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APR/MAY 2008


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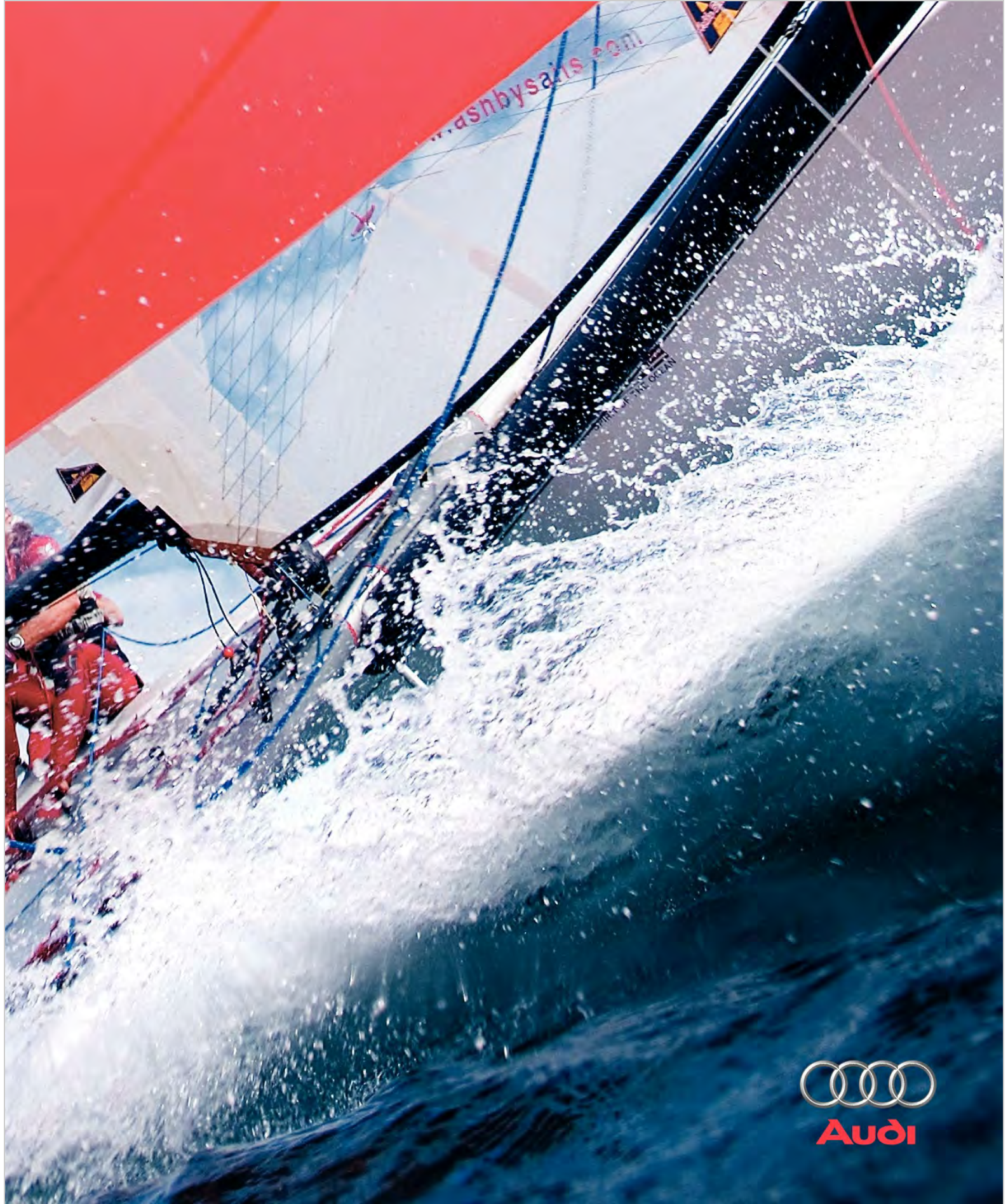
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Photography: Andrea Francolini



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AT THE HELM

**MATT ALLEN, COMMODORE
CRUISING YACHT CLUB OF AUSTRALIA**

FROM SYD FISCHER IN THE BLUE WATER POINTSCORE SERIES TO THE YSA TEAM IN THE HARDY CUP, CYCA MEMBERS ARE SCORING PLENTY OF WINS. A BOOK ABOUT THE HISTORY OF THE CLUB WILL SOON BE PUBLISHED AND WE ARE ABOUT TO EMBARK ON ANOTHER WINTER SERIES

After being named overall winner of the inaugural Audi Sydney Offshore Newcastle Yacht Race, Syd Fischer and his crew on board *Ragamuffin* have won the coveted Blue Water Pointscore for a record ninth time. The last time Syd and *Ragamuffin* won was in 2001-02. The Tasman Performance Series was won by Alan Brierty's well-sailed *Limit*.

For the first time ever, a CYCA team (consisting of Evan Walker, Kyle Langford, Will Ryan and Oliver Hartas) won the Hardy Cup hosted by our friends across the water at the Royal Sydney Yacht Squadron. This team was superbly coached by Jenni Bonnitcha and I had the pleasure of joining the team for the trophy presentation at the RSYS on this historic occasion.

Congratulations also go to YSA graduates Seve Jarvin, Sam Newton and Rob Bell for winning the Slam Winning Appliances Giltinan 18-footer Championships in February.

These two wins are vindication of the YSA's strategy, and when I look around at our yachts sailing on the Harbour and in our ocean races I can see increasing numbers of current and former YSA sailors participating in our sport. This is what the YSA is all about, providing an important crew pool for members and a path for the next generation to move into larger keel boats.

Lang Walker and his team on *Kokomo* continued their string of successes, winning the Hamilton Island Farr 40 Australian Championships, and I wish them all the best of luck for the upcoming Rolex Farr 40 World Championships to be held in Miami in April. Lisa and Martin Hill on *Estate Master* are also competing in their first regatta at this level. I hope that one of our teams brings home the Rolex watch!

It has been encouraging to see growth within the Short Haul fleet this summer. A number of people were involved in making changes to the 2007-08 series, which increased its profile and the level of participation as well as competitors' enjoyment of the series.

I am pleased to report that the long awaited book on the history of the CYCA has been sent to the printers. We will advise soon of a launch date and when the book will be available for purchase. This work will be a great read for all members and will invoke memories of important events in the club's history as well as members and other great ocean racing sailors who have been instrumental in shaping the club's colourful past.

While it seems that we have just finished the summer period, we are about to embark on the Audi Winter Series for 2008. This series continues to attract huge fleets each Sunday and we have made a small number of improvements which I trust will further increase your enjoyment of the series. Thank you to Audi Australia for their support again this year.

During December last year St Vincent's Hospital ran a successful prototype for the CYCA's Medical Management for Mariner's Course. A number of well known CYCA members completed the prototype and provided very positive feedback with one commenting that he now has much greater peace of mind having acquired vital skills to deal with a medical emergency at sea, far from help. The course, a joint CYCA and St Vincent's initiative with financial support coming from the club's Safety of Life at Sea Trusts, will be rolled out shortly.

As we approach the club's financial year end, I want mention that this has been another good year for the club, and we enter 2009 in a sound position.

Your board has been conscious of growing our membership, especially among younger people, and these initiatives have been met with a good response but more needs to be done into the future to ensure that our club remains utilised.

I look forward to seeing you at the club or on the water in the near future. **O**

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Clear skies ahead

Autumn is here and the unseasonably wet and wild weather Australia's east coast had for much of the summer months seems to be settling at last. This issue is considerably more varied than the previous two editions, which focused on the great race which is the Rolex Sydney Hobart.

This issue reviews a wide selection of summer racing including the CYCA Blue Water Point score, Audi Sydney Harbour Regatta, Farr 40 Australian Championships, Etchells Championships and the Hardy Cup for Youth Sailing. We have even held the press for the Harken Women's International Match Racing Regatta in the spirit of this edition which commemorates some of the achievements of women in sailing. Our 'Skipper' feature profiles Naomi James and her historic circumnavigation. Our 'Tack and Gybe' interview is with famous French yachtswoman Claire Leroy, here for the women's match racing.

As usual we preview local racing including the upcoming Audi Winter Series and Lord Howe Island Race but all eyes will soon be on the Australian Olympic Yachting team as we prepare to take on the world in China. By all accounts our team has excellent chances of doing extremely well in all classes of this year's Olympics and we wish them the very best success out on the course.

We have also taken a break from racing this issue with a special feature on cruising multihulls by Rob Mundle, an ardent enthusiast of the multihull. Bound to raise a few eyebrows in the mono hull fraternity which we know and love, today's offshore cruising catamarans are better designed and built, safer and more capable of fast ocean passages than you would have imagined. To complement this special review of the pros and cons of the cat, we also publish a handy guide to cruising the New South Wales coast.

OCEAN Media is proud to announce that we have been appointed by Yachting Australia to publish the next 'Blue Book' of Racing Rules and Regulations for 2009 - 2013. Well known to all racing yachties, the book is essential to have on board, as well as essential reading for all racing sailors, and we are pleased to have been selected by Yachting Australia for its publication, due out in November this year.

See you on the start line.

Anthony Twibill
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PUBLISHED BI-MONTHLY
APRIL/MAY 2008

PHOTO: ANDREA FRANCOLINI

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ONE YEAR (SIX ISSUES) A\$39.95 INC GST
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PRINTED IN AUSTRALIA BY

SOS PRINT GROUP

DISTRIBUTORS

GORDON & GOTCH

ISSN 1446-1170



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Master the Elements

Inaugural winner *Hitchhiker* to return for 25th Anniversary Edition of Audi Hamilton Island Race Week

Hitchhiker, the Champion Yacht at the inaugural Hamilton Island Race Week in 1984 and one of Australia's most famous ocean racing yachts of that era, is to return for the Audi sponsored 25th anniversary edition of the regatta in August this year.

West Australian yachtsman Peter Briggs, who has retained ownership since he had the 41-footer built in 1980, announced today that he had initiated plans to transport *Hitchhiker* by road from Perth so he and his crew can be part of this year's Silver Jubilee.

Designed by Argentina's German Frers, *Hitchhiker* was one of the first ocean racing yachts built using a lightweight Kevlar/foam composite construction. She topped the trials to select the Australian Admiral's Cup challenge team in both 1981 and 1983, won the hotly contested Two Ton Cup World Championship in Sardinia in 1981, and went close to winning the Sydney Hobart race the same year.

Briggs, who still races *Hitchhiker* every weekend out of Royal Perth Yacht Club, said he wasn't sure how the yacht would fare against the high level of competition expected in his division at Audi Hamilton Island Race Week: "We are quite competitive here in Perth, so all we can do is get to Hamilton Island and give it our best shot. The crew is as keen as ever to do well."

Briggs said he was hoping he would be able to find an organisation keen to help defray the cost of trucking *Hitchhiker* across Australia.

For further information visit www.hamiltonislandraceweek.com.au

South Pacific Cup for Hamilton

A new international team challenge trophy – the South Pacific Cup – will be launched at this year's Audi Hamilton Island Race Week, held from August 23rd to 30th.

Initially, the competition will see teams of three yachts from Australia and New Zealand racing one another. Other countries, however, including the USA, England and China (Hong Kong) have already expressed interest for future years. It is likely that some of these international owners will charter local yachts instead of shipping their boats to Australia.

The competition has been designed along the lines of well-known international team events like the Admiral's Cup in England and the Kenwood Cup in Hawaii.

Australian Olympic and world championship winning yachtsman, Iain Murray, the Commodore of Hamilton Island Yacht Club, said: "This year, we are going to see a return of the great trans-Tasman rivalry that Australian and New Zealand sailors have enjoyed so much in the past, while in the future, there will be other foreign teams competing.

"While the South Pacific Cup will bring a much stronger international flavour to Race Week, I must stress that we will not be losing sight of the importance to us of the everyday sailors who are the foundation of the event," added Murray.

Enthusiasm for the South Pacific Cup is already running high in New Zealand, so much so that a team selection series is mooted. Ray Haslar, one of that country's most prominent offshore yachtsmen and a former New Zealand Sailor of the Year, is propelling the concept on that side of the Tasman Sea.

"It's more than 20 years since New Zealand sent a national team to Australia for an international series, so what better way to get things going again than with the South Pacific Cup at Hamilton Island," Haslar said. "We have plenty of good yachts lining up for our team and we are expecting some excellent racing when it comes to deciding the holder of the cup."

