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Race and regatta dates for your diary.

Our Summer Sailing is now complete after a great prizegiving in the Freya and Morna rooms, and we experienced a brisk commencement of the Audi Winter Series 2012 with a 20 knot plus southerly breeze that really blew the cobwebs away.

Congratulations to all our Summer Series prize winners and those who enjoyed success over the 2011/2012 season. Special congratulations to Darryl Hodgkinson on his Blue Water Pointscore win – to win a Blue Water pointscore at our club is a special victory. Darryl was runner up in the previous season and has now proved that was no flash in the pan. We are all waiting to see what Darryl has in mind for the future. The Cape Byron Series (ORCi division) was won by Syd Fischer's *Ragamuffin* and in the Tasman Performance Series (PHS) a great win to *NSC Mahligai* – congratulations to Murray Owen and Jenny Kings.

David Champtaloup's magnificent *Caprice of Huon* secured her fourth consecutive IRC win in the Grant Thornton Short Haul Pointscore Series with Robert Hunt's *Attitude* taking the PHS win on a countback.

Ian and Shane Guanaria's *One More No More* proved victorious in the IRC division of the Mount Gay Rum Monday Twilight Series with Bob Steel's *Quest* having success in PHS Division 1. *Selkie*, owned by Chris Antico, Anthony Booth, Mark Steglick and Kevin Lewis took out PHS Division 2.

AFR Midnight Rambler took the IRC & PHS double in the Grant Thornton Short Ocean Pointscore IRC Division 1. This was a great opening season for the new Ker 40 owned by Ed Psaltis, Bob Thomas and Michael Bencsik.

Matt Wilkinson's 15 year dream of having his name engraved on a CYCA trophy came to fruition as his Masrm 920 *Out of Sight* won both IRC & PHS Division 2 of the Grant Thornton Short Ocean Pointscore.

Julian Farren-Price and his Cookson 12 *About Time* secured his second consecutive Ocean Pointscore Series. Farren-Price had a remarkable season with eight wins from ten races sailed. It was a clean sweep for Julian as he also took PHS honours.

One of the joys of being Commodore of our great club is to regularly be on the receiving end of thanks and



congratulations regarding the conduct of our sailing office and on water teams. This year I was thrilled with the level of communication coming from competitors regarding the standard of our service. To Justine, Stephen, Daniel, Brian and Marcus, on behalf of all our happy competitors, I sincerely thank you.

In this year's Audi Winter Series all divisional placegetters will be placed in a weekly draw for an Audi weekend drive. The Audi Centre Sydney team will endeavour to match the car that most suits the requirements of the weekly winner, on the chosen weekend. Our thanks to Audi Centre Sydney and please do not hesitate to contact Joe King or a member of his team if you are interested in purchasing a new or preloved Audi. When a CYCA member makes a purchase of an Audi vehicle, Audi Centre Sydney will donate \$500 to the CYCA Youth Sailing Academy.

I was privileged to address the

PARTING WORDS
I wish all competitors that are heading north to compete in the various regattas in the Whitsundays region the very best of luck. Good sailing and I hope the parties live up to expectations.

breakfast function that opened our CYCA Youth Sailing Academy winter squads for 2012. Next year is the 20th Anniversary of the CYCA Youth Sailing Academy and plans are underway to gather as many past graduates as possible. The YSA has established a YSA Alumni page on Facebook in order to contact past members. Like 'CYCA Youth Sailing Academy Alumni' on Facebook to keep in touch.

To coincide with the 20th anniversary, the Training and Development Committee has been going through an exhaustive selection process to choose a replacement class for our current Elliot 6m fleet. The Board of Directors has approved a process that will see us purchase 10 new Elliot 7m yachts in a timely manner for our Anniversary celebrations. We are also very proud that two members of the CYCA will be representing us at the London Olympic Games. Our Women's Match racing team of Olivia Price, Lucinda Whitty and Nina Curtis will battle it out for medals in late July. Both Olivia and Lucinda have been long term members of our YSA and they are regularly at the club when in Sydney. The achievement of becoming an Olympian is a magnificent personal accolade to be cherished for life. I am sure you will all join me in wishing them well. The completion of stage one of the property redevelopment has added greatly to the club and we now look forward to the next stage which will concentrate on the hardstand areas and marina access to arm c of the marina being reconfigured. Tenders for stage 2 of the redevelopment are currently being evaluated. Once the evaluation process has been completed and more news forthcoming, a separate communication to members will be made providing further details.

This is my last "At the Helm" column. The Club's Annual General meeting is scheduled for 17th July and will see me step down and a new Commodore will be elected. May I take the opportunity to thank all members for the opportunity to serve you as Commodore of this great club. The past two years have gone by so very quickly. I would like to thank the Board of Directors and the members of the management team that have helped make my term as Commodore such a pleasure.

I look forward to seeing you all around the club and on the water.

GARRY LINACRE
Commodore CYCA



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WILD OATS

As the chill winds of winter blow, our thoughts and fleets turn to the warmer waters of the far north with the approaching season of Queensland regatta weeks!

While weekday twilight racing is turned-in for its annual hibernation, and winter series fleets of weekend racers and cruisers enjoy the crystal clear skies and brilliant sunshine of the coming winter solstice, anticipation builds for those sailors fortunate to be heading to the race weeks upon the aquiline seas of the sunshine state.

Fleets of yachts attending week long regatta events are as strong as ever, as 'fun in the sun' never goes out of style. Silver linings to the darkest clouds perhaps, but one thing's for sure – the cheer and camaraderie of regatta racing is still pulling the crowds.

Having recently raced in April at the Sail Port Stephen's race week, you couldn't miss the smiles and sense of good times aboard the yachts, on the docks and all around the picturesque mid-NSW coastal port, despite torrential first half rainfall and very light, often drifting conditions for much of the week. Even when the breeze was zip, leaving dozens of yachts literally parked on the bay, crews engaged in the fun banter for which race weeks are renowned – somersaults over the side, sizzling BBQs aboard, and one yacht's crew even radioed their tender to come and pick them up for a 'touring party' to other parked yachts, leaving their own boat with full sails aloft alone and unattended while awaiting the fall of the AP flag. Such is regatta life!

This issue reviews that and many other races and regattas including the start of the Cruising Yacht Club's Audi Winter Series and Veterans race, and regionally such events as the Royal Hong Kong Yacht Club's 50th Rolex China Sea Race. We go champagne sailing with Swan on their first ever Swan Rally on Sydney Harbour, and further afield update you on races as diverse as the Clipper Round the World race, Volvo Ocean race and St Barth's Bucket regatta in the French West Indies.



Coming up, the CYCA's Audi Sydney Gold Coast race starting on 28 July is shaping up to be a big one this year with over 70 yachts expected, and as a major bluewater race in its own right, doubling as one of the primary feeders for the popular Airlie Beach and Audi Hamilton Island race weeks up north during August.

With the challenger races for the 34th America's Cup starting up in barely 12 months time, we thought it timely to take another peek at the progress being made for the big race of the hi-tech cats and show you the first of the giant AC72s to hit the water. Plus, with the London Olympics this month, we've published a full form guide of our Olympic hopefuls for glory on the waters of Weymouth.

This issue is also packed with special yachting features including our "Top 10" comparison of Luxury Cruising Yachts, plus yacht reviews on two very different new 40-footers – Dehler's 41 cruiser-racer and the new Farr 400 One Design race yacht.

The technically minded may like to keep an eye out for our Sail Technology special feature and in the Locker Room you can go shopping through our wardrobe of the season's hottest (and driest) new wet weather gear.

See you on the water.

ANTHONY TWIBILL
Publisher

offshore YACHTING

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CYCA Blue Water Pointscore Series 2012 – 2013

- | | |
|--------------------------------------|----------------------------|
| 1. Audi Sydney Gold Coast Yacht Race | Saturday 28 July 2012 |
| 2. Flinders Island Race | Saturday 22 September 2012 |
| 3. Bird Island Race | Friday 5 October 2012 |
| 4. Cabbage Tree Island Race | Friday 16 November 2012 |
| 5. Lion Island Botany Bay Race | Saturday 1 December 2012 |
| 6. Rolex Sydney Hobart Yacht Race | Wednesday 26 December 2012 |

Dates and destinations subject to change.



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SUMMER SERIES SPONSORSHIP

Grant Thornton renews

Grant Thornton extends their sponsorship of the CYCA's Short Haul Pointscore and Short Ocean Pointscore Series for a further three seasons. Jennifer Crooks reports.

The Cruising Yacht Club of Australia is pleased to announce accounting and business advisory firm, Grant Thornton, has extended its sponsorship of the Grant Thornton Short Haul and Grant Thornton Short Ocean Pointscore Series for a further three seasons up to and including the 2014/2015 series'.

The Grant Thornton Short Haul and Grant Thornton Short Ocean Pointscore Series are an integral part of the CYCA's Summer Sailing Program. Conducted from September to March, the series comprises 25 races and sees combined fleets of up to 60 yachts competing in Sydney Harbour and its surrounds.

The Grant Thornton Short Ocean Pointscore Series consists of 11 races (including the Australia Day Regatta), which are sailed off Sydney Heads.

Each race is approximately 15 nautical miles in length and yachts race in IRC and PHS handicap categories.

The Grant Thornton Short Haul Series is a non-spinnaker series that comprises 14 races (including five passage races). The majority of races are sailed off Sydney Heads with some races conducted in the Harbour and at night.

Grant Thornton Marketing Director Lex Melzer commented: "Grant Thornton is delighted to renew its four year sponsorship of the Grant Thornton Short Haul and Short Ocean Pointscore Series for a further three years. We are very proud to support Australia's premier ocean racing yacht club – the Cruising Yacht Club of Australia; and hugely enjoy being part of the weekend summer racing fleets, which many of our clients sail in.

"It's great to be associated with an opportunity to extend the natural collaboration and competition between them in their business lives to friendly – but no less competitive – engagement on the water. The dynamism of yacht racing fits well with Grant Thornton's mission to unlock the potential of Australia's most dynamic organisations."

"Whilst the format of the Short Haul and Short Ocean series doesn't lend itself to weekly prize giving, Grant Thornton have decided to offer one annual prize of \$5,000 worth of tax, accounting or wealth management advice to the owner of one yacht entered into the Grant Thornton sponsored series."

"To be eligible, yachts must finish in the top three of any of the Grant Thornton sponsored series in the year and the prize will be drawn at random at the annual summer series prize giving."

The winner for the 2011/12 season prize was Desmond Fagan, owner of *Lisdillon*. The prize was drawn at the CYCA's Summer Series 2011/2012 prizegiving held on April 27. The announcement of the sponsorship extension was made by Grant Thornton's Paul Billingham, Managing Partner – National Financial Advisory, to all competitors attending the season celebration.

"On behalf of competitors in the Grant Thornton Short Haul and Short Ocean Pointscore Series, I would like to thank Grant Thornton for continuing their support of the Cruising Yacht Club of Australia," CYCA Commodore Garry Linacre said.

"The popularity of these series' with CYCA members has continued to grow each season Grant Thornton has been a sponsor."

The Grant Thornton Short Haul Series will commence on Sunday 16 September 2012 with the 17th Monica Geddes Memorial Trophy, and concludes on 23 March 2013. The CYCA Members Open Day and Parade of Sail will also be conducted on Sunday 16 September.

The Grant Thornton Short Ocean Pointscore Series will commence on Saturday 29 September 2012, and concludes on 23 March 2013.

Online entry for the series will be available from August on www.cyca.com.au under 'Sailing'. ⚓

ANNUAL PRIZE
Lisdillon owner
Desmond Fagan
was the 2011/12
season winner
of the Grant
Thornton prize.



YOUTH SAILING

CYCA wins Teams Open

CYCA Youth Sailing Academy team wins the 2012 NSW Teams (Open) Racing Championship. By Jay Griffin

CYCA YSA team with skippers Jay Griffin, Ashlen Rooklyn and Byron White, won the 2012 NSW Teams (Open) Racing Championship hosted by Yachting NSW and Woollahra Sailing Club in March.

Nineteen teams consisting of a mix of Open and School teams competed, giving many exciting races with a number of upsets as School teams got the better of older Open teams. The format was a round robin, split into two groups run from Saturday to Sunday morning followed by quarter-finals, semi-finals and finals.

The beginning of the first day saw the newly formed CYCA team start against the top seeded team from Ireland. A variable south westerly breeze set the standard for skippers Ashlen Rooklyn, Jay Griffin and Byron White and crews Tom Barrington, Robbie Berzins and Caitlin Tames.

At the first top mark CYCA held the lead, however experience showed from the Irish who managed to gain the first place on the run and come away with the win. Four more races were completed after a short delay waiting for the breeze to settle with the team winning all of these races.

Sunday saw the completion of the round robin with the Irish coming out on top with a commanding lead winning all their races. The Northbridge Sailing Club team, with Advanced Squad sailor Jack Dawson, finished in second with one loss followed by the University of Sydney, tied with the CYCA.

The team would like to thank the regatta organiser Jeremy Atkinson, PRO Col Chidgey and the CYCA and Youth Sailing Academy for their ongoing support. ⚓

TRAIL BLAZERS
School teams and open teams competed in the NSW Teams (Open) Racing Championships.

EIGHT BELLS

The passing of Peter Packer

The celebrated surgeon and owner of legendary Sydney Hobart winner Rampage, passes away in Italy.

Peter Packer, OAM, founder of a Western Australian dynasty of ocean racing yachtsmen and the first WA yachtsman to win the Sydney Hobart Yacht Race, passed away on May 9, 2012 while holidaying in Rome, aged 86.

Packer, who was also a noted surgeon in Perth until his retirement, skipped the Ben Lexcen-designed *Rampage* to victory in the 1975 Sydney Hobart Yacht race after placing third in 1973.

With two sons, Ron and Chris Packer, in the crew, *Rampage* sailed before hard following winds of up to 40 knots to cover the 630 nautical mile course in 76 hours 43 minutes and 3 seconds, a remarkable 8.2 knot average for a yacht of her size.

Both Ron and Chris have gone on to become noted international yachtsmen, including crewing on *Police Car* in the winning Australian team at the 1979 Admiral's Cup, also a test of their seamanship in gale force weather.

Peter Packer was born in Capetown, South Africa, in 1926, the son of Admiral Sir Herbert Packer, RN. After service with the Fleet Air Arm during World War II, he studied medicine at Capetown University. He and his wife Glen and their four sons, Ron, Chris, Tony and Willy, moved to Western Australia in 1961.

Outside of medicine he was a keen sailor, campaigning his yacht *Corsair* in offshore races in Western Australian waters before having Ben Lexcen design him the Sydney Hobart winner *Rampage*.

According to the West Australian newspaper, after enjoying one of the best days of his life visiting the Colosseum and the Senate in Rome, Piet (as he was known affectionately by his family) fell down some steps on his way to breakfast the following morning.

Over the next week he was lovingly cared for by dear friends, Rae and Peter Breidahl, and his eldest son, Ron. Sadly, he never recovered.

Emergency scenario

The CYCA tests its Emergency Management Procedures and puts the team through its paces. By Jennifer Crooks.

The Cruising Yacht Club of Australia continues to be a world leader in making improvements to the way yacht clubs stage ocean races, following the tragic 1998 Sydney Hobart Yacht Race, a stark reminder that the sea commands respect.

However, from the tragedy of that race, there has been a positive ripple effect worldwide, and broad-ranging improvements have been made in education, training of participants, and in race management, including the preparedness for, and methods of dealing with emergency situations, not to mention changes to safety equipment.

In 1999, the CYCA formed an Emergency Management Team, with an approved plan and standard operating procedures which are called into action in the event of an emergency.

In March, the CYCA Emergency Management Team, made up of volunteers who have experience in various levels of crisis management, held an exercise to test the Club's race emergency procedures, its Emergency Management Plan (EMP) and the Emergency Management Team's (EMT) standard operating procedures (SOP) documents. The exercise also helped identify leadership candidates who could fill the role of Emergency Management Team Leader (EMTL).

No other yacht club has such stringent procedures, and to test them in a controlled environment was paramount to the continued development of the EMT and the EMP.

CYCA Past Commodore and Emergency Management Team Leader, John Brooks, designed the exercise around a fictitious Rolex Sydney Hobart Yacht Race. The scenario included foul weather and incidents drawn from several races, including man overboard, death and severe injury of crew persons, yachts in distress and a sinking yacht.

Teams involved in the exercise:

- The EMT was made up of seven current members who were rotated through the Team Leader and Deputy Team Leader and, for training purposes, all were rotated through different team positions during the exercise.
- The Exercise Management Team comprised the Exercise Director and 13 volunteers and CYCA staff playing various roles.
- The Media Team consisted of the CYCA's RSHYR media director, communications manager and three professional media.

While condensed into a period of four hours, the exercise identified the intricacies of dealing with different levels of crises, tested the current SOPs and new members of the EMT who have not been exposed to such incidents.

Vice Commodore Piggott, who acted as official spokesperson for the exercise, recognised its importance: "The CYCA prides itself on having one of the highest levels of safety in Category 1 yacht racing," he said.

"This exercise was an integral part of our offshore yacht race management. The testing of the protocols involved was required in order to see what, if any, procedures could be changed or improved.

"My thanks go to John Brooks for his tireless efforts in putting together such a realistic scenario, and to everyone else involved, including the EMT, and other volunteers and staff for taking the time to participate." ⚓

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YOUTH SAILING ACADEMY

New fleet for YSA

CYCA Youth Sailing Academy to upgrade training fleet to coincide with 20 year anniversary celebrations in 2013. By Jennifer Crooks

After conducting a lengthy needs analysis and evaluation process, the Training and Development Committee has received funding approval from the Board to place an order for 10 Elliott 7 metre training vessels to replace the existing fleet of 10 Elliott 6 metre boats.

Delivered in October 2002, the existing fleet of Elliots has provided the Youth Sailing Academy (YSA) with the perfect platform to execute the training and regatta calendar over the past 10 years. Having been maintained in regatta ready condition, the time is right to upgrade the fleet, while still being able to release the value left available in the Club's asset.

A number of boats that had the potential to meet the needs of the YSA objectives were evaluated. These included the Melges 20, SB3, J80 and Elliott 7m.

A working group of representatives from the Training and Development Committee (T&D), staff, past students and current coaches evaluated each boat based on an approved criteria.

At the conclusion of the evaluation process a shortlist of 2 boats were recommended by the working group to the T&D committee. These were the Elliott 7m and Melges 20.

Requests for proposals were

requested from both designers and commercial terms evaluated.

At the conclusion of that process, the Training and Development committee recommended to the Board that Elliott Marine Ltd be awarded the contract to supply ten Elliott 7 metre boats that will be used to meet CYCA's on water training and Youth regatta needs over the next ten years.

The boats will be manufactured by McConaghy Boats in China and shipped to Sydney for rigging in the second quarter of 2013.

This will be the third order placed with Elliott Marine Ltd by the CYCA over the past nineteen years of the Youth Sailing Academy's existence. The first fleet being the Elliott 5.9 metre. Over that period, the Elliott designed boats have proven to be a reliable, stable and multipurpose sailing platform that responds to all the needs of the YSA syllabus.

It is planned for the commissioning of the new fleet to coincide with the 20 year anniversary of the CYCA YSA in August 2013, at which time the boats will be used to conduct the 2013 Australian Open and Australian Women's match racing championships which have recently been awarded to the CYCA by Yachting Australia. ⚓

FLEET UPGRADE
The Elliott 7m has been chosen by CYCA's Training and Development Committee to replace the existing Youth Sailing Academy Training fleet.

Winter Squads

The 2012 Talented Sailor, Development Match Racing and Advanced Squads launched at the Club.

The Talented Sailor, Development Match Racing and Advanced Squads are the perfect opportunity to further develop sailing and match racing skills. These squads focus more on the advanced aspects of sailing including racing rules, tactics, physical fitness, campaign planning, sail trim and boat maintenance. Upon completion, students are encouraged to participate in the Club's events to acquire valuable experience in keelboat racing.

"The Winter Squads launch was a great gathering of youth ready and eager to improve their sailing skill levels in the three tiered format of training squads," Commodore Linacre said. "I wish them all the best for their training over the coming months and look forward to seeing you on the water."

Upcoming events

May - August

Ongoing Training Squads

2 June

Navionics Match Racing regatta
Advanced Squad

23 & 30 June

Captain John Piper regatta
Advance Squad (Match Racing)

4-5 August

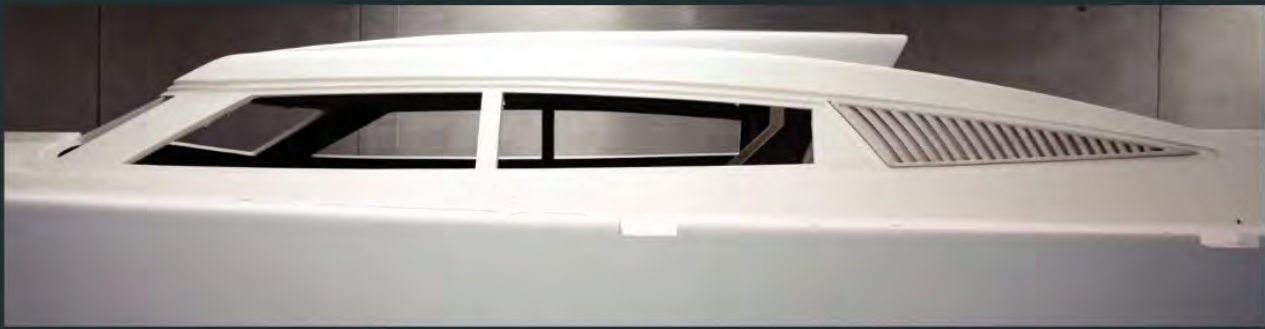
Club Marine NSW Youth Match
Racing Championship

YSA alumni

Next year is the 20th Anniversary of the CYCA Youth Sailing Academy. Plans are underway to gather as many past graduates as possible. The YSA has established an YSA Alumni page on Facebook in order to contact past members. Like 'CYCA Youth Sailing Academy Alumni' on Facebook to keep in touch.

Save the date

The annual CYCA SOLAS Trusts fundraising dinner will be hosted at the CYCA on Thursday 18 October, 2012. More details to follow, shortly. Please register your interest with CYCA Reception on 82927800 or reception@cyca.com.au



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Summer Series Prizegiving

On Friday evening 27 April, 180 CYCA members and summer series competitors celebrated their successes in the 2011-2012 Summer Series. The CYCA would like to acknowledge its Summer Series sponsors: Rolex, Club Marine for the support of the Club Marine Wednesday Twilights, Grant Thornton and Mount Gay Rum (Mount Gay Rum Monday Twilights) for their continued support.



