated, which affords a safe working area for both crewed and sailing families. The key attraction of the below deck's space is the spacious deck saloon that is well elevated above the engine room but with the plenty of sound proofing of the 180HP Volvo D4 auxiliary. The owner's family accommodation is all located forward of the deck saloon, with a magnificent master suite in the bow for the owner, the highlight. Separately accessed from the aft deck is a futuristic styled galley, another double cabin and bathroom for crew. Yet more crew bunks if needed are in the forepeak with ablutions, which means the layout is very much of a superyacht style, yet in a manageable 76-foot hull.

Returning to the deck saloon, the area has been custom designed by Jean-Marc Piaton to create an ambience that is opulent but practical – such as a sofa that converts into a cosy cocktail area with armchairs, opposite the large dinette area. Cleverly, the table converts into two coffee tables. There's an aft facing navigation station but the saloon is all about relaxation and views with elongated portlights surrounding the entire saloon and hatches above to create plenty of natural light and almost an on-deck feel.



**BRIAND BRAINS**  
The CNB 76 has many superyacht attributes but in a manageable 76 foot hull. The CNB 76 comes from established French builder CNB, part of the Beneteau Group, with design by Philippe Briand.

Leading off the forward corridor are guest or family cabins with the owner's suite and ensuite positioned at the far end in the bow. It has panelled walls with generous bookshelf space around a large island bed, unusually facing forward for privacy. A portside guest cabin has a large double bed which can be separated into singles if desired, while to starboard there's a further guest cabin for children; fitted with bunk beds and the lower converts into a double bed.

On deck the layout is deliberately minimalist, yet hides away plenty of useful features such as a retractable spray hood and the large offset main hatch means there's space for a dining area in the cockpit, which features a drop-down table that also transforms into the luxury of a large sunbed.

Sail controls are all aft with a centralised mainsheet Harken winch and a pair of primary winches on the coamings beside the outboard located helms, which have stylish gunwale seating that opens up tons of deck space for access to the transom. The conventional Bermudan rig has a staysail and asymmetric spinnaker and there's a carbon mast option to aid this slippery hull if planning to compete in regattas.

The wide stern houses a tender garage for up to a 3.85m dinghy, launched by an electric hoist, while a large hydraulic swimming platform serves as a launching ramp.

The GRP hull is fairly upright with hard chines and plumb bow in the current style. Yet another superyacht appendage is a lifting keel, which is intended to give the CNB plenty of upwind performance and stability while at sea, but also allowing this large bluewater cruiser to enter shallow lagoons and harbours. Twin rudders further reduce the draft while giving lateral control when heeled, which all goes to make this a very practical and desirable yacht.

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

MODEL	CNB 76
DESIGN	Philippe Briand
LOA	23.14 metres / 76 feet
LWL	21.98 metres
BEAM	6.10 metres
DRAFT	3 metres / 9'8 feet
DISPLACEMENT	45,000 kg
BALLAST	15,000 kg
ENGINE	Volvo D4 180HP shaft drive
WATER	1,500 litres
FUEL	2,500 litres
SAIL AREA	Mainsail 60 m <sup>2</sup> , genoa 144 m <sup>2</sup> , staysail 79 m <sup>2</sup> , Asymmetrical 440 m <sup>2</sup>
PRICE	2,070,000 Euro (ex factory, ex tax)





*A 'super cat' with all the luxury trimmings including six cabins and triple level living with an extensive equipment list contained in the hulls.*

## FOUNTAINÉ PAJOT VICTORIA 67

**F**ountaine Pajot are one of the top three catamaran builders in the world, alongside Lagoon and Robertson and Caine, so economies of scale allow them to both innovate whilst producing plenty of new models. The massive Victoria 67 is the very latest example of the French yard's prowess with large catamarans, coming as it does with deck space that would rival a monohull superyacht. Consequently the new boat is ideally suited for accommodating multiple family groups or for the charter market where its predecessor the Galathea 65 predominated. Fountaine Pajot's Sanya 57 model impressed me when I test sailed it in recent times, so I would expect much more of the same with this new, even larger model

– powerful hulls for coastal and offshore cruising with a manageable sail plan and apartment-style living in its spacious saloon. As the new flagship the Victoria 67 carries the largest sail area of the FP fleet, the most interior volume (in up to six cabins) and a luxurious owner's suite taking up most of the port hull.

Penned by Berret Racoupeau naval architects, the Victoria 67 is the company's largest boat so far and comes with three levels – a full-length flybridge and extensive sheltered aft deck with single level saloon, plus the commodious hull accommodation. It is available in two versions – a dedicated owner's 'Maestro' layout or a charter-orientated six-cabin configuration – the Victoria 67 could accommodate

a football team in comfort.

Big boat features include double stairways to the huge flybridge (25m<sup>2</sup>) where a single helm station gives the skipper commanding views forward and surrounding the boat – essential for safely handling the massive twin hulls – with all sail controls leading to here. These include four winches and reefing lines, which have short runs from the nearby mast. Catamarans don't usually come with spar reefing systems so conventional slab reefing is used for the mainsail with a roller furling Genoa forward and an optional gennaker. The upper flybridge deck also houses a wet bar, dining area and acres of seating comprising sofas and benches. The aft section of the flybridge roof is dedicated to an array of solar panels for electricity generation and space for satellite communications and entertainment equipment.

The single level interior saloon has the woman's touch of Isabelle Racoupeau who employed 'urban chic' to create a warm yet contemporary living space. Sensibly this includes an island bench which doubles as seagoing support for guests. With much of the equipment inbuilt, the saloon cleverly hides the U-shaped galley equipment behind lacquered doors and composite surfaces but all the essentials are there – four burner gas stove with electric oven, large fridge and separate freezer, double sinks and space for a big dishwasher. A navigation station forward allows the skipper to control the boat at sea via autopilot and an extensive bulkhead space can house AIS, plotter, radar, camera and other dedicated screens at will. Power is via 12 or 24V circuits, a large genset runs the air conditioning and extensive onboard electrical systems with the twin 110HP auxiliary engines equipped with matching alternators to charge the bank of house batteries.

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

MODEL	Fountaine Pajot Victoria 67
DESIGNER	Berret Racoupeau
LOA	20.44 metres / 67.06-feet
BEAM	9.5 metres
DRAFT	1.55 metres
DISPLACEMENT	21,000 kg
BALLAST	–
ENGINE	2 x 110HP shaft drives
WATER	1050 litres
FUEL	1,400 litres
SAIL AREA	Mainsail 120m <sup>2</sup> , Genoa 77m <sup>2</sup>
PRICE	\$2.4 million (European delivery) or \$2.85 million (Australian delivery)

### TRI LEVEL LIVING

The Victoria 67 is the new flagship of catamaran builder Fountaine Pajot. Up to six cabins are available on the Fountaine Pajot Victoria 67, the company's largest boat so far with three levels.





*A functional and style-setting new flagship with near custom options and Judel/Vrolijk & Co hull that should ensure it's a competent and reliable passagemaker.*

## HANSE 675

The big four European yacht builders are realising their economies of scale to produce larger yachts at sharp prices. Hanse is joining this growing armada with their mighty Hanse 675, a major step up from their successful 630 model of which some 60 hulls have been delivered. The new flagship 675 is due to launch next year.

Early graphics show this Judel/Vrolijk & Co design to be a continuation in form from the prior 630 model with characteristic low profile deckhouse, plumb ends and elongated portlights to enlighten the cavernous interior, which is some thirty per cent larger than the 630. Four layouts and a myriad choice of finishes lend the new boat a real 'pocket superyacht' feel, allowing you to stamp your own flavour on this boat to make it your very own styling.

The standard boat has five cabins and in all options the owner has the forward area as the master cabin. But here again the layout can change with the usual island bed or a side bed plus lounge. Another big boat feature is the optional dedicated saloon with galley separate, so that a professional crew can operate here (while sleeping in dedicated aft quarters) if required.

On deck the lounging space around the main hatch uses GRP bulkheads to separate the sail controls and twin steering binnacles. Ample hull volume allows for a dinghy garage with swim platform. Sail controls again are signature Hanse with self-tacking jib for easy headsail work while the winches on the helm position run everything including halyards, and the powered option is bound to be popular on this powerful cruising yacht.

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



**STYLE TO SUIT**  
German builder Hanse launches its largest yacht – the 675 next year. The Hanse 675 is equipped for bluewater adventures and comes with several design options.

MODEL	Hanse 675
DESIGNER	Judel / Vrolijk & Co
LOA	20.95 metres / 68.7 feet
LWL	18.70 metres
BEAM	5.90 metres
DRAFT	3.00 metres
DISPLACEMENT	32,000 kg
BALLAST	–
ENGINE	D3-150 146 HP
WATER	1,000 litres
FUEL	1,200 litres
SAIL AREA	Mainsail 138.20 m <sup>2</sup> , Genoa 115 m <sup>2</sup> , Jib self-tacking 99 m <sup>2</sup> , Gennaker 286 m <sup>2</sup>
PRICE	\$2.1 million





*A unique concept that has evolved from the popular DS45 makes the Moody 54DS a true deck saloon yacht that will appeal to motor boaters and sailors alike.*

## MOODY DS54

The genuine deck level saloon of the Moody DS54 creates a yacht with wide appeal, one that the motor yacht owner as well as traditional sailor can appreciate. This was what impressed me the most when I sailed Moody's smaller DS45 and the same functional layout is found in this new model from the traditional British brand, owned by Germany's Hanse Group.

Peter Hrones of Australian distributor Windcraft will be expecting the same warm reception in Australia for the new Moody DS54 that was unveiled at this year's Dusseldorf Boat Show and he shares some of the design credit for the new model along with Bill Dixon and hull specialists Judel/Vrolijk & Co.

With its longer waterline of 17.15m the DS54 offers faster passage

making while costing substantially less to buy than the flagship DS62. Accommodation comes in three layouts with two amidships cabins and a third aft, but in all layouts the owner's suite is located forward with the galley available aft longitudinally in the deck saloon or down below. A forward facing navigation station is equipped with power controls, so combined with the autopilot you can easily drive from inside the saloon, especially welcomed during inclement weather or to make small course adjustments without the effort of heading outside. The tall topsides of the beamy hull create enormous interior volume, which allows for a crew cabin in the forepeak of the DS54.

On deck a GRP bimini over the cockpit creates a sheltered dining area with direct walk-in access to the saloon and which is nicely separated from the helm positions where you step up to the twin binnacles – allowing you to see past the tall saloon – something I was particular to check when I sailed the DS45. The coach roof located mainsheet block and traveller leaves the aft deck area clear and safe for kids to roam and with the boom is safely beyond head height of the tallest aboard.

Initial information shows the sail plan to be cutter with masthead rig, which should allow for a self-tacking jib or a Genoa/staysail combination and in-mast furling is an expected option. Electrically powered options are available for the headsail and sheet winches making this boat easy to sail short-handed and all done from the sheltered aft cockpit.

Windcraft are expecting a Moody DS54 to be delivered in time for the Sydney International Boat Show in August and as a sign of their seaworthiness the boat plans to enter the 2014 Rolex Sydney Hobart Yacht Race in December.

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

**INSIDE CONTROL**  
The Moody DS54 is a spacious deck saloon and larger version of the popular DS45, fitted with a forward-facing navigation station inside the saloon.