Audi Hamilton Island Race Week's Regatta Director, Denis Thompson, said it was proposed that each team would comprise three yachts drawn from an IRC rating division. Team yachts will accumulate points while racing in their division.

For further information visit www.hamiltonislandraceweek.com.au



New Australian distributor for Marlow Ropes

Leading British rope manufacturer Marlow Ropes Ltd has appointed Barlow Distributors (Australia) as Australian distributor for their leisure marine range of products, effective immediately. Barlow is the Australian distributor for Lewmar and Navtec Norseman Gibb.

In announcing the appointment, Marlow general manager Jon Mitchell said, "We are delighted to have Barlow on board. Our ropes will perfectly compliment their existing range of products, which like Marlow, have a worldwide reputation for integrity, design and performance. Barlow has the perfect distribution structure to re-launch Marlow into the Australian and Pacific Rim market."

Barlow distributors is headed up by ocean racing yachtsman Peter Shipway, who has just completed his 30th Rolex Sydney Hobart aboard *Wild Oats XI*.

As well as being the official rope supplier to Skandia Team GBR, Ellen MacArthur's Offshore Challenges sailing team, and the Clipper 07/08 round the world race, Marlow is also involved with many other high profile projects around the world including the America's Cup, the IMOCA Open 60 fleet and maxis such as *ICAP Leopard* and *Wild Oats XI*.

For further information email paul.honess@marlowropes.com

Sunsail adds six new yachts to fleet

Sunsail Yacht Charters, based on Hamilton Island and one of the largest charter companies in the Whitsundays, is expecting six new additions to its fleet of 40: two Sunsail 36i vessels, two Sunsail 39i vessels, one Sunsail 49i and one Sunsail 464 catamaran.

For further information visit www.sunsail.com.au

Aussie Boat Sales scores Buizen

Aussie Boat Sales has been appointed the southern states' authorised agent for pilothouse yacht marque Buizen Yachts. Scott O'Hare from Aussie Boat Sales (Melbourne), said he was genuinely excited by the opportunity to promote and sell the brand.

"Buizen are world-class yachts and well and truly in a class of their own," Mr O'Hare said.

For further information visit www.aussieboatsales.com.au

International Paint continue CYCA sponsorship

International Paint, the worlds leading yacht coatings manufacturer, recently announced its ongoing support of one of the world's leading yacht clubs, the CYCA. As one of the initial sponsors of the Youth Sailing Academy, International has also supplied the CYCA with fillers, primers, topcoats and antifoulings for its vessels and these boats have been used as test platforms for International's ongoing product development programs.

"It's been a great partnership," said Tony Keegan, general manager for Asia Pacific. "The sponsorship has been a win win as we have supported the youth program since its inception plus we have been able to work with the club on product trials." "International Paint is delighted to continue its support of the CYCA's race management fleet and the Youth Sailing Academy which provides opportunities for young sailors to develop sailing skills that will assist them to become world class sailors."

For further information visit www.yachtpaint.com/australia

GME to relinquish Garmin distribution for Australia

Standard Communications Pty Ltd, the manufacturer of GME marine and land communication products and Australasian distributor for Garmin recreational and marine products, announced in February the mutual cessation of its distribution agreement with Garmin International Inc.

Garmin International will open a direct operation in Australia operating out of Sydney to be known as Garmin Australasia Pty Ltd. From 1st July 2008, Standard Communications will cease to be responsible for all sales, marketing and after sales service of Garmin products. Garmin Australasia Pty Ltd will have the necessary support infrastructure in place to service and support all warranty and non-warranty Garmin products sold into the Australian market.

Paul Maloy, Standard Communications' managing director, said: "Understandably, such changes will create some concerns within our markets; accordingly I would like to take this opportunity to stress that the mutual termination of the Garmin distribution agreement will in no way impact any customers who are currently purchasing GME products. Whilst for many years the GME and Garmin brands were highly complementary, in recent times, particularly with the advent of the PND product line, Garmin has evolved into more of a consumer electronics company, the forthcoming release of a Garmin mobile phone (nuviFone™) and a renewed focus on fitness products has further deviated from GME's traditional distribution channels."

For further information contact Barbara Ruffels Tel +61 (0)2 9844 6666

CYCA Winter Ball

The CYCA Winter Ball is scheduled for Saturday May 24, 2008, from 7pm till late. The three-course meal will be followed by dancing, with music by the New Trocadero Dance Orchestra. A silent auction will raise funds for the Sydney Children's Hospital. Cost is \$140 per head and dress is black tie. Bookings are essential.

For further information, contact the CYCA reception on +61 (0)2 8292 7600 or email reception@cyca.com.au

2008 Sydney Harbour Week Award winners

The man behind Sydney's first marine biology institute, the Sydney Institute of Marine Science (SIMS), has been honoured for his long commitment and contribution to Sydney Harbour. Professor Frank Talbot won the most prestigious of the Sydney Harbour Week Award – the one for Lifetime Achievement.

The awards, hosted and supported by NSW Maritime and announced by NSW Maritime's CEO, Chris Oxenbould, recognise those who encourage the caring and sharing of Sydney Harbour by informing, educating or engaging the community.

The not-for-profit SIMS provides and promotes collaboration and research in urban marine ecology. Its facilities – including laboratories, lecture theatres, and conference/meeting facilities – are available to universities and government agencies, including 48 scientists and their students.

"SIMS facilities are helping us retain some of our best qualified marine biologists in Sydney, enabling them to study and work at their 'front door' rather than losing them to the likes of the Great Barrier Reef," Mr Oxenbould said.

Members of the public are invited to tour the SIMS facility at 10am on the first Friday of each month. Other Sydney Harbour Awards for 2008 have gone to: Artist Andi Mether for the Chalk the Walk project on the Pyrmont Bridge Community; two awards recognising the outstanding work by volunteers at the Australian National Maritime Museum and the Sydney Heritage Fleet; Angelika Treichler for work with the Harbour's fairy penguins; 'No Frills Divers' for their discovery of the M24 submarine; Alexandria Park Community School for an indigenous boat building project; and Sydney Harbour Escapes for providing people with boating options to explore and experience the Harbour.



New owner for Oyster

UK yacht-builder Oyster Marine has been sold to UK-based private equity fund Balmoral Capital for an undisclosed sum. Oyster yachts are recognised throughout the sailing world for their distinctive deck saloon configuration. Oyster has twice been awarded the Queen's Award for Industry. Their current yacht range starts at 46 feet and includes 12 designs including two new superyacht models, the Oyster 100 and 125, which will be launched in 2010 and 2011. There are almost 1,200 Oyster yachts in commission and the company has a strong forward order book. Although Oyster are primarily known for their comfortable live-aboard cruising yachts, many of which have completed circumnavigations, in 2007 Oyster yachts were class winners in both the Fastnet and Rolex Sydney Hobart races [*Capriccio of Rhu* in the Cruising Division - Ed.]. The transaction included Oyster Marine Ltd with offices in Ipswich and Newport Rhode Island, USA and the associated businesses of Oyster Brokerage and Southampton Yacht Services. Balmoral Capital also owns Canados, the Italian manufacturer of luxury, 70' -110' flybridge and sports motor yachts.

For further information visit www.oystermarine.com

ISAF launches Introductory Rules for Racing

In order to help newcomers to sailboat racing, the International Sailing Federation (ISAF) has produced a one-page set of Introductory Rules for Racing complete with some explanatory diagrams.

The aim of the Introductory Rules for Racing is simple; make it as easy as possible for people to start racing. Consequently, the Introductory Rules are as basic as possible, although they remain compatible with the principles and fundamental rules in the full ISAF Racing Rules of Sailing (RRS).

Initially the Introductory Rules are experimental and ISAF invites organisations involved in race training to apply to trial the rules and to provide their comments and recommendations on them. It is hoped that the development of these Introductory Rules will progress sufficiently to make them generally available before the end of 2008. The Introductory Rules are being developed as part of Objective 2 of the ISAF Strategic Plan to encourage new entrants to racing and to ensure the rules are not a barrier to participation. ISAF intend that people of all ages can race using these rules without needing any knowledge of the full RRS.

For further information visit www.sailing.org/contactisaf and click 'Training and Development Enquiries'

Sunbeam 34 European Yacht of the Year 2008

The Sunbeam 34, built by Schöchl Yachtbau, has been voted Europe's top yacht of the year by a jury of experts from 11 leading watersports magazines. Every year, 100 new yachts are presented to the European market, so there are a large number of candidates for the award. The deciding factors for the Sunbeam's win were its particular deck and hull design, the brightness of its interior and its positive sailing characteristics.

For further information visit www.sunbeam.at

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Antoine Albeau speeds into history



New speed record for sailing craft

French windsurfer Antoine Albeau has set a new, all-category world sailing speed record at 49.09 knots, or 90.91 km/h. Despite harsh conditions, Albeau was in top form and managed to set the record on his third attempt. His first attempt over a 500-metre run registered 47.10 knots; His second run registered at 48.14 knots and made it obvious that he was in a class of his own. In an unexpected final run, Albeau registered a speed of 49.09 knots on a Starboard windsurfer. Albeau made his attempt at Saintes-Maries-de-la-Mer in the Camargues region in the south of France. With a breeze forecast to blow at 45–50 knots, conditions were looking favorable and all the top speed board riders in the world started gearing up. It became apparent by just looking at their kit selection that it was an all or nothing day: people pulled out boards ranging from 34cm–37cm in width and rigged sails with a maximum size of 5m². Defending world record holder Finian Maynard was among those attempting to break his own record. Jim Drake, the father of windsurfing, was delighted to hear about Albeau's new record.

"I'm proud to have had a part in two spectacular world records: the X-15 manned aeroplane speed record and Antoine's current record. The X-15 record was set in 1967 and is yet to be beaten. Now we are faced with the 50-knot barrier. In aviation for many years the sonic barrier was thought to be impenetrable. However, this barrier was broken and the same will go for sailing and windsurfing. Congratulations, Antoine."

Antoine Albeau said, "It was really scary but at the same time really exciting. I am really, really happy and pleased with the result."

For further information visit www.sailspeedrecords.com

Outright sailing speed world records

1972	<i>Crossbow</i>	Tim Colman, GBR	Portland, UK	26.30 kts
1980	<i>Crossbow II</i>	Tim Colman, GBR	Portland, UK	36.00 kts
1993	<i>Yellow Pages</i>	Simon McKeon, AUS	Sandy Point, Australia	46.52 kts
2005	<i>Windsurfer</i>	Finian Maynard, BVI	Stes-Maries, France	48.70 kts
2008	<i>Windsurfer</i>	Antoine Albeau, FRA	Stes-Maries, France	49.09 kts

BMW Oracle announces core sailing team

The syndicate announced its core sailing team for the 33rd America's Cup and confirmed the start of a training program in both monohulls and multihulls. Joining skipper Russell Coutts in the afterguard are American John Kostecki and Australian James Spithill, brother of world number three match racer Katie Spithill. Among the crew roster are nine sailors returning from BMW Oracle Racing and 11 from Luna Rossa's 2007 Italian challenge. James Spithill will share helming duties with Coutts, and Kostecki has been named tactician. In addition to Spithill, there are 10 other recruits from the 2007 Luna Rossa challenge. Jonathan Macbeth joins from 2007 Louis Vuitton Cup winner *Emirates Team New Zealand*. Among the crew are Hamish Pepper, strategist, and Carl Williams, grinder, the 2006 Star World champions representing New Zealand in the 2008 Olympics in the Star class.



TOP: Left to right : Russell Coutts, John Kostecki, James Spithill

ABOVE: The BMW Oracle Racing team training in their 40-foot catamaran off Valencia on 19 March

Fedor Konyukhov plays Russian roulette at Cape Horn

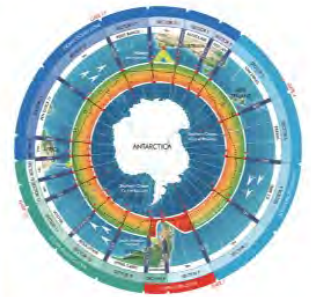
Cape Horn certainly lived up to its reputation on March 12 as Russian adventure sailor Fedor Konyukhov swept through Drake's Passage, pushed by 50-65 knot westerlies. The infamous Cape marks the spiritual half way stage in Fedor's trail-blazing solo circumnavigation around the Antarctica Cup Racetrack and these storm-force winds, coupled with the 135 million cubic metres of water that run each second through the 500-nautical mile wide funnel that divides the South Pacific from the South Atlantic, makes these the most feared waters in the world.