1. *About Time* crew present Julian Farren-Price with a season memento. 2. Sam Haynes, *Celestial*, with the George Barton Trophy for his PHS win in the Bird Island Race. 3. Colin Wilson, *Never a Dull Moment*, won the PHS division of the Autumn Ocean Pointscore Series. 4. David Champstaloup (*Caprice of Huon*) with Paul Billingham, Grant Thornton, accepting his trophy for his IRC win in the Grant Thornton Short Haul Pointscore. 5. The crew of *Attitude* celebrate with the Cherana Trophy (PHS Win in the Grant Thornton Short Haul Passage Pointscore). 6. The crew of *NSC Mahligai* celebrating their PHS wins in the Cabbage Tree Island Race (Woollahra Cup) and Tasman Performance Series (Malcolm Halliday Perpetual Trophy). 7. Kathryn Underhill, Michael Baggott, Sandra and Ray Entwistle, Jake, 2nd IRC Ocean Pointscore. 8. Noel Cornish (owner, *St Jude*) George Loiterton, Paul Binstadt, and Cam McKay celebrating their season results. 9. Luke Hamilton (Mount Gay Rum) presenting Sally Warneford (*Thirlmere*) with her trophy for 3rd place PHS Division of Mount Gay Monday Twilights. 10. *Victoire* crew celebrating their Blue Water Pointscore win.



Ladies Day and Great Veterans Race

Maurie Evans' Lion 35 *Malohi* won the Great Veterans Race from *Anitra V* and *Katinka*. The Great Veteran's Race is the Cruising Yacht Club of Australia's annual tribute to those classic Sydney Hobart Yacht Race yachts that sailed south in the 1940s, 50s, 60s and 70s and marks the opening of the Audi Winter Series. The Ladies Day race for the Jill McLay trophy is also sailed in conjunction with the Great Veterans race as part of the opening of the Audi Winter Series.

1. Next helmed by Angela Holstein. 2. Vin Gallagher and Maurie Evans with the Windward Trophy for *Malohi's* win in the Great Veterans Race. 3. Maurie Evans accepting the Windward Trophy from CYCA Director Arthur Lane for *Malohi's* Great Veterans Race win. 4. Cathie Goodridge at the helm of *Wax Lyrical*, her and husband Les' new X-50. 5. Kathleen Gillett, one of nine yachts to take part in the first Sydney Hobart race, competing in the Great Veterans race. 6. 2012 Winners of the opening Ladies Day Race accept the Jill McLay trophy L-R: Plum White (*M*), Justine Tornai (*Skeeter*) and Rachael Mason (*Wallop*) with CYCA director Arthur Lane. 7. Sarah Goddard Jones at the helm of *Wine Dark Sea* resplendent in Hawaiian theme complete with inflatable palm tree.



Audi Winter Series Launch Cocktail Party

On Wednesday evening 18 April, over 150 CYCA members and Audi Winter Series competitors attended the Series launch cocktail party, hosted by Audi Centre Sydney.

Joe King, Dealer Principal, welcomed all Audi Winter Series competitors "I wish you fair winds, strong competition and I look forward to joining you all for a sail during the Audi Winter Series."

Philip Mellor was the lucky winner of an Audi Q3 drive weekend, drawn by Commodore Garry Linacre. The recently launched A3 was on display for attendees to view together with an A5 Sportback, A6, A7 and R8 models.

1. Greg Maughan (*Syonara*) and guest. 2. Clare Lewis (*Big Blue*), Andrew Shaw and Ellen Briand (*L'Altra Donna*). 3. *Wild One* crew with owner Larki Missiris (second from right). 4. Dick Cawse (*Vanguard*) and Susan Piggott (*Flying Cloud*). 5. Michelle Rogers (*Wave Sweeper*) and Ted Tooher (*Chancellor*). 6. Grainne Saunders (Scarlett O'Hara) and guests. 7. Beth Morley & Terry Martin (*Shere Khan*) and Rachael Mason (*Wallop*).



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Off to a flying start

THE ANNUAL WINTER BATTLE FOR POINTS BEGAN ON SYDNEY HARBOUR IN A BLUSTERY SOUTHERLY REPORTS DI PEARSON

The chill factor and a strong southerly wind that peaked at 20 knots set the pace for a fast race, as 121 starters lined up for the first pointscore race of the Cruising Yacht Club of Australia's Audi Winter Series, which is held on Sydney Harbour each winter.

A changing tide, a broken mast and a broken rudder added to the wake-up call delivered to participants who were rugged up against the elements that delivered the first of real winter conditions this year

Sports Bar, the Jeanneau 36i owned by Neville and Jo Blair, lost her rig in the stiff southerly, which, according to Principal Race Officer, Denis Thompson, averaged between 12-15 knots. In a second incident, Rod Gibbs' *Flying Tiger Shere Khan* lost her rudder, momentarily spearing out of control until her startled crew realised what had happened.

Despite the two breakages and three other retirements, Thompson said: "It was a nice way to open the season. Most of the fleet probably hasn't sailed in a big breeze for a while, so it probably caught a few off guard even though the southerly was predicted."

Sarah Goddard-Jones was thrilled to take out Division B with her Lyons 49, *Wine-Dark Sea*. "It was brilliant sailing – much more exciting than

the light conditions we've raced in recently. We sailed really well on the reaches and stuck up a small kite for the runs; the last run was the most exciting," she said.

In Division F, Rob Hunt sailed his Adams Offshore 350 *Attitude* to a win from *Mortgage Choice Rumba* (Robert Carr) and Greg Mason and Barb Maunsell's always well sailed *Sinewave*.

"The crew did a fantastic job," an elated Hunt declared. "It's pretty rare, but the boat just loves big breeze," he said.

Division G winners, Bryan Collis and Stephen Wall, were thrilled to open the Audi Winter Series with a win when their modified Etchells lived up to her name *Wallop*. "We were very surprised," Collis confessed. "Because of the wind, the boat was under water most of the time, but it just flew around the course," he said.

Richard Holstein's *Next* came up trumps in the Sydney 38's, followed by Sally Warneford and Larry Jamieson's *Thirlmere*, with Geoff Bonus and Richard Williams' *Calibre* in third.

The 10-race Audi Winter Series continues through June and July concluding with the Chris Lee Closing Ladies Day race on July 15th. www.cyca.com.au



WINTER WINDS
Tight competition
as always in the
Audi Winter Series.



GREAT VETERANS RACE

Grand ladies day

THE TRADITIONAL OPENING TO THE AUDI WINTER SERIES WAS A FUN DAY FOR VETERANS AND LADIES ALIKE REPORTS JENNIFER CROOKS.

The Great Veteran's Race, held on April 22, is the Cruising Yacht Club of Australia's annual tribute to the classic Sydney Hobart Yacht race yachts that sailed south in the 1940s, 50s, 60s and 70s. Maurie Evans' *Lion 35 Malohi* won the Great Veterans Race from *Anitra V* and *Katinka*. *Kathleen Gillett*, Jack Earl's famous double ended ketch that competed in the first Sydney Hobart Yacht Race in 1945, and a yacht that is synonymous with the CYCA, made her way gracefully around the Great Veteran's Harbour course, but unfortunately did not finish the race, which marked the opening of the Audi Winter Series.

All those on the Harbour felt honoured to be racing on the same piece of water as the grand lady *Kathleen Gillett*. "It was great to be part of something so historic and it's a real joy to see *Kathleen Gillett* still sailing," Maurie Evans said.

Simon Kurts' S&S 47 *Love & War*

relished the conditions taking line honours in a time of 2 hours, 27 minutes and 35 seconds with Nigel Stokes' classic Knud Reimers designed 75sqm yacht *Fidelis* second on line, three minutes and 15 seconds behind *Love & War*.

"We were fortunate with the conditions as *Malohi* does well in light airs," Evans said. "It's an honour to win this race and have my yacht's name engraved on the Windward Trophy – it's a stunning trophy and there are some great yachts that have won it.

Malohi was built by Jim Perry for Neville McEnally and launched in January 1956 and competed in six Sydney Hobart races with her best result a third overall in the 1960 race. She has been owned by Maurie Evans since 1996 and previously owned by Syd Fischer. Evans sails *Malohi* in the Sydney Amateur Sailing Club's Saturday Harbour pointscore series and was the winner of the 2009/10 Classic Division.

Philip Brown's *Anitra V* finished second overall behind *Malohi* with Paul O'Connell's *Katinka* third.

The non-pointscore Ladies Day race for the Jill McLay trophy was also sailed in conjunction with the Great Veterans race as part of the opening of the Audi Winter Series. The Ladies Day race is a tribute to Jill who was a long-term employee of the CYCA and died from cancer.

Fun and colour was the name of the game on board many of the yachts competing in the Ladies Day race. It was certainly not dull on *Never a Dull Moment* with the crew in their yellow and navy striped crew shirts; co-owner of *Wine Dark Sea*, Sarah Goddard-Jones, was resplendent in her Hawaiian shirt with an additional stern decoration of an inflatable palm tree; *Inkonkoni* (Evelyn and Arthur Lane) donned pink shirts as a nod to Ladies Day; and suitable nautical tunes were heard from the helm of *InCahoots* announcing its arrival to the starting area.

Race Officer Robyn Morton got the fleet of 52 Ladies Day and 20 Great Veterans race competitors underway in a light 5-8 knot north easterly breeze.

All yachts sailed on their respective course B which had them sailing to a laid mark near Shark Island before heading up the Harbour to the Junction Bell mark and back through the gate and to Garden Island and returning to finish in Point Piper.

Justine Tornai (*Skeeter*) took honours in Division A Spinnaker and was also the lucky recipient of the Audi Weekend drive. "The moderately consistent breeze suited the Farr 30 today. My husband ran the boat for me – I had great fun bossing him around!" Tornai said. Sara Jane Tomsett (*Enigma*) finished second with Claire Chalmers (*Saltshaker*) third.

Rachael Mason skippered *Wallop* to a win in Division B non-spinnaker with Laura Manuel (*Attitude*) second and Francesca Kemp (*Carats n Kilos*) came third.

In Division B Spinnaker, Stephanie Cook (*Mortgage Choice Rhumba*) took the win, with Daphne Winstone (*Devils Lair*) second and Merryl Semple (*Marigot Bay*) third.

Kathleen Gillett will be berthed at the CYCA from 1-3 July to coincide with an information evening that the club is conducting on Tuesday 3 July for the benefits of CYCA members and guests. ⚓

www.cyca.com.au

GRACEFUL RACING
Kathleen Gillett competing in the Great Veterans Race.



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ROLEX CHINA SEA RACE

Genuine Risk factor

THE EPIC THREE DAY RACE FROM HONG KONG TO THE PHILIPPINES REQUIRED TACTICAL SAILING IN THE UNPREDICTABLE CONDITIONS.

The fiftieth anniversary of the South China Sea Race attracted a diverse fleet of 25 yachts ranging from the sole participating maxi, Geoff Hill's *Genuine Risk*, which took the Sunday Telegraph Trophy for Line Honours and a Rolex Yacht-Master timepiece, to the many 50 and 40-footers competing for the China Sea Race Trophy on corrected time.

The three day race from Hong Kong's Victoria Harbour to Subic Bay in the Philippines began on April 4 and the softening of the breeze on the second day made breaking the current race record, established in 2000 by local yachtsman Karl Kwok on his Volvo 60 *Beau Geste*, next to impossible.

Many competitors cite the 'holes'

approaching the Philippine coast as one of the major challenges in the race and were given some practice only half an hour after the start, as the leading boats hit a hole off Chai Wan which then spread west into Lei Yue Mun to slow down the back half of the fleet.

"I think if we had gotten the breeze we could have broken the record," said *Genuine Risk*'s Geoff Hill. "We are pretty confident of that but we didn't get the breeze, and that's what ocean racing's all about". Hill has been racing the Rolex China Sea Race since 2004, although this was the first edition for him on *Genuine Risk*, a Dubois 90 maxi with a canting keel, 16-foot draft, huge sails and enormous power. "What is interesting about this race," added

Hill, "is that you just never know who it will be. The weather will actually determine who wins on handicap, because there are just so many variable patterns."

This year's overall title on corrected time went to the Singaporean entry *Zanzibar*, who also laid claim to a Rolex Yacht-Master timepiece in addition to inscribing their victory in the record books of Rolex China Sea Race history.

Red Kite II, *Australian Maid* and *Vega* were also in the running for the overall title, but by 13:30 (UTC +8) on 8 April the results for IRC Overall were in and it was *Zanzibar* that took the title on corrected time, beating out the "big boats" and all other competitors on handicap. ⚓ www.rhkyc.org.hk

HEADING OUT OF HONG KONG
Geoff Hill's Dubois 90 *Genuine Risk* took line honours in this year's South China Sea Race.

ROB GILL



Slam Dunk

A CONVINCING WIN FOR A DESERVING CREW IN THE NZ ELLIOTT 5.9 CHAMPIONSHIPS.

Cam Horne with Brett Elliott and Nick Bastow of *Slam Dunk* comfortably won the 2012 NZ Elliott 5.9 National Championships sailed from Marsden Cove from March 8 to 11. The Onerahi Yacht Club staged the event for nine boats in this highly competitive fleet.

Despite trying conditions, race officer Paddy Simms managed to pull off a full series of twelve races. The regatta kicked off on day one with 16-22 knots of breeze and big rolling swell while racing in Bream Bay. Day two was expected to be worse, so racing was held inside Whangarei

NEW ZEALAND ELLIOTT 5.9 CHAMPIONSHIPS

FIGHTING IT OUT
Racing in this year's Elliott 5.9 Championships challenged the highly competitive fleet with unpredictable conditions.

Harbour near Parua Bay. The final races were sailed in more gentle conditions back out in Bream Bay with flatter water, so the regatta saw all sorts of conditions.

"In this fleet you have to be able to handle all conditions" said Horne. "We just focused on staying clean on the race course and getting a good start"

Slam Dunk (RAYC & RNZYS) was a convincing winner with an assured performance. Rarely in trouble and never for long, Horne and his crew were able to recover from some mid fleet positions and never once finished a race outside the top three.

Meanwhile, several other contenders were scrapping out the top few placings but not quite achieving the same consistency.

Craig Coulam and his *Flying 15* crew of Mark Puddick and Ben Howe (RAYC) made a real impact in the class, deservedly finishing just behind *Slam Dunk* in second place overall. Only one point behind *Coulam* and his crew on *Voodoo* were defending champions Simon Manning, Andy Robertson and Phil Quinn (RAYC) sailing on board *The Blurr*. ⚓

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NEW ZEALAND WOMEN'S
KEEL BOAT CHAMPIONSHIPS

Women's champs a team effort

THE NZ WOMEN'S KEELBOAT CHAMPIONSHIPS PROVIDED A VERY TIGHT RACE BETWEEN THE TOP TWO TEAMS.

Just one point separated the top two teams of the 2012 Baltic Lifejackets NZ Women's Keelboat National Championships in April and Sam Osborne and her crew from the Royal New Zealand Yacht Squadron reigned supreme.

The fickle Auckland Autumn weather threw everything at the organisers and competitors for this regatta run by the Royal NZ Yacht Squadron in the Farr MRX yachts. On day one, the crews faced a 20 to 30 knot Westerly that severely tested their spinnaker handling skills and on Sunday each time the wind came in it disappeared almost as quickly.

Fresh from a second place finish at the MRX Owners Championships the weekend prior, Sam and her team of

Taylor Holland, Paige Cook, Raynor Smeal, Simone Locke, Carla Holgate and Hannah Morris were able to handle the big breeze.

"Our highlight was on the windiest day, we were really sending it and nearly out of control" said Sam. "We handled the situation well, kept our heads and got ourselves out of each drama.

Gillian William's crew started the regatta with a first and appeared to be in commanding form. This team, sponsored by HTC Sportsworld, was unlucky to catch a spinnaker sheet between the rudder and the hull which jammed the rudder in the second race. It was a costly mistake that lost her two races and a chance of winning the regatta.

Sunday's racing proved just as challenging with a steady North West breeze at the start of each race fizzling out by the finish of each race. First places were shared between five of the crew, proving that this close racing really could have been anybody's title to take home.

Joy Adams and her crew representing the Bucklands Beach Yacht Club won three of the eight races, proving that their training at the Ladies Club Series of the Royal New Zealand Yacht Squadron and Ponsonby Cruising Club paid off. They are sure to be back next year to avenge the one point deficit that held them back from winning this year's event. ⚓

ONE POINT WIN
Sam Osborne and
her crew take out
the NZ Womens
Keelboat Nationals.

www.mzys.org.nz

LISA CAINERO



SWAN RALLY

Game of Swans

AUSTRALIA'S FIRST SWAN RALLY ATTRACTED A STRONG PRESENCE, GOOD SPIRITED COMPETITION AND AN EIGHTIES POP ICON. PAIGE KILPONEN WENT ALONG FOR THE RIDE.



It is, perhaps, appropriate that the collective noun for swans is "game". When 10 Swans gathered in Sydney in March for the inaugural Nautor's Swan Australia Rally it was game on.

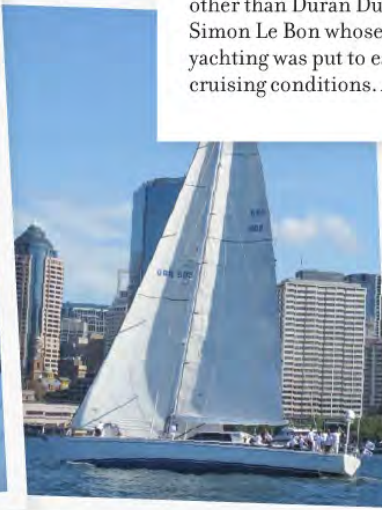
While Nautor's Swan's Ian Treleven was careful to remind owners that it was a rally, not a race, the sporting spirit of owners, skippers and crews made for some seriously friendly competition, possibly fuelled by a few pre-rally Veuve Clicquots at the CYCA before the starting gun.

With the fleet ranging in size from 42 to 90 feet, the pace was set for a colourful afternoon's sailing. As the largest in the fleet, the Swan 90 *Die Swaene* was an attention-grabber from the outset. Not only did her size and grace in the water impress but her helmsman on the day was none other than Duran Duran frontman Simon Le Bon whose longtime love of yachting was put to easy use in ideal cruising conditions. A light Sou'easter

took the fleet east from Rushcutters Bay to Shark Island, then under the Harbour Bridge to Goat Island before heading back to Clark Island. In picture-perfect conditions, all yachts flew their spinnakers as they headed up the harbour to Goat Island.

Leslie Green's Swan 601 *Ginger* crossed the line first but the rally clearly wasn't about point scoring as the closeness and camaraderie of the Swan community was celebrated over yet more champagne's on the CYCA's deck. Swan's uber-stylish owners Salvatore Ferragamo provided prizes in the form of sartorial silk ties and scarves and the reluctance of guests to leave the party was testament to a winning event.

"The rally was extremely successful," Treleven said. "With over 130 skippers and crew attending it will definitely become an annual event. The enthusiasm of the Swan owners and crew who attended made it a really fun day." ⚓ www.australia.nautorswan.com





event is that it caters to all comers: from the kids starting out racing in Optis and Bic Open dinghies, through to separate champs taking place for Elliot 7's, and Melges 24's on the bay. The laid-back, family friendly "Commodore's Cup" cruising event takes place for the first three days – this year in full wet weather gear if you had it – and this is then followed for the next three days with Performance Racing and Performance Cruising yachting divisions on the bay and a serious IRC regatta held offshore.

The final day of Sail Port Stephens 2012 was a beautiful one, with sunshine and breeze, well for the offshore IRC fleet at least. The IRC fleet was contesting windward / leewards on the final day of competition for the 2012 NSW IRC Championships.

Overall, the Division 1 IRC champion was once more Marcus Blackmore's *Hooligan*, for the second year running. Bob Steel's *Quest* finished second, with Rob Van der Slot's *Calm* third.

The IRC Division 2 champion was Garry Holt's *Exile*. Bernie van T' Hof's *Tulip* was second on count back from Darryl Hodgkinson's *Victoire*.

Andy Kearnan's *L'Altra Donna* was the Division 3 IRC Champion. Peter Sorensen's *The Philosopher's Club* was second, with Roger Hickman's *Wild Rose* third.

MARK ROUNDING
Competition and cheer in equal measures at Sail Port Stephens.

Sails with smiles

THE FIFTH EDITION OF THE POPULAR SAIL PORT STEPHENS RACE WEEK HELD ON THE MID-NSW COAST WAS AT CAPACITY ONCE AGAIN IN APRIL, WITH YACHTIES, FAMILY AND FRIENDS, COMPETING IN THIS LAID BACK COMPETITION OF CAMARADERIE AND CHEER. ANTHONY TWIBILL REPORTS FROM ABOARD *MARGARET RINTOUL V.*

Sail Port Stephen's race week is ideally situated in many respects; in the natural beauty of its location – barely a good day's sail north of Sydney – and in providing challenging racing both inshore around the vast bay and offshore around the dramatic backdrop of rugged islands just beyond the picture-postcard heads. The event has a regionally casual appeal without the influence of corporate Australia and the sponsor demands of some regatta events, and its timing during the Easter and NSW school holiday period also attracts many family participants, not just salt-seasoned yachties, adding to its 'Real Australia' feel.

The fifth running of Sail Port Stephens, hosted by the Corlette Point Sailing Club, was a fun-filled affair, despite persistent rain throughout the first few days and very light to non-existent breeze for much of the week. It's popularity, it seems, is only limited by the lack of any more berthing space for visiting yachts among the various excellent marinas

throughout the bay, including D'Albora, Peppers Anchorage (with adjacent five-star, luxury hotel) and Soldier's Point marina, to name a few. Given the talk during the week of a future possible addition of temporary swing moorings and regular tender service, or even a temporary floating marina for the period of Sail Port Stephens, there appears no reason why this popular race week wouldn't attract twice as many entrants with 200 yachts a realistic prospect.

One of the admirable aspects of the



Dockside, Marcus Blackmore said 'we are very pleased to have defended our 2011 NSW IRC Championship here at Port Stephens. *Hooligan* is optimised for 15 knots of breeze, we had that here last year, but this year it was much lighter so we struggled a little'.

Blackmore went on to say, 'I can't say enough good things about this event – great sailing waters, superb race management and great event management overall. Sail Port Stephens is at a convenient time of the year and so close to Sydney.'

The same final day in Nelson Bay, the scheduled start time for the Performance Racing and Cruising fleets faced hours of delay waiting for that offshore breeze to arrive. However, RO Greg Sinclair soon announced a change of course to the waiting fleets and soon after the AP was lowered, and the fleet sailed towards Nelson Head in light breeze and sunshine. I was racing with Graham and the crew aboard the svelte German Frers-designed, and Boatspeed-built *Margaret Rintoul V*, a 60-footer with a reputation more suited for carving through offshore race fleets in breezes above 18 knots, but not exactly suited to the light, inshore conditions of the day.



After rounding the mark, spinnakers blossomed as the fleet headed to the bottom mark, a colourful sight for the spectators dotted along the rock wall. The breeze strength varied throughout the race and at one point Matt Allen's latest *Ichi Ban*, the first new Farr 400 in the country which performed a treat in the light breezes of the week, found herself parked and watched as the fleet caught her up, however the breeze filled in again allowing the shortened



race to be completed, wrapping up a great week all round.

The 2012 Performance Racing Division 1 champion was Brad Sewell's *Breezin*. *Long Time Dead* (Matthew Fensom) finished second, with *Iota* (John McNamara) third.

The Performance Racing Division 2 champion was Matthew Brown's *Orbit*, from *Kaizen* (Geoff Rose) and *Rapid Transit* (Brett van Munster).