MODEL	Moody DS54
DESIGNER	Dixon, Judel/Vrolijk & Co and Hrones
LOA	17.10 metres / 56.1ft
LWL	15.55 metres
BEAM	5.20 metres
DRAFT	2.65 metres
ENGINE	Volvo D3-150 150HP
WATER	810 litres
FUEL	520 litres
SAIL AREA	Mainsail 81.50 m <sup>2</sup> , Genoa 79 m <sup>2</sup> , jib 65 m <sup>2</sup> , gennaker 200 m <sup>2</sup>
DISPLACEMENT	24,500 kg
BALLAST	7,000 kg
PRICE	\$1.275 million





*Combines speed and comfort in a stylish French-built catamaran that could attract the monohull sailor seeking more speed and space for bluewater passagemaking.*

## OUTREMER 51

Outremer has been building fast cruising catamarans for 30 years and I was particularly impressed to inspect its stylish 5X model, a 59-footer with the specifications to make cruising both comfortable and quick, when visiting their French yard in La Grande Motte last year. Outremer catamarans can be called

niche market boats as their output is relatively small with only 200 hulls produced, but these are discerning boats with the 5X model winning European Yacht of the Year 2013 in its category, beating stiff competition from the major manufacturers.

The smaller Outremer 51 launched in Cannes last September looks to be more of the same as it is an evolution



**SPEEDY CAT**  
The new Outremer 51 combines sleek finishes from auto industry design star Franck Darnet with performance upgrades.

of the award-winning Outremer 49, which also won European Yacht of the Year in 2010. The new 51 brings a raised level of refinement with a new interior design by auto industry supremo Franck Darnet, a slicker topside finish and performance upgrades. Also impressed with this brand is Sydney's Brent Vaughan who secured the dealership for Outremer last year for his Multihull Central business, which he says is the only marina dedicated to catamarans. "We see the Outremer as being the next step up for our Seawind owners who want more performance," he told me.

The notable features of the new 51 include an extended hull with a larger boarding platform on the transom steps, new hull styling including the coachroof and a new fibreglass hardtop over the cockpit. Outremer's famous carbon tillers and helm seats remain – the bucket seat is the same one used on ORMA 60s such as Sean Langman's Australia One. The Outremer sailing performance comes from the strict weight-monitoring regime throughout the manufacturing process that sees the Outremer 51 weighing in at just 10 tonnes. The twin daggerboards ensure good pointing to windward and the sail plan comes with Genoa, staysail and is set up for a cruising chute too.

The design of the new 51 model has an impressive choice of layouts – 'Family' which includes a child's berth in the owner's hull; 'Owner' which takes up the entire starboard hull; and 'Club' with four cabins, two per hull. The deck saloon layout includes the galley on the port quarter with U-shaped seating for six in the lounge and featuring polished cherrywood joinery. A sizable chart table adjoins the lounge in the starboard forward quarter, which gives the navigator extensive views all round this high performance 51-footer.

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

MODEL	Outremer 51
DESIGNER	Barreau and F. Neuman
LOA	15.27 metres / 50.1 feet
LWL	–
BEAM	7.45 metres
DRAFT	0.95 to 2.35 metres
DISPLACEMENT	10,000 kg
BALLAST	–
ENGINE	2 x 40HP saildrives
WATER	–
FUEL	–
SAIL AREA	Mainsail 85m <sup>2</sup> , Jib 40m <sup>2</sup> , Gennaker 110 m <sup>2</sup>
PRICE	AUS\$895,000 ex factory delivered in France (subject to exchange rates)





*A pedigreed blue water luxury cruiser with plenty of substance and style from the renowned British yard.*

## OYSTER 745

British-built Oyster yachts have been trusted by bluewater sailors for more than 40 years and continue to produce these luxury cruising boats in considerable volume despite the harsh vagaries of the global economy. These days the latest Rob Humphrey's designs are all produced from Oyster's UK yards, after a short period also building a couple of the larger Oyster models in Turkey. However, the UK is where all models are currently built and the elegant new Oyster 745 will launch from there in 2016, says managing director David Tydeman. "We've sold three already before we've even done the tooling, so we're very pleased," the UK-based David Tydeman told me. Replacing the popular Oyster 725 – which sold 16 hulls – the Oyster 745 design is based on a new hull with distinctive low-slung deck saloon. This new model is offered with a range of four or five ensuite cabins amply lit by large portlights and topside hatches suited to tropical voyages. A large aft owner's suite illuminated by the Oyster's signature 'seascape'

vertical hull windows (also seen in the cavernous saloon) uses the full 5.91 metre beam, while providing intimate privacy as it's positioned well away from the lounge and galley area. With a yacht of this size owners may also choose to charter it out occasionally, so forepeak crew space can be customised to accommodate additional deck and galley staff.

The 745 shares a similar 'short-handed' sailing philosophy to the Amel, with fully automated sail handling just one option in the choice of rigs available. The sail plan can be optimised for speed or short-handed sailing; from carbon rigs and fully battened main to cutter and joystick furling. The teak decks are uncluttered with all lines running beneath deck to the twin helm binnacles, well aft of the cockpit lounging area around the main hatch, which includes a wet bar. At rest there's a hydraulic platform for bathing and tender berthing, plus plenty of flat sunbathing space.

Oyster's twin-rudder hull configuration from naval architect Rob Humphreys – already proven



**HULL-O THERE**  
The 745 deck has a separate navigation and lounging space. The British-built Oyster 745 debuts in 2016, when three hulls will launch.

on the recent 885 and 825 models where it has reduced weather helm and improved pointing ability, while giving better form stability with the beamier stern sections – also helps general manoeuvring on this large yacht. An optional centreboard and shoal draft keel version allows easy entry into those shallow tropical lagoons, while the standard deep fin keel version maximises the sailing performance of the powerful GRP hull for those long ocean passages commonly sailed by Oyster yacht owners and their crew.

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

MODEL	Oyster 745
DESIGNER	Rob Humphrey
LOA	22.74 metres / 74.7 feet
BEAM	5.91 metre
DRAFT	3.10 metres deep, 2.1m / 4.75m with centreboard
DISPLACEMENT	52,600kg deep keel, 57,000kg centreboard
ENGINE	–
WATER	–
FUEL	–
SAIL AREA	278.8 m <sup>2</sup> total
PRICE	POA





*A quality Italian built performance cruiser with a high build standard and stability ratio that will reward discerning owners, whether cruising the coast or on the racetrack.*

## SOLARIS 58

The Italian Solaris boatyard has a 35-year history of building sailing yachts from 36 to 76 feet that were traditionally made to a high custom finish. But in recent years the Venice-based yard has shifted up a gear to produce fast, mid-sized production cruiser-racers that look elegant as well as lavish inside. The company has collaborated with famous designers including Bill Tripp – who drew their Solaris 44 – and more recently the prolific Argentine naval architect Javier Soto Acebal. Like countryman Juan K. he's penned plenty of fast and stylish yachts during his career including stylishly minimalist Wally yachts, lean TP52s and a flotilla of mid-range, cruiser-racers similar to the Solaris 44 and 42.

So, the 2014-designed Solaris 58 comes with plenty of yachting pedigree, which is something that attracted Peter Hrones of Windcraft Australia to distribute this premium Italian brand alongside his mainstay Hanse Group cruisers.

Similar in character to the smaller Solaris 42, the new 58 will attract the performance sailor because the key ingredients are there: a high ballast ratio thanks to a deep lead bulb, keel-

stepped mast and a relatively modest beam in a light and strong vacuum-infused hull, which should give good windward performance when coupled with its powerful rig and sail plan. Yet below deck the three-cabin layout of the Solaris 58 looks stylish and most comfortable for families as there's plenty of luxurious features fitted in between the racy plumb bow and open transom.

On deck, sail controls are nicely separated from the forward lounging area of the teak clad cockpit, while hidden halyard runs along with flush deck hatches give that 'Swan-like' Euro sophistication and flavour. The wide open cockpit is functional with twin binnacles ahead of twin sets of winches, as well as the full width mainsheet track announcing this as a performance yacht.

Down below, the three-cabin layout has the ensuite owner's suite forward with twin cabins aft (all with ensembles), while the forepeak houses crew quarters or a sail locker.

A choice of quality interior finishes include a matching grain oak with semi-gloss around the U-shaped couch with lounge opposite to port, which usefully has a cocktail table. The tables are crafted of solid wood with large moulded handholds and

rounded corners. There's a full size starboard chart table but the galley location is unusually located athwartships between the forecabin and lounge.

Structurally the near 60-foot hull looks as stiff as the smaller Solaris models, thanks to the main bulkheads being bonded while the deck is composite sandwich. The hull and deck are of vacuum construction (type PVC Airex Core) in E-glass and the keel-stepped mast connects to a steel base bedded on a GRP support which is connected to the longitudinals bolted to the hull. Stiffness is further enhanced by a deep lead-bulbed keel that should support a sizable racing sail wardrobe typically comprising a 112% Genoa and masthead assymetrics and a self-tacking jib and staysail, ideal when sailing short-handed. Steering gear is quality Jefa linkages attached to a balanced GRP, foam cored spade rudder, so the Solaris 58 has the credentials to be a fast and strong bluewater cruiser and doubles as a competitive regatta circuit racer.

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

MODEL	Solaris 58
DESIGNER	Javier Soto Acebal
LOA	17.45 metres
BEAM	5.04 metres
DRAFT	3.20 – 2.80 metres
DISPLACEMENT	19,700 kg
BALLAST	7,260 kg
SAIL AREA	Mainsail 102m <sup>2</sup> , jib 78 m <sup>2</sup> , gennaker 266 m <sup>2</sup> , Code Zero 168 m <sup>2</sup>
PRICE	From \$2.1 million

**ITALIAN CRUISER**  
The Italian built Solaris 58 is a stylish, premium performance cruiser.





*Superyacht attention to detail combined with the popular 80-foot Frers designed hull makes the new Swan 80RS a classy and fast luxury cruising yacht.*

## SWAN 80RS

**N**autor's Swan continue to produce premium quality performance cruising yachts from their remote Finnish yard, a most amazing location in the far north of the country where the Baltic Sea freezes over each winter. Craftsmanship and dedication to detail combined with the latest hull construction maintains Swan's leading edge and the 80-foot category has long been a sweet spot for the brand and its famed designer German Frers.

Another trademark feature for Nautor's Swan that has continued with the brands current Italian owners is the practice of supplying fully fitted-out boats. Each Swan comes including everything from air conditioning, generator, watermaker, navigation electronics and automated controls systems – in one integrated package.

The new Swan 80RS, which succeeds the popular 82, contains all of this in a raised deck saloon that provide elevated views while relaxing inside.

An evolution of the 2011 Swan 80 hull, the new RS model follows on from the S and FD (flush deck versions). All Swans are built with sailing performance in mind, which means you can outrun the weather if you need to during that family cruise and they are consequently popular regatta week boats. The latest boats are constructed of carbon-fibre for optimal strength and light weight for their hull, deck and spars, so the essential difference between modern Swan models is onboard space. The RS variant is for cruisers who are equally interested in creature comforts as performance, with four cabins aboard instead of three as seen on the FD version.

Below decks the galley is forward, leaving a dedicated saloon area for lounging and dining, which is naturally illuminated by large deckhouse windows. Privacy is good for the owner with the aft section of the yacht dedicated for the owner's suite with a queen bed and large ensuite, while three guest cabins forward of the saloon house family and guests, with the forepeak accommodating the crew or rowdy teenagers.

The relatively lightweight carbon hull of the 80 RS uses unidirectional fibres for a strong and stiff structure while having a high ballast/displacement ratio to handle a powerful rig and large sail area. The standard deep draft lead keel is also available as a shoal draft option for access to shallow anchorages. Construction is via Nautor's Swan's patented SPRINT laminating process as proven on the Swan 60 and the flush deck version of the Swan 80.