"The storm came upon me very suddenly and very hard," said Konyukhov. "I knew it was coming and hoped the winds would build gradually, but the storm came as one huge gust and the winds have not dropped below 50 knots since, with gusts up to 65 knots. It is like all hell has broken loose. It is pitch dark, it is snowing, the ocean is completely covered in foam and the air is filled with spray. The noise on deck is enormous – it's as if I am in a wind turbine. The waves are short and traveling very fast – like a train. The boat is continually surfing down one wave and hitting the one in front. I have had to reduce sail to the minimum to stay in pace with the ocean. The feeling is that I am in the high altitude jet stream with the water roaring and running east."

This is Konyukhov's fourth rounding of Cape Horn, and the second aboard *Trading Network Alie Parusa*. Among the first to congratulate the 56-year-old circumnavigator was Russian Vice Premier Sergey Ivanov, currently on a visit to the Russian Novolazarevskaya Antarctic Survey station to watch tests of the new GLONASS satellite position system (a Russian version of GPS). The two spoke by satellite phone and Mr Ivanov invited Fedor to the Kremlin when he completes the Antarctica Cup in May.

For the moment, visibility, not the winds, remain Konyukhov's prime concern. "Visibility is bad. I have my radar set for 6 miles – Alarm zone, but with my boat diving in and out of the huge swells, the radar is continually sounding false alarms. Each time, I jump on deck and get a cold shower. So far there have been plenty of alarms or false alarms but I cannot sight an iceberg. Frankly, it is hard enough to define the difference between ocean and sky – it all looks like one grey blanket. I hate to say it, but I am playing Russian roulette here."

For further information visit www.antarcticacup.com



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New Hunter at Sanctuary Cove Boat Show

US Yachts, the Australian and New Zealand distributor for Hunter Yachts, has announced that the new Hunter 45 DS model will be on show at the Sanctuary Cove Boat Show from 22-25 May 2008. This new yacht replaces the Hunter 44, retaining some of that model's positive characteristics while making improvements in several key areas suggested by dealers and customers.

John Peterson, Hunter's director of sales and marketing, said, "Our main goal was to retain the positive sailing characteristics of the 44, yet create a more striking appearance and a larger cockpit with dual helm stations. We also wanted a better aft stateroom without sacrificing the main saloon. The wraparound windshield adopted from the 45CC delivers a sleek and distinctive profile that also allows huge volumes of natural light inside the boat."

CEO of US Yachts, Matt Hayes, said he was thrilled with the response to Hunter yachts at last year's show, and was excited to show off this new state-of-the-art luxury yacht.

Hunter Yachts is the biggest sailboat manufacturer in the USA, with a range of yachts from 27 to 50 ft.

For further information visit www.usyachts.com.au



Aquatx launches new jet-powered RIB at Auckland International Boat Show

The Pro Sport Jet was unveiled at this year's Auckland boat show. Aquatx has taken its most popular RIB model, the Pro Sport 4.7, and modified it to accept a 1200cc (130 HP) four-stroke jet propelled motor. The Pro Sport is 4.7m overall and has a 2m beam. It's made of 4mm aluminium. The quality of the finish, the sporty jockey seat consoles and the multi-purpose towers are signature features of Aquatx RIBs (formerly Euro Inflatables). The Pro Sport jet has a specially designed upholstered seat and centre console configuration, that makes access to the engine easy. The powerful imported four-stroke jet motor will make the Pro Sport a great performer. The boat has gained the attention of several local rescue organisations as well as potential international clients.

"With the expanding range of products, including the Pro Sport jet, we hope to make some good inroads into some critical export markets, such as in Europe, Canada, and Australia," explains Ted Dixon, director of sales and marketing.

For further information visit www.aquatx.co.nz

Eagle 340 RIB designed for local conditions

The Eagle 340 RIB, to be released at Sanctuary Cove Boat Show 2008, was designed and manufactured in Europe specially for Australian boats and conditions.

The Brig factory design team flew Down Under to measure the decks of locally-built boats and to evaluate the davit systems on the Australian market.

The result of their research is the Eagle 340, 3.4-metres long, 1.78m wide, and designed to carry four people. Maximum power is 40hp and the fully laden weight including engine and fuel is 300kg. The Brig Eagle 340 uses Hypalon for the inflatable tubes. All mouldings, including the rigid hull, are in fibreglass. Design features include a built-in fuel tank, storage lockers under seats, two towing eyes, rear locker seating with soft back, electric bilge pump, navigation lights, cover and lifting slings. All mouldings, including the hull, are fibreglass.

The lifting sling lifts very low down to allow the boat to clear easily the bow rails of Australian produced boats. The designers also took into consideration the hydraulic lifting swim platforms sold in Australia, especially the weights. The Brig Eagle range of boats is distributed in Australia by Sirocco Marine Pty Ltd.

For further information visit www.siroccomarine.com



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X-Yachts' Xc 45 first in new series

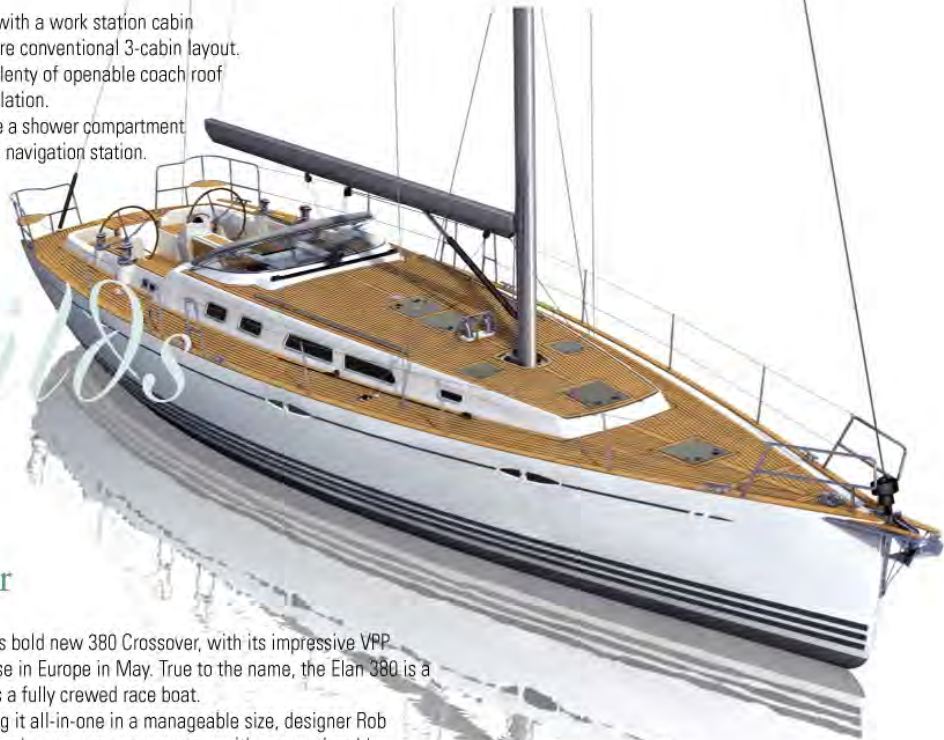
The new Xc 45 will be the first model in a completely new range dedicated to long-distance cruising. The new range targets the long-distance cruising market, so will contain more and heavier equipment than a coastal cruiser. This means: increased tank volumes, diesel generator, watermaker, large fridges, heavy oven, microwave oven, dishwasher, washing machine, powered winches, serious anchor equipment, bow thruster, entertainment system, various communication systems, furlers to handle sails and, finally, a large engine to push it all in comfort. A deeper hull shape, with V sections forward of the keel, ensures smooth upwind sailing.

The cruiser will include a retractable bow thruster and 3-blade folding propeller. All winches will be electrical operated and the deck layout includes recessed halyards and sheets leading back to their winches. A customised mast and rig includes hydraulic powered backstay tension.

The interior of the Xc 45 will be either a two-cabin version with a work station cabin allowing very easy access to the yacht's machinery, or a more conventional 3-cabin layout. To offer extra daylight into the cabins, the Xc 45 will have plenty of openable coach roof port lights as well as deck hatches to ensure optimum ventilation.

The main cabin will be offered in two versions, one to include a shower compartment adjacent to the aft head, and the other to include a dedicated navigation station.

For further information Tel: +61 (0)2 9998 9600 or visit www.northsouthyachting.com.au



news builds

Impressive VPP and TCCs on Elan's new 380 Crossover

Rejuvenating yachts in the 38ft range this year will be Elan's bold new 380 Crossover, with its impressive VPP (Polars) and a provisional TCC rating of 1.042, due for release in Europe in May. True to the name, the Elan 380 is a slick dual purpose boat set up for short-handed sailing or as a fully crewed race boat.

Racing or cruising or simply the satisfying pleasure of having it all-in-one in a manageable size, designer Rob Humphreys' masterful hallmark is ever present – real sailing pleasure you can count on with unquestionable performance and cruising comfort.

In one guise, the 380 is a very fast cruising boat with speeds much better than most 40s – a perfect boat for top sporty days out on the race circuit and regattas like Hamilton Island Race Week with a fun relaxing cruise along the coastline. While in her more leisurely mode, the boat's chic modern style with classic two or three cabin layout plus great storage and deck thermal properties will suit the cruising couple. And the boat's setup and performance will greatly assist the manageability and ease of handling on the water in and around the marina.

Well-proportioned lines with minimal windage area, very long waterline, open transom, clean decks with German mainsheet system and keel stepped mast define the 380, plus the many outstanding characteristics as the other models in Elan's exciting award-winning cruiser racer range. The boats are exceptionally well-balanced with excellent response and have optimum weight distribution with a high level of stability while carrying a large sail plan. Underpinning all this is Elan's highly advanced signature 3-D vacuum assisted lamination construction and Germanischer Lloyd Certification.

For more information Tel: +61 (0)2 99996730 or visit www.navsail.com.au



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What they're fighting over

Emirates Team New Zealand jumps into AC ring, sues Alinghi

Emirates Team New Zealand (ETNZ) is seeking financial compensation for the delay in holding the next America's Cup.

Managing director Grant Dalton said on March 7: "We have a duty to protect the investment in the team over many years by a wide range of loyal supporters ... We have to ensure that when the next America's Cup is held, Emirates Team New Zealand is still in very good shape and ready for the battle on the water."

Dalton said the 33rd America's Cup was to have been held at Valencia in 2009. "It's now probable we might not see a normal regatta until 2011."

"The delay in staging the next America's Cup is harming every challenging syndicate as they have to stretch budgets for a two-year campaign over three or perhaps four years."

Dalton said the team had been working towards a challenge in 2009 when AC Management announced in November that the 33rd America's Cup was to be delayed to a date to be decided.

"By then we had already done an enormous amount of work on the design of the new 90ft AC class boat. Design work is continuing, although with less urgency."

"We are seeking compensation through American Courts from Alinghi, AC Management which is controlled by Ernesto Bertarelli and the defending yacht club, Société Nautique de Genève.

"We are doing this reluctantly but have no option," Dalton said. "We would rather be racing."

The first action, filed in the Supreme Court of the State of New York, claims damages for breach of contract arising from an agreement made as a pre-condition of ETNZ's entry to the 33rd America's Cup. The agreement involved an understanding entered into by Ernesto Bertarelli that the America's Cup would go ahead in 2009.

"That assurance was a pre-condition of our entry on July 25," Dalton said. "Then on November 22 last year, before the Supreme Court of New York had even issued judgement on Golden Gate Yacht Club's challenge to the validity of the Spanish challenge, AC Management announced that the Cup would be delayed.

"Bertarelli had the chance to accept a reasonable proposal from Oracle, which was also signed by the majority of the challengers, and which would have allowed the America's Cup to be held in 2009. He would not do so."

The action also claims that SNG, as trustee of the Cup, through the actions of the other defendants has committed breaches of its fiduciary duties that trustees owe to maintain the standing and integrity of the Cup.