In the Cruising divisions, Bruce Ritchie's *Union* became the 2012 Division 1 champion, from *Euphoria* (Anthony Coleman) and *Secret Men's Business 1* (Robert Curtis).

The Overall Cruising Division 2 winner was *Firefly*, from *Rampage* (Phillip Owens), with *Zora 1* (Phillip King) third. ⚓ www.sailportstevens.com.au



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Clipper fleet on final run

AFTER A DRAMATIC PACIFIC CROSSING, THE FLEET OF THE CLIPPER ROUND THE WORLD RACE EMBARK ON THEIR FINAL LEG ACROSS THE ATLANTIC OCEAN.

While the *Gold Coast Australia* team continues to top the leader board in the Clipper Round the World Yacht Race, *Geraldton Western Australia* hit the global headlines during Race 9 across the Pacific Ocean after being hit by a 100-foot wave.

In late March the Clipper 11-12 Round the World Yacht Race fleet made their way from Qingdao in China to Oakland, San Francisco Bay. While *Gold Coast Australia* managed to take another win – racing the longest and toughest 6,000 mile leg of the Clipper Race in only 30 days their fellow Australian entry *Geraldton Western Australia* incurred difficulties, as they were 400 miles off the Californian coast.

“We were racing along in 40 to 60 knot gusts. The sea was alive with rage. We were making good speed, sailing with the third reef in the

main, surfing at 15 to 20 knots, recalls skipper Juan Coetzer. “Then at our watch change, just before the sun came up, a monstrous foaming swell broke over our stern. Crew member Mark Burkes was on the helm at the time. The water had so much force in it that it pushed Mark into the helm, snapping the pedestal clean off. We had no steering and crew were falling all over the boat.”

As the *Geraldton Western Australia* skipper took stock of damage and injuries the drama kept unfolding. “Quickly we got the emergency steering in place, as all the crew’s skills from training came together. Then the third reef blew, so the storm jib went up and we pulled down the remains of our mainsail, tidied up the boat and then treated the wounded”, continued South African-born Coetzer.

Amongst the most injured crew were Brits Jane Hitchens, 50, and Nik Brbora, 29. Australian Max

Wilson, a farmer from Queensland, and Brit Mark Burkes also had minor injuries.

Approximately three days after the incident occurred, the Australian entry sailed across the Leg 6 finish line underneath the Golden Gate Bridge.

Since that dramatic leg the fleet has completed the passage from Oakland to Panama and sailed onto New York in early May. From New York, the final leg will take the fleet across the Atlantic to Southampton via Nova Scotia and Derry-Londonderry in Northern Ireland. Around 490 crew take part in the Clipper 11-12 Round the World Yacht Race – the world’s only yacht race for non-professionals. Around 40 per cent of these have never sailed before starting the vigorous Clipper Race training ensuring crew know how to deal with emergencies like the one on board *Geraldton Western Australia*.

The Clipper Round the World Race started in Southampton, UK on 31 July 2011 and will end there on 22 July 2012 after taking 51 weeks to travel over 40,000 miles visiting 15 ports of call on six continents. ↓ www.clipperroundtheworld.com

DAMAGE CONTROL
Geraldton Western Australia finishes Leg 6 underneath the Golden Gate Bridge after a dramatic Pacific crossing.

ST BARTHS
BUCKET REGATTA

Bucket brigade

THE ANNUAL ST BARTHS BUCKET REGATTA DREW A DIVERSE GLOBAL FLEET OF SUPERYACHTS ALL IN SEARCH OF A BIT OF FUN.

When a rum-fuelled birthday celebration on a Summer's night in Nantucket in 1986 turned into a bit of friendly competition between a group of boat owners – one of the world's favourite superyacht regattas was born. Since that first Bucket regatta 27 years ago, the event has now moved its base to Newport Rhode Island and St Barths in the French West Indies.

This year's regatta, held from March 22-25, lived up to its long standing reputation for serious fun. The fleet is divided into four classes – Les Grandes Dames des Mers, Les Mademoiselles des Mers, Les Elegantes des Mers and Les Gazelles des Mers. In addition to prizes being awarded in each class, crews are also vying for the more tongue in cheek and coveted awards such as The Skulduggery Cravat. The

2012 St Barths Bucket attracted 47 yachts from around the world ranging in size from 28 metres to 67 metres. Bucket racing fleets are typically highly diverse – from high performance hulls to heavy luxury cruising yachts.

The 54 metre Holland designed Perini Navi ketch *Parsifal III* took out the Grandes Dames des Mers class ahead of *Panthalassa* and *Axia* and in the Elegantes class the Hoek 42 metre schooner *This Is Us* outclassed second place-getter *Blue Too* with *Windercrest* third. In Les Gazelles des Mers class the 45 metre Briand-designed ketch *Mari-Cha III* came first overall, with the F class *Firefly* second and Perini Navi *P2* in third place. The Mademoiselles class was fiercely contested by the Dubois 45 metre sloop *Lady B* who outraced both *Ganesha* and Royal Huisman's *Twizzle*. www.bucketregattas.com



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AUDI SYDNEY GOLD COAST
YACHT RACE

Time to turn left

THE AUDI SYDNEY GOLD COAST YACHT RACE 2012 IS SHAPING UP TO BE AN OFFSHORE STOUSH TO REMEMBER.

At 1pm Saturday 28 July, a fleet of 70 plus yachts will make the annual pilgrimage north as they compete in the 27th Audi Sydney Gold Coast Yacht Race.

The 384 nautical mile race takes the fleet from the Nielsen Park start line, down the Harbour and out through Sydney Heads, before turning left to head to the finish line off Main Beach at Southport, on Queensland's Gold Coast.

Despite some close calls, *Brindabella's* 13 year old race record of 27 hours, 35 minutes and three seconds still stands. Super maxis *Wild Oats XI* (Bob Oatley) and *Investec Loyal* (Anthony Bell) are set to draw swords again in a battle to gain bragging rights, the line honours win and perhaps even the record.

Some of the 70 plus yachts expected to compete in the annual pilgrimage north include Peter Millard and John Honan's 98ft Bakewell/White

designed *Lahana; Brindabella*, the people's maxi, owned by CYCA member Jim Cooney, and nine-time Blue Water champion, Syd Fischer and his TP52 *Ragamuffin*. One of the 'youngest' yachts in the fleet is *Brannew*, Chris Bran's Beneteau First 40. Launched in February this year, *Brannew* will make her offshore racing debut.

Using the Audi Winter Series as crew training and to explore the inner workings of the new boat, Bran is feeling confident about his new yacht. "Based on her performance to date, which has been very encouraging, we expect her to be reasonably competitive, subject to the conditions during the race.

"The Beneteau 40's achilles heel

is winds below 14 knots and the Gold Coast race can provide a broad range of wind conditions, both high & low. During the process of purchasing the boat, my sail maker, Ian Short of Ian Short Sails, offered to join me to help campaign the boat, bringing with him his extensive knowledge in producing optimised sails for Beneteau yachts.

"Ian's long term crew have also joined the boat along with a few of my own long term crew from my previous boat. We're having a great time sailing the boat in the Audi Winter Series and are looking forward to campaigning the boat right through to Hobart," Bran added.

Other yachts on the entrant list include Victorians Nicholas Bartels and his Cookson 50 *Terra Firma*, Robert Date's RP52 *Scarlet Runner* and *Calm*, the TP52 owned by Jason Van der Slot and John Williams; Kym Butler's Archambault 40 *One for the Road* from Newcastle Cruising Yacht Club; Grant Dawson and Brett Lawson's Ker 11.3, *Kerisma*, Andrew Wenham's Volvo 60 *Southern Excellence* and Stephen Ainsworth's RP63 *Loki*, a former overall winner of the race (2010).

Audi Centre Sydney Dealer Principal, Joe King, said "At Audi Centre Sydney we are pleased to continue to sponsor competitive sailing as we see clear parallels between the Audi brand and sailing in terms of technology, sportiness and progressive thinking. We are excited to again support CYCA's 'anchor' events such as the Audi Winter Series and the Audi Sydney Gold Coast Yacht Race."

First sailed in 1986, following the construction of the \$40 million Gold Coast seaway, which opened the sheltered waters of Southport's Broadwater and other coastal waterways to the open sea, the inaugural race attracted a fleet of 86 of Australia's leading yachts, with Sydney identity Jack Rooklyn bringing his famous 80-footer *Apollo* out of retirement for the race.

The CYCA's prestigious Blue Water Pointscore Series (BWPS), commences with the 384 nautical mile Audi Sydney Gold Coast Yacht Race. The BWPS is a six-race series, with the champion to be crowned at the conclusion of the 628 nautical-mile Rolex Sydney Hobart Yacht Race. ⚓

Entry can be completed online until 1700 hours on Friday 15 July by logging on to <http://goldcoast.cyca.com.au/editorial.asp?key=4366>.

MID YEAR DUEL
Investec Loyal (above) will again draw swords with Wild Oats XI as the duelling super maxis are predicted to lead the fleet north to Southport in this year's Audi Sydney Gold Coast Yacht Race.

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AIRLIE BEACH
RACE WEEK

Airlie Beach battle

A PAIR OF SUPERCHARGED TRIMARANS WILL RACE FOR THE TITLE OF SOUTHERN HEMISPHERE'S FASTEST AT AIRLIE BEACH RACE WEEK.

A showdown between the two fastest boats in the Southern Hemisphere will draw the crowds at this year's Airlie Beach Race Week.

Just two weeks after Airlie Beach Race Week's notice of race and online entry were announced, 47 boats had already entered the 23rd annual regatta.

One reason for the fast sign up is no doubt the change in berthing arrangements. This year, boats have to make their own bookings with Abel Point marina, rather than it being an automatic part of their race entry fee. Racers making sure they don't miss out have already snapped up most of the spots at the popular moorage.

The other reason is the news that the two fastest boats in the southern hemisphere will clash at this year's regatta. The Multihull division, too

often an afterthought at many regattas, will feature two giant ORMA 60 trimarans set to fight for line honours in a very strong multihull fleet.

In a Trans-Tasman battle Sean Langman's *Team Australia*, the boat that smashed the 2012 Brisbane to Gladstone Race record, is set to do battle with 2011 Airlie Beach Race Week sensation *Team Vodafone Sailing*, captained by Kiwi Simon Hull.

If the trade winds blow as they usually do, these two giants will provide spectacular action, averaging speeds in the high 20 knots, and occasionally bursting into the mid 30s in clouds of spray.

The IRC Racing and IRC Cruising divisions and Performance divisions will also be strong, with the smart boats climaxing their pace by the end of the week, ready to make a serious impact at the Hamilton Island regatta.

Boats that do well at Airlie Beach are often seen at the front of the Hamilton Island fleets.

The Cruising divisions of this Airlie Beach regatta continue to grow, probably because of the wonderful entertainment, dining and accommodation options, as well as the spectacle of the big catamarans zooming by. Many cruisers are planning to sail this regatta and then head north to Magnetic Island Race Week (August 30th to September 4th this year).

The Sports Boat fleet at Airlie Beach has been for many years the largest gathering in Australia. No doubt the August south easterly trade winds, the warm water and the wonderfully sheltered Pioneer Bay have much to do with this.

The social program is also shaping up to be a very promising post-race option.

The event runs from August 10th to 16th 2012. Race entries and marina berths are still available.

www.airliebeachraceweek.com.au

MULTI TALENTED
The multihull divisions are expected to draw big spectator numbers to watch the action off Airlie Beach in August.

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AUDI HAMILTON ISLAND RACE WEEK

Island agenda

A WEEK OF ACTION-PACKED RACING IS NOT ALL THAT'S ATTRACTING SUPERYACHTS TO HAMILTON ISLAND RACE WEEK.

As the lineup for this year's Audi Hamilton Island Race Week continues to grow, so too does the regatta's list of interested Superyachts. The Superyacht Division will be a key element in the 2012 series, as the four racing yacht and four cruising boat classes stage on-water battles among the spectacular islands of the Whitsundays.

The natural beauty of the location coupled with the regatta's reputation for fair and fast racing and legendary on shore entertainment have indelibly marked Hamilton Island Race Week on the international yachting map.

Yacht owners and their families and guests can expect an exceptional racing agenda again this year, one which will see them engaged



CLASS ACTION
Racing at Hamilton Island Race Week 2012 is attracting a growing number of yachts who will compete in four classes.



ANDREA FRANCOLINI

in stimulating competition over courses that take in many of the 68 uninhabited Whitsunday Islands. This year's party and events schedule will include the Wild Oats Wines Ladies Lunch, fashion parades, golf clinics, beachside pool parties and The Audi Final Drive Challenge.

HOOLIGAN'S ISLAND

Looking to create history at Audi Hamilton Island Race Week, Marcus Blackmore is planning to defend his 2011 win and be the first boat in the regatta's 29 year history to take the Grand Prix division two years running.

However, Blackmore's TP52 *Hooligan* faces at least two significant hurdles before achieving the goal – rival TP52s *Shogun V* (Rob Hanna, Vic.) and *Georgia* (Jim Farmer and Chris Meads, NZ). And it is expected that there will be at least one more challenger as it is almost certain that another of the world's top TP52s, *Bribon*, will be competing.

The clash of the TP52s will be one of the many on-water highlights at this year's Audi Hamilton Island Race Week – Australia's premier keelboat regatta. There is no doubt this particular encounter will be a fast and furious one given what has transpired in recent months. Earlier this year the revamped *Georgia* beat *Shogun V* at Geelong's Festival of Sails, and subsequent to that Hanna took his yacht to Sydney and beat *Hooligan* in the Sydney Harbour Regatta. Prior to those results Blackmore swept all before him.

The loss to *Shogun V*, and having the chance of making Audi Hamilton Island Race Week history, has heightened Blackmore's resolve to win this year's regatta.

"We got the formula right for Race Week last year, so we know what is needed for a repeat performance this year," Blackmore said. "I'm really looking forward to this challenge. I plan to have the best possible crew with me, and the *Hooligan* will be prepared to perfection."

Even so, there is every chance the TP52s might not get things all their own way at Race Week as they will face stiff competition from a number of other high calibre offshore racers, including Stephen Ainsworth's 2011 Rolex Sydney Hobart race winner, *Loki*. It is distinctly possible that, should *Hooligan*, *Shogun V* and *Georgia* lock into their own private duel, then the 63ft *Loki* will be able to sail her own race without any serious challenges and come home a winner. That was the case at Audi Hamilton

Island Race Week 2010 when *Loki* was able to sail at maximum speed in clear air throughout the series and became the champion. However, last year Ainsworth's hopes for back-to-back wins in the Grand Prix division were literally blown to shreds when *Loki*'s mainsail blew apart at the start of a crucial race.

The current rate of entries has regatta organisers expecting a fleet of around 200 when racing starts following the big waterfront Welcome Party on the evening of August 17.

WORRIER SPIRIT

John Bertrand, the man who steered *Australia II* to its historic victory in the America's Cup in 1983, will lead a crew that includes other Australian sporting legends at Audi Hamilton Island Race Week in August – but Bertrand will be the only one who knows how to sail.

Among his team will be two greats of Australian Rules football – Hall of Fame members Ron Barassi and Robert 'Dipper' Dipierdomenico. Federal parliamentarian and Government Minister, Simon Crean, will also be in the line-up. All members of the group, who refer to themselves as 'Once were Worriers', are aged in their 60s and 70s.

"It's all about having fun," Bertrand explained. "We are a group of 21 mates from around Australia who every couple of years go out and do something different, something out of the box. Several years ago we walked the Kokoda Track. We then rode mountain bikes 450 kilometres through the mountains of Mongolia. Last year it was white water rafting down the Snowy River.

"This year the guys came to me and said they wanted to do a yacht race, and mentioned the Sydney to Hobart. My immediate response was 'no way', telling them that it was the equivalent of rank amateurs trying to start at the top of a sport. I then suggested Audi Hamilton Island Race Week was a far better alternative: they could enjoy warm weather racing, great parties and be tucked up in their beds each night. Not surprisingly, they liked that idea."

The 'Once were Worriers' team will charter Bruce Abolson's Volvo 60, *Spirit of the Maid*, for Race Week, and, seeing Bertrand will have a team of non-sailors with him, Abolson and two of his regular crew will be aboard to support the skipper. They will compete in the Performance Racing Division. ⚓

www.hamiltonislandraceweek.com.au

SAIL
NOUMEA

Race to Paradise

A NEW RACE IS LURING AUSTRALIAN AND NEW ZEALAND YACHTSMEN TOWARDS TROPICAL PARADISE.

A beachfront hotel on Noumea's southern tip awaits those who complete Sail Noumea – a new transoceanic race taking Australian and New Zealand sailors across nearly two thousand miles of open ocean.

A joint venture of the Royal Queensland Yacht Club (RQYC), Auckland's Royal Akarana Yacht Club (RAYC), and Noumea's Cercle Nautique Caledonien (CNC), this is a rare chance for antipodean sailors to race in a truly international event.

The starting gun will be fired in Auckland 24 hours before it is in Brisbane, giving New Zealand's competitors a head start due to the extra distance of their course. The Kiwi fleet set off at 1400 hours on Saturday June 2, and the Aussies at the same time on Sunday June 3.

The race isn't all about winning however; entrants have the option of joining a cruising division, in which their start can be made at any time in the week leading up to the official start time. Clever cruisers will set off as the weather and winds are looking favourable. Other divisions, including multihull and shorthanded, are also

open to entry.

Most sailors will agree that the journey usually trumps the destination; however in this case, the destination is pretty enticing. Families waiting for their loved ones to finish will be entertained by an active social program, while the racers will arrive to a short break full of sun, sand and an array of parties, before departing again, this time in a race for the Tri-Nations trophy. This post-race cruise rally will begin on Monday June 11 and is expected to run for 8 days, and is more about the joys of sailing than victory.

The Sail Noumea concept is novel, and a welcome addition to the offshore racing calendar, Chairman of RAYC Offshore Race Committee, Mike Wilson says. "Sail Noumea 2012 is a truly international offshore event and will be unique in this part of the world, offering a choice of competitive offshore racing or cruising rally to the beautiful South Pacific."

So far there have been 28 entries, 16 from New Zealand and 12 from Australia. ⚓ www.sailnoumea.com

SAIL
AKARANA

Akarana action

RAYC SET TO HOST AN ACTION PACKED SPRINT REGATTA. BY KRISTINE LEDERIS.

On June 16 and 17 2012, more than 50 dinghies and keelboats are set to race in the Sail Akarana regatta, an event which also amalgamates the start of the RAYC Winter Series, the Young 88 Two Handed Series and the 'Waller Cup' regional regatta for sailors with a disability.

The first of these events was hosted in October 2011 and since then the event has grown into a 'go to regatta' on the Auckland racing scene. The concept of Sail Akarana is to provide fast sprint racing over a two day regatta including a social event on the Saturday night and free competitor BBQ both days after racing.

All classes are invited to this event, one that already has several of each classes registered: Young 88, Platu 25, Elliott 5.9, Flying 15, Musto Skiff, Skud 18, A-class, Access Liberty, F 18, Laser, M class and more.

For the first time, the Waller Cup will be sailed at Sail Akarana. This regatta is Sailability Auckland's regional championship, named in honour of Malcolm Waller who dedicated more than ten years to the organization. The championship was first sailed more than five years ago when Sailability Auckland had only the 2.4mR Paralympic class boats. Now, it is sailed in the Access Liberty fleet, of which there are 11 in Auckland.

Also new to Sail Akarana this year is the Y88 two handed series which will race only on the Sunday and aim to cram in three windward leeward races. This event has been an Y88 tradition in Auckland for more than 10 years and has been run from several clubs. ⚓ www.rayc.org.nz

WINTER PROGRAMME
Above: The finishing line at Port Plaisance, Noumea. Right: Russ Evans on Musto Skiff at Sail Akarana 2011. Opposite page: Wellington Winter Match Racing.



WINTER MATCH RACING CHAMPIONSHIP

Winter match racing

WELLINGTON YOUTH SAILORS WILL GO FOR BOTH EXPERIENCE AND RANKING AT THE WINTER MATCH RACING CHAMPIONSHIPS REPORTS KRISTINE LEDERIS.

In order to give Wellington youth sailors some high intensity experience in match racing, the Royal Port Nicholson Yacht Club (RPNYC) runs an annual Winter Match Racing Championship. Not only does it build their confidence and skill, the event is an ISAF grade 5 event which can get them started on the world match race ranking list.

Run in Wellington Harbour's Sailing Arena in front of the office buildings of New Zealand's capital city, spectators can watch the action unfold on June 30 and July 1. It's also a chance for the Wellington Spirit Sailing Team so check out some up and coming talent who may be a part of them in the future.

Recent winners of this event include the NZL Sailing Team's Josh



Junior and one of NZ's top match race skippers, Matthew Steven, both of whom are now key players on the Wellington Spirit Sailing Team.

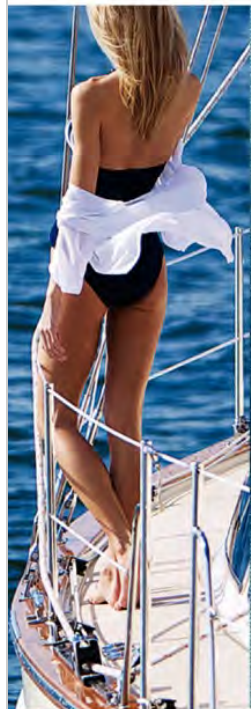
Together, these two young men who got their start at the Wellington Winter Match Racing Championships and their crew are 2011 New Zealand Match Racing Champions, and they join famous names like Dean Barker, Rod Davis, and Chris Dickson on the prestigious trophy.

In April, they were granted a wild card entry to the World Match Racing Tour after finishing third and top qualifier at the Spanish Open Match Racing Regatta, proving that getting your start at regattas like the Wellington Winter Match Racing Championships is where it's at. www.rpnyc.org.nz

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AMERICA'S CUP GOES ROCK 'N' ROLL

THE AMERICA'S CUP WILL BE HELD IN SAN FRANCISCO IN SEPTEMBER 2013, AND FOR THE FOUR TEAMS CHALLENGING LARRY ELLISON'S ORACLE RACING, IT IS ALL ABOUT RESOURCES. BLUE ROBINSON REPORTS.



HIGH VOLTAGE
Cup defender Oracle Racing gives spectators a taste of what's to come on San Francisco Bay.



© 2011 ACEA / GILLES MARTIN RAGET

The America's Cup has always been a technical challenge, but with its bold new move to 72-foot catamarans under the stewardship of Ellison, Russell Coutts and Australian skipper James Spithill, potential competitors were presented with an almost vertical learning curve. To assist the challengers, the America's Cup World Series was launched in 2011, giving the teams the opportunity to train and race in the smaller AC 45 class catamarans. Both fleet and match racing have taken place in venues including Cascais, Plymouth, San Francisco and Naples — where the crowds were beyond anything previously seen at a sailing regatta. Organisers estimated crowds of over 500,000 through the Race Village during the event, including a massive turnout on the holiday Easter Monday and again on the final Sunday, and such huge interest meant the sailors were living the full rock-star experience, mobbed anytime they walked through the Race Village wearing team gear.