On deck Swan's signature uncluttered layout has all lines running in gutters where they lead to the stepped-down aft navigation area with twin binnacles with sheet winches in front, which creates a safe relaxing area around the main hatch for guests, and a separate operational area aft. Just open the large transom hatch to liberate a tender from the dinghy garage for that run ashore.

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



**SWAN STRONG**  
The Swan 80RS (raised saloon) is the iconic Finnish builder's newest model made of carbon-fibre for optimal strength. (Swan 80 FD pictured).

MODEL	Swan 80RS
LOA	25.08 metres / 82.28-feet
LWL	22.19 metres
BEAM	6.08 metres
DRAFT	4.00 metres
DISPLACEMENT	35,900 kg
BALLAST	14,200 kg
ENGINE	Steyr SE196 E 35 190 HP
WATER	1,100 litres
FUEL	1,500 litres
SAIL AREA	Mainsail 188.6 m <sup>2</sup> , Genoa 150 m <sup>2</sup>
PRICE	POA





*The Xc-50 is a proven performance cruiser from the renowned Danish yard with quality deck gear and intended as a fast bluewater passage maker.*

## X-YACHTS XC 50

Premium performance cruisers have been exemplified by the X-Yachts brand for several years now, since the Danish builder launched its dedicated Xc cruising range. Bringing the rigorous build quality that it was known for in its main business – performance yachts – to the cruising range has successfully opened up a new market and the Xc50 is its flagship boat in this range (comprising the 38, 42 and 45). Having sailed several of these modern X-Yachts, I find they never fail to convince me of their quality,

something that can't be said for all in this category. Of course this comes at a price as well as a particular focus that may not suit every potential owner.

This flagship model delivers plentiful space and big boat features such as 24V power, a wide range of layout options and long-range cruising capabilities. For docking and ease of marina handling a retractable MaxPower bow thruster is available. Sail handling aboard the Xc50 is done via high quality Andersen gear while the standard alloy rig comes with rod shrouds. A flexible sail plan

for the Xc50 can include in-boom furled main, self-tacking jib as well as conventional roller furling genoas (140 or 106%). Classic design features abound on deck such as stainless Dorade vents for maximum ventilation and a full teak deck option for style and barefoot comfort.

The layout has three cabins, all ensuite, with owner's suite forward. Usefully, there is choice of a larger galley instead of a third head, which is a good option for long-term cruising couples. A fairly conventionally laid out saloon has a dinette with bench while opposite the lounge is well ventilated with several elongated opening portlights. A good feature in the navigation table is a protruding bulkhead with plenty of room for housing the Raymarine plotter and instrumentation, rather than the equipment fighting for side bulkhead space as on many yachts. A similar bulkhead gives the galley extra cabinet space and nicely breaks up the high general volume of the saloon.

Overall hull shape of the Xc50 is fairly contemporary with little overhang and plenty of beam running fully aft. Hull construction is of traditional GRP/vinylester with a foam core. Interesting features include transom hatches that provide copious storage either side of a powered swim platform, while davits are available for carrying a dinghy. For the underwater hull profile X-Yachts deviated somewhat from their traditional Performance and Racing ranges. The Xc range has deeper V-shaped hulls, unlike the more slippery U-shaped hulls of their performance brethren, while a sturdy internal steel grid locates the keel, mast and rigging for strength and rigidity. The keel uses a lead bulb on a cast iron shaft, thereby keeping the weight low and resulting in a high ballast ratio, always a positive for serious cruising boat.

[www.x-yachts.net.au](http://www.x-yachts.net.au)

MODEL	X-Yachts Xc 50
DESIGNER	X-Yachts
LOA	14.99 metres / 49.18 feet
LWL	13.51 metres
BEAM	4.60 metres
DRAFT	2.35 metres
DISPLACEMENT	Light 16,085 kg
BALLAST	6,970 kg
ENGINE	110 HP
WATER	800 litres
FUEL	600 litres
SAIL AREA	
	Mainsail 73.1 m <sup>2</sup> , Self-tacking Jib (94%) 53.3 m <sup>2</sup> , Genoa (106%) 60.1 m <sup>2</sup> , Assy. 180.0: m <sup>2</sup>
PRICE	\$1.1 million

**THE X FACTOR**  
The Xc-50 is specified as a stable cruiser with quality deck gear and intended as a fast passagemaker.



Versatility is a good facet to have in many things so it's unsurprising that the new Beneteau Oceanis 38 has it in abundance, with no less than three versions in the same hull available; a major reason for its recent European Yacht of the Year award.

The traditionalists can choose the fully fitted 'Cruiser' interior, while those with occasional regatta ambitions may opt for the lighter weight and less costly 'Daysailor' version. Then there's the three-cabin 'Weekender', which has only the overnight basics but here again there's versatility because you can retro fit any modular components you like as required. So for instance, if the family decides a hot water system would be nice to have aboard, just speak to your local Beneteau dealer, and it can be installed for you. Now that's after-sales service.

Our review boat was the Cruiser version with forward bulkhead removed – or, for an extra 500 Euro and 30-minute effort, a bulkhead can be installed that includes a normal doorway. Beneteau's marketing product development manager, Thomas Gaillard, says that sales of the Oceanis 38 have so far been 70 percent for the Cruiser version, 29 percent for the Weekender and only one percent for the fully 'stripped-out' Daysailor.

Apart from the significant cost savings that come with the minimalist interior choices available – suggesting the new 38 could well entice first-time yacht buyers – weight is also a variable factor in the new boat. This was a major part of the design remit, said designer Pascal Conq as we sat aboard in the Mediterranean port of Majorca talking about his latest creation.

"The design was quite challenging because of the different versions, and the 500kg weight difference changes the waterline, so there were a lot of calculations," explained Conq.

"These calculations were done using the same fluid dynamic software used by the Oracle Team USA America's Cup team and the number crunching created a 3D software model that went straight into the mould configuration for the new model," he explained.

The Finot-Conq design house's reputation is legendary, including a win in the prototype of the 2013 Mini Transat, so efficient yachts are their 'raison d'être'. "It doesn't matter if it's just a cruising boat, it must sail really well," added Conq as we





KEVIN GREEN

# THE VERSATILE INNOVATOR

COMBINING INNOVATION AND FUNCTIONALITY, THE CUSTOMISABLE  
BENETEAU OCEANIS 38 SHOULD WIN PLENTY OF FOLLOWERS,  
WHETHER CRUISING OR RACING, REPORTS KEVIN GREEN.

LS W 10446

**BEST OF BOTH**  
The Oceanis 38  
is a deserved  
award winner  
as it combines  
successfully  
innovative design  
with performance  
and comfort.





checked out the vast cockpit of the Oceanis 38; the largest in this class of yacht, aided greatly by the vast beam.

Regular design collaborators Nautica Design – whose craftwork added flair to the Sense range – handled the detail of decks and saloon with their styling showing clearly on the Oceanis 38. There's deep, wide cockpit seats with optional teak cladding, which felt and looked great on our review boat – hull number four of an estimated 70 Oceanis 38 hulls built so far in France, with more being built in Beneteau's USA yard.

The vast cockpit has a functional layout with electric primary Harken 46 winches positioned close to the dual helms, while the GRP mainsheet arch ensures the main track is out of harm's way for those family day sails and controlled by another electric H40 with manual H40 starboard. A large sprayhood integrating with the GRP arch is a popular option and offers great protection when sailing upwind, but the downside will be significant windage, so perhaps wise to drop it whilst racing. The arch can be optioned out in the Daysailor version.

However, a great cruising

advantage of the sprayhood is it creates a sheltered space at anchor, where you can also drop down the aft swim platform (with integrated life raft locker behind) for a relaxing and convivial cockpit space. The only item of the cockpit that I would rethink was the main hatch with its saloon-style perspex doors, which are either fully open or shut, rather than a more seaworthy sliding hatch that is adjustable.

#### DOCK&GO

The twin wheels and binnacles are ideally located well outboard with optional lift-up bench seats. For the 'newbie' sailor, Beneteau's 'Dock&Go' pod drive can be optionally fitted to the 30-hp diesel motor, giving plenty of confidence when manoeuvring the boat in tight marina berths. My only real complaint was the location of the B&G plotter at knee height requiring your hand to go between the stainless spokes of the Lewmar starboard wheel. For electronics, the advanced, new B&G H5000 SailSteer screen on the plotter might be daunting at first for the cruising sailor but it's an effective steering aid, advising lay-lines, tide and even wind shifts.

Moving around on the decks proved fairly easy when I took the Oceanis 38 to sea – with outboard shrouds, midship cleats and flush Lewmar hatches – and there is plenty of space forward for relaxing or preparing for mooring. A good anchor configuration includes double bow rollers, a vertical 1000W Quick windlass/capstan and deep chain locker to avoid jamming.

The review boat was heavily optioned up and included a versatile sailplan on the Z-Spars alloy rig. The Code-0 came in very handy during our sail while the Genoa coped with the heavier conditions. Conventional slab reefing on the mainsail is fine on this size of boat, as the Dacron Elvestrom mainsail can be handled easily with the lazyjacks and sailbag setup. But in-mast reefing is also available on the Oceanis 38, along with a self-tacking jib allowing for really simple sailing. Standing rigging has outboard wire shrouds (on rather small bottlescrews) and an adjustable backstay was fitted to our review boat. A teak toerail and optional teak decks along with the navy blue hull of our review yacht presented a very stylish appeal.

**CLEAR VISION**  
Despite the enormous (and protective) sprayhood, views forward from the helm are good on the Oceanis 38.



**YOUR BOAT, YOUR RULES**

The open plan interior layout of our review yacht combined with the large rectangular portlights in the hull create a very airy interior feeling, which is dominated by the centrally-located mast compression post above the keel, so as the rig position is nearly directly in line with the yacht's centre of effort.

A three-cabin layout (with open plan queen sized bed forward) felt spacious throughout, as there's plenty of internal volume (1.95m headroom) with copious beam aft. The longitudinal galley to starboard features a two-burner stove/oven, a deep sink and 130-litre fridge, while opposite a U-shaped dinette affords sea level views for the six seated, plus two moveable stools. Sharing the aft bench, the skipper lacks a backrest when sitting at the navigation table but apart from that it's an effective

workspace with overhead locker space and bulkhead room for additional navigation screens.

Along with Italian designers Nauta, the prestigious Longchamp was also engaged to create stylish optional storage in the shape of rollout cases that are portable so you can travel to the boat and then hook-up your luggage – a smart idea for the busy, modern owner.

As mentioned, upgrades to your Oceanis 38 are available as Beneteau's modular build concept will allow the addition of, say, a full stove/oven to the Daysailer version or a cabin conversion to the Weekender version, so these versatile boats can change as your family needs evolve.

For engine access and periodic maintenance, I found it easy to lift the companionway steps to reveal all the key parts of the Yanmar saildrive with clear access to both sides in the

**WITHIN REACH**  
Both power and sail controls are conveniently placed at the outboard helms on the Oceanis 38.

engine room space. All three batteries are nearby – in the port cabin – and are set low in the hull.

The single bathroom aboard is to starboard and has a large shower space and moulded tray for easy cleaning, with a manual head / toilet and the obligatory opening hatch for fresh air.

The standard of finish throughout the Oceanis 38 is good, as you'd expect from the world's largest yacht maker, with smoothly rounded Alpi Blond Oak joinery and CNC-machining means there'll be little if any variation in the components.

**HARD CHINED HULL**

Known for his many performance sailing boats, including the race-winning Pogo, designer Pascal Congq has created a modern family cruiser with stability coming from a wide beam and modest sail plan, packaged

In-mast reefing is available on the Oceanis 38, along with a self-tacking jib allowing for simple sailing.