The second action has been filed in the Federal Court under United States antitrust legislation, which is conceptually similar to Australian and New Zealand competition law. ETNZ contends that Alinghi and the other defendants, abusing the power conferred to the defender under the Deed of Gift, have acted to stifle competition for the Cup and for the right that goes with it of conducting future events by accepting the Spanish CNEV (a paper yacht club of no substance) as the challenger of record, thereby enabling them to impose rules for the next event that were completely one-sided and which were designed to give Alinghi an unfair competitive advantage.



Rolex/Carlo Borlenghi



To which Alinghi replies...

Following the media release issued by Emirates Team New Zealand regarding the filing of two lawsuits in New York, Alinghi released the following line-by-line response:

"...Alinghi wants to crush competition..."

Dalton appears to have a selective memory. Facts show that Alinghi and ACM have supported other teams over the course of the 32nd America's Cup, especially ETNZ:

1. In 2004, Ernesto Bertarelli allowed ETNZ to launch their challenge by granting them a multi-million euro loan. Without this cash injection, it is likely that ETNZ would not be in the form they are today and able to complain about the so-called Alinghi lack of sporting spirit.

2. When ETNZ's boat was damaged in the Marseille Act in September 2004, ACM helped them financially to fly a second boat from New Zealand so that they could race in the following Act in Valencia in October 2004, which resulted in them winning the 2004 season.

3. ACM worked with ETNZ to secure the sponsorship of Estrella Damm.

4. The model developed by ACM for the 32AC made possible a profitable event that ended for the first time ever with millions of euros being distributed to all teams, including 9 million euros for ETNZ.

The facts prove that crushing competition has never been one of Alinghi's objectives.

"...we would rather be racing..."

If ETNZ wanted to go racing, why spend a fortune on a legal case instead of investing the funds in the team to improve its performance on the water? What is the real intention of whoever is funding the lawsuit, who wishes to remain anonymous – other than to hurt the Defender and therefore the competition?

"...SNG has committed breaches of its fiduciary duties..."

Justice Cahn stated clearly on November 27, 2007 that Société Nautique de Genève (SNG) did not breach any of its fiduciary duties.

"...a series of actions by Alinghi have made it more likely that boats will not be in the water again until 2011..."

This is incorrect. The delay is purely a consequence of the disruption caused by the GGYC lawsuit filed with the New York Supreme Court.

Being in court leads to an uncertain timeline, which does not fit with the need for certainty with the racing calendar, forcing ACM to postpone the event. There was no reason for ACM to postpone other than the lawsuit. The reported lack of funding is a false argument as the Event Fee received from the Authorities of the Host City would have been a perfect base to organise a financially viable event.

"...Alinghi had the opportunity to accept a reasonable proposal from BOR..."

Alinghi could not consider as reasonable and minor the final changes proposed by BMW Oracle Racing (BOR) in relation to the racing schedule and the two boats training. Their request heavily contradicted the model of cost containment that Ernesto Bertarelli/Alinghi were proposing and that had been agreed by all the entered teams, including ETNZ. Additionally, the competition format proposed by BOR would have left the Defender without two boat testing and without real competition before the Match, so in a very weak position. During the process BOR

constantly changed the goal posts and added new requests to their demands hence the refusal to negotiate further.

"...Alinghi wanted to impose one-sided rules..."

From September to November 2007, ETNZ took an active part in all eight of the consultation meetings and signed off all the rules and regulations which came out of the consultation.

The plot thickens.

LEROY AIMS FOR HAT TRICK AFTER WINNING HARKEN WOMEN'S INTERNATIONAL

THE WORLD'S NUMBER ONE WOMAN MATCH RACER, CLAIRE LEROY FROM FRANCE, BECAME THE FIRST OVERSEAS COMPETITOR TO WIN THE HARKEN WOMEN'S INTERNATIONAL MATCH RACING REGATTA WHEN SHE NARROWLY BEAT AUSTRALIA'S TWO-TIME FORMER WINNER AND DEFENDING CHAMPION NICKY SOUTER

*By Lisa Ratcliff
Photography Andrea Francolini*

From left: Claire Pruvot, Claire Leroy, Elodie Bertrand, Marie Riou



Claire Leroy with her kite out

With two races apiece in the best of five finals, Leroy and the Royal Prince Alfred Yacht Club's Souter went into the starting sequence for the sudden death final race and immediately following the start gun, a second signal was sounded and Souter was recalled for being On Course Side.

After their costly error Souter and her talented team threw everything they had at Leroy but the current ISAF Rolex World Sailor of the Year wasn't about to give up the early advantage and ran away with the win by 10 boat lengths in the shifty ESE breeze.

Following on board celebrations, Leroy and her crew of Elodie Bertrand, Marie Riou and Claire Pruvot abandoned their Elliott 6 for a dip in Sydney Harbour – until the foreigners suddenly remembered Australia's reputation for somewhat unfriendly marine life and quickly clambered back aboard.

A delighted Leroy commended Souter on the standard of competition she provided. "She is a great opponent and a very good chance for the Worlds," said Leroy dockside at the host club, the Cruising Yacht Club of Australia.

"She gave us very close matches. She didn't give us many opportunities and I had to think very differently sailing against her."

While Leroy believes she pushed Souter over at the start in the final race, the Aussie skipper judged it her error. "We got our line wrong," Souter acknowledged with some disappointment.

The final podium place went to the Wot Chicks team skippered by third ranked Katie Spithill, who beat the world number two, Lotte Melgaard Pedersen (DEN), 2-0 in the petite final to finish third.

CYCA Commodore Matt Allen was aboard one of the spectator boats, commenting "Congratulations to Claire and to all the teams. It was great to see Australia so well represented in both the petite finals and finals."

"Harken is proud to be involved with the women's match racing, the standard of the competitors continues to exceed all expectations year in year out," said Harken Australia's managing director Carl Watson. "It is especially exciting with the announcement that women's match racing will be included in the 2012 Olympic Games."

The majority of the teams contesting the grade 2 Harken Women's International used the regatta to prepare for the ISAF World Women's Match Racing Championship to be hosted by the Royal New Zealand Yacht Squadron from 1-6 April aboard that club's Elliott 6 fleet.

Having won the New Zealand Women's Match Racing Championship and the Harken Women's International back to back, Leroy is now aiming for the hat trick at the Worlds before returning to Europe for their summer.

Souter and her Team Wild Oats Chardonnay crew of Kylie McKillop, Lilly Taylor and Rayshele Martin secured their berth at the Women's World Championship thanks to their outstanding result in the Harken Women's International. One remaining entry was thrown up in the air for the two Aussie skippers, Souter and the CYCA's Samantha Boyd and from day two, Souter had it in the bag.

The Harken Women's International featured an outstanding line up of the world's top four ISAF ranked women match racers with nine skippers ranked in the top 20. Countries represented included France, Germany, Denmark, Great Britain, New Zealand and Australia.

Conditions for the four-day regatta were nothing short of superb with unseasonably warm temperatures and building north easterly sea breezes for the first three days and an 8-12 knot ESE breeze for the finals which saw the race course shifted from Rushcutters Bay to Rose Bay. ○



TOP: Nicky Souter moving fast

MIDDLE: The CYCA's Sam Boyd trailing Nicky Souter on day one

BOTTOM: The French team brave the sharks after winning the final

AUDI SYDNEY HARBOUR REGATTA

SKIPPERS AND CREW WENT INTO OVERDRIVE AS THEY VIED TO WIN THEIR DIVISIONS – AND AN AUDI A4 CAR – AT THE RECORD-BREAKING 2008 AUDI SYDNEY HARBOUR REGATTA

By Peter Campbell

Wild Oats X fought off a hungry *Yendys* to win IRC Division One

Andrea Francolini

A record 267 yachts, crewed by more than 2,000 sailors, took part in the 2008 Audi Sydney Harbour Regatta. This third annual regatta is clearly a winner, with skippers and crews attracted not only by the strong sailing competition, but also by the chance to win a new Audi A4 car, decided by their performance on the race tracks, both on the water and ashore at Eastern Creek raceway.

After three years, the Audi Sydney Harbour Regatta has proven to be just what Sydney wants: an event that provides lively interclub competition for virtually every class of yacht that races regularly on the Harbour or in short ocean races off Sydney Heads.

Three divisions of IRC offshore racers, four divisions of PHS cruiser/racers, a Classic Yacht division, one-design racing for International Etchells, J24s, Dragons and Ynglings, two divisions of Sports 30s and divisions for Sydney 38s and 32s and Adams 10s made up a great regatta that drew boats or crews from all Sydney Harbour clubs and from Newcastle, Pittwater, Botany Bay and interstate from Perth and Melbourne.

The Saturday racing was sailed in a 25-knot-plus southerly which saw some dramatic moments as yachts broached out of control, one boat ending up on the rocks in Rose Bay, and others forced out with torn sails and other damage.

I competed aboard my near 30-year-old Bonbridge 27 *Hornblower* in PHS Division 4, in what was a tough but enjoyable regatta that required good seamanship on the Saturday and skillful helming, smart tactics and efficient crew work on the Sunday in a 10-knot southerly that swung to the south-east and freshened at the end to a 15-knot sou'easter.

The success of the Audi Sydney Harbour Regatta is a credit to Middle Harbour Yacht Club as the event organisers, and also to the many volunteer officials from other Sydney clubs who manned the start/finish boats and mark-laying boats on the many course areas, not to mention the hands-on support and close interest in the racing from sponsors, Audi Australia.

The record fleet rewarded Audi's promotion and, while there were some dropouts with gear damage after the first day, good fleets turned out in every division on the second day.

Among the competitors were many members of the Australian Sailing Team, bound for the Beijing Olympic Games sailing regatta at Qingdao in August. They were in Sydney for a two-day camp at the Royal Sydney Yacht Squadron before heading overseas for the European circuit.

The Yngling crew of Krystal Weir, Karyn Gojnych and Angela Farrell, just back from winning the silver medal at their World Championship in Miami, impressively sailed *Evie* to win the Yngling division. Runner-up in the all-RSYS Yngling fleet was *Pour Quoi* (Hamish Jarrett).

Olympic Finn sailor Anthony Nossiter crewed for his father Ben Nossiter aboard *Sirius* in winning the Adams 10 division by two points from *Another Dilemma* skippered by Jim Curtis, also from Middle Harbour Yacht Club.

Laser world champion Tom Slingsby was aboard Guido Belgiorno-Nettis' *Transfusion* from MHYC, which won the Sydney 38 One Design division.

Transfusion moved to first place after the provisional winner *Rush*, skippered by Cameron Miles from the Royal Prince Alfred Yacht Club, was disqualified from the last race following a protest by *Transfusion*. The CYCA



Transfusion, with Laser world champ Tom Slingsby aboard, won the Sydney 38 OD division



Ian Box's *Toybox*



Estate Master took top honours in PHS Division 1



Sydney 38s racing in a swell

AFTER THREE YEARS, THE AUDI SYDNEY HARBOUR REGATTA HAS PROVEN TO BE JUST WHAT SYDNEY WANTS: AN EVENT THAT PROVIDES LIVELY INTERCLUB COMPETITION FOR VIRTUALLY EVERY CLASS OF YACHT THAT RACES REGULARLY ON THE HARBOUR OR IN SHORT OCEAN RACES OFF SYDNEY HEADS.

entrant *The Tavern* (Shane Guanaria) also moved up a place, to second.

At the big end of the Audi Sydney Harbour Regatta, IRC Division 1 resolved into a head-on contest between the two boats that had fought out last year's Audi Hamilton Island Race Week, Bob Oatley's Reichel/Pugh 66 *Wild Oats X* and Geoff Ross' 55-footer *Yendys*, also a Reichel/Pugh design.

Wild Oats X fought off a strong second day challenge from *Yendys* to win

the series with an impressive scorecard of 2-2-4-1-1-3 as against *Yendys*' 1-3-2-5-5-1. Third overall went to the Victorian yacht *Living Doll*, a Cookson 50 skippered by Michael Hiatt from the Royal Yacht Club of Victoria.

Bob Steel's TP52 *Quest* was among the casualties on the first day, retiring from all races that day with an adrift pulpit.

IRC Division 2 spoils went to Stephen Ellis and the crew of his well sailed Farr 40 *Splash Gordon*, notching up four wins from six races.

"The big swell this morning dropped away throughout the day and the breeze was at 15 knots – very different to yesterday, which was more about how much risk do you take? Today was pleasant – easy on crew work, but hard on tacticians. Our fleet behaved well too – there were no recalls," said Middle Harbour Yacht Club past Commodore Ian Box, who placed third overall in *Toybox*.