Up close and personal for this iconic event was the goal of Ellison after he won the America's Cup in 2010, and with multiple cameras mounted on boats and race courses located close to shore — made possible now with the catamarans shallow draft, the public now has the chance to see what is going on. And what is going on is spectacular.

Love or hate the transition to catamarans, the action is there. Capsizes, collisions and crew falling through the wing-masts of these incredibly fast AC45's are dramatic — but with all five crew on board the 45 foot multihulls working flat-out to keep these boats upright and up-front, everyone is wondering just how difficult the massive AC72 beasts are going to be for the eleven crew onboard. Estimates on the loads involved are frightening, and with no powered winches to assist, these crews will have to work harder than in any previous America's Cup. Back on the old AC Version 5 monohulls, grinding winches during a tack could take ten seconds. On the AC 72's it will take up to a minute — and with the long and narrow course layout in San Francisco, allowing teams multiple opportunities to pick the sailing angles to defend their position or attack the opposition, there could be up to fifty tacks and gybes during a 2013 America's Cup race.

Heart monitors already have crews working close to capacity on the AC 45's, so the shift to the 72's will see

San Francisco is a difficult and complex place to sail with strong ebb tides off Alcatraz, six minute down-winds, and twelve or thirteen minute up-winds. Just getting the boats safely in the water is likely to need thirty-five people.

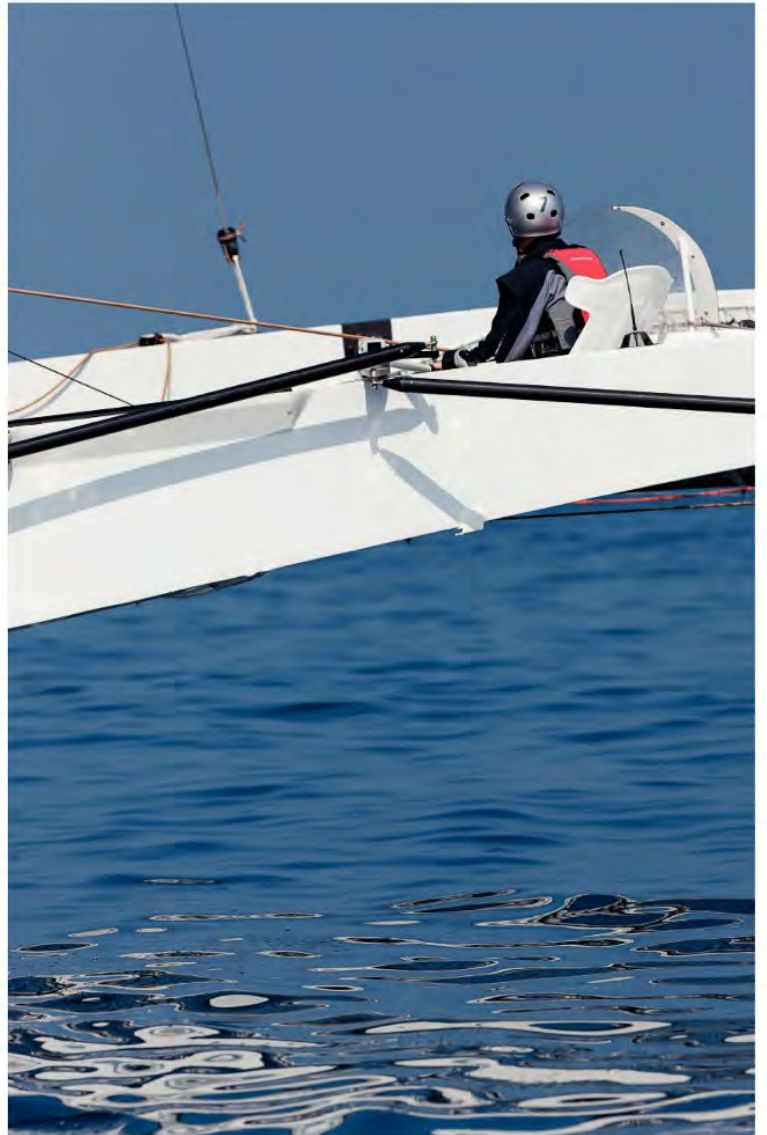


fitter and sharper crews as the speeds of these boats will be phenomenal – with figures of 30–35 knots commonly quoted. This means the three-mile downwind leg with course boundaries would take just six minutes – including a weather mark rounding, hoisting and unfurling a spinnaker roughly the size used onboard *Wild Oats XI*, then three gybes, and finally dropping the spinnaker and rounding the bottom mark cleanly. According to Regatta Director Iain Murray, ‘these boats are going to have 50 knots, I say again – fifty knots apparent going upwind. You try and stand up in fifty knots...’

Clearly the Cup defenders Team Oracle have a strong advantage. Having designed and built BMW

Oracle Racing, the trimaran that won the 33rd America’s Cup in Valencia beating holders Alinghi in 2010, Oracle have extensive knowledge on multihull construction and more importantly wing mast technology. BMW Oracle Racing was built by Core Boat builders, who relocated from the United States to Warkworth just north of Auckland in New Zealand and have built all the AC 45’s for the teams racing in the America’s Cup World Series, but is now focused on building the AC 72 for its parent company, Oracle Racing.

Not all teams competing in the AC 45 World Series are moving up to challenge for the America’s Cup. At this stage four teams have announced their intentions to compete for



HALLOWED CUP
The Auld mug will inspire some fast-paced racing on one of the world’s most recognisable bays.

the oldest trophy in sport. The two strongest challengers for the Cup are Team Artemis and Emirates Team New Zealand. Artemis is the Challenger of Record, headed by five-time America's Cup challenger Paul Cayard and American helmsman Terry Hutchinson. Artemis is a team with a strong monohull background but very little multihull history, which Hutchinson has freely admitted has contributed to some spectacular crashes during the AC 45 events. Artemis was the first challenger to step a full size AC 72 wing mast on one of its training multihulls – the 40-meter structure simply staggering in size compared to the smaller AC 45's.

Team New Zealand has retained the core of their America's Cup team, with many faces still in place since the 2000 campaign. Dean Barker remains helmsman, and has been extensively training in smaller A Class single handed catamarans and New Zealand built SL33 class catamarans – complete with curved dagger boards and wing sails to help sharpen his and the team's skills. The other two challengers are Italians Luna Rossa and the French Energy Team, who have both secured agreement to form collaboration with existing teams allowing the sale and purchase of designs between teams prior to 1 January 2013, dramatically increasing their ability to construct and sail their own AC 72's. Luna Rossa is working with Team New Zealand and the French Energy Team is collaborating with Cup defenders Team Oracle.

The benefits are shared. Emirates Team New Zealand have employed thirty-four designers working since 2010 on the complexities of designing and building an AC 72, so the R&D has been extensive on project – with a build time estimated at a staggering 60,000 hours. Luna Rossa certainly bring funds to this collaboration, but also fresh ideas with their own team of designers and sailors, keen to learn and develop their Italian boat which will be constructed in Italy.

For the French Challenger Energy Team led by Loick and Bruno Peyron, the same attractions apply. Technology transfer is key to containing costs and gaining valuable R&D time for the French, who will construct its A/C 72 in France after their solid and successful contesting of the America's Cup World Series in the smaller AC45 class. By working with the French program, Cup defender Team Oracle guarantee this team's involvement in the event – France has a long history with the America's Cup dating back to



© 2011 WEAVER GILLES MARTIN RAGET

OPENING ACT
The AC World Series in Plymouth last September showed that the lead up to the America's Cup has become an important precursor to the main event.





Baron Bich in the 1970's.

Protocol has also been put in place to restrict the amount of days the teams can sail the AC 72s, to try to create more of a level playing field for the smaller teams, both to secure funding and not be outclassed and outgunned early. July 1 2012 is the earliest any team can launch their AC 72, and following the launch they are limited to thirty days training.

Much thought has gone into how you use that time. Train hard for three weeks and keep the final seven days spare? Use only two weeks then press the pause button to evaluate the masses of data gathered from crew's coaches and the shore team? With everything so new in this 34th edition of the America's Cup, teams may launch then have to return to the dock for adjustments after only one or two hours of sailing. With all the research

Nobody knows what it will be like for the eleven crew in what is becoming known as "72 land", coping with the massive power of the AC72s training and racing in the Cup venue of San Francisco.



done so far – nobody knows what it will be like for the eleven crew in what is becoming known as "72 land", coping with the massive power of the AC 72's training and racing in the Cup venue of San Francisco; a difficult and complex place to sail with strong ebb tides off Alcatraz, six minute down-winds, and twelve or thirteen minute up-winds. Just getting the boats safely in the water is likely to need thirty-five people. With the AC 72 wing mast height of 40m – giving them the ability to power-up and fly a hull in just five knots of wind, these beasts will be de-rigged and stored ashore undercover every night. Mooring overnight on the water is just too risky.

One thing is certain, in training and racing – mistakes will be costly. Capsizes aside – and there have been plenty on the AC 45 catamarans,



TEAM EFFORT

Above right: Artemis, the first AC72 yacht on the water. **Left:** The complexity of AC racing multihulls requires them to be handled with extreme care during races and then a team to de-rig them and take them off the water at night.

damaging the sensitive wing-sail – just failing to furl or unfurl a headsail will give your opponent an opportunity to accelerate away at twenty plus knots.

Racing for the Louis Vuitton Cup, the series to select a challenger to race against Oracle, will take place in July and August 2013. The America's Cup finals, where the winner of the Louis Vuitton Cup will race against defending champion Oracle Racing commences Saturday, Sept 7th 2013 and is a first to win five-race series.

By then one thing is certain. The two teams facing each other will have pushed the boundaries of sailing to a level simply not witnessed before. America's Cup winner Sir Peter Blake summed up the pursuit of this trophy as: "You need extraordinary people with ferocious motivation, lots of experience and attention to detail and unconditional dedication."

You also need a heck of a lot of nerve. ⚓

www.americascup.com



Aussie Olympic Team Form Guide

WITH THE LONDON 2012 OLYMPIC GAMES JUST AROUND THE CORNER CRAIG HEYDON TAKES A CLOSE LOOK AT THE EVENT, SUGGESTS WHO TO KEEP AN EYE ON, AND ASSESSES AUSTRALIA'S CHANCES FOR GOLD, SILVER AND BRONZE.

It all comes down to this. Thousands of hours of training, hundreds of races, leaving no stone unturned in the relentless pursuit of perfection, all for that one shot at Olympic gold.

Between July 29 and August 11 the eyes of the sailing world will focus on Weymouth, with 380 sailors from more than 50 countries set to compete for gold across 10 Olympic sailing events.

At the time of writing Australia had confirmed its crews in four classes with Mathew Belcher and Malcolm Page to defend Australia's 2008 gold in the 470 men, Nathan Outteridge and Iain Jensen to contest the 49er, Tom Slingsby the Laser and Jessica Crisp the women's RS:X. The remaining team members will be announced closer to the Games.

470 MEN

The 470 is a two-person dinghy that will be raced by both men and women at the London 2012 Olympic Games. The 470 has a single trapeze, spinnaker and weighs 120kg, having first been used at the Montreal 1976 Olympic Games and then featuring as the first women's Olympic class in 1988.

Australia has a proud history in the 470 class, having won four of the past six Olympic gold medals, two in Sydney to Tom King and Mark Turnbull, and Jenny Armstrong and Belinda Stowell, and two in Beijing to Nathan Wilmot and Malcolm Page, and Elise Rechichi and Tessa Parkinson – all under the guidance of Australia's head coach Victor Kovalenko – known in sailing circles as "the Medal Maker".

Mathew Belcher and Malcolm Page will represent the country at London 2012, with the event to be Mathew's first Olympics and Malcolm's third. The pair are currently world number one and have won the past two 470 World Championships and Malcolm is the most successful 470 sailor in history. They have won every 470 trophy possible and rightly will be one of the teams to beat this year.

The competition will be tough with the pair having not won yet on Olympic waters. French duo Pierre Leboucher and Vincent Garos have been the team to beat in recent years, with Belcher and Page finishing second to the French in three of the four regattas they have contested in Weymouth.

Other crews that will be in

contention include home team hopefuls Luke Patience and Stuart Bithell, and Croatians Sime Fantela and Igor Marenic who were second and third respectively at the Perth 2011 ISAF Sailing World Championships, Israelis Gideon Kliger and Eran Sela and Americans Stuart McNay and Graham Biehl.

Racing begins for the 470 men on August 2 with the medal race to be held on August 9.

470 WOMEN

Just like the 470 men, the 470 women's class is wide open, with numerous crews in a position to get on the podium.

Australians Elise Rechichi and Belinda Stowell are campaigning to represent Australia in the class with the pair only teaming up together in October 2011. They tasted instant success with a victory in their first regatta, Sail Melbourne, backing it up with a ninth place finish on home waters at the Perth 2011 ISAF Sailing World Championships and a fourth at the World Cup in Palma.

Amongst the teams to beat are Dutch 2010 World Champions Lisa Westerhof and Lobke Berkhout, Ai Kondo and Wakako Tabata from Japan who won the Olympic test event last year, Great Britain's Hannah Mills and Saskia Clark and Jo Aleh and Olivia Powrie of New Zealand.

The 470 women class will be contested between August 3 and 10.

49ER

The 49er is an Australian designed, two-person, high performance skiff, which debuted at the Sydney 2000 Olympic Games.

Australians Nathan Outteridge and Iain Jensen have had great success at the Olympic venue, winning all four regattas they have contested there. They have won two of the last three 49er World Championships, with Outteridge also representing Australia at the Beijing 2008 Olympic Games, finishing fifth following 'that' medal race capsize with the final finish line in sight. Working closely with coach Emmett Lazich, this team have been meticulous in their preparation.

Though the pair will have a fight on their hands for gold this August with a number of strong challengers for the top step of the podium. Right up there will be Iker Martinez and Xabier Fernandez of Spain who will step off the Volvo Ocean Race entry Telefonica and straight back into the 49er. The last time Outteridge and Jensen raced against Martinez and Fernandez was

TITLE HOLDERS
Above: Current 470 World Champions Mathew Belcher and Malcolm Page in Spain. Right: Iain Jensen and Nathan Outteridge flying the flag.

at the Olympic test event and the result couldn't have been any closer, the two crews were tied on points after 16 races with the Australians winning on a count back after finishing higher in the medal race. The Spanish won Silver at Beijing 2008 and Gold at Athens 2004 and have proven countless times before that even with limited time in the boat before a regatta they will be right up there.

Kiwis Peter Burling and Blair Tuke will also be in the mix, along with British and Danish crews, with both countries still to select their representatives. There is great depth in the class for both countries with three British crews currently in the top 10 in the world and four Danish in the top 12.

The 49ers will race between July 30 and August 8.

FINN

The Finn is a men's single-handed dinghy, which requires great strength and athleticism to sail and has been contested at every Olympic Games since 1952.

Great Britain's Ben Ainslie is the favourite to win his third Finn gold

medal at London 2012, adding to his already impressive record. Ainslie has dominated on the water in recent years, winning the Olympic test event last August by a massive 31 points, and having one hand on the trophy at the Perth 2011 ISAF Sailing World Championships before being disqualified on the penultimate day and missing the medal race.

Hot on Ainslie's heels will be French sailor Jonathan Lobert, Spain's Rafael Trujillo, Pieter Jan Postma of the Netherlands and New Zealander Dan Slater. Australia's Brendan Casey will make his Olympic debut at London 2012 having recently qualified for the team following his first ISAF Sailing World Cup round win in Hyeres, France. Casey narrowly missed out on selection for Beijing 2008 and campaigned for Athens 2004 in the Laser class, with his Olympic selection the culmination of plenty of hard work, particularly over the past two years with coach John Bertrand – a US Olympic medallist in the Finn class.

Racing begins on July 29 with the Finn class the first medal to be decided on August 5.

LASER

The Laser is one of the most popular single-handed dinghies in the world with more than 250,000 boats in circulation. The boat is robust, simple to rig and sail and features close, tactical racing. The class first appeared at the Atlanta 1996 Olympic Games.

Tom Slingsby heads into his second Olympic Games having learnt a lot from the disappointment of finishing 23rd at Beijing 2008. Since then, under Olympic medallist and former rival Michael Blackburn as coach, Slingsby has regained his world number one position, won his third and fourth World Championships in 2010 and 2011 and was named the 2010 ISAF Rolex World Sailor of the Year. Slingsby has also been untouchable in Weymouth, winning all four regattas he has contested there.

Beijing 2008 gold medallist Paul Goodison of Great Britain will go toe-to-toe with Slingsby in Weymouth with the pair having had some great battles in the past. New Zealander Andrew Murdoch, Dutchman Rutger van Schaardenburg, Pavlos Kontides of Cyprus and German Simon Groteluschen will also be ones to watch out for.





The Laser class kicks off on July 30 and continues until August 6.

LASER RADIAL

The Laser Radial class utilises the same hull as the Laser class, with a smaller sail used for the women's class. Dutch sailor Marit Bouwmeester and Evi van Acker from Belgium have been neck and neck at the front of the class recently with van Acker currently world number one while Bouwmeester won the Olympic test event and the 2011 World Championship.

Australia's Krystal Weir is campaigning to compete at her second Games, having represented the country in the three-person Yngling class in 2008. Also amongst

the front runners this year will be American Paige Railey, China's 2008 Bronze medalist Lijia Xu, Sari Multala of Finland and Ireland's Annalise Murphy.

Racing begins for the Laser Radial on July 30 and finishes on August 6.

RS:X MEN

The RS:X windsurfer made its debut at the Beijing 2008 Olympic Games and will be raced by both men and women this year.

The men's class is hotly contested with nothing separating the top crew. The 2012 World Champion, Julien Bontemps of France, won Silver at Beijing 2008 and will race against 2011 World Champion Dorien van Rijsselberghe of the Netherlands,

Israel's Nimrod Mashich and New Zealand's Jon Paul Tobin. Australia has qualified for an entry to the Games and three athletes are actively campaigning to represent – Luke Baillie, Patrick Vos and James Levy.

The RS:X men begin racing on July 31 with the medals to be awarded on August 7.

RS:X WOMEN

Australia's Jessica Crisp will compete at her fourth straight Olympic Games this year as she works towards winning the Olympic medal that has eluded her so far.

Crisp will face tough competition in her quest for that medal with the RS:X women's class incredibly competitive. Amongst the leading

LASER LIGHT
Tom Slingsby after winning the Laser Worlds in Germany in May.

Slingsby sets the pace

Asserting his pre-Olympic dominance, Tom Slingsby takes his fifth Laser world title in Germany.

Cementing his position as the one to beat heading into Olympic competition, Australian sailor Tom Slingsby comfortably won the 2012 Audi Laser World Championship in Boltenhagen, Germany in May.

The 2012 title was Slingsby's fifth in six years and secured his position at the top of the Laser class in the final run up to the London 2012 Olympic Games.

"This could be my last Laser World Championship and it's great to finish it so well," said Slingsby. "I sailed my best in conditions that I traditionally haven't done well in, so to win it like this feels really good. This is my fifth Laser world title but it's my first in light conditions which is really satisfying."

"Hopefully this win sends the message that I'm definitely no light wind pushover," he said. "Heading into the Games I know that I still need to improve and that I still have work to do. The rest of the fleet is going to be trying to topple me so I've got to be on my game and keep pushing."

Slingsby led the event from start to finish, winning five of the 14 races and finishing in the top 10 in another six.

"I've been saying for a while now that if I sail well I know I can win, whether it's a World Cup event, a World Championship or an Olympics," said Slingsby. "I know that if I'm sailing well I'm the only person that can beat me. I've managed to beat all comers in the last few years."

Slingsby's victory in Germany increases pressure on reigning Olympic champion Paul Goodison of Great Britain who took gold in Beijing while Slingsby finished in 23rd place.

"Heading into the Games everything's on track and I'm preparing the best I can," Slingsby said. He has already excelled in Weymouth, winning the test event last August as well as the World Cup regatta in June. His victory in Germany can only add to the 28 year old's confidence. "Winning here is a great build up for London, I wouldn't want to be in any other position at this stage."

laserworldchampionship.com



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sailors is Zofia Noceti-Klepacka of Poland, Israel's Lee Korzits, Marina Alabau of Spain and veteran Italian Alessandra Sensini. British fans will have their hopes pinned on local sailor Bryony Shaw who won Bronze in 2008.

The RS:X women's schedule is identical to the men's, with racing being held between July 31 and August 7.

STAR

The Star is the oldest class at the Olympic Games, having been designed in 1910 and a part of the Olympics since 1932. The two-person keelboat does not use a spinnaker and will compete at its last Games in London, having been dropped from the program for Rio 2016. Australia has not yet qualified for a place in the Olympic Games Star fleet but Paul McKenzie and Phil Toth continue to campaign to qualify to the country and for subsequent nomination.

Great Britain's Iain Percy and Andrew Simpson head into their home games as defending champions having won Gold in 2008. The pair was beaten to the top step at the

Olympic test event by Brazilians Robert Scheidt and Bruno Prada with other competition to come from Sweden's Fredrik Loof and Max Salminen, New Zealander's Hamish Pepper and Craig Monk, and Germany's Robert Stanjek and Frithjof Kleen.

The Star class begins on July 29 with racing concluding on August 5.

WOMEN'S MATCH RACING

Women's Match Racing will make its debut at the London 2012 Olympic Games with racing taking place in identical Elliott 6 metre keelboats. Women's Match Racing is different than the other nine Olympic classes with crews going head-to-head in a round robin two-boat match racing format rather than the traditional fleet racing.

Since the class became a part of the Olympic circuit in 2009 the competition has stepped up a level at every regatta, with crews pushing each other to the limits.

Olivia Price, Nina Curtis and Lucinda Whitty are working towards representing Australia at London 2012 with all three aiming to be first time

Olympians. Price and crew have been sailing together for a year and recently had success at ISAF Sailing World Cup rounds in Miami and Palma, with Silver and Bronze medals respectively.

Amongst the crews to beat will be America's 2008 Olympic Gold Medallist in the Laser Radial class Anna Tunnicliffe, Great Britain's Lucy Macgregor, Russia's Ekaterina Skudina and France's Claire Leroy.

The Women's Match Racing program is the longest of the Games, beginning on July 29 and continuing until August 11, and the final medal awarded.



The Australian Sailing Team is Australia's national representative team, featuring some of the leading Olympic class sailors in the world today. The team is guided by the world's top sailing coaches on the way to the London Olympics 2012. Visit www.australiansailingteam.com.au and follow the team on Twitter at www.twitter.com/AusSailingTeam.

FOLLOWING THE ACTION

The London 2012 Olympic Games will be broadcast in Australia on Channel 9 and Foxsports. Foxsports will feature two races a day from Weymouth, along with all 10 medal races. ↓

News from the Australian Olympic Committee can be found at: www.london2012.olympics.com.au and for all the information on Australia's sailors head to: www.australiansailingteam.com.au



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Fifty foot and above is a lot of boat – large enough to live on, sail away forever on, or complete that long dreamed of ocean crossing. These yachts have plenty of waterline for fast and smooth passage making while their heavier displacement gives a sea kindly motion, especially when you're ocean crossing in varying weather conditions. More prosaically and likely, larger yachts give families plenty of room to enjoy being on the water, hole up at a favourite mooring or entertain friends or business contacts. Alternatively, busy owners may consider chartering them out when not being sailed for personal use, as they have plenty of accommodation.