**DESIGN DETAIL**  
Below: With three interiors (Cruiser pictured with missing bulkhead) the Oceanis 38 can be a Daysailer, Weekender or Cruiser. Right: The chart table adjoins the single bathroom with mast compression post a useful handhold in the middle of the saloon.



Regular design collaborators Nauta Design handled the detail of decks and saloon with superior styling.







in a lightweight hull for fast coastal cruising. The hull maximises the waterline with a T-keel to improve stability and twin rudders to manage that considerable beam aft. The challenge with so much beam is an increased wetted area that can easily translate into drag, but hard chines on the new 38 tuck the aft quarters in while aiding directional stability. "We advise 15 to 20 percent degrees of heel, which brings the chines onto the waterline," commented Conq. The build process for the Oceanis 38 uses the latest infusion technique with solid GRP underwater and balsa sandwich in the topsides, plus a solid GRP internal lining.

**EASY SAILING**

Motoring out of the busy Palma harbour I pointed the Oceanis 38 into the easterly sea breeze then gave the helm to my host, Thomas, while I wound the halyard on the electric H46 to quickly hoist the mainsail. Going off the breeze I unlocked the Genoa outhaul and pulled the sail out easily then clicked the electric primary winch to trim before taking the helm again. All done in barely a couple of minutes and without breaking any sweat whatsoever. I was anticipating a rather dull performance in the lighter airs with the drag of the hull and twin rudders, but was pleasantly surprised to feel the Oceanis 38 pick up speed strongly

to reach 6.1-knots boatspeed in the 15-knot breeze as I pointed upwind at 41-degrees.

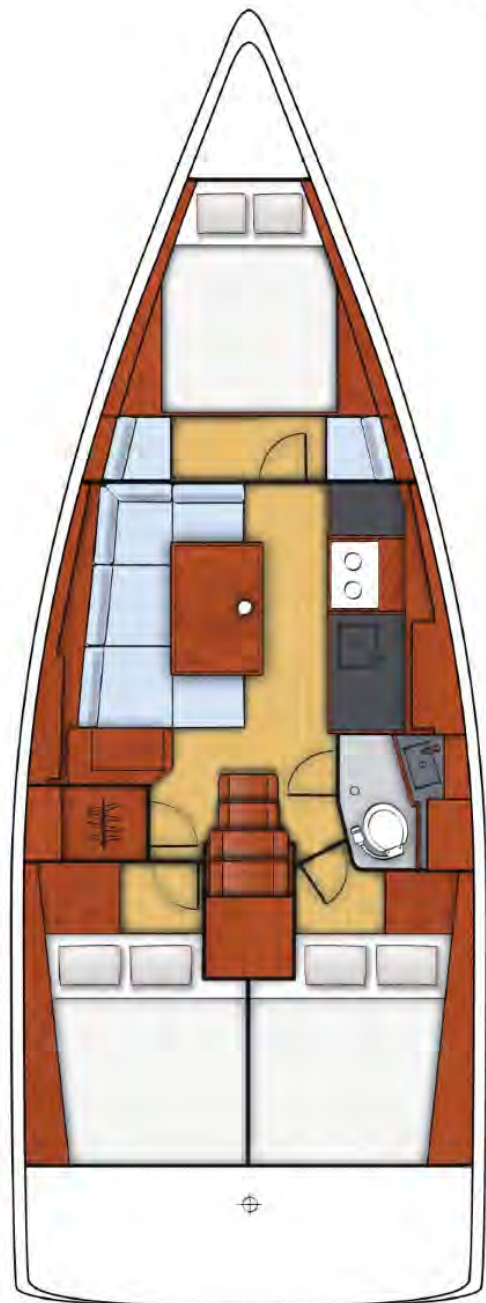
The rack and pinion steering was tight and light, with enough feel and balance to make helming a joy (rather than clicking on the B&G autopilot and retiring beneath the cosy sprayhood). Tacking showed the value of the twin rudders with a sharp, pronounced movement to the wide hull and I could easily pull the primary sheets from my helm perch. As we departed the coast we left the seabreeze so it was time to pull the Code-0, which unfurled readily after the two control lines were pulled from their jammers.

Again little sweat but a big boost to our performance in the dying 9.3-knot breeze as we skipped along at an impressive 6.8-knots with the lighter air allowing me to push the big headsail right up to the wind, to nearly 45-degrees. After discussion Thomas and I decided to gybe the Code-0 without rolling it and this worked with just a bit of help to push it around the forestay, and we were on our way back with the plumb bow lined up on the magnificent Palma cathedral. Approaching the harbour with sails furled I unfolded the propeller with a click of the electronic throttle as I cranked the 30-hp Yanmar to maximum revs, reaching 7.8-knots at 3,100-rpm, before throttling back to a more comfortable and economical 6.5-knots.

In the harbour awaited the final test for the Oceanis 38, and one that other twin-ruddered Beneteau's have not excelled – reversing under power. I braced myself at the helm as the 38 began moving astern, parallel to the ancient stone harbour wall, but nothing untoward happened as the boat obediently tracked straight and true, showing that the twin rudders were shaped and balanced in a fairly modest and manageable configuration.

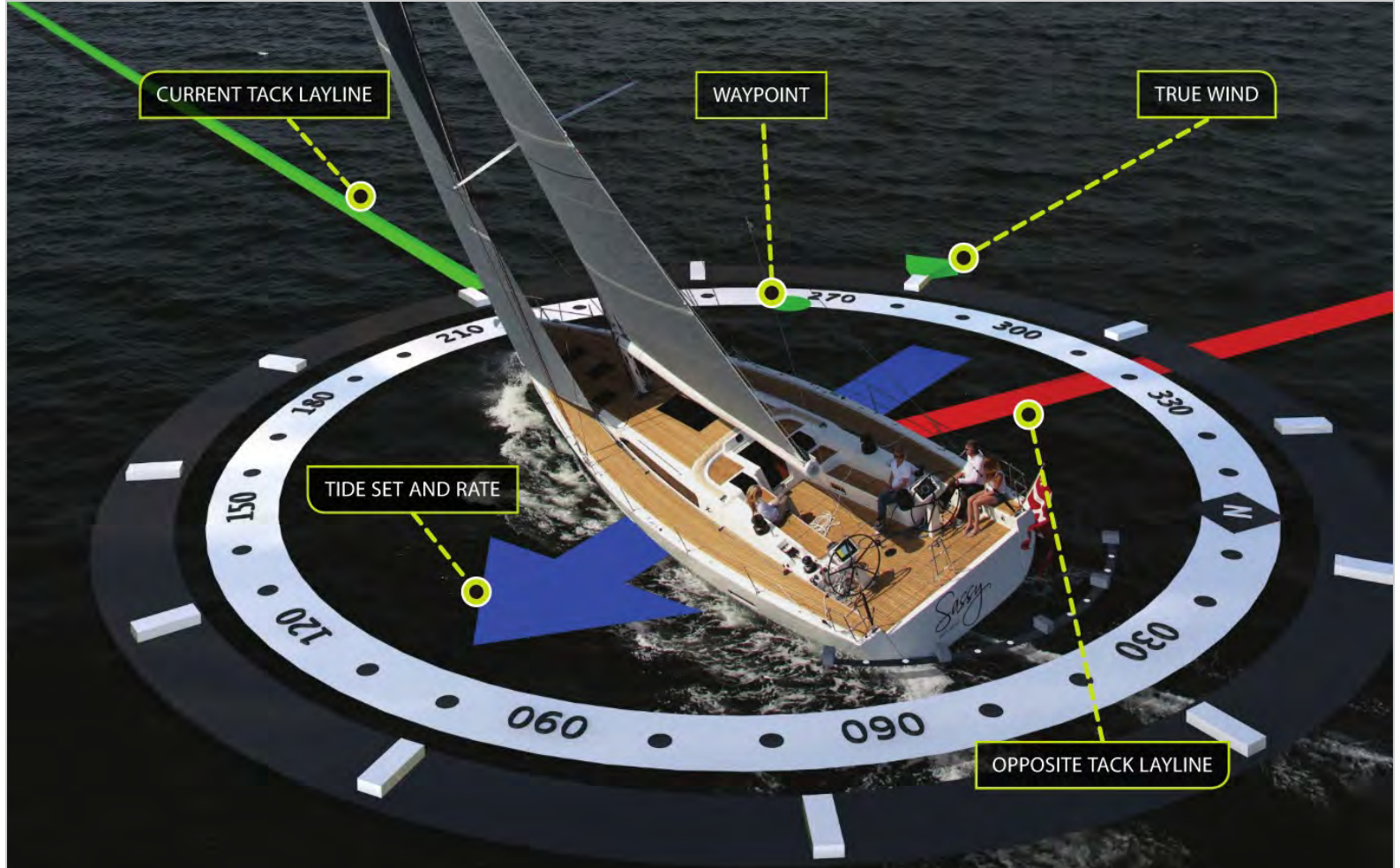
As this boat was festooned with manoeuvring aids, I then had the choice of nudging the bowthruster to adjust my way or using the joystick on the 'Dock&Go' pod gearbox; the latter a great comfort for new sailors in tight spots.

Clearly the appeal of this versatile new Beneteau is much wider than those new to yachting, so it should equally appeal to cruisers, weekend and twilight club racers, and those who are looking to do some coastal cruising in a yacht that is easy to sail and affordable to own and operate. ⚓ [www.beneteau.com.au](http://www.beneteau.com.au)



MODEL	Beneteau Oceanis 38
BUILDER	Beneteau France (and USA)
COUNTRY OF BUILD	France and USA
DESIGN	Finot Conq
INTERIOR DESIGNER	Nauta
LOA	11.5 metres / 37'9" feet
BALLAST	1,790 kg ballast (deep keel)
BEAM	3.99 metres
DRAFT	2.05 metres (1.60 metres shoal)
DISPLACEMENT	6,774 kg (Cruiser)
ENGINE	Yanmar 30-hp with Dock&Go pod saildrive (optional)
FUEL	130 litres
WATER	330 litres
SAIL AREA	Mainsail 32.70 m <sup>2</sup> (furling 30 m <sup>2</sup> ), Genoa (103%) 33 m <sup>2</sup> , Asymmetric 114 m <sup>2</sup> , Code Zero 65 m <sup>2</sup> , Self-tacking jib 25 m <sup>2</sup>
PRICE	\$280,000 (base Cruiser with two cabins delivered in Australia) Price as tested: \$383,000





# Introducing SailSteer

For Cruising or Racing

Whether you're chasing your next title or simply cruising to the next bay, B&G's unique SailSteer feature combines all the essential sailing data. From Heading, Wind, Laylines and Tide to Wind Angle Target indicator and Wind Shift Sectors, trust SailSteer to handle the numbers so you can enjoy a perfect day on the water.

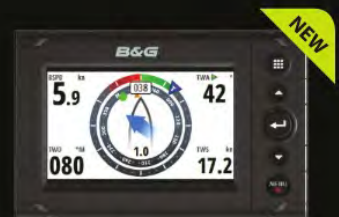
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Zeus<sup>2</sup>



H5000



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# B&G

A PASSION FOR SAILING



KEVIN GREEN

Centralised around the multifunction plotter displaying layers of chart data, start lines and overlays of radar images, you can really get the 'whole picture' when sailing today. In fact with many plotters offering screen splitting, many images and performance data can be displayed simultaneously, providing more information at a single glance than you'd ever dream possible.

The big four marine electronics manufacturers (Raymarine, Navico, Furuno and Garmin) along with some smaller, more specialised brands offer a wide range of devices that vary in processing power according to your boating needs.