Former 18-footer world champion Peter Sorensen and his crew on his



Yachtsmen around the coveted Audi A4 at Eastern Creek raceway

Andrea Francolini

From left: Joerg Hofmann, managing director, Audi Australia, Ben Nossiter, owner / skipper of *Sirius* and Colin Langford, pit man on *Sirius*

Andrea Francolini

Sydney 36CR *The Philosophers Club* confirmed their strong position as a serious contender for the Audi IRC National Championship with a solid seven point win in IRC Division 3.

Out of the six races sailed, Sorensen (MHYC) won four, taking the series comfortably from Anthony Dunn (CYCA) in *Equinox*, another Sydney 36CR. Sorensen was the co-leader of the Audi IRC Championship coming into this series and has made it clear he would love to own an Audi.

Former America's Cup sailor Jervis Tilly (*Bushfire*) won the six-race Etchells pointscore by three points from first day leader Nick Kingsmill (*Vincero*). In the Dragon fleet, the winner was Martin Burke (*Riga*) by two points from *Tatsu*, all-RSYS helmed by Wolf Breit.

Champion J24 sailor Doug McGain and Tony Reynolds (*Code Violation*) got home home by two points in the J24 division from champion West Australian skipper Sean Wallis sailing *Kaotic*.

Scott Lamb and his crew on *Trickerie Bay* did all that was required to come up trumps in the Cavalier 28 division.

Outside of the Etchells, the biggest fleets in the 2008 Audi Sydney Harbour Regatta were in the PHS divisions for cruiser/racers.

The Commodore of Middle Harbour Yacht Club Martin Hill and wife Lisa sailed their Sydney 38 *Estate Master* to victory in PHS Division 1, winning by three points from Scott Russell's *Rum Jungle*.

"It was a very enjoyable day – nice to step back from the intensity of Farr

SIRIUS WINS AUDI SYDNEY HARBOUR REGATTA ... AT EASTERN CREEK!

Middle Harbour Yacht Club member Ben Nossiter is the Audi Sydney Harbour Regatta champion. Nossiter steered his yacht *Sirius* to a win in the 'Adams 10' Division. Then his four-man crew came up trumps in the Audi Drive Challenge at Eastern Creek. Nossiter took delivery of the major prize – Audi's all new A4 1.8 TFSI multitronic sedan – well ahead of its national launch in May. The vehicle is valued at \$66,000.

Two representatives from every division-winning boat at the Audi Sydney Harbour Regatta participated in the Audi Drive Challenge at Eastern Creek Raceway. The driver with the most-accurate time from one lap of the slalom course to the next was declared the overall winner. Brad Jones, a two-time Australian Super Touring Car Champion, instructed the drivers. Of the 19 sailing divisions at the Regatta, only 15 boats were able to send drivers to the Final Challenge, making the odds of winning very strong.

Ironically, Nossiter's son Anthony, or 'Nocka' as he is known in the sailing fraternity, is a member of the Australian Sailing Team which is sponsored by Audi, so he regularly drives Audis. Currently ranked 9th in the world in his nominated FINN class, Nocka will represent Australia at his third Olympic Games at Qingdao in China in August.

40 One Design racing," said Hill. Among his crew was Australian Sailing Team member Malcolm Page while his tactician was former Olympian Michael Blackburn.

PHS Division 2 went to MHYC member Neil Padden's Beneteau 40.7 *Wailea* by eight point to Donald Swanson's Elan 37 *Just Quietly* from Drummoyne Sailing Club.

The Classic division saw a fine victory by the 98-year-old Tasmanian One Design yacht *Weene*, sailed by Ben Stoner from Sydney Amateur Sailing Club. Stoner has lovingly restored the old timber boat, built in Hobart in 1910. Second place went to Doug Sturrock in *Windflyt*, third to Ian Kortlang's *Antara*.

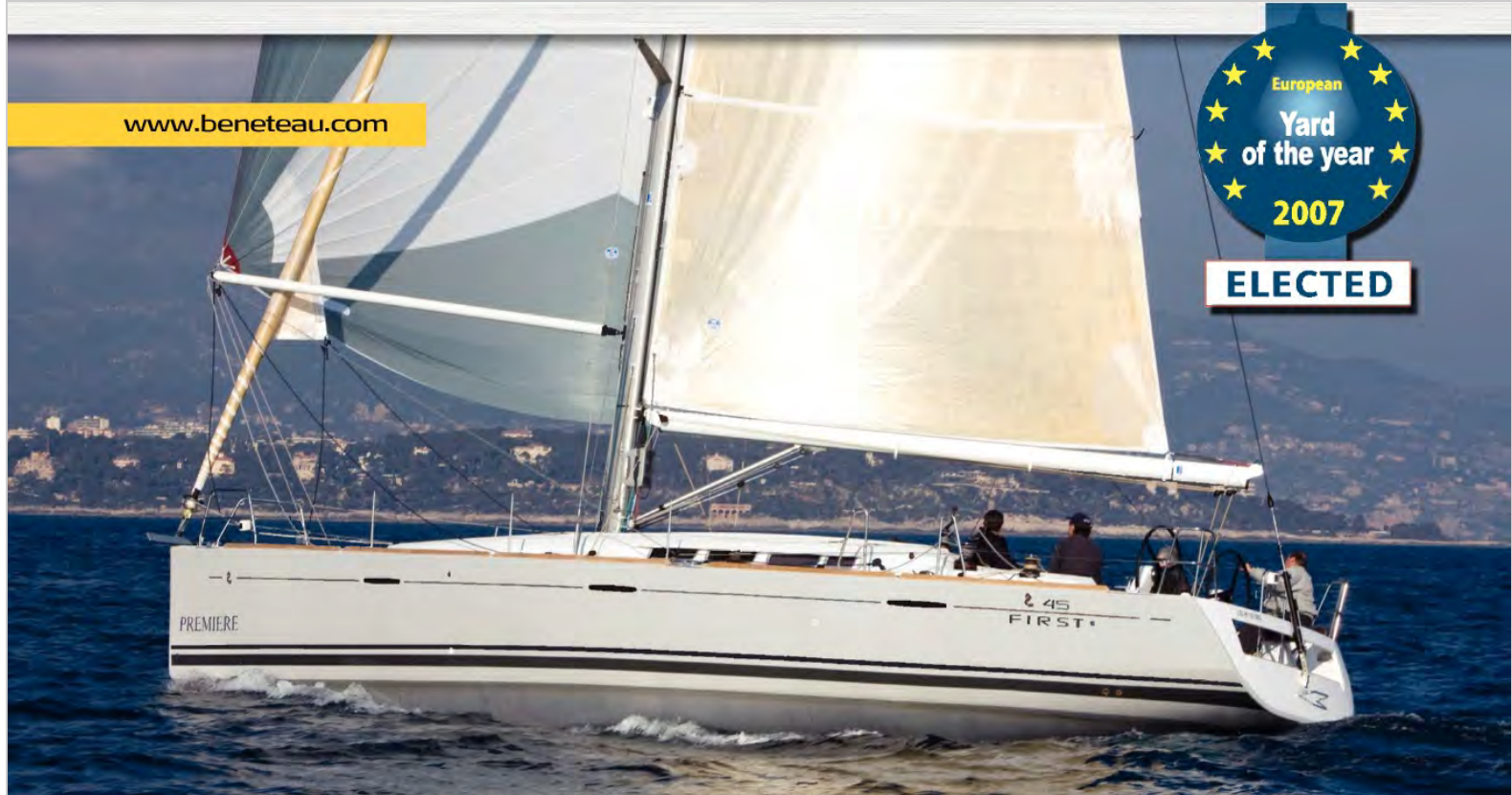
The Sydney 32s sailed five races and after a tough weekend-long battle, *If* (Martin Cross) was declared the winner from *Reality* (John Groves) after the two finished on equal points.

The highly competitive Sports 30 divisions provided some spectacular sailing, in particular in the Saturday's 25-knot southerly.

In the Sports 30 Division 1, David Mundell and his crew aboard his Clubman Super 30 *Echoes* from the Royal Motor Yacht Club on Pittwater, brought home the bacon by a lone point from Royal Sydney Yacht Squadron's Guy Stening in his Mumm 30 *Optimumm*.

Full results: www.sydneyharbourregatta.com

www.beneteau.com



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Skandia (pictured here in weather during the 2005 Rolex Sydney Hobart), took line honours in the dramatic 2008 Lexus Adelaide Lincoln Bluewater Classic

ROLEX/Carlo Borlinetti

FLEET DECIMATED IN ADELAIDE TO PORT LINCOLN RACE

Collisions at the start, a bowman overboard, dismasting of a line honours favourite, and 35 retirements from the fleet of 68. That was the story of a dramatic 2008 Lexus Adelaide Lincoln Bluewater Classic in mid February.

Grant Wharington's *Skandia*, from Victoria, was one of the survivors, taking line honours for the 156-nautical mile race in first under 16 hours, while the newly launched Sydney 36CR *Another Planet*, owned by Brenton and Tracy Peglar from Adelaide, took both IRC and PHS handicap honours.

South Australia's major ocean race had all the portends of a hard slog to the State's famous fishing port as the big fleet went to sea on Friday afternoon in a 20-30 knot sou'wester and the typical local two-metre waves.

The starting sequence was delayed 15 minutes until conditions settled somewhat, but *Lara III* was a pre-start retirement after being hit by fellow Royal South Australian Yacht Squadron boat *Renegade*. The bowman from *Renegade* ended up in the water, but was quickly hauled back aboard.

The carnage started slowly with six boats in the fleet not surviving the 1805 sked. An updated forecast informed the fleet of south-westers of 30-35 knots and rising seas. By 2200 hours, boats were starting to drop out like flies.

Melbourne orthodontist Martyn Riley's super fast 50-foot catamaran *Raw Nerve's* attempt at breaking the race record ended early evening with a broken mast.

By daybreak on Saturday, eight of the nine starters in the Multihull division had retired, leaving Gerald Valk to claim the podium on his own with his crew aboard *Timewarp*.

A similar scenario had unfolded in the Cruising division with 10 of the 12 starters fleeing for shelter along the exposed lower York Peninsular. This left local favourites *Tiki* (Gavin Ross) and *Milou* (John Sibly) the only ones to reach Port Lincoln.

Among the casualties was *Here and Now*, which ran onto Marion Reef. Fortunately, local Sea Rescue volunteers arranged to tow her to Edinburgh.

Skandia had a tough race, occasionally launching through the 3.5-metre swells at more than 14 knots, forcing the crew at times to drop the headsail to de-power the super maxi. It was certainly an exhilarating ride for retired double premiership Adelaide Crows football captain Mark Ricciuto, who "had a ball."

"Adelaide to Port Lincoln is always a tough race, but this was the toughest I've ever sailed," Brenton Peglar said after collecting most of the silverware. "We saw 35 knots lots of time ... [and] the seas were very short for the first 12 hours.

"We sailed hard; we only had a single reef in the main. It was a hard slog ... on the beam reach, we kept the reef in but hoisted a heavy number one headsail and, with plenty of power forward, we did well.

"Then we hitched a quarter wave ride with a Beneteau 47.7 for the last few miles and that was the boat race," Peglar added.

- Peter Campbell

Full results: www.plyc.com.au



Sputnik riding
a wave at
Hamilton Island

LANG WALKER TAKES FARR 40 DOUBLE BACK TO BACK

In February, after three very different days of sailing on Sydney Harbour and off the Heads, Lang Walker and his team on *Kokomo* defended their double crown – the 2008 Hamilton Island Farr 40 Australian Championship and the 2007-08 Australian Farr 40 Circuit.

“Racing in this regatta has been one of the toughest in the Australian class so far,” Walker said after the regatta, conducted by Royal Sydney Yacht Squadron.

“We have had to sail fairly consistently to finish on top, with the racing in the harbour on the first day being fluky but great to sail on the flat water. Saturday was three very tough races offshore with the whole fleet very close.

The large swell that had provided many surfing opportunities on the Saturday had reduced dramatically on the final day, while the lighter fluctuating breeze tested every tactician’s mettle.

Kokomo, sailing under a CYCA burgee, had a handy pointscore lead going into the final day and maintained that advantage with three seconds.