Accommodation is an important consideration. Cabin numbers vary in this listing – for example the Oyster 625 can have five amid premium opulence. This level of accommodation is ideal for chartering, allowing room for a professional skipper as well.

Living space obviously increases with the waterline length but clever design, such as deck saloon layouts and high topsides means a lot can be fitted into the modern cruiser. For instance in the 60 foot range, forepeak crew quarters are the norm but this area is also an ideal spot for teenagers to hang out. For bluewater sailors utility space is good, such as the third cabin conversion option for a workshop on the Island Packet 485, a heavy displacement cruiser. Strength and build quality plays a major part in bluewater sailors' preferences – finding a structural fault when anchored in the remote Tuamotu Archipelago during that trans-Pacific trip is not a pleasant scenario. "We don't do creaking floors on Oysters", says an Oyster yard worker. "People live on our boats – it would drive you nuts." Good sentiments to remember when looking at build quality.

The dichotomy of a comfortable sailing life however requires extensive systems to be used, such as water makers – to keep endless hot showers and dishwashers going, in-mast furling mainsails, electric winches, generators and many other add-ons, which means the sail away price can soar to six figures upwards for a complete escape capsule. Tankage and general capacities of all systems are another factor, according to your needs. Power options are an important consideration, such as 24Volts for running heavy



These joystick-operated systems are intuitive to use, usually requiring only 30-minutes of familiarisation.

Versatile sailplans offer more options with canvas spread over the yacht, so features like the Amel 64's mizzen mast require less effort to manage, while staysails, self-tacking jibs and electric roller furlers further ease the effort. For tradewind sailing, twin headsails and easily managed gennakers may be used.

Deck layouts vary greatly as well, with offshore cruising sailors often opting for hard covered steering positions and inside steering positions such as on the Australian built Buizen 52 deck saloon. Alternatively, performance cruising boats, such as the Xc 50, can enjoy some club racing so make do with sprayhoods and biminis.

Hull design again greatly varies, ranging from the long keeled Island Packet 485 to the ultra modern performance orientated Italian Solaris one 60. To put it bluntly, the heavier the boat, the less it bounces around in a seaway but the slower it moves. So ballast ratios indicate what type of cruiser you're looking at – the IP485 has a relatively high

FLAGSHIPS FOR FARAWAY PLACES

YOU DON'T NEED TO CROSS AN OCEAN TO APPRECIATE THE BEST ASPECTS OF OUR SELECTION OF LARGE CRUISERS BUT MOST OF THESE BOATS COULD COMPLETE THAT VOYAGE EASILY AND SOME DO IT IN GRAND STYLE, REPORTS KEVIN GREEN.

hydraulics, airconditioning, powered entertainment equipment and communications technology. For the busy skipper user friendly electronic control systems, such as CANbus touch screen vessel systems, mean quick information checks on everything from bilge water ingress to centralised control of air conditioning as well as managing the all important generator set. Also, the use of energy efficient LED lighting with dimmers creates both light and atmosphere.

Handling under power can be challenging for these large cruisers so bow/stern thrusters are a worthy consideration and the latest pod drive systems from Beneteau, Jeanneau and Hanse really do work wonders.

**NO CREW
REQUIRED**
The Buizen 52's fractional rig comes with a boom furling main and self-tacking headsail.

ratio of 36% – which is good for a kindly motion at sea but if sailing to compete at infrequent local regattas is desired the stylish Solaris is a racier consideration. Other key hull characteristics include bilges, which are good for coping with sudden water ingress so desirable to have on a cruising boat, as found on the British built Oyster 625 which even houses equipment there. The ultimate hull attachment is the keel, with lead giving the best stability rating while shape can vary greatly. For larger yachts over 55 foot, draft can be an issue so lifting keels are an option that ensures you sneak into that tropical lagoon, and more importantly can escape at low tide if a blow comes up.



FRENCH BUILT
Left: The French built Amel 64 is a niche market cruising boat often seen on global rallies. Right: The Sense 55 is a highly automated yacht with well-protected cockpit.



AMEL / KEVIN GREEN

This Berret Racoupeau designed 64-footer incorporates the features core to why the French built Amel is popular.

AMEL 64

A favoured yacht among long-term voyagers specialist builders Amel build two blue water cruisers, the 55 and the flagship 64. This Berret Racoupeau designed 64-footer incorporates the features core to Amel's popularity with blue water cruisers: a central cockpit, covered helm and ketch rig. The heavy displacement hull has a skeg-protected rudder, retractable thrusters fore and aft and the drive shaft is integrated into the elongated keel. The wide stern section includes a large dinghy garage (for a 3.4m tender) with launch track integrated into the drop down hatch/swim platform. Another feature is watertight bulkheads in the deep hull.

The enclosed cockpit has all lines running 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. The owner's cabin has a large island bed with spacious ensuite bathroom with separate shower area. Another standout for this boat is the quality finished interior with marbled walnut throughout. Showing serious blue water credentials the huge saloon is divided into discrete areas, to avoid the acreage of dangerous empty space often found on many boats, so there are furnishings central along with a L-shaped galley. Here a four-burner stove, dishwasher and large fridge freezer should ensure oceans are crossed in culinary style. Similar to the Swan, the Amel is fully fitted out with cruiser essentials such as generators, navigation systems and ancillaries.
www.amel.fr

MODEL	Amel 64
DESIGN	Berret Racoupeau
LOA	19.60 m
LWL	17.21 m
BEAM	5.60 m
DRAFT	2.40 m
ENGINE	160 HP
SAIL AREA	mainsail: 64 m ² , genoa: 87 m ² , mizzen sail: 36 m ² , staysail: 38 m ²
WATER CAPACITY	900 litres
FUEL CAPACITY	1400 litres
DISPLACEMENT	loaded: 37,500 kg
PRICE	Euros 2,100,000 plus VAT

Luxurious deck saloon with the emphasis on outdoors living while also having a manageable sail plan.

BENETEAU SENSE 55

The French giant made a splash with the launch of this deck saloon range last year, comprising the 43.50 and now the all-new 55. Emphasising the airiness and freedom of a deck saloon while using large production volumes to lower costs means that the Sense 55 is a lot of boat for the price. Managing a yacht of this size is no easy task so Beneteau's proven Dock&Go system, using a computer controlled pod drive in conjunction with a bow thruster is a sensible option.

Three or four cabin layouts are offered on the 55 – with stern crew quarters discretely away from the forward master cabin and adjoining two double guest cabins. Ablutions are amply taken care of with three bathrooms. Automation is everywhere on the Sense, including electric main hatch, electric winches if necessary and tables also click up and down, along with the moveable flatscreen television.

The sail plan incorporates a staysail, which is a good way of easing sail handling when short-handed. In the large cockpit two tables offer versatility (and sun lounger) while sail controls run to the twin helms. A unique feature is the fixed arch that houses the mainsheet and also protects the large cockpit with an enclosed hood, a great feature at rest and at sea.

www.vicsail.com and www.ensignyachts.com.au

MODEL	Beneteau Sense 55
DESIGN	Berret Racoupeau
LOA	17.20 m
LWL	15.93 m
BEAM	4.97 m
DRAFT	2.35 m / 1.90 m
ENGINE	75 HP
SAIL AREA	mainsail: 74 m ² , genoa: 78.5 m ²
WATER CAPACITY	970 litres
FUEL CAPACITY	830 litres
DISPLACEMENT	18,560 kg
PRICE	\$618,000 (delivered to Australia)



ALL THE ESSENTIALS
Left: The Australian built Buizen 52 is genuine deck saloon with hand finish. Right: The Island Packet 485 is a timeless design that has been in production for nearly 10 years and is now available in Australia through Antill Marine.



Pedigree Australian-made cruiser, hand finished and with excellent cruising essentials.

American built cruiser with cutter rig, heavy displacement and traditional long keel for excellent stability.

BUIZEN 52

Sydney based Buizen recently launched the first of its new range that comprises the 52 and the 60. Taking over the mantle of icon brothers' Eddy and Fritz Buizen proved a challenge that director Steve Howe was well up to as can be seen from the new boat. Typically the yard takes about 10,000 man-hours to produce these hand-built customised boats where everything can be discussed including individual hull colours. First out of the Terrey Hills yard under Howe's command the Buizen 52 as a scaled down version of the Peter Lowe designed 60, rather than an upgrade of their award winning 48 model.

The 52 continues the Buizen 48's layout of a forward owner's stateroom with separate shower, toilet and vanity unit. At the stern the guest cabins also have ensuites. In the saloon the galley spreads across mid-ships to allow increased work surfaces and services. Quality finishes here include leather upholstered lounge settees and a 26" hydraulically raised plasma TV.

For entertaining a large table folds out in front of the twin helms which offer a clear walk through to the stern where a transom garage for dinghy storage is hydraulically operated to create a swim platform.

Underway a 6kw Swing Thruster aids manoeuvring and a fully roller furling rig (Leisure Furl alloy boom with hydraulic furling system) should make sail handling a breeze, especially combined with the hydraulic Arco primary and secondary winches in the cockpit.

www.buizenyachts.com.au

MODEL	Buizen 52
DESIGN	Peter Lowe
LOA	15.8 m
LWL	14.20 m
BEAM	4.76 m
DRAFT	2.2 m
ENGINE	160 HP Yanmar turbo diesel
SAIL AREA	mainsail: 74.5 m ² , jib: 53.6 m ²
WATER CAPACITY	644 litres
FUEL CAPACITY	1,180 litres
DISPLACEMENT	18,465 kg
PRICE	\$1,859,000

ISLAND PACKET

The IP485 is the flagship model from American Island Packet Yachts and has recently established a dealership in Australia as part of Jason Antill's company, Antill Marine.

The IP485 is a 52 footer built around cruising couples that need utility space rather than berths. The layout has the owner's ensuite cabin aft with queen sized bed.

Another double berth with ensuite is forward while the third cabin can vary. "Most people looking at a boat like this don't really want a third cabin as they are looking for personal comfort," Antill said. "The third cabin has an optional layout of a study/home office."

The saloon space has benches either side while down a step on either aft quarter is the navigation area and galley. Galley sinks are near the companionway with two burner stove/oven and microwave set to starboard.

What really sets this boat apart is its traditional long keel. Further inbuilt strength comes from the single piece GRP build of the heavy displacement hull. The hull's fully encapsulated ballast forms a double bottom over the entire length of keel.

The hugely supported cutter rig has six shrouds, twin backstays and twin forestays, and there is a Hoyt staysail boom for self-tacking and poling out twin headsails.

Deck gear is by Harken and the mainsheet traveller is sensibly placed at the outward end of the boom for maximum control, while also keeping the cockpit clear.

Overall the IP485 may not be the quickest cruiser but comfort and seaworthiness are major features.

www.antillmarine.com

MODEL	Island Packet 485
DESIGN	Bob Johnson
LOA	15.7 m / 52.2 ft
LWL	13.2 m
BEAM	4.7 m
DRAFT	1.6 m
ENGINE	110 HP
SAIL AREA	115 m ²
WATER CAPACITY	1,100 litres
FUEL CAPACITY	1,100 litres
DISPLACEMENT	20,025 kg
PRICE	\$985,000 (delivered to Australia)



MAXIMUM SPACE
 Left: The Jeanneau SO 509 has a versatile sail plan and big boat feel to all its systems.
 Right: The Moody DS 62 has real deck saloon space including single level walk-in access.



KEVIN GREEN / HANSE YACHTS

Practical flagship cruiser from the popular Sun Odyssey range with a versatile sail plan and good cockpit layout.

Sheltered cockpit and walk-in saloon, user-friendly sail handling, dinghy garage and extensive sleeping options.

JEANNEAU SUN ODYSSEY 509

The 509 is the new flagship cruising yacht in Jeanneau's popular Sun Odyssey range and NSW distributor Performance Boating will have the first one here for August's Sydney boat show.

The Philippe Briand designed 50 footer is a cruising boat that epitomises modern production yacht designs: large cockpit, low profile cabin, wide beam with hard chine and high topsides to create a voluminous interior.

Jeanneau offer several layouts along with three or four cabin options. These include a longitudinal galley, ensuites for all four cabins and variations in the lounge. The review boat came with an owner's suite forward and two symmetrical aft cabins, with one ensuite there. In the saloon the lounge included a coffee table integrated into the side bench. The portside dinette seats six comfortably and eight at a push. Showing good sailing credentials the 509 comes with a range of sail plan options, which benefits both fast passage making and club racing. The Performance Pack gives a larger genoa (upgraded from 106 to 140% genoa) and a Code 0, while a fully battened slab reefed mainsail hoists from lazy jacks. For reducing those downwind angles, there's a conventional symmetrical spinnaker pole clipped to the mast as well, so the 509 really is well equipped.

The solid GRP hull has an injection-moulded deck with large tie rods from the shrouds attached to substantial internal moulded beams. Below, a fairly conventional cast iron fin keel and spade rudder keeps the 509 upright. www.jeanneauaustralia.com

MODEL	Jeanneau SO 509
DESIGN	Philippe Briand / Jeanneau
LOA	15.38 m / 50.5 ft
LWL	13.92 m
BEAM	4.69 m
DRAFT	standard / shoal cast iron fin keel: 2.28 m / 1.73 m
ENGINE	75 HP saildrive with 360 Docking option
SAIL AREA	standard: 114.0 m ² , performance plus: 134.0 m ² , self-tacking jib: 104.0 m ²
WATER CAPACITY	615 litres
FUEL CAPACITY	240 litres
DISPLACEMENT	(light): 13,900 kg
PRICE	Price: \$424,024 (base boat from Performance Boating, NSW).

MOODY 62DS

Following on from the success of the Moody 45 that reintroduced the deck saloon concept, the Moody 62 brings comfort on an even grander scale.

The walkthrough cockpit-saloon is an outstanding feature on these DS models. A sunken self-draining cockpit area separates the stern navigation station with its twin helms and flip-down swim platform, to reveal a dinghy garage and there is a foldout gangway option that can be power operated.

The raised deckhouse offers sea views from the wrap around lounge seating, and another handy vista is from the well-appointed navigation table. A state-of-the-art CANbus system controls all systems on board via a touch screen. Combined with black boxes, called ECUs, these give control and quick error checking for systems. Power needs are met with a Fischer Panda 6000.

Galley options include washing machine/dryer, microwave, coffee maker, double-drawer dishwasher and 100L freezer. Accommodation is varied and interesting with a total of four double cabins in three different layouts.

Electric winches, an in-mast furling mainsail and twin backstay for easy swim access, all make for easy sailing. Add to this the optional fore and aft retractable VIP 150 thrusters, which should make the 62DS a manageable boat.

Below the water, to stiffen the rig, a lead and cast iron keel combination again shows a seaworthy approach and the epoxy hull, which is available in several colours, comes from Moody's proven technology base.

www.windcraft.com.au

MODEL	Moody 62
DESIGN	Dixon Yacht Design / Watervision
LOA	19.30 m
LWL	17.20 m
BEAM	5.25 m
DRAFT	2.95 m
ENGINE	Volvo 150 HP
SAIL AREA	mainsail: 109.3 m ² , jib: 80.7 m ²
WATER CAPACITY	725 litres
FUEL CAPACITY	1000 litres
DISPLACEMENT	approx: 30,000 kg
PRICE	\$1,750,000



LUXURY ASSURED
 Left: The Oyster 625 is a world girdling cruiser with lavish accommodation.
 Right: For fast voyaging and regatta participation when you get there, the Solaris one 60 has the potential on both counts.



Award winning fully specified bluewater cruiser with deck saloon and semi-custom finish with up to five cabins.

OYSTER 625

Oyster Marine's new 625 is a redesign of the popular Oyster 62 and was named 2012 European Yacht of the Year in the Luxury Cruiser category.

The deck saloon layout has a raised central cockpit while the twin helms are nicely separated and behind them is deck space for sunpads, plus a large lazarette.

The standard rig on the Oyster 625 is three spreader Selden alloy, with fully battened main, lazyjacks and a Reckmann electric furler. A cutter rig is also available along with in-mast furling. For cruiser-racer mode there's a Hall carbon spars and Navtec rod rigging option as well.

Below decks is luxuriously fitted out with a dedicated saloon, with linear galley hidden aft adjoining the stern owner's suite. Starboardside is also a bunked passage cabin which can be specified as workshop. Forward of the saloon are two double guest cabins with ensuites. A huge dinette table ensures guests can enjoy dinner while opposite the lounge contains a retractable flat screen television.

The galley has a gimbaled five-burner oven, a centre-line fridge, front-opening freezer, dishwasher and washer/drier. Navigation smarts include Raymarine with an optional B&G fit out.

The 625's hull is hand laid GRP, strengthened with Kevlar and carbon laminates and the bilge is deep enough to house equipment including the watermaker. Underneath, lies a skeg protected rudder and long bulb led keel. The new Oyster 625 is a superb world girdling yacht, ideally suited for long range cruising.

www.oystermarine.com

MODEL	Oyster 625
DESIGN	Rob Humphreys
LOA	19.37 m / 63.7 ft
LWL	17.24 m
BEAM	5.44 m
DRAFT	standard: 2.80 m, shoal: 2.15 m
ENGINE	D4-180 132kW (180 HP)
SAIL AREA	main and genoa: 235.86 m ²
WATER CAPACITY	1200 litres
FUEL CAPACITY	1700 litres
DISPLACEMENT	standard lead keel: 33,500 kg
PRICE	POA

stylish ultra modern design with superyacht features such as hydraulics, lifting keel and powerful rig.

SOLARIS ONE 60

A new brand introduced to Australia by eYachts, the Solaris one 60 is a slick performance cruiser. The 60-footer is the result of collaboration between American designer Bill Tripp and Italian yard Solaris. The Solaris one 60 is an angular and sleek looking muscle yacht with plumb ends, flush decks and low slung cabin. The deck shows a lavish use of teak, flush hatches and gutters for all lines. Sail controls are laid out with hydraulic Harken winches beside the helms while the mainsheet track is neatly enclosed between the helms, running out from the coamings to the winches either side. Accommodation comprises three double cabins forward - all ensuite with the owner's in the forepeak while aft near the navigation station is another smaller berth with ablutions as well. The saloon is a dedicated area with the galley down towards the port quarter and the stern bathroom can house a washer/dryer.

The standard rig is a 9/10 fractional sloop with light alloy spars fully battened mainsail with twin backstays, which clears the open transom for swim access. Standard headsail is a 108% 110m² genoa (but a self-tacking jib is available), which combines with the 125m² main to give a powerful power-to-weight ratio.

The hull is GRP but vacuum resin infused for lightness and quality, with epoxy glue and carbon strengthened. It's fitted with a dinghy garage and retractable passerelle for easy boarding. When voyaging, deep drafts can limit your adventure so the lifting keel (2.4m up) is a worthy option.

www.eyachts.com.au

MODEL	Solaris One 60
DESIGN	Bill Tripp
LOA	18.95 m
LWL	-
BEAM	5.10 m
DRAFT	2.85 / 3.30 m
ENGINE	200 HP Yanmar 4LHA-DTP
SAIL AREA	mainsail: 125 m ² , genoa (108%) 110 m ²
WATER CAPACITY	800 litres
FUEL CAPACITY	600 litres
DISPLACEMENT	24,000kg
PRICE	POA



LASTING APPEAL
Left: The timeless lines of the Swan 53 have made this boat a long lasting design. Right: The Xc 50 is specified as a stable cruiser with quality deck gear and intended as a fast passage maker.



The Swan 53 comes fully specified with a lead keel and powerful rig while a shoal draft version has a lifting keel.

SWAN 53

The Swan 53 is a well-proven cruiser racer from the legendary Finnish yard and one of the longest standing of the modern German Frers designs. Overall shape is contemporary with low profile cabin above tall topside with flush decks.

Like all Swans the 53 combines functionality and style well, with a powerful rig held up by rod rigging, cockpit mounted mainsheet and twin wheels. Remembering its cruising credentials, useful features include corner seats on the handrails and a drop-down swim platform.

Available in deep fin or lifting keel and twin rudders, the hull is GRP with elongated lead keel as standard. Another Nautor Swan feature is to fully equip their yachts with all cruising essentials such as 7.7kw Fischer Panda generator, Brookes & Gatehouse (B&G) H3000 Hydra navigation package and both 24V/12V DC power.