A major change at Navico is with its Simrad brand that has changed tack in a big way so as to now be dedicated to powerboats, but of course there's nothing to prevent you installing its excellent upgraded NS range – the NSS Sport, NSO Offshore and NSE Expert,

# SMART SAILING

IT'S NOT JUST THE GRAND PRIX RACING GUYS WHO CAN ENJOY ALL THE ELECTRONIC SMARTS THESE DAYS, THANKS TO NEW THINKING, FASTER PROCESSORS AND A RAFT OF NEW SCREEN DISPLAYS, WRITES KEVIN GREEN.



which has included fitting a powerful quad processor in the NSO making it ideal for fast screen redraws.

Rival big gun in marine technology, Raymarine, has launched a free software update – Lighthouse II version 9 – for its extensive range of plotters. The FLIR-owned company looks set to continue its user-friendly approach for sailors via its latest hardware – the aSeries Touch, the eSeries Hybrid Touch and non-touch cSeries plotters, which come with dashboard software buttons for easy operation.

Traditionally a premium marine electronics brand, Navico's B&G now offer a much wider variety of products for different yachting market sectors to replace its sister brand Simrad in the sailing space. As every B&G model is dedicated purely to yachting, it is a niche that has ensured B&G remains as the preferred supplier for elite sailing, especially racing. B&G has most recently launched the Hercules H5000 to replace the long-serving H3000.

A raft of new functionality comes with the new H5000 range, including an enhanced autopilot. These H5000 black box computer processor units are available in three versions – the 'entry-level' B&G Hydra ideal for cruisers and featuring some smart MOB functionality, the B&G Hercules for racers and the B&G Performance range for grand prix boats. Other good news is that the new H5000 functionality is fully compatible with the less pricey B&G Zeus system and now the new Zeus2 plotters (from \$1999). Technician costs should hopefully be minimised, as a web server is part of the H5000 installation allowing automatic calibration and setup through an Internet link to B&G.

### SMARTER STEERING

B&G's new H5000 autopilot has enhanced sensors and software modules include '3D Motion' providing Heel and Trim angles alongside Roll, Pitch and Yaw rates to provide H5000 users access to B&G's advanced motion correcting Wave Technology, first tested in the



**ASUS TRANSFORMER**  
A tablet and laptop that runs the new Windows 8.1, the Asus T100 transformer is a useful new ultraportable device designed to transform your mobile lifestyle.



**ACTION SHOTS**  
I've used the new Garmin VIRB (street price of \$328) on several yachts and it's ideal for 'shoot & go' situations with a lanyard around your neck.



**iNAV CONNECT**  
The Digital Yacht iNAV Connect is a wireless solution that can connect devices such as Raymarine plotters with the iPad.



gruelling Vendee Globe Race. But replicating the human steerer's anticipation of bearing away as the yacht moves up the swells then hardening up as the it plunges down the other side is just one of the challenges for leading race electronics manufacturers such as B&G and the French NKE brand.

Meantime most of us can still enjoy the thrill of steering in heavy weather offshore – I still fondly remember wrestling an unpredictable C&N 55 downwind during a Lord Howe Island Race, but then again we all need a rest. The new algorithms inbuilt to the B&G H5000 autopilot now includes Gust Response and other clever modes which may go some way to help even errant C&N 55s!

Another very useful data feed is a High Resolution Barometric pressure sensor with integrated air temperature and a network alarm module. B&G's plotter range has the new Zeus2 MFD (multi function display) and the later Triton recreational-performance instruments. Zeus also works with powerful standalone H3000 and H5000 computers and the instrument system that runs complex applications including B&G's benchmark Deckman racing software. During an interesting chat with a senior B&G technician recently it was strongly hinted that a new and much overdue version of Deckman is on the way.

An autopilot is only as good as the compass to which it is connected, so Raymarine's latest 9-axis heading sensor, which is part of its Evolution pilot system, is particularly welcome. Providing a much more intelligent compass to the boat's autopilot and navigation system compared to traditional fluxgate models, the Raymarine 9-axis unit compensates for heel quickly and self-corrects but best of all doesn't require calibration – often the bane of boaters when the system receives a shock and requires resetting. The solid-state unit can be retro fitted to older SPX autopilots as well.

Another smart autopilot system is available from Australian company TMQ for multihull sailors, which

**A**part from your own eyes Radar is one device that will tell what is actually going on around you in real time. It could be picking out an approaching speedboat from amid a slow moving fleet of trawlers or an oncoming squall.



**3D CHARTING**  
Above: Nobeltec has launched 3D charting on the iPad, but Australian charts aren't included as yet.

offers dual solenoid controllers so there's one for each rudder and this mechanical system comes in large and small boat sizes, connecting to their well proven AP consoles.

Big boats are some of Furuno's territory so I was particularly interested in their latest integration apps: the Viewer and Remote Control apps running on the iPad. Over at the pioneers of touch screens, Garmin, there's a full software release for its flagship GPS Map range with added functionality for sailors designed to get the best out of their new gWind transducers.

**DUAL BAND GPS**

GPS position fixing is a yachtsman's most basic need and even that is changing with the introduction of dual band units. Dual band GPS has

been supported by many marine and consumer electronics since 2011 with major brands including Garmin, Magellan, Trimble, Apple's iPad and iPhone, Samsung Galaxy and many more adopting the technology.

Specialist marine companies bringing out new devices include Digital Yacht with its GPS150 DualNav and Garmin is becoming a major contender with several devices including their new Monterra handheld. Typically these devices use both the American GPS and the Russian-built GLONASS satellites, which when combined have greatly improved coverage and position fixing due to 56 satellites being available. What all this means is a much greater chance of an accurate fix even where meteorological conditions may affect part of the sky or your vessel is close in at cliffs, for example.

**USER-FRIENDLY RADAR**

Apart from your own eyes Radar is one device that will tell what is actually going on around you in real time. It could be picking out an approaching speedboat from amid a slow moving fleet of trawlers or an oncoming squall. Using MARPA (mini automatic radar plotting aid) target tracking combined with overlays from your AIS (automatic identification system) means the skipper is well informed about these scenarios. These days, Automatic Gain and automated settings means that radar systems are much more intuitive to use and understand. The latest radar sets are compact and powerful while offering both closer range detail, as found on Simrad's industry-leading 4G, or the longer-range magnetron pulse models. Dual Range with multiple speeds is another feature that gives you detailed information of what lies ahead and several sets come with modes, offering say 'harbour' and 'sea' settings.

**AIS (AUTOMATIC IDENTIFICATION SYSTEM)**

Communicated through VHF radio, AIS is compulsory for



**WIRELESS AIS**  
Digital Yacht has launched their new wireless AIS box recently, which outputs Class-B signals to marine and consumer devices.



**RESCUE ME**  
The Rescue Me is the smallest PLB on the market and comes with a seven-year battery life and guarantee.

**FLOATING VHF**  
GME's new VHF, the GX850, has Digital Selective Calling (DSC) and a 48-channel GPS receiver; and it floats!



**DUALNAV**  
British company Digital Yacht continue to innovative with products such as the GPS 150 DualNav, dual band antenna for GPS and GLONASS.



commercial shipping who use Class A transponders, whereas recreational craft use Class B units that can vary in functionality. These units such as the latest AIS650 Transceiver black box from Raymarine can transmit your yacht's details and receive other vessels information. Of similarly practical use is the increasing number of navigation marks having an active AIS code, which again aids position fixing and navigation whilst at sea.

**INSTRUMENTATION**

Typically showing speed, depth, wind, autopilot status and even engine data, today's multi-page displays pack a lot of information into a small space. Ultra bright bulkhead readouts are now commonplace from the major manufacturers, most of which are eminently sunlight readable such as the Garmin's brand new four-inch GNX 20/21 – a range that includes monochrome displays with LCD backlighting and seven colour choices. Consuming only 0.4 watts these are low power and glass bonded to prevent condensation. Similarly, Raymarine's latest i70 yachting range brings a huge amount of information to the cockpit, including AIS plots on its four-inch LCD display, for a most economical cost. For smaller yachts the Raymarine Tacktick wireless model range may appeal as it allows for the greatest ease of installation, as no wiring to the instruments is required. While over at B&G the latest Triton models of instruments feature large numbers and colour enhanced, bonded screens with a wide view angle.

**CONSUMER TECHNOLOGY ABOARD**

Consumer technology is increasingly entering our cockpits in the form of smartphones and tablets such as the iPads and Android devices. "Why would I buy a specialised marine tablet such as the Toughbook when I could spend just \$300 for a seven-inch iPad with waterproof case," said a prominent Sydney race boat owner I was sailing with the other month. Realising they are stemming a rising tide of consumer electronics aboard

Typically showing speed, depth, wind, autopilot status and even engine

data, today's multi-page displays pack a lot of information into a small space.



boats, most of the marine electronics manufacturers have embraced the consumer device trend, at first allowing tablets to become simple repeaters but gradually giving over control of items like the autopilot. Lately, Garmin has even produced an Android GPS with the introduction of the Monterra handheld.

Wi-Fi has been a major driving force for consumer devices on board and the British-based Digital Yacht company has been one of the pioneers. "At Digital Yacht we firmly believe there's a place for consumer devices integrated into a boat's system and we make hardware and applications that make this a reality," the company's Nick Heyes recently told me. The British company makes Wi-Fi hubs, NMEA converters and dedicated processors for onboard

**ANTI GLARE**

Top: Garmin's easy-to-read GNX 21 marine instrument has an inverted display with white or color digits on a black background that clearly shows depth, speed, wind and 50-plus marine and boat parameters. Above: Zeus2 chart plotters (including the nine-inch model above) will have multi-touch screens when they launch and sell from \$1999 (seven-inch model).

electronics. Furuno are strong in the PC area with the latest release of their MaxSea Time Zero running on the new Windows 8.0 operating system that is now touch-controlled so it runs on the latest generation of hybrid tablets.

**COMMUNICATIONS**

When communicating offshore the choices are an expensive HF radio with an SSB data link such as Sailmail or now more commonly a data-enabled satellite phone.

Once you have data access a wealth of weather information is available for download in the non-proprietary GRIB file format for overlaying onto chart plotting software. Leading satellite phone providers Iridium and Inmarsat have recently been joined by the resurgent Globalstar whose final new satellite launched last September. This Globalstar second-generation satellite constellation will support voice, duplex and simplex data products and services through local distributor Pivotal, which provides users with mobile coverage across Australia and its surrounding waters including New Zealand and New Caledonia; plus 500 nautical miles into the Southern and Indian Oceans.

Globalstar is famously known for its SPOT-branded consumer products. The orange Spot devices aren't Solas recognised safety units but can send short texts as well as calling emergency services. They have initiated 2,200 rescues, according to the company, throughout 70 countries and at sea since their 2007 launch. Moving up a notch in terms of broadband capability brings you to domed devices where KVH is a dominant player. At only 37cm in diameter its latest model, the KVH TracPhone V3-IP, is compact enough to be fitted on to vessels as small as 30-foot. "KVH is unique in the satellite communications market as they manufacture award-winning hardware and also operate their own satellite network, providing competitive airtime services," said Paul Garske, general manager of Coursemaster Autopilots, the local distributor.



**TRACPHONE**  
The 37cm wide KVH TracPhone V3-IP is small enough to be fitted on vessels of only 30-foot and comes with an integrated black box that has VoIP, Ethernet and Wi-Fi with data speeds of 123Kbps for uploads and 2Mbps downloads.