Ivan Wheen’s *Sputnik* (Royal Sydney Yacht Squadron) and Guido Belgiorino-Nettis’ *Transfusion* (Middle Harbour Yacht Club), who had been placed second and third respectively, switched places overall after *Transfusion* finished the last day with two first places and a fourth.

Belgiorino-Nettis, who is sailing his first season in the Farr 40 class, came second in the 2007-08 Australian Farr 40 circuit on a countback from Lisa and Martin Hill’s *Estate Master*, also from MHYC.

The 2008-2009 Australian Farr 40 season will kick off in October, but it is hoped there will be a Farr 40 class division racing at the Audi Hamilton Island Race Week in August.

- Sam Crichton and Peter Campbell

Full results: www.rsys.com.au/sailing/regattas.php

RANSA WIN THEIR ADMIRAL’S TROPHY

Each summer, the RAN Sailing Association (RANSA) stages its RANSA Regatta on Sydney Harbour, which, apart from being a hotly contested sailing event, also raises funds for the Sir David Martin Foundation.

The prestigious prize is the Admiral’s Trophy, an interclub event based on the best results for each club by their entrants in four of the six divisions, excluding the Classic Yacht division.

The regatta was supported by 11 Harbour clubs, although by far the largest number of boats represented RANSA and, in due course, the Rushcutters Bay-based club won the Admiral’s Trophy with a commanding six points under the low scoring system.

Sydney Amateur Sailing Club finished second on 19 points, the Cruising Yacht Club of Australia third on 21 points with the Balmain Sailing Club and the Royal Prince Alfred Yacht Club equal fourth on 26 points.

For RANSA, Rob Skols’ 30-square-metre class *Scarlett O’Hara* placed 2nd in Division 1, *Goodwana* (P Edwards) 2nd in Division 2, *Esquise 2* (Richard Staines), 2nd in Division 4 while *Shemozzle* (L Wilson) won Division 3, a did *Salona* (P King) in Division 5,

Top performer for the SASC was Guy Irwin’s Endeavour 26 *Clewless 2* which won Division 4, while for the CYCA, Ray Stone sailed his Sydney 32 *Razors Edge* to first place in Division 2.

Division 7, the Classic Yacht Division, saw another win for the famous Admiral’s Cup racer of 1960s *Caprice of Huon*, now owned by David Champtaloup from the CYCA.

- Peter Campbell

Full results: www.ransa.yachting.org.au

WALK ON THE WILD SIDE TO BUNBURY AND RETURN

Garth Curran’s ageing, Jim Inglis-designed *Walk on the Wild Side* took line honours in Western Australia’s 60th Bunbury and return race in February.

The grey-hulled 60-footer had rounded the turning mark off Bunbury harbour at 10:50 pm on the Sunday night, then popped up her spinnaker for a fast ride home, making the most of a fresh southerly breeze which at times was in the 25 to 30 knot range.

Second home, some two hours behind Curran’s team was *Ausmaid*, the former Sydney Hobart winner now owned by Rockingham’s Trevor Taylor, followed by Ross Swanson’s *Syrenka* another hour and a half later.

Steve Ward, of Royal Freshwater Bay Yacht Club’s race committee, said that he thought the handicap results would show it to have been a big boat race, with the 45 to 60-footers using their waterline length to establish a good lead on the beat down the Western Australian coast to the turning mark.

Graham Bishop, whose *Crews Control* has been having a good season, agreed with this assessment: “It was a hard slog getting to Bunbury, it wasn’t bad, it was just on the nose,” was his assessment of the situation.

His C&C 34 is one of the smallest boats in Division 1, but he enjoyed the ride home. “We had a magnificent sail back,” he said, “it was champagne

sailing, you couldn't wish for anything nicer."

Indeed, it was a hard slog for the smallest boats, with Hamish Maddern's *Olfrygt* the last to turn for home, at 9.30 am on Monday, some four and a half hours after *Walk on the Wild Side* had finished.

Ausmaid added to her outstanding record by winning IRC Division 1 while IRC Division 2 went to Mike Finn's *Constellation*.

- John Roberson

Full results: www.rfbyc.asn.au

STENING CLINCHES M30 AUSTRALIAN CHAMPIONSHIP

Sydney yachtsman Guy Stening, a driving force in building up the Mumm 30 (now called M30) class in Sydney, gained a just reward when he won the 2008 M30 Australian championship in February.

His Australian title follows a fourth overall in the M30 World Championship in Sardinia late last year and he now plans to contest the 2008 World Championship at Newport, Rhode Island, later this year.

In the Australian championship, Stening and his boat *Optimum* led the regatta from the first day and won the last race after a frustrating day of weather for competitors and officials alike.

"This regatta was really hard work, tough conditions for the three days. Our crew work and boat preparation were major reasons for our result, the crew has come together really well since the 2007 M30 Worlds," an elated Stening said after winning.

- Sam Crichton and Peter Campbell

Full results: www.rsys.com.au

ETCHELLS NSW TITLE TO VETERAN SKIPPER

Veteran Sydney Etchells skipper John Dunn won his first NSW State Championship in February in Australia's most popular one-design keelboat class, the International Etchells – at the age of 65.

Sailing *Bald Eagle*, Dunn upset the two boats that had been at the head of the leaderboard going into the final race on Botany Bay – *North Sydney Station* (Michael Coxon) from the Sydney fleet and *Barry* (Damien King) from the Melbourne fleet.

The pair 'lost the plot' as they match-raced each other to the middle of the fleet, allowing the consistent *Bald Eagle*, sailed by Dunn and his crew of Glen Natrass and Colin Binet from the Royal Sydney Yacht Squadron to take the championship with a second in the final race.

Bald Eagle had notched up an 11-5-5 score until the boat was holed in a collision in race four, also preventing Dunn from competing in race five.

The race committee awarded *Bald Eagle* redress and average points of 5.5 points for each of the two races lost and, following overnight repairs, Dunn came home in second place in the final race six to clinch the championship with a final score of 22 points. Dunn also won the Masters and Grand Masters Titles.

- Peter Campbell

Full results: www.raceboat.com/events/etchell07



Ragamuffin, this season's BWPS champ, battles *Wild Oats X* and *Yendys* at the Audi Sydney Harbour Regatta

RAGAMUFFIN WINS BWPS BATTLE OF THE TP TITANS

Line honours and an outright IRC win in the inaugural Audi Sydney Newcastle Offshore Yacht Race cemented Syd Fischer's place in history with a ninth Blue Water champion crown going to the eighty-one year-old pillar of ocean racing.

Fischer's Farr designed TP52 *Ragamuffin* and Graeme Wood's Nelson/Marek designed TP52 *Wot Yot* went into the final event of the seven-race championship series with a three point difference. Fischer had to finish fifth or worse to be toppled by Wood. Instead, he took a clean sweep of the silverware, line and IRC handicap honours.



"We are happy with our result. It was a big ask to do it from a standing start," said Fischer, referring to the fact they missed the first race of the 2007-08 season while awaiting the boat's arrival following the Transpac Race.

Fischer, who last won the Blue Water Pointscore (BWPS) in 2001-02, has been interviewed countless times over his 45-year ocean racing career and he laughs when asked to reveal something previously unknown about himself.

"I'm quieter than I used to be," he admits. "You have got to respect the guys you have selected for their ability. I give them their head but if I think I can have input, I do. The more you talk the worse they sail," he chuckles.

The 2008-09 BWPS will commence in late July with the traditional winter Audi Sydney Gold Coast Yacht Race and Fischer's already nominated himself a starter for what will be his 46th season. "I hope I can make 50," he says.

At the finish of the Audi Sydney Newcastle Offshore Yacht Race, Wood,



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Germanischer Lloyd



The consistent *Limit* took the PHS Trophy and a third in the BWPS

Andrea Francolini

who finished second in the BWPS by 4.7 points, congratulated Fischer on his momentous win.

“Us ‘young blokes’ really look up to Syd, he’s a wonderful ambassador for the sport of ocean racing.”

The exhausted crew of *Wot Yot* had a sleepless 25-hour stint, trying to throw everything they had at Fischer and his equally top crew. “They chipped away at us the entire race,” lamented *Wot Yot*’s helmsman Mike Green at the finish.

Consistency delivered Alan Brierty’s Corby 49 *Limit* the Tasman Performance Series (PHS) trophy and a third in the BWPS. In the absence of Brierty, skipper Roger Hickman, himself a multiple Blue Water champion, used his vast knowledge of the stretch of ocean between Sydney and the NSW mid north coast to record a second overall in the season’s final 213 nautical mile race to a laid mark south east of Crowdy Head and back to Newcastle.

“Everyone on the crew enjoyed the final race and Alan is very excited about our results in what was his first full season of summer ocean racing with this *Limit*,” said Hickman.

West Australian-based Brierty and his crew are likely to be in similar position to Fischer come the start of the next season. While Mal Hart’s construction of Brierty’s new Reichel/Pugh CR 62 is ahead of schedule, it’s unlikely they will be launched by July, instead Hickman is expecting their season will commence with the second race of the series.

In the Ocean Pointscore Series, which culminated with the Sydney Newcastle race that saw the two fleets converge in spectacular fashion in the Hunter River on the Saturday afternoon and evening, Julian Farren-Price’s Cookson 12 *About Time* wrapped up a spectacular summer, posting IRC and PHS overall wins. Having finished bridesmaid to Dick Cawse’s Cawse/Lyons 60 *Vanguard* for the past two OPS seasons, Farren-Price finally reversed the order, claiming victory over *Vanguard* on IRC results.



Syd Fischer at the helm of *Ragamuffin*

Andrea Francolini




The crew of *Wot Yot* threw everything they had at *Ragamuffin* during the Audi Sydney Offshore Newcastle race

Andrea Francolini

“This is by far my best season in 20 years of sailing with the daily double in OPS and the Short Ocean Pointscore Series. It’s a tough little boat, we finished every race and we sail with a great Corinthian crew ... it all fell into place for us this year,” said Farren-Price.

About Time also finished first in PHS Division 1 of the CYCA’s Short Ocean Pointscore and first in IRC Division 1 and PHS Division 1 of the Spring Short Ocean Pointscore series.

- Lisa Ratcliff

For full pointscore results visit www.cyca.com.au under sailing 



The YSA crew on their way to winning the Hardy Cup in their Elliott 6



PERSISTENCE, PATIENCE AND SAILING SMART PAY OFF FOR YSA SAILORS AT 2008 HARDY CUP

By Peter Campbell

Almost every weekend for the past five years, 21-year-old Evan Walker has travelled down from Lake Macquarie to sail Elliott 6 sports boats on Sydney Harbour and be coached through the Cruising Yacht Club of Australia's Youth Sailing Academy.

His remarkable dedication to sailing and, obviously, an inherent feel for the sport, paid a huge dividend for Walker when he outsailed New Zealander Adam Minoprio to win the 2008 Hardy Cup ISAF Grade 3 Match Racing Regatta on the Harbour.

It was a great reward, too, for the YSA as this is the first time a team from the club has won the prestigious Hardy Cup in the seven years it has been conducted under this format by the Royal Sydney Yacht Squadron.

Walker, now at university studying aeronautical engineering, showed all the skills he has learned over those years when he and fellow YSA members Will Ryan, Kyle Langford and Oliver Hartas won the final 3-1 against defending champion Minoprio and his crew of David Swete and Nick Blackman.

Earlier, they had beaten another Kiwi past winner, Laurie Jury, in the semi-finals 2-0. It was Jury's last Hardy Cup as there is a 25-year upper age limit.

"This is the greatest win of my sailing career," an elated Walker said at the RSY after his convincing win. Walker won the 2007 Australian Open Match Racing Championship and, in 2004, took top honours in the Hobie 16 class at the ISAF World Youth Championships.

In recent seasons, his sailing has also seen him crew on Sydney 38s and Farr 40s in one-design keelboat racing.

Clearly his long experience in sailing Elliott 6 sports boats was an important factor in his Hardy Cup win. "All of us in the crew have been sailing Elliott 6s for years," he added.

A crew of four also enabled the CYCA team to sail up to near the maximum weight limit and this certainly helped in the fresh to strong southerly winds of the final two days.

"We had that extra weight on the rail going to windward, plus an extra set of eyes, and downwind we knew we could out-gybe anyone ... a factor that helped us considerably in the tight racing in fresh winds," said Walker.