Accommodation can be three or four cabins, with the owner's suite forward. Here a queen sized island bed is surrounded by teak and oak finished cabinetry while a vanity area doubles as a handy office space. A smaller double cabin adjoins the owner's while two symmetrical stern doubles gives a total of eight berths. The saloon cleverly has the starboard side lounge doubling up as a navigation area with ample bulkhead space for electronics while behind it the L-shaped galley has twin sinks and three-burner gas stove. Useful features include an opening side hatch, extractor fan and good handholds to ensure the chef gets on happily and safely with the job.

www.australia.nautorswan.com

MODEL	Swan 53 Specifications
DESIGN	German Frers
LOA	16.48 m / 54.07 ft
LWL	14.40 m
BEAM	4.75 m
DRAFT	(light): 2.4 m
ENGINE	Yanmar folding prop 106 SHP 79 kW
SAIL AREA	Fore triangle: 65.02 m ² , mainsail: 78.0 m ² , jib: 65.5 m ² , symmetric Spinnaker: 263 m ²
WATER CAPACITY	684 litres
FUEL CAPACITY	495 litres
DISPLACEMENT	(light): 22,000 kg
PRICE	Euro 1,350,000 (ex factory)

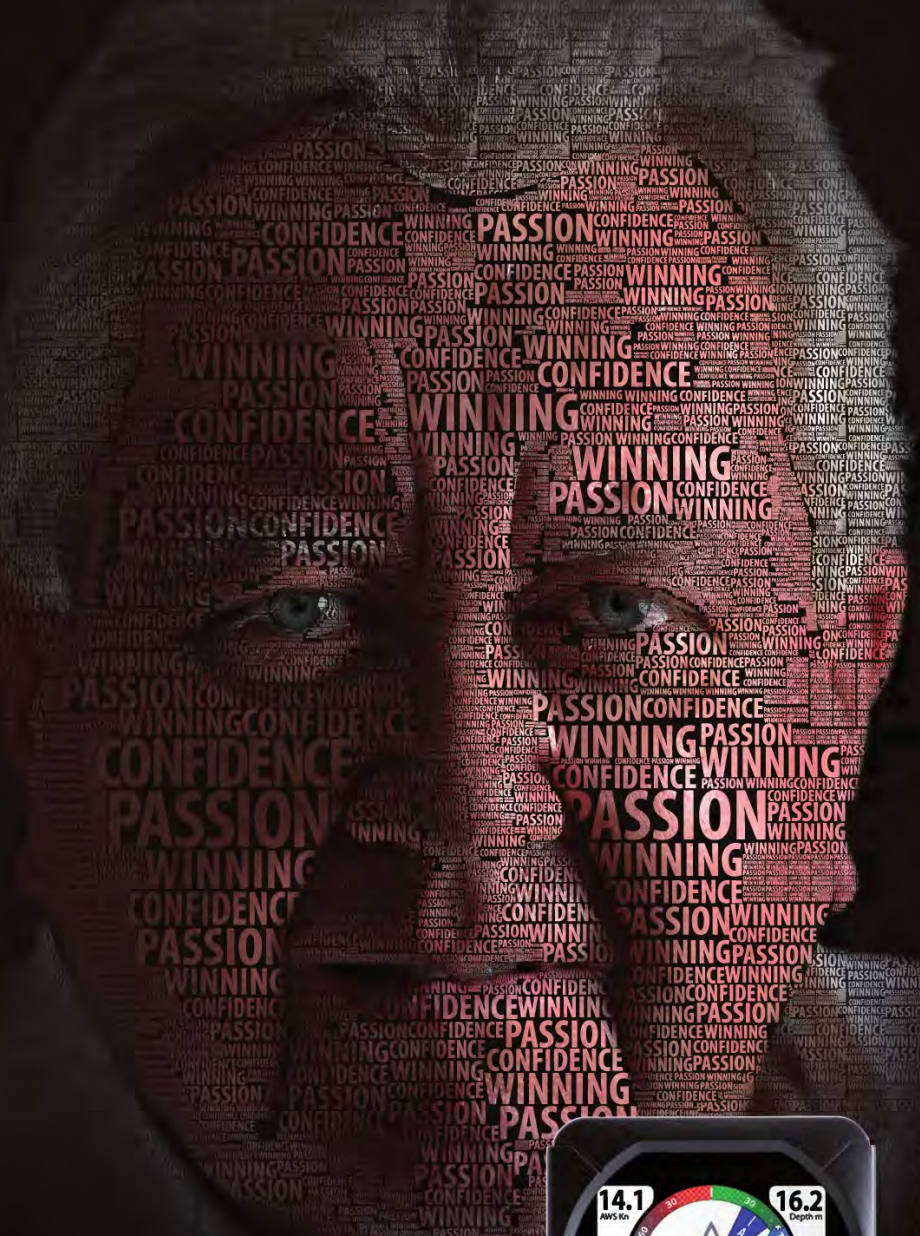
X-YACHTS XC 50

Traditionally known as a performance brand Danish X-Yachts' range began with the Xc 38 followed by the 42, 45 and now the range topping Xc 50. The new flagship model delivers more space and big boat features such as 24V power, layout options and generally long range cruising capabilities. For marina handling a retractable MaxPower bow thruster is available. On deck there is high quality Andersen gear while the alloy rig has rod shrouds. A flexible sail plan can include in-boom furled main, self-tacking jib as well as conventional roller furling genoas (140 or 106%). The layout has three cabins, all ensuite, with owner's suite forward. There is a choice of a larger galley instead of a third head, a good option for long-term cruising couples. The 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 for housing the Raymarine plotter, rather than the equipment fighting for side bulkhead space. The deep V-shaped hull is constructed of GRP/vinylester with foam core and an internal steel grid locates the keel, mast and rigging for strength and rigidity. Interesting features include transom hatches, which give storage either side of the powered swim platform while davits are available for the dinghy. 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

MODEL	Xc 50
DESIGN	X-Yachts Team
LOA	14.99 m / 49.18 ft
LWL	13.51 m
BEAM	4.60 m
DRAFT	2.35 m, shallow: 1.95 m
ENGINE	110 HP
SAIL AREA	mainsail: 73.1 m ² , self tacking jib: 94% 53.3 m ² , genoa: 106%: 60.1 m ² , asymmetric spinnaker: 180 m ²
WATER CAPACITY	800 litres
FUEL CAPACITY	600 litres
DISPLACEMENT	light: 17,000 kg
PRICE	POA

Garry Linacre | Commodore 2010 to 2012 – Cruising Yacht Club of Australia
14 times Sydney to Hobart Yacht Race Competitor



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For more information visit www.bandg.com

B&G

Designed by Judel/Vrolijk the 41 hull is the second Dehler penned by owner Hanse's long term designers. Often with so called 'cruiser-racers' the compromises negate one another, leaving you with a bouncy cruiser and an underperforming twilight racer.

Not so with the Dehler 41 which really does offer the prospective owner both cruising and racing paths to follow. The performance cruising route has a flush mounted furler, cockpit table, folding bathing platform, microwave, inverter and moderate draft. Alternatively with IRC/ORCi racing in mind the second path would be a deep lead keel, carbon or alloy rig with movable bowsprit, open cockpit and forestay taken right to the stem.

Distributor Windcraft reports significant interest from owners of cruising yachts who are seeking a more performance orientated boat. So far three 41s are in Australia with one in Sydney Harbour, another arriving in Melbourne and a third that will be at the Sydney International Boat Show. The 41 follows on from the popular Dehler 32 (80 sold worldwide in 18 months) and two of these recently arrived in the country.

RACE COCKPIT

The cockpit is a race orientated area but has large lockers either side yet with plenty of room for race crew to move around, while a removable table can divide the space up. The teak cockpit table comes with sturdy stainless handrails and double wings, allowing enjoyable al fresco dining. Shallow lockers on either coaming offer unusual but useful storage, probably intended for iPads or other tablets – increasingly popular aids for navigation.

Deck gear is well specified with oversized Spinlock XTS jammers on either side of the cabin top to lock all the lines while a pair of Harken 40.2 winches sit alongside. Primary winches are H46.2s but were upgraded to H50s on the review boat with the mainsheet ones behind for the mainsheet track – that ran just in front of the twin race-style binnacles. Here, the racing steerer is well catered for with large diameter Carbonautica GRP wheels. The bare binnacles mean all instrumentation is midships with mast located Nexus jumbos in clear view. A downside of this race setup is the distance of sight from key instrumentation when in cruising mode – such as compass and additional readouts which are



Discerning Deutschlander

THIS NEW GERMAN CRUISER-RACER HAS ITS FEET FIRMLY IN BOTH SIDES OF THE CRUISER-RACER EQUATION WHICH MEANS OWNERS CAN CHOOSE TWO PATHS TO FOLLOW WITH THE QUALITY 41 FOOTER FROM DEHLER, REPORTS KEVIN GREEN.



mounted on the saloon bulkhead. However there's room in the starboard side engine control box for the autopilot so the steerer can operate the Simrad AP24. Underfoot are several lockers, including life raft space and access to the large portside quarter area. The open transom can be closed off with a teak clad swim platform, part of the Cruising Pack option.

Teak is also an option on the cabin top – a hardwearing surface for working crew – while on deck a moulded toerail was smooth enough to allow hiking out. Other good features include large, retractable cleats all around including midships while up forward in the pulpit a deep anchor locker has a sizeable horizontal Lewmar windlass with single roller.

that further enhances the quality feel, is also hard wearing. Key cruising needs are well met in the form of opening side hatches and large top hatches, all with OceanAir blinds, but lighting is halogen rather than the more efficient LED.

The saloon dinette wraps around a full sized table with keel stepped mast dominating while opposite the lounge bench can double as a berth. Behind it, the portside navigation table slides so it can allow the navigator to look forward or backwards while also making space for a two metre settee berth. Above the nav table, the electrical control panel opens to reveal quality cabling and substantial junction box. While looking around here I also noticed the high quality finish on the inside hull. Alongside

points are to hand – impellor, oil and water filter while from the guest cabin a wide hatch cover gives good side access to other items including the dipstick and 90ah AGM starting battery; while dual 165ah AGM house batteries are under the portside settee.

For ablutions, the elongated bathroom near the companionway is large with two distinct areas for the manual head and shower while beyond is a door to the large portside storage area – a good alternative to a spare cabin for both cruisers and racers. This setup is also a great wet locker area for race crews hanging gear, while keeping the main saloon dry.

The owner's cabin in the forepeak has a full width bed along with two adjoining night tables plus double wardrobes either side. The Visco mattress gave good support to my 70kg, 5ft 10inch frame when stretched out. Natural light is a bit measly due to minuscule portlights but there's enough headroom to avoid feelings of claustrophobia. An option here is a forward bathroom which would give added comfort to this owner's area.

QUALITY HULL BUILD

The hull has Judel/Vrolijk's signature smooth lines, moderate beam with tall topsides and U-shaped sections. The hull layup is vinylester foam core and built using the infusion process. The pressurised infusion process ensures a high consistency of resin throughout the hull; it's relatively expensive and has significant setup costs but thanks to new owners Hanse, the Dehler remains reasonably priced. The hull is strengthened with mid-section beams for supporting the rig and stays. Keel options can be a T-shaped racing fin or the more cruising orientated L-shaped keel with less draft. A traditional deep spade rudder connects by cable to the twin helms.

The Selden alloy rig comes with two swept back spreaders, twin adjustable backstays and outboard wire shrouds. The 9/10 fractional rig can be upgraded to carbon if your budget allows. With the race course very much in mind a symmetrical spinnaker setup with carbon pole came with the review boat. The alternative, for flying an asymmetric, is to run a prodder from alongside the anchor roller and hoist the kite from a small roller furler. A Tuff Luff headsail foil was fitted to the review boat and the owner had chosen North Sails Laminatc cruising sails with 106% overlapping genoa.



CLASSIC SALOON

Moving down below is easy, thanks to the retractable (and adjustable) washboard which is a good feature on the main hatch; while teak steps guide you into the saloon.

Accommodation can be either two or three double cabins with bathroom near the companionway or forward; while the two cabin review boat gives dedicated cruiser-racers plenty of storage in either modes of sailing. The mahogany wood interior lends both a quality and classical look to the saloon with the hardwood finished edges blending with matching laminates on all doors and cupboards. A stylish brushed alloy trim running through the cupboards adds some contemporary flair to the classic looking saloon. Cream leather upholstery, an option

the panel, the cupboard could be used as a bulkhead for a plotter. Fixtures and fittings are also good with metal door hangs with positive locks on cupboards while drawers are soft close in the galley. Also, sturdy longitudinal metal handholds run along the window sills.

The galley has a two burner stove/oven, 130l top and front opening fridge with plenty of composite work surfaces for food preparation and good locker space. Useful options fitted included a stylish coffee maker and microwave. These are powered by 1600W inverter while a 110amp alternator which runs off the 39HP Volvo saildrive. Engine access is gained by lifting off the companion way steps, though gas struts and hinges would be preferable. For maintenance most of the key

BEST OF BOTH WORLDS

A classic timber finished saloon is brightened up with leather upholstery and a modern looking alloy trim through the cupboards.



AT SEA

A day's racing with owner Rod Pearce was an excellent way to test the mettle of the 41. The senior industrialist returned to sailing after a childhood on boats and initially chose the Hanse 430. "I ended up racing it more than cruising," explained Rod as we sailed off Pittwater. "So, along with my crew I wanted to move up a level".

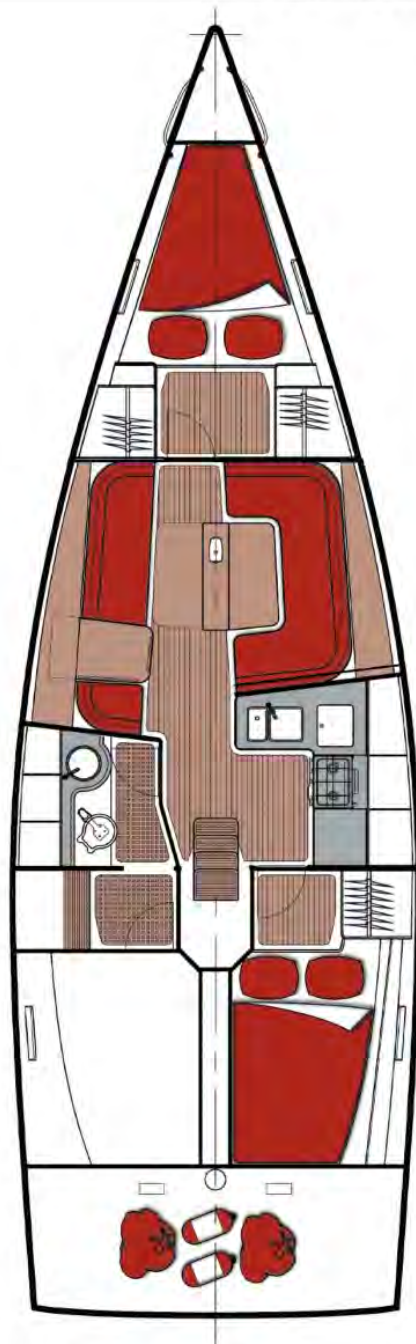
Moving up a level meant mixing it up with the big boys – our fleet included dedicated race boats like the new Ker 40 of Ed Psaltis and high end performance yachts such as the latest X-Yachts Xp38 – but Rod and his Corinthian crew clearly relished this steep learning curve. Our mix of younger and more senior crew members quickly found our places in the functional cockpit for the first beat on Broken Bay. The D41's fine entry bow cut through the heavy swells nicely. In the cockpit, trimming the primaries I had plenty of room to do my job, as they are sensibly well clear of the binnacles. Similarly with the mainsheet trimmer, who can sit comfortably in front of the helms, and thanks to the German mainsheet system, has either coaming to work from while the Harken track was also easily adjustable.

As the fleet spread out on a bumpy Broken Bay the D41 settled into her groove as we hardened up on the variable 12/14 knot breeze with the numbers on the jumbos peaking at about 8.1 knots as we pointed at 35 degrees. There were clear views of the genoa telltales as I sat hunched over the leeward primary winch, and could quickly cross the cockpit to load the lazy sheet on the other primary in readiness for our tack off Lion Island, which went without dramas thanks to the sheets running freely through the Harken cars on both sides.

Now on a beam reach we made for Pittwater. As we neared Barrenjoey Head, sheltered from the NE wind, conditions lightened as we edged our way across the smoother waters but still at a good 5.2 knots in the fading 6.3 knot breeze. The lighter airs had us tweaking the D41, shifting crew weight, changing halyard tensions, vang, Cunningham and backstay as we worked hard to keep her deep hull moving in the zephyrs of pressure as we ghosted over the finish line.

Taking a trick on the helm proved enjoyable as well, with plenty of response from the lightweight steering as I chased bands of pressure along the steep hillsides, spinning the hull through 80 degrees as we tacked on the knocks. The steerer can comfortably sit out on the broad, smooth coamings to watch the telltales and when heeled over foot chocks offer good support; while the walkway between helms is clear. Throwing in a few gybes went without fuss as I leaned forward to take charge of the mainsheet from the helm position as the Dehler spun around nicely, I'd say. But with the evening's prizegiving to attend it was time to motor over to the marina so I cranked up the 39HP saildrive Volvo as we dropped the sails allowing the twin bladed prop to push us along at 8.1 knots (2800RPM) without any vibrations felt.

After a day spent on the Dehler 41 it's clear why this cruiser-racer is winning fans here in Australia as it definitely rewards the performance sailor both with a quality build and a decent performance. The other good news is that thanks to the Hansa Group's enormous buying power the new Dehler 41 can maintain the traditional quality of this 50 year old marque at a competitive price. ⚓ www.windcraft.com.au



MODEL	Dehler 41
COUNTRY OF BUILD	Germany
DESIGNER	Judel/Vrolijk
LOA	12.40 m
LWL	11.50 m
BEAM	3.93 m
DRAFT	(standard / racing) 2.15 m / 2.40 m
DISPLACEMENT	8195 kg
BALLAST	2995 kg
MAINSAIL	55 m ²
JIB FURLING	37 m ²
SPINNAKER	149 m ²
ENGINE	Volvo 39HP sail drive
FUEL CAPACITY	110 Litres
WATER CAPACITY	295 Litres
PRICE	\$351,000 (base), \$377,186 (tested)

In yachting parlance, chequebook competition is a dirty word these days. Yes, it's always possible to spend your way to the top of the point score in various classes and handicap divisions, but is that really what the competitive spirit of sailing is all about? Everyone of course prefers to sail fast than slow; that, after all, is the point. But the satisfaction of topping one's adversaries, with your own ethereal blend of sailing knowledge and skills, crew work and tactical cunning, rather than just owning a fast boat, is what makes it all worthwhile. After all there is no substitute for talent.

Hence, the popularity of 'class' or 'one-design' racing all around the world. In the 40-footer market sector, the new Farr 400 is but one of a crop of new one-design production racers, all featuring world-class sailing technology at down to earth prices, including the Brazilian Soto 40, and Australian McConaghy MC38 to name a couple, each with different attributes and specialty focus.

However, today's leading sailing technology is only leading for as long as it takes for the next big thing in racing performance to arrive on the scene. So, for most yacht owners without a bottomless chequebook to build a top-tech custom creation, the most direct and inexpensive path to winning races and savouring the glory and the glint of racing silverware, is one of these "next generation" performance yachts. Interestingly, the new entrants are mostly one-designs focused on levelling the playing field of yachting technology, putting the emphasis firmly on talent and your team, rather than a yacht with the most expensive "go fast" design, or most extensive new sail wardrobe and equipment.

So saying that, for the performance sailing-orientated yachtsman, let's face it, the speed and overall performance of a dedicated racing yacht is going to be preferable to the crop of well-sailing cruiser-racers on today's market – if, that is, you can get it past 'the boss' of the family finances. If you can win that most important pre-start maneuver, and you're looking for a 40-footer that can perform inshore 'around the cans' in weekend races, back up for regatta weeks, one-design fleet racing, or even a few shorter offshore stints, then take a good look at the new Farr 400.

The first Australian delivery is to well known Sydney yachtsman

Matt Allen, who as immediate past Commodore of the CYCA certainly knows his boats. Indeed he currently races everything from his Jones 70 ocean racer *Ichi Ban* to Melges 24's with considerable success, and is a respected opinion leader for the Farr design office and builders of the Farr 400 Premier Composite Technologies to have secured for the first Australian-delivered Farr 400.



Having most recently added the latest Farr to his collection, taking on the mantle of the *Ichi Ban* on its stern, Matt is enthusiastic about the new boat's sailing performance, versatility and overall value. "Most importantly", says Matt, "it's simply great fun to sail. This is what sailing is supposed to be about," he says, after a flying downwind run on Sydney Harbour.

Watching the new yacht racing against earlier Farr 40's from afar, as well as sailing aboard the new 400 with Matt, I noticed that the upwind performance numbers of the new boat are really not all that different to its Farr 40 predecessor. The upwind VS numbers from *Ichi Ban* max out around eight knots of boat speed in 20 to 30 knots of pressure, showing maybe half to one knot of improvement over the incumbent Farr 40 design.

But being fully constructed of carbon composites, the new Farr 400 displaces less than four tonnes (3.92 to be precise) and is a particularly spritely performer in light air, needing barely a puff to get it moving when others are still parked. Here is where the 400 really shows the advantage of its lightweight, slippery profile and refined rig and sail plan to best effect, with impressive upwind speeds of 4.06 knots in four knots of breeze, 5.68 knots in 5 knots, and 6.65 knots in 8 knots as the breeze builds.

Impressive as those numbers are for a 40-footer, it's the downwind and reaching speeds, under a huge asymmetric spinnaker on extendable carbon bowsprit, that are another world of sailing excitement aboard the Farr 400. Powered by a 235 sqm downwind sail area, more than doubling the 102 sqm of upwind sail area featuring a large square topped main, the Farr 400 gets up and planes at seemingly effortless speeds, flying downwind at up to 23 knots as pressure builds, leaving its older 40-foot sibling in an altogether different wake at any wind speed. Aiding the large spinnaker, the lightweight planing hull and highly efficient foils of the Farr 400, sees it sail faster than the breeze downwind to around ten knots of pressure, where the target boat speed is 9.75 knots. The excitement turns up as the breeze builds, with the 400 easily accelerating onto the plane, reaching downwind speeds of 15 knots in 16 knots of breeze, 18.5 knots in 20 knots of breeze, and a thrilling 23 knot sleigh ride in 30 knots.

Although clearly very quick for a mid-size 40-foot racing monohull, the Farr 400 is actually a compromise in design, intended as an all-rounder, not an "out and out" high-performance craft. Its versatility on the water for inshore, offshore, one-design or handicap racing, is coupled with ease of transportability. Both are equally vital to the design of the boat, with the dimensions and profile of the yacht (particularly the moderate beam), intentionally designed, almost constrained, to ensure low-cost transport by road or ship to regattas around the world. These aspects, combined with the very latest sailing technology above and below the waterline, at a realistic price around the AU\$500,000 mark (excluding racing sails and instruments) may prove to be another winning formula for Farr. But how do these new yachts deliver such exciting sailing for the price?

DOWNWIND
Left: The Farr 400's lightweight hull and large spinnaker help it move at a particularly fast pace downwind. Above: With less than 4 tonnes displacement, the Farr 400 performs well in light air.

Each decade sees gradual evolution in performance, but recent years have borne witness to some genuinely giant leaps in sailing. These new technologies, materials and processes have been developed on many fronts, ranging from the AC45's and giant 72's now preparing to line up for the Auld Mug in next year's 34th America's Cup; to the resilient, high-speed hull, rig and sail designs of Volvo Ocean Race yachts enduring thousands of sea miles of nautical torture, both on man and sailing machine. These revolutionary ideas in sailing design, advanced materials applications and composite construction techniques, have already trickled down to the production yacht market, with the latest Farr 400 a good example.



Clearly designed and marketed as the natural "next generation" of the ubiquitous Farr 40 one-design class that has proved so globally popular, the new Farr 400 is a far superior

sailing machine, capable of doing an 'horizon job' on its own older sibling, even when racing inshore. I've seen it happen recently at the Sail Port Stephens regatta where the new *Ichi Ban* was racing, and I can tell you it's almost a family embarrassment. The Farr 400 is just so good as an all-round sailing machine, so well thought out, and built to minimal tolerances of imperfections, that it will make even a very 'average' skipper and crew look like sailing rock stars out there on the course. For the skipper, there's even the choice of a tiller or twin wheels to drive, without any penalty under the new Farr 400 one-design class rules.

The new boat is clearly from the sailing brains trust of the Farr Design office, designed for, and marketed to, an international market, and constructed at Premier Composite Technologies (PCT) in Dubai, UAE. It's unusual looking design makes the very most of the recent escalation

in computational fluid dynamics (CFD) analysis of aerodynamic and hydrodynamic flows over sails, foils and hull, in a high-stability, fast hull form that genuinely looks like no other production racer, but apparently drawing some of its lines from custom Grand Prix race boats.

As a production yacht, not a custom build, the Farr 400 makes the most of available hi-tech carbon composite materials from SP Gurit High Modulus and the latest construction techniques for strength and very light weight. It is entirely built in carbon fibre/epoxy sandwich construction, making it one of the first carbon production yachts in the world, along with the RC44. Hull, deck, and interior structure are fabricated with vacuum infusion technology to ensure high fibre volume ratios and to reduce weight variation.

Farr Yacht Design describe the new 400 as an all carbon, 40-foot racing yacht that combines Grand Prix level performance with innovative design details that allow for easy, cost effective transportation anywhere in the world.