**MONTErrA**  
The Garmin Monterra uses the Android operating system and is dual band (GPS and GLONASS) enabled.



**GLOBALSTAR SAT**  
Globalstar's second-generation satellites completed launching in September 2013 and can offer mariners Pacific rim coverage. The Globalstar's GPS1600 handset supports 9.6kbs data.



**SPOT ON**  
The Spot2 is not a dedicated marine safety device but is nevertheless a useful safety aid that can send texts via satellite and alert rescue services.





## Best course around the buoys

*B&G's new H5000 screens simplify the often-complex parameters found in grand prix racing to allow the club sailor to be more competitive.*

Displays for the H5000 are either a black and white, low power bonded screen or a full colour model. The five-inch H5000 Graphic Display is worth mentioning as its colour-coded imagery simply portrays key scenarios – such as the Start Line and SailSteer mode clearly.

As you can see from the picture below, in SailSteer mode the information is nearly self-evident.



The small green triangle labelled 'T' being the true wind direction while the green dot below it is the bearing to the mark while the boxed number '282' is the yacht's heading and COG (course over ground) depicted by the small gold triangle. The central blue arrow shows we're stemming an adverse current of 1.2 knots. Finally, the essential starboard (green dotted) and port (red dotted) show our lay lines with the solid colours beside each depicting wind shifts.



### COLOUR CODED I'S AND EARS

Above: The iPad is now a key onboard device, seen here controlling Furuno's Navnet TimeZero charting that integrates Fusion audio with FLIR camera and most other on-board systems. Right above: B&G's H5000 Graphic Display SailSteer screen puts all the course data clearly on one screen and can include wind trends to anticipate those shifts. Right: B&G's new H5000 Graphic Display Startline screen simplifies the data – showing line bias, distance off and tide – allowing fast decision making when you most need it. Prices start at \$5,500.

### SAFETY

While attending the Sea Safety and Survival Course (SSSC) run by the Sydney-based Pacific Sailing School I was told how AIS could now be used in man over board (MOB) emergencies. As we all know, the best boat to recover someone lost at sea is the one they fell from, so kitting out crew with an AIS beacon – such as the McMurdo S10 with four mile range – is a sensible option. These sell locally for around \$380 from CH Smith. Of course this is a separate rescue system from the satellite enabled, internationally recognised EPIRB network. The major change in EPIRB technology since I last attended a safety course has been the introduction of GPS-enabled units, which give much better location information when activated – 120 metres accuracy as opposed to 5km for non-GPS EPIRBs, which may also take hours to attain a position fix. It's a vital safety development.

### DON'T FORGET VHF

Another new feature that has transformed the humble VHF radio is DSC (digital selective calling). This new technology enhances the VHF's analogue output with a more powerful digital signal that includes the vessel's details. These details must include the registered MMSI (Maritime Mobile Service Identity) call sign that AMSA has issued to that particular device. In Australia Channel 70 should be used for DSC distress alerts only. Other emergency devices we were reminded about on the safety course were SARTs – Search and Rescue Transponders, which send an emergency signal to marine and aviation radars. Traditionally a big ship device, smaller SART beacons are appearing and are also to be found in some life rafts. ⚓



**SWIPE TOUCH AND NAVIGATE**  
Raymarine's A65 GPS Plotter powered by Raymarine's intuitive LightHouse user interface is very simple to use.



**ICOM VHF**  
Icom's VHF, the IC-M506, just launched at the London Boat Show. It has an integrated AIS receiver, NMEA2000 connectivity and a 'Last Call' voice recording function.



**SIMRAD NSS**  
Simrad's NSS evo2 comes with multi-touch and sonar integration. Prices range from NSS7 \$2199 and NSS9 \$3299. The high-end NSS12 (above) is \$4499 and NSS16 \$6399.



**RAYMARINE LIGHTHOUSE**  
Raymarine's Lighthouse II operating system has just been released so can be installed in existing systems and supports touch controls (found on newer plotters).



**GARMIN GNX 20/21**  
Garmin's brand new four-inch GNX 20/21 range includes monochrome and colour displays with LCD backlighting and are bonded to avoid condensation.



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life raft can be confusing, especially when an owner uses their boat for varied reasons such as racing or charter, so Survitec Group offer their expertise in choosing the right raft for the customer's needs," adds Johnson.

Survitec Group has an extensive service network of over 600 approved service stations globally.

Paul Montgomery at Great Circle, says when it comes to life rafts, it pays to be prepared.

Life raft manufacturers are wholesalers and retailers, he explains. "A life raft is not like other yachting gear. We end up having a long relationship with our customers as we have to service them. Life rafts are a relatively expensive item, a specialty, safety product and not something you get to see very often, thankfully!"

Regular servicing, according to manufacturer specifications is imperative.

"Perilous and life-threatening incidents on the water can happen when least expected, even in benign weather conditions," says Montgomery. "Fires, collisions and vessel malfunctions are common reasons why mariners have to take to life rafts. As a potentially lifesaving device, life rafts should be serviced regularly to ensure they will meet those expectations, should the worst happen."

The steps involved in inspecting and servicing rafts are comprehensive and are explained in an approved life raft service manual. A detailed checklist guides all tasks performed by qualified technicians who will perform a visual inspection and open the canister or valise case, unfold and inflate the life raft, inspect all components, perform pressure retention tests for buoyancy tubes and canopy arch, test the inflation system including gas cylinder weight, firing head, valves and buoyancy tubes, and electrical system including lights, battery pack and wiring harness, check all emergency equipment including flares, torch, food and water rations, beacons (if fitted), first aid supplies, replace out-of-date equipment, perform a hydrostatic test of inflation cylinder (depending on raft's age), re-pack and reseal the raft in its protective envelope and close canister or valise case, and update relevant certificates and service logbook.

If clients specify special gear or any other item, technicians can fit these before deflation, subject to size.

Most rafts are vacuum-sealed in a rugged plastic envelope for extra

protection and extended servicing intervals. Since life rafts contain many degradable components, technicians ensure everything is in working order. Servicing is generally recommended at three year intervals, but some state marine authorities and boating organisations require life rafts for commercial vessels under survey and yachts engaged in racing be inspected or serviced annually or at specified regular intervals.

Service fees are based on the raft model, capacity and equipment pack. Typical servicing charges of a four – or six – person life raft are around \$280 to \$300, excluding expired components, parts and cylinder recharge/test when required at specified service intervals.

Some companies offer commercial operators a replacement loan raft during the servicing period so they are able to continue working legally.

From a yacht racing point of view, Yachting Australia-compliant kits have become lighter, with new, slimmed down versions that are no less safe, but contain under 24 hours of water and rations.

"If the worst were to happen during an organised event, it's assumed you would be rescued very quickly," says Montgomery.

According to Montgomery, the major innovation of the past five years is the addition of EPIRBs to life rafts or grab bags. "In the old days, cruising yachts could be lost at sea for weeks, because nobody knew where they were, perhaps the boat sank. Now, EPIRBs can be deployed and rescue initiated immediately."

Great Circle Marine manufacture, sell and service Great Circle Life Rafts and safety equipment under the Oceanmaster, Coastmaster, and Speedmaster brands, ranging in size from four to 65 person capacity.

"Thousands of Great Circle life rafts are an important safety feature on vessels right around our coastline," he says. "From large passenger carriers and charter boats to fishing trawlers, game boats, racing maxi yachts including a number of Volvo 60s and 70s, as well as race winners in events such as the Sydney Hobart, Pittwater to Coffs, Brisbane to Keppel and also Australian Government, Australian Defence, Coast Guard and a vast array of recreational vessels."

Great Circle life rafts use a neoprene/polybutadiene rubber and polyester fabric laminate for the life raft's buoyancy tubes and floor.

"This high-tech fabric is purpose

## Deployment step-by-step

*What to expect in the case of the unexpected.*

On smaller commercial and private vessels an inflatable life raft is usually launched by throwing the entire container or valise overboard and pulling its lanyard.

At least nine metres of painter line will need to be pulled out from the container or valise before this action activates a compressed gas cylinder which inflates the various air chambers that make up the life raft. The life raft will inflate quickly, with excess gas gushing out of the safety relief valves. A common initial reaction is that there is a fault with the life raft, but in fact all life raft cylinders carry much more compressed gas than the life raft actually needs for full inflation. This excess gas is discharged from the safety valves and is evidenced by a whistling sound.

The sea anchor (drogue) will stream automatically on deployment with some life raft types and on others it will need to be manually set on boarding – it will lay folded on the floor. The drogue will hold the raft up to the wind and waves and significantly reduce the chances of capsizing. It should also tend to keep the raft's opening to the lee of the weather. After inflation, both the exterior locator flashing strobe light and interior illumination light will activate automatically. After boarding both lights are individually controllable by switches on the battery pack.

A raft is designed to inflate the right way up – because of the weight of the compressed gas cylinder and equipment pack – but there is a small chance that it may inflate upside down. It may be possible to right an upside-down life raft from the vessel, but if that fails, it will need to be done from the water.

When crew members are ready to board, they should remove shoes and sheath sharp objects. The golden rule of survival is to stay dry. Try to step straight into the raft, but demanding conditions may require the need to swim to it.

Some people may find it difficult without assistance to get over the high freeboard of the buoyancy tubes even with the aid of an entrance ramp or ladder and support bridle. If possible, more able survivors should enter the life raft first and assist others, including with the aid of the rescue quilt and line to survivors more distant to the life raft. On entry, the life raft's emergency equipment pack will be found securely lashed to one side of the life raft's interior. Loose items, including rations, flares and torch are contained within this heavy duty nylon case with zipper closure to prevent loss. Paddles, bailer, rescue quilt and safety knife are individually tethered or stowed in dedicated pockets on the buoyancy tubes for quick access at all times after boarding.

Once all crew are aboard, it will be necessary to disconnect the painter and paddle clear of the stricken vessel. A check to see that the sea anchor is streaming correctly is now a priority and thereafter maintaining the raft, familiarising everyone with the contents of the emergency pack, watching for rescuers and achieving best possible comfort levels for all on board will become the ongoing routine.

There is no doubt that a vessel emergency that sees survivors taking to a life raft is an extremely stressful undertaking but modern life rafts are designed and equipped to save all those on board. Thankfully, they have proved their worth on countless occasions.

Source: Great Circle



made in our factory, is extremely strong, lightweight and long lasting and superior to PVC used by our competitors," he states.

Insulated floors of cellular foam and aluminium foil are also a standard feature of Great Circle rafts, providing greater comfort and lessening the effects of cold, the biggest killer in marine emergencies. To help rescuers locate survivors, retro and radar reflective canopy panels are a standard addition to enhance electronic and visual detection (radar panel on Oceanmaster only).

"Great Circle's high quality solid fibreglass canisters provide the best in long term protection. Vacuum sealed in its hermetic envelope inside the hard fibreglass canister (or valise carry bag) the raft is ready for any emergency.

"All Great Circle Life Rafts are guaranteed for 12 years and our Oceanmaster models are Yachting Australia compliant and fully approved to State Marine Authority survey standard. Great Circle Oceanmaster life rafts range in size from four to 12 person capacity.

"They are manufactured to ISO 9650 – Group 1, the new international life raft standard for blue water, ocean applications and it has further enhancements that surpass the National Marine Safety Committee's (NMSC) requirements so that they can be used on Australian vessels in survey."

Drawing on aeronautical materials and techniques, including thermobonding processes that allow an inner and an outer strip to be bonded via hot air to the two edges of a buoyancy tube, Zodiac's

Open Sea 9650 meets YA and ISAF regulations.