Walker began sailing with the Toronto Amateur Sailing Club on Lake Macquarie in Flying Ants and 29ers and then got the opportunity to join the YSA at the Cruising Yacht Club in Sydney.

In the Hardy Cup final, with the score 2-1, Walker was at his best in the

decider, getting a clear start, then reading the windshifts well and sailing faster upwind to win by 10 seconds and take the Hardy Cup for 2008, 3-1.

In the petit final, Laurie Jury and his crew of Graeme and Logan Sutherland, also from the Royal New Zealand Yacht Squadron, outsailed the West Australian crew of Keith Swinton, Nick Davis, Peter Nicholas and James Catts to win 2-0.

THAI AIRWAYS ELLIOTT SPONSORSHIP LAUNCHED

By Lisa Ratcliff



The CYCA's newest YSA sponsor, Thai Airways International, christened their Elliott 6 at a launch ceremony on February 20 held for invited guests and CYCA directors, staff and youth sailors.

"Thai Airways International is delighted to be supporting the YSA under Thai's name and brand," said Mr Korakot Chatasingha, Thai Airways' general manager Australia.

"We fully support the development of the youth sailing and for young Australians to be enjoying beautiful Sydney Harbour and the healthy outdoor environment offered through the CYCA."

Mr Chatasingha spoke about Thailand's close affinity with Australia, the two countries sharing a close trading and political partnership.

"Thai welcomes all CYCA members to take up the opportunity to visit some time in the future to experience our unique Thai culture and experience their love of sailing in an alternative but equally beautiful environment," added Mr Chatasingha.

For further information, visit www.thaiair.com

Craig McCarthy and Garry Linacre (CYCA Vice Commodore) stand to the left of Korakot Chatasingha (General Manager of Thai Airways Australia), who holds the plaque. To his right stands Jenni Bonniticha (CYCA YSA manager), Kiattikhun Chartprasert (Thai Consul General), Michael Cranitch (CYCA Rear Commodore) and Mark Woolf (CYCA CEO). YSA sailors Will Parker and Will McKenzie are in front.





AUDI WINTER SERIES

A NUMBER OF CHANGES TO THE 2008 SERIES WILL MEAN A TOUGH 14-RACE POINTSCORE COMPETITION

By Lisa Ratcliff



Andrea Francolini



Andrea Francolini

The CYCA and naming rights sponsor Audi Australia have announced a number of initiatives for the Audi Winter Series 2008, Australia's most established and largest ongoing winter sailing series, which falls annually in between offshore seasons and attracts fleets of up to 140 to Sydney Harbour weekly.

For the first time in many years, the club has made the decision to drop all non-pointscore races excluding the opening and closing Ladies Day races, thereby turning the pointscore into a tough 14-race contest beginning 13 April and concluding 13 July. Extending the pointscore was a direct response to the unanimous feedback gathered at a skipper's forum held at the conclusion of the 2007 series. An additional race may

be dropped to allow crews and their families to take advantage of the June long weekend.

Another initiative by the sailing committee is the ability for the race committee to postpone the start to give the autumn and winter breezes more time to fill in. Last year's series was marked by light morning breezes with typical winter westerlies creeping in during the early afternoon and should the same occur this year, the committee now has the flexibility to hold the fleet back until the pressure is consistent.

Last year the entry criteria for the Great Veterans Race was modified and for the April 6 launch of the Audi Winter Series, eligibility for the Veterans Race is again extended to boats over 30 years old which have previously competed in a Rolex Sydney Hobart Yacht Race.

Each week, all divisional placegetters will go in the draw to drive a luxury Audi A6 saloon for the week and will pick up great Line 7 gear.

"Audi is a brand on the move and Audi Australia is the fastest growing luxury car brand in the country. We have just experienced a record month of sales in January with over 1,000 units sold. This success follows on from our most successful year in 2007 with 25% growth," said Audi's managing director, Joerg Hofmann.

"In line with our sales success, Audi is proud to be so closely associated with competitive sailing in Australia and in particular, we are proud to support the Audi Winter Series," Mr Hofmann continued.

The CYCA's breakfast club will once again cook up a storm on the deck, their hearty and inexpensive breakfasts providing warmth and sustenance to last crews until they return to the club to bathe in the warm winter afternoon sunshine.

If owners are short of crew, the CYCA sailing office has an email database of crew looking for a ride this winter. Just call or email roger.wragby@cyca.com.au with specific requirements.

The Notice of Race and entry forms are now available at www.cyca.com.au Entry is open to all boats from all yacht clubs that satisfy the entry criteria.

AFR *Midnight Rambler* won the 2007 Gosford to Lord Howe Island Race



ROLEX/Carlo Borlenghi

EARLY BIRDS FOR 35TH GOSFORD LORD HOWE ISLAND RACE

The skippers of four intending entrants have already contacted the organising committee of the 35th Gosford-Lord Howe Island Yacht Race even before the Gosford Sailing Club confirmed details and the date.

"We're delighted to have such strong early interest," said 2008 race director, Mark Greenwood. "It's always been a popular race for east coast sailors, but having this proof of support from the yachting community is very heartening."

Greenwood confirmed, however, that the club is now officially inviting expressions of interest from any boat that might like to compete.

"All a skipper needs to do is make initial contact with the club either by mail, fax or e-mail. They should give us the name and broad details of their yacht plus their home and work contact information. We'll take it from there," Greenwood added.

The deadline for registering an expression of interest is May 14. All registered yachts will then receive a copy of the notice of race and an entry form.

This year's 414 nautical mile dash across the Tasman from Pittwater to Lord Howe Island will be the 35th running of the race. Previous winners include some of Australia's most famous blue-water racing yachts – *Helsal*, *Stormy Petrel*, *Sweet Caroline*, *Brindabella*, *Margaret Rintoul* and *Midnight Rambler*.

Because the number of moorings within the Lord Howe Island lagoon is limited, participation in the race is always on an invitational basis. Only 20 safe anchorages are currently available during the event, but the Race Committee is hoping the Island authorities may be able to provide temporary moorings for an extra two or three deep-draft yachts this year.

"Securing enough appropriate moorings at Lord Howe has been a growing problem for us," explained Greenwood. "Modern ocean racing yachts have much deeper keels than in the past. With only five spots that can take boats drawing more than 2.1 metres, the pressure to find everyone an anchorage is becoming huge."

The 2008 race will start in Broken Bay at 1300 on Saturday 25 October.

Interested boats should contact: Gosford Sailing Club, PO Box 187, Gosford, NSW, 2250, by fax 02-4323-4488 or by email lhi@gosfordsailingclub.com.au

WORLD CHAMPIONSHIP REGATTA VISITS SOUTHERN HEMISPHERE FOR FIRST TIME

FOR SIX DAYS IN APRIL, WAITEMATA HARBOUR IN AUCKLAND WILL BE THE SCENE OF INTENSE COMPETITION DURING THE WOMEN'S MATCH RACING WORLD CHAMPIONSHIP

Amongst the 14 teams competing will be Claire Leroy (FRA), who has held top position in the international rankings since May 2005, former Rolex Yachtswoman of the Year Elizabeth Baylis (USA), and Katie Spithill (AUS) – sister to the America's Cup helmsman and matchracer James Spithill. They will face strong local knowledge in the form of New Zealanders Jess Smyth, the 23-year old skipper of the only full-time women's matchracing team in that country, and Jan Dawson, current New Zealand Women's Keelboat Champion and President of Yachting New Zealand.

With her nearly three year reign as world number one and wins at both the World and the European Championships last August, Claire Leroy is the obvious favourite for the 2008 title. However, Liz Baylis, Katie Spithill and Lotte Meldgaard Pederson of Denmark are very strong contenders.

Waitemata Harbour is known for providing a mixed bag of conditions. It is affected by strong tides and changeable breeze across the spectrum of wind strengths, meaning that sailors will not know until race day whether they are likely to race in light, heavy or moderate conditions. The teams will race aboard a fleet of 6-metre Elliott keelboats owned by the Royal New Zealand Yacht Squadron. Racing takes place from 2 – 6 April.

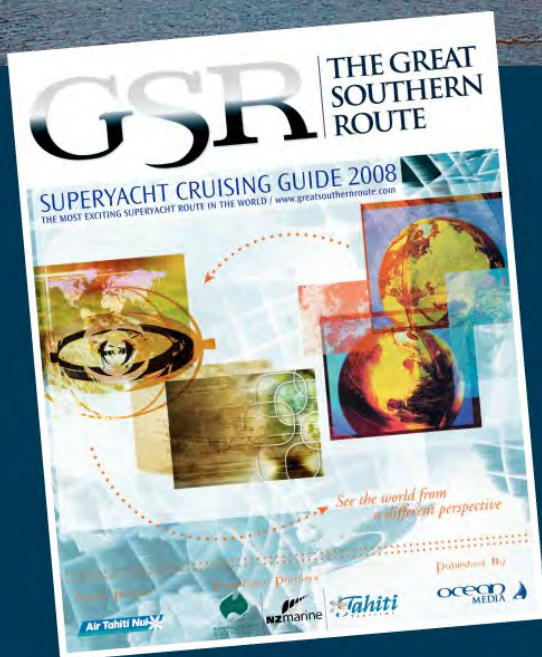
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COUNTDOWN TO QINGDAO

IAIN MURRAY, ONE OF THE BEST KNOWN NAMES IN AUSTRALIAN YACHTING, IS CHASING OLYMPIC GLORY FOR THE FIRST TIME THIS YEAR AT THE BEIJING GAMES

By Peter Campbell

Iain Murray has competed in four America's Cup campaigns, 14 Rolex Sydney Hobart Yacht Races, three Admiral's Cups, and a Tour de France à Voile. Won a World Championship in the International Etchells class and, as a young man, he won seven 18-foot Skiff World Championships in a row.

Murray has also designed three overall winners of the Rolex Sydney Hobart Yacht Race, a successful range of Sydney production yachts and, most recently, *Gotta Love It 7*, winner of the 2008 JJ Giltinan International 18-foot Skiff Championship. He is also a highly successful Sydney businessman and property developer.

In August 2008, at the age of 50, 'the Big Fella,' as he is known to his mates, will take on a new challenge – representing Australia at the Beijing Olympic Games as skipper of the Star class yacht in the Olympic sailing regatta at Qingdao on the coast of China.

Iain has never competed at the Olympic Games, but has been racing a Star on the international circuit since 1995. The two crew keelboat is the oldest Olympic class yacht design and a class in which Australia won a gold medal at the 1972 Munich Games and a bronze at the 1996 Atlanta Games.

He has taken over as Australia's top Star class skipper from Colin Beashel, best known as the flag bearer for the Australian Olympic team at the Opening Ceremony of the Athens 2004 Olympic Games and the nation's most capped Olympian.

Iain and his crewman, Andrew Palfrey, will join 15 other athletes in the Australian sailing team for Beijing after an intense program of international competition, mainly in Europe, before going into final training camps at Qingdao.

Iain is the oldest member of the talented team, which includes 2008 World Champions Tom Slingsby (Laser), Nathan Outteridge and Ben Austin (49er) and Darren Bundock and Glenn Ashby (Tornado), as well as the Yngling crew of Krystal Weir, Karyn Gojnych and Angela Farrell which won silver at the Yngling Worlds.

Of the other team members, the men and women's 470 crews, Malcolm Page and Nathan Wilmot and Elise Rechichi and Tessa Parkinson won gold at the 2007 Olympic Test Regatta at Qingdao, while Jessica Crisp took out silver in the RS:X sailboard class for women.

The 2008 World Championship for the Star class and Laser Radial class for women are yet to come, with Murray and Palfrey also contesting the prestigious Bacardi Cup in Bermuda in early March.

While Iain Murray is the oldest in the team, the youngest coach Euan McNicol is guiding Star sailors in their quest for Olympic glory. Like Murray in



his youth, Euan is a champion skiff sailor.

“With Euan and I, it’s a battle of wits to stay on top sometimes as we’re very like-minded,” Iain commented during the Test Event in which the Star team placed 11th overall. “But we certainly respect each other, we come from similar backgrounds and we’re all trying to achieve the same thing.”

Murray admits he is still a rookie when it comes to sailing on the Star international circuit, but the Australian Sailing Team Director Michael Jones believes the Star crew is currently the underachiever of the Olympic team.