Bruce Farr says the 400 was specifically designed with three main objectives in mind:

Unrivalled performance that is synonymous with the Farr brand, certainly one of the most successful One Design offices in the world.

The availability in a smaller, more affordable yacht of next generation, grand prix style racing that was recently developed in the high performance TP52 class also dominating the results boards of the IRC-handicap racing circuit.

A boat with no performance compromises that can be easily shipped around the world on a 40-foot flat rack container means substantial cost savings for the owner.

The design objectives for the Farr 400 were "to produce a fun, state-of-the-art, very high performance, easily managed keel boat of around 40 foot LOA with anticipated broad appeal for Inshore, One-Design, IRC or PHRF racing, and with usable interior space and capabilities to race offshore", according to Farr. That's a big ask for a new boat of such apparent compromise, but Farr and Premier Composites appear to have rounded that mark with their new boat.

Vital to the attraction of this yacht is that it can be easily and inexpensively transported, differentiating the new Farr 400 class from most others of this size, with the possible exception of the all-new McConaghy MC38 and

FARR FETCHING
Clockwise from the top: The accentuated racing lines are original and smooth, such as the flat transom; The Farr 400 comes equipped with either a tiller or wheel at the helm; Lewmar pedestal grinder; The layout is just right for racing, as well as being comfortable and easy to sail.

Archambault's smaller M34, which are also designed to be easily transported.

The overall beam and length of the Farr 400 have intentionally been constrained in Farr's design to allow the hull to be tilted at up to 80 degrees to fit within the dimensions of a 40 foot flat rack container for shipping, whether directly on the flat rack or on its own dedicated trailer on the flat rack. The keel and rudder can be quickly removed, and the boat can also be transported on the road without exceeding driving restrictions in most regions, on its own dedicated trailer or with the flat rack on a truck or trailer.

efficiency and fast manoeuvres. The primary grinder pedestal system allows for high-speed spinnaker gybes, sail hoists, and string line spinnaker drops, similar to a TP52. These efficiencies combined with its high stability hull form and 2,180 kg of ballast, allows the boat to be raced with a crew of just eight.

Sailing aboard *Ichiban*, it's evident that everything is exactly where it should be, with a cockpit and crew design that works a treat. Sailing this boat is a logical affair, as long as you plan ahead for the higher boat speeds the yacht delivers.

Vital to the attraction of this yacht is that it can be easily and inexpensively transported.



The carbon mast separates into two sections and all components fit completely within the transport system footprint. Given the popularity of the regatta circuits, it's good thinking on Farr's part.

The modern hull shape penned by Farr designers incorporates moderate beam and light displacement, with an emphasis on power, low drag and responsive handling characteristics.

A deep retractable bulb keel of 2.9 metres with a near 60% ballast ratio produces a deep VCG and high stability. These features, combined with a large Southern Spars carbon rig flying a square-topped main, and supported by EC6 carbon rigging, together with masthead composite runners, and keel-stepped mast jack to easily tension the forestay and trim sail twist, makes for a powerful, but easily sailed, 40-footer.

The unusual asymmetric deck layout of the Farr 400 follows modern Grand Prix race boat practice, for

The central pedestal driving the two carbon primary winches is clearly the 'engine room' of the boat, generating high line speeds to power everything from sail hoists, lightening fast tacks and gybes, and high-speed, line-driven kite douses.

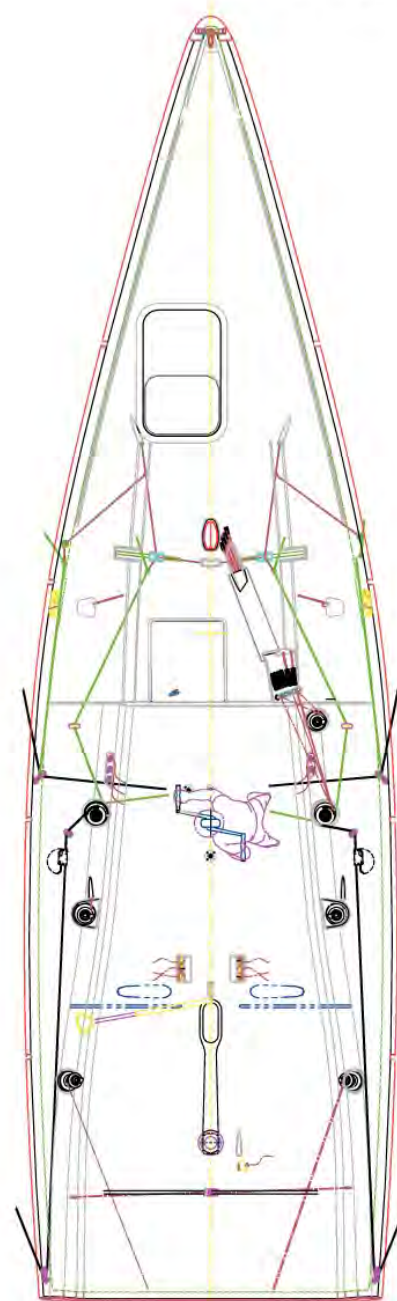
Taking the helm, the feel is again one of comforting stability given all that sail area towering above, pointing high and true upwind.

It's a real pleasure to drive thanks to the deep fin and low-hung ballast, and a deep blade rudder with plenty of authority and feedback, without being overly sensitive or twitchy.

All in all, steering this boat is a confidence inspiring experience for a 40-footer capable of such exciting sailing performance and, for owners and crews alike, the Farr 400 is destined to attract deserved attention out on the racetrack wherever it sails.



www.farr400.com
www.vicsail.com



MODEL	FARR 400
LOA	11.80 m / 38.71 ft
LWL	11.11 m / 36.45 ft
BEAM	3.42 m / 11.22 ft
DRAFT	2.9 m down / 1.98 m up
DISPLACEMENT	3920 kg / 8624 lbs
BALLAST	2180 kg / 4796 lbs
CREW	8
IRC TCC	1.250
ISAF	OSR
CATEGORY	2
CONSTRUCTION	Carbon / Epoxy Sandwich
SAIL PLAN	I: 15.60 m / 51.18 ft, J: 4.45 m / 14.60 ft, P: 16.15 m / 52.99 ft, E: 5.80 m / 19.03 ft, STL: 6.82 m
SAIL AREA UP	102 m ²
SAIL AREA DOWN	235 m ²
PRICE	\$500,000 (excluding sails and electronics)

EXCEL UNDER PRESSURE

DOYLE STRATIS

When nerves are as taut as fully loaded sheets it's reassuring to know that Doyle sails are taking the pressure. Consistent wins in major events show that Doyle Stratis sails convert pressure into winning performance. Whether you sail a skiff or a super-yacht, Doyle's latest generation of sails redefine performance sailing.

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Doyle Sails Airlie Beach
(617) 4948 1868
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(612) 4948 1331
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Doyle Sails Adelaide
(614) 3881 8916
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SC.1057

ANDREA FRANCOLINI

In the rarefied air of America's Cup and Volvo Ocean racing, as much as the wind itself, money and technology push the upper limits of the sailing performance envelope. Nowhere is this more evident than in revolutionary developments in sail materials and design. As sure as gravity, these new sail technologies are making it to the amateur, recreational sailing market and changing sailing as we know it.

Cantilevered solid wing sails, 3D-moulded sail forms, laminates of exotic fibres, together with increasingly stronger, lighter and more stretch-resistant new materials are changing the way sails are designed and sail boats powered. Never before in human history have we converted wind pressure to boat speed with such efficiency and such dramatic improvement in sailing performance.

It's not just at the top end of town for the pros, world champs and serious racing set that we're seeing the benefits. The arrival of affordable, blended composite fibre sail materials with superior weight, minimal stretch, resilience to UV light and wear and tear from flexing during use, is seeing the heavy white sails of decades past increasingly relegated to history, despite the fact that 'white sails' still account for well over half the global sail market.

The paradox is as these latest developments in sail materials and hi-tech fabrication techniques are at their zenith, purse strings have been tightening around the globe, as many sailors squeeze another season out of their current sails rather than upgrade, leaving some lofts feeling the pinch during the last few 'GFC' years. However, the tide has turned and lofts are reporting a significant upturn in business this year, with yacht and boat owners inspired by these new materials and the improved results they can deliver, whether racing or passage making.

Despite that downturn, the major sail brands haven't been standing still with global R&D on a high and plenty of new sail products being launched to tempt owners into an upgrade.

For sailors, in many ways now is a great time to be considering a new wardrobe (for your boat). With a super competitive environment among the lofts in Australia and New Zealand and a strong dollar, there are good deals to be had at your local sail loft. But of course, with all the new 'drip-down' technologies of the pros now entering the recreational market, choosing the best sail materials for your boat is



SAIL TECH

ANTHONY TWIBILL DROPS INTO SOME OF OUR LEADING LOFTS TO MEASURE UP THE LATEST CUTS AND COMPOSITES FROM THE TOP SAILMAKING BRANDS.

never easy. So if you haven't splashed out on a new sail for a few seasons, the following pages will give you an update on what the top lofts have been busy doing with new sailcloth and fabricating technologies. In the end, the right sail for you is the one which best meets your expectations in terms of performance, longevity and cost. There's no point putting carbon laminate sails on your cruising boat and expecting them to last 10 years and being disappointed when they don't. But the great news is sailmakers have more varied product choices on offer for racers and cruisers alike, than has ever been seen before. We talk to some of the leading lofts about their latest sailmaking hero products, and what to look for in a sail wardrobe to best suit your boat.

HIGH PERFORMANCE
Revolutionary developments in sail materials have maximised performance in both racing and cruising.

DOYLE SAILS

If you ever get an opportunity to visit Doyle Sails' loft in Auckland, do whatever you can to get there. It's an impressive facility, massive in scale beyond most sail lofts and the best part is, you can watch the sails being made right there in front of your eyes. Doyle NZ manufactures its own premium Stratis laminate membrane materials on site, with precision-tuned machines plotting long strands of fibre before all the laminate is compressed and heat-sealed.

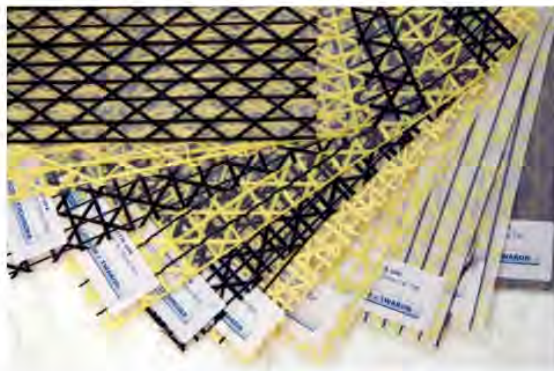
Stratis is Doyle's own fibre-aligned laminate sailcloth technology, designed in-house by the Doyle team for shape retention and durability. According to Doyle Sydney's Guy Waddilove, the key point of difference between Stratis and other laminate sails on the market is the fact they are made on a flat bed, rather than over a three-dimensional mould. "We can get loads of weight onto the flat bed, which means a lot of pressure and even heat from the thermal heating. This compresses the laminate and makes sure all the air is squeezed out," says Waddilove.

Doyle argues this results in a strong and long lasting sail that won't easily delaminate. Stratis sails come in racing and cruising variations, and although originally created for the elite superyacht market, are finding their way onto dozens of recreational racing and cruising yachts. For cruisers seeking the top end performance of a laminate sail, Doyle's Stratis GPC (c is for cruising) applies the brand's best technology to cruising yachts. The sail features twaron and vectran yarns internally for strength, with taffeta layers on each side to resist stretching. For a more affordable cruising package, Doyle also offers a Mylar/Spectra laminate range and traditional Dacron panel sails.

Doyle sees its key offering to potential buyers as a total in-house experience. The company employs its own in-house designers, such as America's Cup and Whitbread sailor Richard Bouzaid, while also manufacturing its own sailcloth and even developing its own glues.

The latest sail material from Doyle Sails utilises a patented new filament fibre previously seen in U.S. military applications, and exclusively licensed by Doyle for sail making. Aptly branded as ICE, according to Doyle Sails New Zealand M.D. Chris McMaster, the loft has been experimenting for four years with the new fibre. ICE exhibits properties

similar to high modulus carbon and is actually a derivative of Spectra, so has more in common with their successful Stratis sail technology. Doyle are underway with a controlled launch, slowly bringing the high-tech, silvery-white sails to market with about 50 boats sailing with ICE in the U.S., a couple in Europe and NZ, and five or so in Australia now test-sailing the new material. For instance, Doyle says Geoff Boetcher's *Secret Men's Business 2* is flying a new main and J1 in ICE, and comments



NORTH SAILS

When your brand is stamped on the sails of more America's Cup yachts, grand prix racers and Volvo round-the-world boats than any other, it's easy to understand why some sailors see North Sails as a bit 'elitist'. It's fair to say the blue N/S logo has become closely associated with high performance racers more so than with cruisers, but North makes sails for yachts in all sizes and price ranges, including many cruising yachts. In fact one of its latest developments is a new range of Dacron sails called NodDac Radian, which should appeal to cruisers looking for better performance, as well as racers competing in divisions where higher-tech laminated sails are not allowed. North claims its new radial cut NorDac Radian sails combine the best elements of radial sail technology with the durability, easy handling and mildew resistance of woven polyester.

According to North, the secret is a new weaving process, which allows the sails to be cut in a radial style without losing warp and fill performance. Traditionally, polyester sails have had to be constructed with the cross cut method because the 'fill-oriented' fabrics weren't suitable for radial cutting. After three years of testing, North has delivered a 'warp-oriented' sailcloth, which can be used for radial polyester sails, bringing all the shape retention and load spreading properties of radial sails into the cruising arena.

North's reputation for catering to the big end of town is not without foundation, and at the other high-performance tip of the product range, the company has had strong response, and a year now of proven results, for its game-changing 3Di moulded sails. North's new 3Di sailcloth is pitched as the successor to high performance laminate sails which have dominated racing circles for many years now. North has been covertly testing 3Di sails for years, including kitting up Australian grand prix racer *Loki* with her mainsail over the past year leading up to her overall win in the 2011 Rolex Sydney Hobart.

3Di sails are also being shipped around the world for racing fleets including the Soto 4.0 one-design class, with the finishing for these sails actually taking place locally in Mona Vale on Sydney's northern beaches. Satisfied with the results boards during its trial period, North is now promoting and distributing the new high-tech product in a much more visible way, with a long line of notable



that the new sails have 'transformed the boat in light air'. ICE also played its part in a string of wins for a J/111 in the recent Key West regatta in the U.S. and has drawn favourable comments from yacht owners trialling the new sails throughout the world.

ICE addresses some of the problems of laminate Spectra and carbon sails, including the strength lost over use simply through folding and flexing. A typical laminate sail can lose up to 80% of its original strength after just a season of heavy racing, and the necessity of folding and flexing cannot be avoided. According to Doyle, this new ICE filament fibre does not break down with flex or with UV exposure over time. As such, sails can be engineered much closer to their working load, rather than over-engineered to plan ahead for in 20 sails time when normal laminate sails will have lost much of their original 'as new' strength. This means that ICE laminate membrane sails can also be delivered thinner and lighter than

Spectra. ICE also has the inherent creep of Spectra, meaning if you overload the sail it stretches, rather than breaks like carbon can do.

With both Richard Bouzaid and Mike Sanderson on board as part of Doyle Sails NZ, the racing sails business is going from strength to strength, with the Stratis product increasingly being asked for by name. When Doyle launched the Stratis technology it was all about fitting-out superyachts, and Norths had previously been the only game in town, especially in weight to performance stakes. But now the Doyle Stratis technology is aloft on many sailing superyachts and it's also increasingly seen on more typical race boats from as small as 35 feet. McMaster says the NZ loft currently has over 40 Stratis sails in build on their floor and business is up 20 percent on what they've ever done before, so its looking good for Doyle in both Australia and New Zealand. www.doylesails.co.nz
www.doyleaustralia.com

INNER STRENGTH
Clockwise from the top: Doyle's Twaron yarns internally strengthen their Stratis GPC sails; Channel 7 18ft Skiff 3DL main sail development; North Sails MC 38 3Di Mainsail.

yachts fitting them. The basic concept of 3Di sails is to create a yarn-based sail (with what North calls 'spread filament tapes'), which removes the mylar film (the clear material in a laminated sail) from the equation. According to North, mylar film adds weight while only serving to bond the sail around the internal yarns and stop wind blowing through it. If an effective airfoil could be achieved with only the parts of the sail that carry loads (that is the yarns), then the result should be a lighter sail for the same amount of strength. That's what 3Di sails claim to achieve. It's a whole new process for making sails developed exclusively by North, with the spread filament tapes formed into ultra thin layers, coated with an adhesive and added to a backer. The sail is then thermoformed to bond the layers – all without adding an external film layer as with laminate sails technology. For those who have used them, 3Di sails have been described as being almost 'wing-like' in their rigidity, while being lighter and more robust than their laminated counterparts.



North will continue to support its 3DL laminate product range, but already the brand is comparing the jump to the next generation of 3Di as similar to the move from cross cut to radial sails in the late 1980's. Both 3DL and 3Di sails are thermo-moulded on a three-dimensional mould and is a patented process for North. All North's other string and paneled sails are 2D and have shape cut in to the panels.

The introduction of 3Di to the Australian yachting market has proven to be very successful over the past 12 months with great results and performance across a range of different boats and classes. Some examples include John Formosa's full 3Di working inventory for his Beneteau First 30, Bob Cox's DK 46 and his 3Di wardrobe which helped him win the Summer Pointscore at MHYC, and the continued success of 3Di sail and design development in the Melges 32 and the exciting new McConaghy MC 38 class. Obviously you can include ocean racers *Loki* and *Investec Loyal* who both had inventories of 3DL and 3Di to win the

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www.ukhalsey.com

2011 Rolex Sydney to Hobart. *Wild Oats XI* also carried 3Di sails during the great race south.

Over the last year, North Sails has also focused a lot of time developing and updating its latest sail range across many of the one-design classes. Positive results were reflected with the success that Tom King and his team on *Iron Lotus* had when they won the Etchell's Worlds at the RSYs earlier this year. The NS 14 class has also been targeted with the launch of a new 3DL mainsail to suit their new stiffer carbon rotating rigs. Becoming more involved in Junior sailing and supporting junior classes has also been big on the program for North Sails and continued development with some of Australia's top junior Optimist sailors including James Grogan, Jim Colley and Shaun Conner has given these kids the opportunity to assist with a testing program developing sail models and optimising sail set up for these junior sailing champs.

www.nz.northsails.com
www.au.northsails.com

HOOD SAILS

Back in 1960 there was only a small choice of 15 to 25 sailcloths available – basically terylene, dacron and some nylons. As the next 50 years marched on sailmakers and boat owners now have over 600 options of materials to choose from. These options are a mixture of high and low tech from woven dacron and a mixture of mylar laminates, comprising of all types of exotic materials – vektron, kevlar, spectra, and carbon – with or without taffeta backing, and the latest additions are the membrane sails.

Far too often, Hood Sails hear the complaints of boat owners and their expectations of their sails, which were the wrong choice of sailcloth and weight from the start. The nightmare of choosing what material to use for your boat is not that difficult. Your starting point is your sailmaker and loft.

An experienced sailmaker can evaluate the materials that are available and if they are capable of standing up to the supplier's specifications. Usage breaks down to the categories of weekend sailing, cruising, twilight and club racing, one design through to grand prix.

'Choices' – a sailmaker can quickly give you a couple of correct options of fabrics and also advise the type of construction of panel cuts i.e. horizontal to radial cut options. You should also be advised of the life expectancy and performance that is



achievable with correct care and usage.

'Budgeting' – Too often owners go with cheapest quotes and are not informed or advised that a small upgrade in quality of fabric or type of cut may offer far better performance and longevity for an extra 10 to 20% outlay (this relates to cruising through to club racing).

Your chosen loft should also be able to offer advice on options for spinnakers, asymmetricals (MPS and Gennakers), Code Zeroes and screechers, and their intended usage, with similar options as for your working sails as in material and cut.

Hood selects its sailcloths from major wholesalers such as Contender and Dimension Polyant, and combines this with its experience in cutting and finishing sails. For the racing sailor, Hood is stocking Dimension Polyant's new D4 sailcloth, built using the Multi Panel membranes formed with DP's high tech automated machines.
www.hoodaustralia.com.au

ONESAILS

The Evolution Sails loft has now also taken on representation for OneSails, a new-generation single piece sail technology from Italy.

OneSails claim that major sail manufacturers have not changed their basic process in the last 15 years, although some other leading lofts would contest that claim. However, laminate sails are still built using yarns, which are impregnated with resin and a scrim on both sides, coated in resin to hold the membrane together. It is this resin that breaks

down over time as the sail is hoisted, tacked and folded after racing or cruising. This causes delamination, as the two sides of the membrane come apart and the sail loses structural strength, as there is nothing to support the yarns in place. Resin also adds weight to a sail, initially this weight can be offset by the extra strength but as the resin breaks down the weight remains for less strength. OneSails new "Millennium" and "Vektor technology" (Patent Pending) doesn't need resin in the production of the sails. OneSails use pressure and heat to layers of polymer causing it to react and fuse together to form a new layer of material in an irreversible process. This seals the two layers of mylar together and encapsulates the carbon threads of the sail, resulting in a film which is soft and flexible, with delamination no longer an issue as there is no resin between the skins to break down over time.

www.onesails.com
Sydney@onesails.com

UK HALSEY

UK Sailmakers recently announced what they call the world's first 'environmentally ethical' racing sails. This new sail manufacturing process reflects a concern with the long-term environmental impact of current high-performance membrane sails that laminate grids of yarns between layers of petroleum-based mylar films. While these high-tech racing sails deliver peak performance for a number of seasons, eventually their competitive lifespan comes to an abrupt end. The disposition of those

GOING ORGANIC
UK Halsey is leading the way with environmentally ethical racing sails using organically derived, cellulose-based films.

environmentally indestructible, petroleum-based sails is in boat yard dumpsters, landfills or incinerators.

Alain Janet, head of UK Sailmaker's loft in southern France, has been working on UK's proprietary membrane sail manufacturing technology for nearly a decade. Having developed high-end MartiX Titanium®, a continuous-yarn membrane-sail manufacturing process, Janet turned his focus to creating environmentally ethical sails. Thanks to those efforts, UK Sailmakers is now developing Titanium Blue® high-performance racing sails – being branded as Blue because of the sky blue color of the sails' skin material.

Using organically derived, cellulose-based films, continuous-yarn sails in place of petroleum-based Mylar makes these sails recyclable. When the sail's competitive usefulness is over, MatriX Blue sails can be treated with a substance that dissolves the membrane allowing the recapture of the reinforcing yarns originally built into the sail. Sails made with cellulose-based

films will have the same durability as petroleum-based Mylar films yet will be bio-degradable.

"Today, over 20,000 sails of non-renewable sail skin material, are manufactured each year, which translates to over one million square metres of eco-unfriendly sails," says Janet. "If you turned that into a narrow ribbon, it could circle the Earth several times."

"As a leading global sailmaker, UK is taking the lead to help resolve this growing environmental challenge," said Des McWilliam, President of UK Sailmakers International.