Made of 100 per cent bonded PVC fabric, the Zodiac Open Sea is both resilient and highly visible. The design and the materials used to construct the life raft give it remarkable solidity that is perfectly adapted to open sea sailing. The aluminium-coated insulated bottom protects passengers from the cold and the humidity.

Once they are filled, the water pockets attached under the life raft serve as ballast (240 Litres) and provide the Open Sea with optimal stability. Boarding is facilitated by the semi-rigid access ramp as well as the interior ladder. It is compact and light so launching is easy.

The life raft and its arch inflate instantly when triggered. Inflation

with CO<sub>2</sub> is carried out within a temperature range of -15 to 65°C. The life raft is also equipped with a rainwater collection system.

The Open Sea ISO 9650 is available in four models that can accommodate four to 10 people and are stowed in a container or a bag and is guaranteed for 12 years.

Designed and manufactured in Australia, the Roaring Forties FORCE 9000 is ISO9650 Type 1 Group A and Yachting Australia compliant. Designed for professional and semi-professional yacht racing, offshore boating and commercial survey (NSCV), the Roaring Forties Force life raft comes with under-24 hour option and over-24 hour options such as emergency rations and water, flares, first aid kit and more. There is also a commercial version. There are four, six, eight, 10 and 12 person capacity craft. Buoyancy is enhanced by tough, light-weight neoprene fabric, approved to ISO9650-1 requirements. The circular construction is ideal for riding the cross waves, and deep water pockets provide additional stability during severe weather conditions. An insulated floor in the life raft provides thermal protection for the occupants while interior and exterior SOLAS-compliant lights aid visibility. ⚡

## Safety and Sea Survival

*The SSS course is an essential learning forum for anyone who ever takes to the sea in a sail or motor vessel, either professionally or recreationally.*

The intensive Yachting Australia Safety and Sea Survival two day course aims to deliver up-to-date information and current techniques in an interactive environment. The course includes practical drills where candidates will become familiar with the deployment and use of life rafts and lifejackets in a pool; plus a flare deployment practice. The Safety and Sea Survival course (SSSC) involves classroom tutorials and workshops, practical use of flares, and an in-water (pool) session where the use of lifejackets and life rafts are put into practice. Of 16hrs duration, the course is usually delivered over two full days and is facilitated by Safand Sea Survival Instructors at approved training centres. The maximum teaching ratio for this course is 20 students to one SSSC Instructor (in the classroom) with a reduced ratio of 10:1 for pool sessions. Life raft drills are usually conducted in heated swimming pools, but may be conducted in clean and enclosed salt-water areas providing the water temperature is at least 15°C. The certificate awarded meets the eligibility requirements of section 6.01 of the ISAF Offshore Special Regulations for Category 0, 1 and some Category 2 offshore races. Safety and Sea Survival Courses are conducted by specialist instructors at Yachting Australia Accredited Centres throughout Australia.  
[www.yachting.org.au](http://www.yachting.org.au)



**TESTING TIME**  
Raft deployment exercise: it's good to know how your safety gear works before an emergency.





1.



3.



5.



2.



4.



6.

**1. GREAT CIRCLE OCEANMASTER**

Great Circle life rafts exceed the highest specifications set out by Australian and international marine authorities. They feature premium components, top quality craftsmanship and meticulous quality control. If the worst should happen, you can be confident that your Great Circle Life-Raft is designed and equipped to help save your life. Yachting Australia/ Yachting New Zealand and ISAF compliant and NSCV (Australian Commercial Survey) approved.  
[www.greatcircleliferafts.com.au](http://www.greatcircleliferafts.com.au)

**2. RFD ISO9650-1**

The lightweight, compact RFD ISO9650-1 is easy to store, taking up minimal space. It can be deployed in less than a minute. Available in four, six, eight, 10 and 12 man versions, it features high volume water pockets ensuring maximum stability. The simple-to-close canopy is manufactured to the highest SOLAS standards, providing added protection from the elements.  
[www.survitecgroup.com](http://www.survitecgroup.com)

**3. ZODIAC OPEN SEA**

Open Sea ISO 9650 rafts belong to the Type 1 category, designed for sailing on the open sea, and are adapted to the high wind and heavy seas conditions incurred offshore and on long voyages. Open Sea ISO 9650 rafts come in under-24 hour versions, which can be transformed with ease into an over-24 hour version with the addition of a grab bag.  
[www.zodiacmarine.com.au](http://www.zodiacmarine.com.au)

**4. ROARING FORTIES FORCE 9000**

The Roaring Forties Force 9000 life raft is ISO9650 Type I Part I Group A compliant and Yachting Australia compliant. Constructed with tough, light-weight neoprene fabric, it's available in sizes four to 12 persons. The circular construction makes it better able to ride cross waves, and deep water pockets provide additional stability during severe weather conditions. An insulated floor in the life raft provides thermal protection for occupants.  
[www.safetymarineaust.com.au](http://www.safetymarineaust.com.au)

**5. RFD TRANSOCEAN ISO9650-1**

This ISO9650-1 approved life raft is fully approved to meet YA specifications. Its unique double chamber construction makes it buoyant and light weight. It comes with a rigid boarding ramp, with under-24 hour and over-24 hour versions and a range of additional options. It boasts a unique hi-visibility colour and tough PVC construction and there are four, six, eight, 10 and 12 person models.  
[www.survitecgroup.com](http://www.survitecgroup.com)

**6. GREAT CIRCLE COASTMASTER**

The high quality Coastmaster life rafts are manufactured and certified to standard ISO 9650-2. The differences between Oceanmasters and Coastmasters are occupant space – with slightly more space in an Oceanmaster, equipped with external boarding platforms to aid entry into the rafts. Although the Coastmasters are not approved for survey or yacht racing applications, they offer superior life saving features and are manufactured to the highest standards.  
[www.greatcircleliferafts.com.au](http://www.greatcircleliferafts.com.au)



I was a twenty-year-old college student about to have knee surgery, but this was decades before outpatient arthroscopic procedures. I wasn't looking forward to a week in the hospital, at least a couple of months gimping around on crutches, and a long zipper on one knee for a lifetime.

As I couldn't drop out of college for the surgery (that would mean an immediate draft notice) I was facing a summer-long recuperation. I hunted around until I found a tired plywood rowboat, which I bought for a princely fifty bucks, and I slapped on some fibreglass and paint to make it reasonably presentable and more or less watertight. A neighbor on the bay, faced with my sad story, was conned into letting me put the dinghy on his dock for the summer.

And so it came to be on warm mornings that I would hobble down to the dock with a pair of oars, a paperback book, a canvas backrest, a tube of Sea and Ski, and some zinc oxide for my beak. I would row across the bay to a sandy strip that my mother referred to as "The Mating Beach" where other kids gathered and I would spend the day trying to get sympathy from the babes.

Sitting at anchor in a crowded harbour a while back, I watched an endless stream of dinghies going to and from shore and I had a revelation.

No one seems to row anymore.

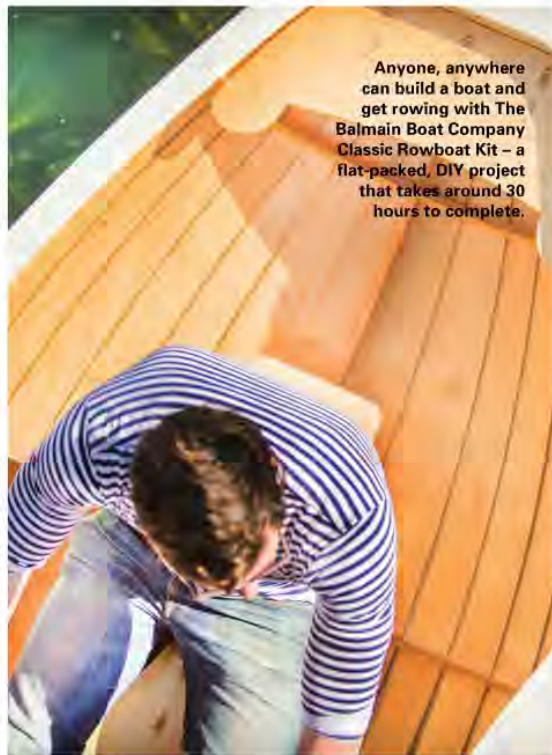
A week later I was at a boatshow admiring a pretty little fibreglass dinghy, complete with faux lapstrake 'planks' and a wineglass transom, but without fittings for oars. When I asked the salesman, he looked at me blankly and said, "Why?" The transom was braced to handle an outboard, so the builder clearly assumed that no one would actually want to row his boat.

Then, while looking at a bunch of tenders at a dinghy dock recently, I realised that most of them had a paddle for an emergency but not one had a pair of oars.

No one seems to row anymore.

I found that very sad because rowing was more than just good exercise or a way to shore, it's a whole mental attitude. Rowing was about enjoying the delights of an anchorage on a quiet morning, taking the long way to the dinghy dock so you could admire the sweet lines of a yawl that had arrived late, and perhaps even complimenting the owner sitting in the cockpit with his coffee.

Rowing was about taking a moment to lean on the oars and breathe in



Anyone, anywhere can build a boat and get rowing with The Balmain Boat Company Classic Rowboat Kit – a flat-packed, DIY project that takes around 30 hours to complete.

## ROW, ROW, ROW YOUR BOAT

THE GRACEFUL ART OF ROWING THROUGH THE WATER REQUIRES A CERTAIN RHYTHM AND ELEGANCE WRITES CHRIS CASWELL.

the sea air and feel the sun's warmth and savour life. Having an outboard takes away that one-on-oneness with nature. There's the noise and the vibration and a fuel tank and protecting the prop when you run ashore on a pebbly beach and then having to unbolt the damn thing at day's end.

Of course back when I was rowing the Bum Knee Express, outboards were a lot more 'iffy' than they are now. Those dinghies that did have an outboard usually had a 'British Seagull', an engine that was so simple that almost no one could get it to run.

It was said that the Seagull had been used to ferry British troops off the beach at Dunkirk but, if that's true, they would have been smarter



With more than 40 years as an award-winning boating journalist, and as a former editor of both *Yachting* and *Sea* magazines, Chris Caswell is a well-known racing sailor in the USA with silverware in everything from Lasers to ocean racers. He is the author of six books on boating.

to abandon the Seagulls on the beach and keep their guns.

Starting a Seagull involved wrapping a cord around the flywheel and giving it a yank, with the loose end certain to whack anyone else in the dinghy. There was never a first-pull start because you had to fiddle with the carb and the choke and a little throttle lever and then pray to the gods that you'd mixed the right amount of oil with the gas and that you hadn't flooded the engine and, well, you get the idea. It was a black art and it's no wonder most of us rowed.

Rowing was what kids did in a time before PlayStation and Wii and iPods and all the other things that now seem to fill their time. Give a kid a rowing dinghy in the morning and turn him loose; he'd spend the day hooking up with other kids in their dinghies, exploring beaches and islands and having water fights and enjoying a healthy adventure where time was kept by the height of the sun or pangs of hunger.

Rowing is also a lost art. There's so much more to rowing than just paddling along; there's a rhythm and an elegance that is an acquired competence. First, you slip the oars into the round oarlocks or, if you're good, those U-shaped locks. A real oarsman would never use pinned oars; they hate those pansy oars with pins through them for security. And none of those flimsy aluminum oars, either; solid spruce, preferably Eastern White, with thick layers of varnish.

You centered the oar and aligned your blade at right angles to the water without a thought. And finally, as you pulled the oars to the end of each stroke, you snapped your wrists down and feathered the oars so they lifted cleanly from the water without a splash.