These sails will be offered exclusively by UK Sailmakers at the outset, but the company plans to make arrangements with other sailmakers whereby the impact of this important environmental advancement can be felt throughout the sailing world."

Titanium Blue sails are just getting out on the water for evaluation. You'll know them when you see them as they will be the only blue upwind sails on the water.

UK Sailmakers' Matrix Titanium sails have been winning on

racecourses around Australia for several years and boats have included the Marten 49 *Optimus Prime*. For sailors who need durability over performance, UK Sailmakers's Tape-Drive construction has a track record of over 25 years as the most durable laminate racing sails on the water. Just like in the MatriX Titanium sails, Tape-Drive sails have structural members that run continuously across the sail going from corner to corner. Neither construction has load-bearing seams that can creep or fail. Because of Tape-Drive's durability, UK Sailmakers have kept this construction technique up to date with the introduction of Technora and Spectra based laminates to their huge list of fabrics which allow them to produce the perfect performance sails for boats that race on the club level where sails typically are called on for five or more years of service. Tape-Drive has also proved popular with cruising sailors who want to go offshore and not have to worry about their sails taking all that the sea can throw across a boat's path. www.ukhalsey.com

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Slam's range of waterproof gear is priced within reach of non-professional sailors who are likely to encounter some serious weather. Made from two-layer laminated nylon tason, this jacket is thermo-taped, windproof and comfortable. Added features include a high-visibility hood and fleece-lined pockets. RRP \$349

www.slam-shop.com.au

2. VELA GLOVES

These hard wearing gloves make sure that no matter how wet your hands are, you'll always be able to pull a line or crank a winch. Made from nylon and polyurethane with some lycra injected into the back for a bit of flex, these gloves are a practical addition to any wet weather outfit. RRP \$19

www.slam-shop.com.au

3. FORCE 2 LONG JOHN

Not only will you look the part in these long johns, you'll also be dry and comfortable, thanks to their clever construction. The shoulders are made from stretchable material and the knees and seat are reinforced with canvas for durability. Reflective patches ensure you can be seen from afar, and the waist and ankle closures are adjustable. RRP \$315

www.slam-shop.com.au

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Looking like they come straight from the catwalk, these funky technical sea boots are phenomenal performers. The upper is made from hardwearing kevlar fabric and oiled nubuk, while complete waterproofing is ensured by Scotchguard, Thermofussbett and Veratex materials. Also features a handy pocket. RRP \$399

www.slam-shop.com.au

5. SUMMER SAILING JACKET

Stylish and practical, this jacket is designed for use in tropical climates where the temperature is high and the rain is frequent. Windproof and water repellent to 600mm, this is an excellent all-round jacket to have onboard. RRP \$129

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1.



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www.henrilloyd.com

2. OCEAN EXPLORER JACKET

A three layer Gore-Tex® shell provides maximum rain and wind protection while keeping you comfortable. An innovative hood design named Optivision gives you wide peripheral vision while providing superior face protection. Features include hand warmer pockets and storm flap. This is a premium jacket that will last a lifetime. RRP \$1160

www.henrilloyd.com

3. THERMO SKIN TIGHTS

Made from Burke's breathable quickdry thermal fleece, these thermals are designed to be an effective base layer when you're taking on the elements. Rated UPF50+, the Thermo Skin range can also be used as an effective mid or even outer layer, making them a versatile, good value addition to any sailors' wardrobe. RRP \$65

www.henrilloyd.com

4. THERMO SKIN LONG SLEEVE TOP

Also made from Burke's quickdry thermal fleece, this thermal top pairs with the thermo skin tights. You can't underestimate the importance of a good base layer when trying to keep warm in extreme weather conditions. A well chosen base layer will complement and enhance the effectiveness of your waterproof outer layer. RRP \$65

www.henrilloyd.com

5. SOUTHERLY NEOPRENE SEABOOT

The clever design team at Burke Marine have come up with an innovative way of drying your boots – while still wearing them. The Seaboot is made of a combination of rubbers to provide traction, water resistance, and comfort. Thanks to a rear pull tag, getting them on and off is a breeze. (That is, assuming you ever want to take them off.) RRP \$95

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A membrane that contains over 9 billion pores per square inch is attached to an outer shell. The pores are 20,000 times smaller than a water droplet but 700 times larger than a water vapour molecule, meaning the membrane is waterproof from the outside, yet allows perspiration to escape from the inside.



1.



2.



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5.

1. WATERPROOF OUTDRY® GLOVES

Musto's OutDry® technology means each item is manufactured using seam-sealed waterproof fabrics, which are then laminated to ensure a full seal. This means that your hands stay dry and warm. The gloves also have a reinforced grip palm and fingers. RRP \$119

www.musto.com.au

2. WINDSTOPPER RACE MIDDLE LAYER JACKET

Racing or cruising sailors in mild conditions who like to keep the wind out and the warmth in will like this versatile middle layer. It can be used as an outer or middle layer, ideally paired with the HPX Pro series, for seriously trying conditions. The jacket features Musto's windstopper technology, a microporous membrane that keeps you comfortable whatever the weather throws at you. RRP \$449

www.musto.com.au

3. WINDSTOPPER RACE SALOPETTES

Versatile enough to use as a mid-layer in heavy weather and as an outer-layer in mild weather, these salopettes feature Musto's Windstopper® fabric, which is laminated together with a microporous membrane. This is a serious bit of kit for the sailor who is ready to take on the elements. RRP \$499

www.musto.com.au

4. HPX PRO SERIES SMOCK

For the professional ocean sailor, this is the Rolls-Royce of smocks. It uses a three-layer Gore-Tex® shell to keep the weather out. Essentially, Gore-Tex® is a membrane that is water and wind proof, yet allows water vapour out. The reason it is still the big name in the market? It works. Appointed with such details as photo luminescent prismatic reflectors and a bottle opener buckle. RRP \$1359

www.musto.com.au

5. OCEAN BOOT

A warning: you may never want to take these boots off. The outer is made from durable and water-repellant leather, the outsole designed for traction and lateral stability. The boots feature Musto's top-of-the-line lamination technology, which enables breathing to reduce condensation, but is completely waterproof. Sea boots have come a long way over the years, these ones are truly at the cutting edge. RRP \$599

www.musto.com.au

OutDry®

A footwear waterproofing process that bonds a waterproof and breathable membrane directly to the external layer of the boot, sealing any possible water entry point. The benefit of OutDry® is its complete integration with the boot's construction. It is discreet, as it is located between the upper and the lining.



1.



3.



4.



2.



5.

1. CREW RACING JACKET

This mid-layer jacket, part of Helly Hansen's three-layer system (base, mid and outer layers), is not only waterproof, but it actually helps move water away from the body, thanks to the advanced fabric it is made from. Again, the details are impressive; they include a fleece lined-collar and hand warmer pockets. RRP \$249.95

www.hellyhansen.com

2. HYDRO POWER 3 M

These popular and very versatile sailing shoes are made with a mixture of rubber compounds that have been developed to maximise durability and traction. The upper is open mesh from toe to heel, while the midsole is removable for drying. RRP \$249.95

www.hellyhansen.com

3. CREW COASTAL TROUSER

Lightweight, reinforced and fitted in all the right places. Pockets and zips are well placed and always at the ready. This is a very smart and reasonably priced pair of coastal trousers. RRP \$249.95

www.hellyhansen.com

4. CREW TACTICIAN JACKET

Scandinavian inspired and designed to brave all that the ocean throws at you, this jacket is cleverly detailed, with Polartec hand-warmer pockets and collar, two layer lined construction and nifty pocket placement. Helly Tech® Performance waterproof fabric makes sure you stay warm while hi-vis hood fabric and SOLAS reflectors make sure you stay safe. This jacket hits a good mix of features and value. RRP \$499.95

www.hellyhansen.com

5. DRY STRIPE LONG SLEEVE CREW

Helly Hansen describe their base layer gear as a "moisture super highway". Their Lifa® Stay Dry Technology™ drives moisture away from the body. Whether the water is coming in from outside in the form of rain and seawater, or out from inside in the form of sweat (or all three at once), this technical base layer is well equipped to keep you dry. RRP \$59.95

www.hellyhansen.com

Lifa® Stay Dry Technology™

Lifa 'hydrophobic' fabric retains 40 times less moisture than polyester. Wet fabric can absorb your body heat 25 times faster than dry fabric, so it's beneficial to push moisture away from your skin. The Lifa® base layer fabrication takes advantage of this by pushing your sweat out and away from your base layer.

There are any number of well-respected philosophical sayings about how the destination is not important: that it's the journey itself that really matters. Hmmm. As a sailor, I've always bought into those theories because, hey, let's admit it: there are a lot of faster, drier, cheaper, and less muscle-intensive ways of getting from Point A to Point B.

I've subscribed to the theory that we plod along at seven knots, ducking spray, and cranking winches not because we really care about getting to any particular destination, but because we love the wind in our face and the motion of the boat.

Hmmm.

I was thinking recently (I do this regularly because, as Socrates said, the life unexamined is not worth living) and I decided that this whole concept is wrong.

The reality, at least for me and a lot of sailors I know, is this: first, the destination isn't as important as the journey; second and even more important, the journey isn't as important as the preparation.

A regatta, a cruise, a voyage somewhere, any journey or adventure, if you will, is simply the end result. For many of us, our lifestyle is more about the preparation.

Let me take you back to when I was a teenager (yeah, yeah... back in the mists of time when dinosaurs roamed...). I raced a popular fiberglass dinghy and I would become quite compulsive before a big regatta. I was like an Olympic athlete who believed he could only win the gold if he wore his left sock inside out.

First, I turned the boat over and carefully went over every inch of the hull to find any scratches or dings, fill them, and buff them out. Then I would apply a gooey-thick coat of paste wax and I'd buff that until the hull gleamed.

I have to admit that there was a period in small boat racing where the "waxed-hull-is-fastest" theory gave way to the "slightly-rough-so-water-adheres" theory of slipperiness, and it was a grave concern to me because I really loved a shiny hull.

Nevertheless, I would go over every block and slide, disassemble the jamb cleats and clean them thoroughly, even touch up the varnish on the centerboard trunk as though it contributed a damn thing to speed.

A LIFE EXAMINED

WHETHER IT'S A BIG RACE OR A RELAXED WEEK OF CRUISING, ENGAGING IN PRE-SAIL RITUALS IS AN IMPORTANT PART OF THE JOURNEY. CHRIS CASWELL EXPLAINS ZEN AND THE ART OF BOAT PREPARATION.

It was, in short, as much a mental ritual as it was one of making the boat perfect. It was, in its own way, more of an event than the event itself.

I never, ever, did this in my own garage where I would be out of the sun and everything would be easier. No, I did it in the boatyard at the yacht club, because it involved a social side as well. As other kids arrived and departed, they'd stop and watch me work, sometimes sharing a Coke and occasionally even lending a hand. It was, as I said, a social event.

I went through the same process when I decided to give the Olympics a shot with my Flying Dutchman. This was an even bigger project, because it had far more blocks and tracks and rollers and sliders to clean and lube.

Again, I did it at the yacht club. By this time, the Cokes had been replaced by beer and the friends now included babes in bikinis. See what I mean about the preparation being as important as the journey?

Fast forward more years. I keep my boat in a marina and I'm now as much a cruising sailor as a racer. But before I set off on any cruise of more than a day, I go through those same rituals. As much as I look forward to spending that week in the islands, I probably invest three weeks or three months in the preparation mode.



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

If you're getting my drift, you'll understand that the preparation mode always involves a great deal of standing around the dock with friends, sitting on the dock box drinking beer and talking about boats, or simply lounging in the cockpit gazing into space.

This, of course, is all completely justifiable. While sitting in the cockpit with an icy lager in my hand, I might think of something I'd otherwise forget. Therefore, the time is well spent.

While BS-ing with the other guys on the dock, I might learn that the best anchorage at the island is in the furthest corner of the bay. Again, a very wise investment of my time.

Oh, sure, occasionally I get around to twanging the rigging or tightening a turnbuckle or actually squirting something with lubricant before it freezes solid. It's all part and parcel of the preparation process.

There is a seamless fabric to the sailing life for me and for others. We start with a dream, whether it's that long cruise or winning the championship regatta. But it's so much more than that.

If all I want is to spend two weeks on a sunny beach, I can do that with a call to my travel agent and the flick of an American Express card. If all I want is an often ugly silver bowl with my name on it, well, the local gift shop can have it done by Friday.

So it's clearly not the destination. I'll grant that the journey is a large part of the package for me, but it's not everything. Sure, we love the sweep of white sails overhead, the feel of the wind, the challenge of steering and trimming and actually being responsible for our own fate.

But it wouldn't be the same if someone handed me a perfectly prepared boat, whether it's ready to win the regatta or cruise for a thousand miles.

No, it's the enjoyment of the whole lifestyle... of having a goal and sharing it with friends, of laughter and a few bloodied knuckles. It's about making lists and buying charts and agonizing over who makes the fastest spinnaker and, yes, even putting that unnecessary coat of varnish on the centerboard cap... just because.

I long for the destination, I savor the journey, but I wouldn't give up the preparation for anything.

It turns out that Ratty was right. He knew it all along. It isn't about getting someplace or even in the getting there, it is simply messing about in boats. ⚓

In the dark early morning hours of 29 December, 1975, I watched a magnificent American maxi ketch named *Kialoa III* sail up Hobart's River Derwent to claim line honours and a race record in the Sydney Hobart Yacht Race. At the helm was the yacht's owner/skipper, a tall, white-haired Californian named Jim Kilroy.

Jim Kilroy, one of the USA's outstanding yachtsmen of his era, turned ninety on the first of May this year, an anniversary that makes his sailing successes in Australia worthy of mention. In fact, he and two other notable American yachtsmen, SA ('Huey') Long with *Ondine II* and Ted Turner with *American Eagle*, certainly helped put the Sydney Hobart Yacht Race on the map internationally.

I had the good fortune to be invited by Jim to sail aboard *Kialoa III* in a short race off Sydney Heads in the lead-up to the Sydney Hobart and got to know Jim quite well.

We have kept in touch over the years, most notably when he wanted to express strong views about maxi yachts with canting keels that required 'stored power' to control their underwater appendages and even hoist sails.

Jim first contested the Sydney Hobart in 1971 with *Kialoa II*, 17m LOA yawl designed by Sparkman & Stephens, taking on 'Huey' Long in *Ondine II* and Ted Turner with *American Eagle*. *Kialoa II* won line honours from the big New Zealand boat, *Buccaneer*, and *Ondine II*.

He returned in 1975 with a new boat, the maxi ketch *Kialoa III*, another S&S design but a quantum leap in design and sail-power from *Kialoa II*. *Kialoa II*'s elapsed time in 1971 was 3 days 12 hours 46 minutes and 21 seconds; *Kialoa III* sailed the 628 nautical mile course in 2 days 14 hours 36 minutes and 56 seconds.

As she sailed across the finish line at Hobart's Castray Esplanade shortly after 3.36am on 29 December 1975, *Kialoa III* slashed almost three hours off *Helsal*'s record set in 1973. She was the first yacht in the history of the race to better three days for the course, setting a record that was to stand unchallenged for a remarkable 21 years.

Jim Kilroy enlisted two Australians as navigators for that memorable race, Magnus Halvorsen and David ('Fang') Kilponen and their precise celestial navigation and tactics played a key role in *Kialoa III* setting that record.

Kialoa III's crew of 19 comprised 12 from the USA, six Australians and



KIALOA MILESTONE

THE LEGENDARY CALIFORNIAN MAXI SHOOK THINGS UP IN THE SYDNEY HOBART IN THE SEVENTIES AND NOW HER OWNER/SKIPPER NOTCHES UP ANOTHER NOTEWORTHY LIFE ACHIEVEMENT. BY PETER CAMPBELL

one New Zealander. The first day run, noon to noon, was 245 nautical miles; the second day (noon to noon) was 247 nautical miles. She covered the final 138 nautical miles in about fifteen and a half hours giving her an average speed of just over 10 knots.

During the 21 years that followed *Kialoa III*'s record, huge advances were made in the design and construction of racing yachts, in their

sails and rigging, and in navigation. Yet, it was not until the early hours of 29 December 1996 that a bigger, state-of-the-art, German-owned maxi yacht broke *Kialoa III*'s record – and then by only 30 minutes.

Three years later, the Volvo 60, *Nokia*, surfed across Bass Strait in a westerly gale to record an extraordinary 1 day 19 hours 48 minutes and 2 seconds. In 2005, the radical *Wild Oats XI* set the existing record time of 1 day 18 hours 40 minutes and 10 seconds – a victory that stirred Jim Kilroy to vehemently criticise the latest trends in yacht design and the use of "stored power".

Jim Kilroy returned to Australia with an upgraded *Kialoa* in 1977, taking out the double of line honours and overall first on corrected time. She is one of only six yachts to have won the double in the same year, her victory adding to the many international wins achieved by Jim over his long career in ocean yacht racing.

I trust he was enjoying memories of those great sailing days as he turned ninety on May 1. ⚓

RECORD RUN
Kialoa III set a Sydney Hobart race record in 1975 that would take 21 years to break.

RACES AND REGATTAS

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS WITH OFFSHORE YACHTING'S CALENDAR.

INTERNATIONAL DATE COUNTRY

JUNE

Southern Bay Race Week	1-3 Jun	Hampton, VA, USA
International Paints Poole Regatta	1 Jun	Poole, Dorset, UK
Volvo Match Race Cup	2-3 Jun	Geneva
Extreme Sailing Series Act 3, Istanbul	7-10 Jun	Istanbul, Turkey
Bermuda Ocean Race	8 Jun	Annapolis, MD, USA
Giraglia Rolex Cup	8-16 Jun	St. Tropez, Genoa, France
Mills Trophy Race	8-12 Jun	Toledo, OH, USA
Volvo Ocean Race: Leg 8 – Lisbon to Lorient	10 Jun	Lisbon, Portugal
J/24 US Nationals	24-30 Jun	Dillon, CO, USA
Vic-Maui International Yacht Race	28-26 Jul	Vancouver, BC, Canada

JULY

Volvo Ocean Race: Leg 9 – Lorient to Galway	1 Jul	Lorient, France
Youth Scheme Winter Programme	2 Jul	New Zealand
5th SEA Property	Jul	Phuket, Thailand
Phuket Raceweek	18-22 Jul	Phuket, Thailand
Youth Scheme Under 21 Squad Training	24 Jul	New Zealand
Winter Series	24 Jul	New Zealand
9th Borneo International Yachting Challenge	Jul	Borneo, Indonesia

AUGUST

Swiss Open Championship	8-12 Aug	Sihlsee, Switzerland
British National Championships	11-17 Aug	Pwllheli, UK
Qingdao International Regatta	TBA	Qingdao, China
Audi Quattro Junior Cup	17-19 Aug	Koper, Slovenia
IODA European Team Racing Championship	21-26 Aug	Lago di Ledro, Italy
Hungarian Youth Championship	TBA	Balatonfured, Hungary
IODA African Championship	18-26 Aug	Dar es Salaam, Tanzania

SEPTEMBER

Open Belgian Championship	8-9 Sep	Nieuport, Belgium
Polish Open Championship	14-16 Sep	Kamien-Pomorski, Poland
Alexandria International Regatta	15-21 Sep	Alexandria, Egypt
Czech Open Optimist Cup	27-30	Sep Rozkos, Czech Republic

OCTOBER

India International Regatta	TBA	Chennai, India
RC44 World Championship	3-7 Oct	Rovinj, Croatia
Class 40 World Championship	4-7 Oct	La Rochelle, France
IODA North American Championship	20-28 Oct	Valle de Bravo, Mexico
Sail Qatar	9-10 Oct	Doha, Qatar
Marblehead World Championship	14-20 Oct	Ploermel, France

NOVEMBER

Kona World Championship	2-7 Nov	Grand Canaria, Spain
Rolex Osprey Cup	6-11 Nov	St Petersburg, USA

AUSTRALIA

DATE

CLUB

JUNE

Sail Noumea	2 Jun	RQYS
Etchells Australasian Winter Championship	7-10 Jun	MYC
Audi Winter Series Race 6	3 Jun	CYCA
Audi Winter Series—non pointscore	10 Jun	CYCA
Audi Winter Series Race 7	17 Jun	CYCA
Winter PS Series Sailing	16 Jun	MHYC
Audi Winter Series Race 8	24 Jun	CYCA
Centreboard Divisions Sailing	17 Jun	MHYC
Winter PS Series Sailing	23 Jun	MHYC
Centreboard Divisions Sailing	24 Jun	MHYC
Winter PS Series Sailing	30 Jun	MHYC

JULY

Audi Winter Series Race 9	1 Jul	CYCA
Melbourne Winter Series	1 Jul-8 Sep	ORCV
YA Special Regulations Cat 1-4	1 Jul	MHYC
Laser Radial Youth World Championship	1-7 Jul	RQYS
CYCA Information Evening – Kathleen Gillett	3 Jul	CYCA
Audi Winter Series Race 10	8 Jul	CYCA
Westward Cup Big Boat Race	11-16 Jul	RYS
Laser Radial Men's World Championship	11-17 Jul	RQYS
Australian Schools Team Racing Championship	12-15 Jul	APYC
Audi Winter Series Closing Ladies Day Race	15 Jul	CYCA
Audi Winter Prize Giving	20 Jul	CYCA
Asia Pacific Championship	20-25 Jul	RQYS
Audi Sydney Gold Coast Yacht Race	28 Jul	CYCA
Sail Indonesia	28 Jul	DSC
Centreboard Divisions Sailing	29 Jul	MHYC

AUGUST

Brisbane to Keppel Tropical Yacht Race	3-6 Aug	RQYS
Club Marine NSW Youth Match Racing Champs	4-5 Aug	CYCA
Airlie Beach Race Week	10-16 Aug	WSC
Audi Hamilton Island Race Week	17-25 Aug	HIYCA
Sailing Clinic Quarterdeck	20 Aug	MHYC
Darwin Ambon Race and Rally	25 Aug	DBCYA

SEPTEMBER

Magnetic Island Race Week	1-4 Sep	TCYC
17th Monica Geddes Memorial Trophy Race, CYCA Members Open Day and CYCA Parade of Sail and Blessing of the Fleet	16 Sep	CYCA
Blue Water Pointscore Briefing	19 Sep	CYCA
Blue Water Pointscore Race – Flinders Islet	22 Sep	CYCA
Ocean Pointscore Race – Port Hacking	22 Sept	CYCA
Australian Youth Match Racing Championship	22-25 Sep	RQYS
Grant Thornton Short Ocean Race	29 Sep	CYCA
Australian Women's Match Racing Champs	27-30 Sep	SYC

OCTOBER

Blue Water Pointscore Race – Bird Island	5 Oct	CYCA
Ocean Pointscore Race – Botany Bay	6 Oct	CYCA
Grant Thornton Short Ocean Race	13 Oct	CYCA
Pittwater Seawind Regatta	26 Oct	RMYC
Port2Port (South Pacific to Bundaberg)	Oct/Nov	BCYC

NOVEMBER

Blue Water Pointscore Race – Cabbage Tree	16 Nov	CYCA
International Youth Racing Championships	21-25 Nov	CYCA

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