Do this a few million times and it wasn't just second nature but a fluid and graceful talent in which you took pride. Splashing water with your oars was embarrassingly painful not only to the rower, but to any knowledgeable sailor who was watching. Unless, of course, you were a kid, because you quickly learned how to send a spray of water from an oar with the accuracy of a water hose; a necessary ability in a water fight.

I feel sorry for all those people buzzing to shore with an outboard for their coffee fix; it's the nautical equivalent of driving on a beautiful day with the windows rolled up and the air conditioning on high. They have no idea what they are missing.

No one seems to row anymore. ⚓



For more than 20 years, from around the early 1970s through to the late 1990s, whenever I went down to Hobart to cover the Sydney Hobart Yacht Race, I made a ritual of walking along to Waterman's Dock to look at the *May Queen*. Retired after 105 years of hard work, as the years passed by, the old trading ketch just seemed to be rotting away, the masts, even the bowsprit, removed.

Then, one year she was gone. I learned later that the Hobart Ports Corporation, which had carried out some restoration work, had passed ownership to the *May Queen* Trust. An ambitious plan was underway for the restoration of what was the last afloat of the dozens of trading ketches that plied the D'Entrecasteaux Channel, the Derwent and Huon Rivers and southern coastal waters in the 19th and 20th centuries.

Through the tireless drive and skills of members of the Trust, *May Queen* has been restored to life, holding pride of place in Hobart's historic Constitution Dock. She is of national significance as the oldest surviving example of a sailing cargo vessel in Australia, and international significance as the third-oldest wooden cargo vessel of her type still afloat.

I have had a personal interest in *May Queen* since the late 1940s when, as a 17-year-old, I had the privilege of sailing aboard on a working trip from Hobart, down the D'Entrecasteaux Channel to Ramea, upstream from Dover on the Esperance River. The *May Queen* carried domestic goods for the timber workers and their families at this tiny timber town, returning laden with sawn timber from Chesterman's mill.

As we were packing up to move down from Sydney to Hobart five years ago, I found several black and white negatives taken on that voyage including one of me at the wheel, looking as if I was soon to follow in the wake of the great tall ships skipper, adventurer and author Alan Villiers.

*May Queen* traded the coast for a remarkable 106 years and has been awarded World Ship Trust Maritime Heritage, joining such famous vessels as the *Cutty Sark* and *Great Britain*. Apart from her remarkable longevity, *May Queen's* story also highlights many aspects of early Tasmanian craftsmanship and life in colonial times.

*May Queen's* story has been told in an excellent book *SV MAY QUEEN – A Grand Survivor* written jointly by Hobart researchers and authors Rex



## GRAND SURVIVOR

PETER CAMPBELL REMINISCES ON SAILING ABOARD THE HISTORIC TRADING KETCH *MAY QUEEN* NEARLY SEVEN DECADES AGO.

Kerrison and Richard Johnson at the behest of the *May Queen* Trust. Sir Guy Green AC, KBE, CVO, former Governor of Tasmania, launched the book at the Derwent Sailing Squadron, packed with nearly 200 supporters of Tasmania's maritime heritage, eager to buy the book.

*May Queen* is typical of the strongly-built, flatly-rounded or flat-bottomed, barge-like vessels, mostly ketch rigged, that were built throughout Australia during the 19th and 20th centuries, but only a handful remain intact.

*May Queen* was built at Franklin by William Thorpe in 1867, using locally grown blue gum for the keel, frames and much of the planking. The decking was New Zealand kauri and Tasmanian celery top pine while

her masts and spars were made from imported Oregon pine (Douglas fir). Her overall length is 20.5m (66-ft) and beam 5.4m (18-ft).

Fitted with a retractable centreboard she has a shallow draft of only 1.5m (5-ft), which allowed her to negotiate the shallow reaches of the rivers that fed into the D'Entrecasteaux Channel and the Huon River.

While I can still recall vividly that voyage under sail on the *May Queen* to Ramea back in the late 1940s, I did not realise until reading *SV MAY QUEEN – A Grand Survivor* what a remarkable history she has had as a working vessel for more than a century.

During her working life she sank twice and was successfully refloated, was involved in several collisions, including one with a whale as big as the ketch herself, ran aground a few times, became the centre of a piracy charge and, most famously, was the champion of the Royal Hobart Regatta, winning the trading ketches race 14 times between 1868 and 1954.

Over her working life, *May Queen* had several owners, the most notable being the Chesterman family and their timber company who owned her, apart for a short break, from 1874 to 1954. The Chestermans have since played a significant role in her restoration and upkeep through the *May Queen* Trust.

*May Queen* is a living example of a bygone age and the authors have treated her as a living being. Starting from the early days of her working life, charting her voyages and telling the stories of her owners, her masters, her unplanned escapades, of her near-death ("give her a proper sea burial" was one suggestion) and her amazing recuperation, and of the groups and individuals who played significant roles in making her such an outstanding exhibit on Hobart's waterfront.

*SV MAY QUEEN – A Grand Survivor* is a fine book, meticulously researched and presented with a wonderful insight of life aboard a Tasmanian trading ketch and into the pioneering lives of communities along the shores of the D'Entrecasteaux Channel and the Huon Valley. It contains many historic photos as well as anecdotes and profiles of the many Tasmanians who have been involved over near 150 years in the history of this grand survivor.

Copies of *SV MAY QUEEN – A Grand Survivor*, published by Forty Degree South, can be purchased from the *May Queen* Trust, PO Box 1062, Sandy Bay, Tasmania 7006 at a normal price of \$48.95 plus postage. ⚓



**A GRAND QUEEN**  
A 17-year-old Peter Campbell at the helm of the *May Queen*, circa 1947, with the main picture taken from the eight-foot bowsprit.



# RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
<b>JUNE</b>			<b>JUNE</b>		
Land Rover Winter Series Race 5	1 Jun	CYCA	Sail for Gold Regatta	1-6 Jun	Weymouth, UK
Sail Mooloolaba	5 Jun – 20 Jul	MYC	Loro Piana Superyacht Regatta	3-7 Jun	Porto Cervo
Etchells Australian Winter Nationals	5-8 Jun	MYC	ISAF Women's Match Racing World	3-8 Jun	Cork, Ireland
Land Rover Winter Series Race 6	8 Jun	CYCA	New Caledonia Match Race (Grade 3)	6-10 Jun	New Caledonia
20 Year Plus Members Dinner	13 Jun	CYCA	La Normandy Sailing Week	9-15 Jun	Normandy, France
Land Rover Winter Series Race 7	15 Jun	CYCA	Audi TP52 World Championship	10-14 Jun	Porto Cervo
Land Rover Winter Series Race 8	22 Jun	CYCA	New York Yacht Club Annual Regatta	13-15 Jun	New York, USA
Land Rover Winter Series Race 9	29 Jun	CYCA	Giraglia Rolex Cup	13-21 Jun	St Tropez to Genoa
<b>JULY</b>			<b>JULY</b>		
Land Rover Winter Series Race 10	6 Jul	CYCA	Borneo International Yachting Challenge	14-21 Jun	Borneo
Land Rover Winter Series Closing Ladies Day Race	13 Jul	CYCA	Newport Bermuda Race	20 Jun	Newport, USA
CYCA Annual General Meeting	15 Jul	CYCA	JP Morgan Round the Island Race (UK)	21 Jun	ISC
CYCA Parade of Sail and Blessing of the Fleet	20 Jul	CYCA	<b>JULY</b>		
CYCA Associates AGM	21 Jul	CYCA	Louis Vuitton Cup America's Cup Challenger	4 Jul – 30 Aug	San Fran, USA
Land Rover Sydney Gold Coast Yacht Race	26 Jul	CYCA	Multihull Solutions Regatta	10-13 Jul	Phuket, Thailand
Sail Indonesia	26 Jul	DSC	Port Huron to Mackinac Race	12-14 Jul	Michigan, USA
Club Marine Brisbane to Keppel Tropical Yacht Race	31 Jul	RQYS	Governor's Cup Challenge	14-19 Jul	Newport, USA
Sydney International Boat Show	31 Jul – 4 Aug	SIBS	Phuket Race Week	16-20 Jul	Thailand
<b>AUGUST</b>			<b>AUGUST</b>		
Club Marine NSW Youth Match Racing Champs	2-3 Aug	CYCA	ISAF Youth Match Racing World Champs	23-27 Jul	Helsinki, Finland
25th Airlie Beach Race Week	8-15 Aug	WSC	Sail Indonesia	26 Jul	Starts Darwin, Australia
CYCA Spring Series	10 Aug – 7 Sep	CYCA	<b>AUGUST</b>		
Audi Hamilton Island Race Week	16-23 Aug	HIYC	Cowes Week Regatta	2-9 Aug	Cowes, UK
Sealink Magnetic Island Race Week	28 Aug – 2 Sep	TYC	33 Copa del Rey Mapfre	2-9 Aug	Mallorca, Spain
<b>SEPTEMBER</b>			<b>SEPTEMBER</b>		
CYCA 70th Anniversary Cocktail Party	6 Sep	CYCA	24th Hanse Sail Rostok	7-10 Aug	Germany
Racing Rules of Sailing Seminar	10 Sep	CYCA	505 World Championship	13-22 Aug	Kiel, Germany
Quiet Little Drink	12 Sep	CYCA	Western Circuit Sailing Regatta	17-24 Aug	Singapore
Brisbane Boat Show	12-15 Sep	BBS	Newport Bucket Regatta	21-24 Aug	Newport, USA
Grant Thornton Short Haul Race	14 Sep	CYCA	Extreme Sailing Series Act 5	22-25 Aug	Cardiff, UK
19th Monica Geddes Memorial Trophy			J/80 East Coasts	30 Aug – 1 Sep	Annapolis, USA
Blue Water Pointscore Series Briefing	17 Sept	CYCA	Maxi Yacht Rolex Cup	31 Aug – 6 Sep	Porto Cervo
Blue Water Pointscore – Flinders Islet Race	20 Sep	CYCA	<b>SEPTEMBER</b>		
Grant Thornton Short Ocean & Short Haul Race	27 Sep	CYCA	Maxi Yacht Rolex Cup	1-7 Sep	Porto Cervo, Italy
<b>OCTOBER</b>			<b>SEPTEMBER</b>		
Blue Water Pointscore – Montague Island Race	3 Oct	CYCA	Rolex Swan Cup	8-14 Sep	Porto Cervo, Italy
Club Marine Wednesday Twilight Series commences	8 Oct	CYCA	J/80 North Americans	10-14 Sep	Annapolis, USA
Ocean Pointscore Series – Lion Island Race	11 Oct	CYCA	Rolex Big Boat Series	11-14 Sep	San Francisco, USA
Grant Thornton Short Haul Race	11 Oct	CYCA	Le Voiles de St. Tropez	27 Sep – 5 Oct	France
Mount Gay Rum Monday Twilight Series commences	13 Oct	CYCA	J/80 World Championship	28 Sep – 5 Oct	Annapolis, USA
Club Marine Wednesday Twilight Series	15 Oct	CYCA	<b>OCTOBER</b>		
Grant Thornton Short Ocean Race	18 Oct	CYCA/MHYC	Volvo Ocean Race 2014-2015	From 4 Oct	Alicante, Spain
Mount Gay Rum Monday Twilight Series	20 Oct	CYCA	China Coast Regatta	10-12 Oct	Hong Kong
			ISAF Sailing World Cup, Qingdao	11-18 Oct	China
			Rolex Farr 40 World Championship	15-18 Oct	San Francisco, USA
			Rolex Middle Sea Race	18-25 Oct	Valletta, Malta
			8th China Cup International Regatta	24-27 Oct	Shenzhen, China

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



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