Back in Sydney, most other members of the Australian team in early March gathered at the Royal Sydney Yacht Squadron for a two-day camp undergoing fitness tests, briefing and a program of fine tuning afloat in the Squadron’s fleet of Elliott 6s.

After that, most of them were due to head to Europe to contest Olympic class regattas, European and World championships.

The Australian Sailing Team’s objective is to emulate, at the very least, the sport’s best ever performance of four medals (two gold, one silver and one bronze) achieved at the Sydney 2000 Olympic Games.

“The team boasts some of the very best sailors in the world – three of our team are ranked number one in the world and most of the crew have placed in the top ten in their class worldwide,” Jones said in an interview with *OFFSHORE YACHTING*.

“Without being prescriptive about the number of medals we could win, the team is performing exceptionally well and there is talent within this team that would make it possible for us to emulate the best ever Olympic performance for

sailing which saw the Australians taking four medals in Sydney.”

While Jones would not be drawn on the top individual hopes, it is obvious from recent results that Australia has high expectations in the Laser dinghy, 49er skiff, Tornado catamaran, men and women’s 470 dinghies, and in the other women’s classes, the Yngling keelboat, Laser Radial dinghy and RS:X sailboard. The vast sailing experience of Murray and Palfrey must not be under-rated in the Star class, and Anthony Nossiter has been a consistent competing in the Finn class. In all, Australia will be represented in ten of the 11 Olympic classes, missing out only the RS:X sailboard for men.

When Jones, an enthusiastic sailor and a former test pilot who later established the regional airline Rex, took on the task of director of the Australian Sailing Team, his first objective was create a positive and efficient management structure. The second was to put together the best coaching team, combining the experience of longtime Olympic coaches and the innovation of champion young sailors turned coaches.

With that structure, he turned his attention to the sailors and the results have certainly vindicated the efforts of Jones and his management and coaching team, with three World Championship wins and two Pre-Olympic gold medals in the past eight months. The International Sailing Federation (ISAF) currently ranks Australia the number one team in the world.

While the team is competing on the European circuit, where championship titles are up for grabs, Jones says the main focus will be on using the time on the water at these regattas to train for China.

“A lot of the crews will be using the boats and gear we have developed specifically for the Games and we are making sure they will fully master the conditions (off the China coast),” Jones continued. “We’ll also be very focused on refining our racing skills against the key competitors we will face on the Olympic course later this year.”

The extremely hot and light wind conditions off Qingdao, combined with very strong currents, mean the sailors are also on a campaign to drop weight – both from the boats and their bodies.

“A lot of the team have just come out of conditions here in Australia and New Zealand where the winds and the waves are bigger, where they can carry body weight to balance out against the conditions, but in China everyone needs to be lighter and fitter to make the most of the venue,” Jones pointed out.

“We have programmes tailored for each of our sailors to help them lighten up in a healthy way and still maintain their strength, energy and stamina.

“Mental preparation is something we’re also focusing on while in camp (in Sydney) – these athletes have to sail against the best of the world for several races a day, every day, for up to nine days at a regatta.

“They need to cope with the pressure of an extended period of competition, plus juggle the physical requirements of sailing the boats skilfully, constantly calculate and react to changing the wind, current and wave conditions around them and predict what their competitors are going to do next,” Michael Jones added.

The Australian Sailing Team will have three lead-up sailing camps at Qingdao in July before entering the Olympic Village.

Racing will take place from 9-21 August, with the medal races for the 11 classes from 16-21 August.

Editor at Large Peter Campbell has covered five Olympic Games as a yachting journalist. ○

Naomi James in 1977



OCEAN CRUSADER

NAOMI JAMES WAS THE FIRST WOMAN TO SAIL ALONE AROUND THE WORLD VIA THE THREE GREAT CAPES: CAPE OF GOOD HOPE, CAPE LEEUWIN AND THE FEARED CAPE HORN. AND THAT WITH ONLY A FEW MONTHS OF SAILING EXPERIENCE. THOUGH THE NEW ZEALANDER WILL FOREVER BE REMEMBERED IN SAILING HISTORY, HER HEART IS NOW FIRMLY SET NOT ON SAILING BUT ON HORSES AND PHILOSOPHY

By Andrea Kollmann

“Sailing was never my thing,” says Naomi James, sitting in a comfortable sofa in her little cottage in the village of Crosshaven on the south coast of Ireland. Wooden bookshelves with red bricks as partitions cover the walls. James is clearly a curious reader, and the well-stocked shelves include everything from Bertrand Russell to the *Guinness Book of Records*. And of course, lots of sea stories.

Through the window you see how the tide moves the many boats in Crosshaven’s harbour. Sea and sky bring light to the dark room. It is a beautiful spot for a sea-lover. Although James doesn’t sail anymore, she has a huge interest in stories from the sea and survival and has even written a book about remarkable voyages (*Courage at Sea*) in addition to the two she wrote about her circumnavigation in 1977-78 (*At One With the Sea*) and the years in the limelight after that (*At Sea on Land*). *At One With the Sea* was translated into several languages and still inspires sailors fond of adventure.

The adventure described in that book nearly didn’t happen: it wasn’t until the very last moment, just a month before her planned start, that James found the necessary sponsors and not least: her boat. The *Spirit of Cutty Sark*, a beautiful Gallant 53, was built in 1968. James’ friend Chay Blyth, also a famous circumnavigator, lent it to her. Her sponsor, the *Daily Express*, required a change of names and so *Express Crusader* was born. James departed from England on a September day in 1977. Ahead of her was her husband Roy, who was taking part in the Whitbread Round the World Race.



Andrea Kollmann

Naomi James at her home in Ireland, where she is developing a philosophical therapy based on her circumnavigation and on Wittgenstein

James intended to sail non-stop round the world. However, her self-steering (made by Swedish company Sailomat) broke down in the south Atlantic and she had to call in at Cape Town for repairs. It annoyed her considerably since she was impatient to continue and, uncomfortable with her navigation skills, feared being near land. Two weeks previously, she realised that she had miscalculated her position because she didn’t know about compass deviation or magnetic variation.

Then, a few days before Christmas and off New Zealand, James recognised another mistake. She had been puzzled by the fact that, though she appeared to be sailing very fast, rushing over the ocean, her observations did not coincide with her logged distance. She contacted Rob who instantly realised that his wife had mixed up longitude and latitude: instead of reading the distance on the latitude scale on the side of the chart, she had read the longitude at the bottom!

So why circumnavigate at all?

“I have asked myself several times why I did it,” says James, thirty years later, “but I insist on saying ‘I do not know, it just felt right.’ I think it’s a mistake when people try to figure out why they do certain things.”

In the middle of the Pacific, James almost lost her mast in a severe



Alastair Black/PPL

“IF YOU DO SOMETHING AS EXTREME AS I DID, SO UNNECESSARY, AND YOU SURVIVE AND IT WAS A GOOD EXPERIENCE, WHEN YOU GROW OLDER YOU WANT TO UNDERSTAND WHY.”

storm when a shroud came loose. She had to climb up in the mast to repair it. Luckily, she succeeded as two days later she capsized. The strong fibreglass boat righted itself, and James wondered if her rig would endure the even tougher conditions at the Horn. She decided to turn back to New Zealand, but reversed her decision a day later. After all, the boat had endured this far...

Still scared by the force of the ocean but determined that carrying on was the right thing to do, James passed Cape Horn without seeing it, and sailed to the Falklands where she stopped for the second and last time for necessary rig repairs.

Looking back now, James admits it felt right at the time to do the circumnavigation. But she also says would never ever undertake the hazardous, record-breaking voyage again.

“No, why would I do that?” says James. “People continue to ask me that but it is a stupid question, don’t you think? Afterwards, I realised it was crazy. I was never afraid of doing it, and did not need to pass a barrier, nor to overcome anything at all.”

James just had to do it. If she had not strolled on a French quay one day and met Rob James and later on Chay Blyth, for both of whom ocean sailing was a totally normal thing to do, she probably would have done

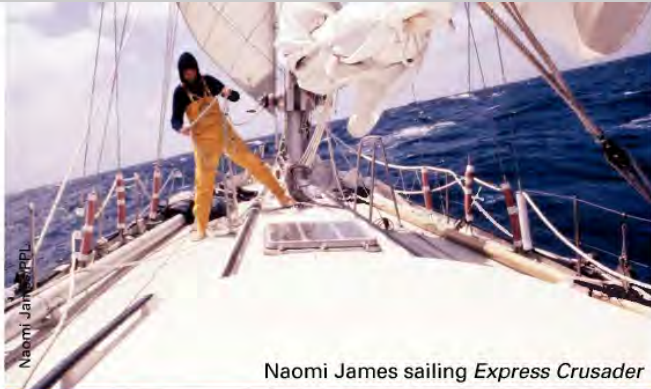
something equally challenging, but not at sea. She explains it as a coherent action, as a chain of logical elements leading to just that. It took her many years of studies to realise that. Today, James has a PhD in philosophy, and is elaborating a therapy with roots in her sailing experience.

“I am trying to develop a philosophical therapy,” she explains. “It is very difficult and I am trying to find a model for a common sense approach to find a way through the clutter in everyone’s life.”

In simple terms, James’ method is founded on her circumnavigation and the philosophy of Ludwig Wittgenstein, the topic of her doctoral thesis.

“If you do something as extreme as I did, so unnecessary, and you survive and it was a good experience, when you grow older you want to understand why. When you grow up as I did, you don’t know it is strange; you think that is the way it should be until you meet other people. Then your shortcomings become obvious. For example, I don’t get along with people but I am interested and want to understand them. That’s why I studied everything that is a part of the human being, such as quantum physics, neurology, psychology ... My education was part of the process which I work on right now.”

James grew up on an isolated farm far from the sea in New Zealand with her parents, two sisters and a brother. Far from any neighbours, James



Naomi James sailing *Express Crusader*

AT SEA, ON LAND

After circumnavigating the world, Naomi James continued sailing for a couple of years, including taking part in the 1980 OSTAR race (solo sailing across the Atlantic). She left sailing after she won the Round Britain Race in 1982 together with her husband Rob James. Rob was tragically killed in a sailing accident the following year only a few days before their daughter's birth. Today, James lives in the house she and Rob bought together. She works with eventing and philosophy. She has not sailed since deciding to quit. The *Express Crusader* is currently for sale in Spain. The former owners have recently renovated her.

spent lots of time on her own and developed an interest in horses. She was uncomfortable around a lot of people, in school for instance, and she tended to stay aloof.

In the early 1970s, James decided to go to Vienna, an old world city that seemed to her magically different from the new world she came from. Her goal was to experience something else than New Zealand for a while. That 'while' is still going; apart from a few years in the United States, James has lived in Europe ever since.

First, she worked as a hairdresser for a couple of years. Neither hairdressing, with its chit-chatting ambience, nor Austria was in the end her cup of tea, so she moved on.

James was waiting for a ferry to England when a girl popped her head out of a yacht and asked out of the blue if someone wanted coffee. James smiled, accepted, and boarded a yacht for the first time. She met the English captain whom she liked immediately and would marry within a year. Rob James was an experienced racing sailor and with him, James stepped into the world of ocean sailing. On their honeymoon, Naomi declared to Rob that she wanted to sail alone around the world. He was silent for about 24 hours, then asked her some questions about her motives.

"Well, you don't know how to sail, but I can teach you," he said at the end and gave her his full support. When told, Chay Blyth did not even raise his eyebrows.

The rest is history. James was at sea for 272 days. She broke the previous record set by Sir Francis Chichester also sailing the 'clipper way.' Naomi James was made Dame Commander of the British Empire for her astonishing achievement. A maritime heroine. But these are not her words. For James, it is the experience itself that matters. The experience she shares with others who have gone through something dangerous and survived.

On the wall in James' living-room, there is a beautiful oil painting in grey and blue of her boat *Express Crusader* in heavy weather. She likes it a lot. Naomi James chose to be a part of the ocean sailing world for a decade. She left it with no regrets. When asked if she was proud of her circumnavigation, James replied:

"Proud, no. But I am glad I did it." ○



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CLAIRE LEROY

CLAIRE LEROY AND HER MERMAIDSAILING TEAM HAVE DOMINATED THE WOMEN'S MATCH RACING CIRCUIT FOR THE LAST TWO YEARS. *OFFSHORE YACHTING* CAUGHT UP WITH THE FRENCH CHAMPION IN AUCKLAND IN MARCH 2008. IT WAS HER BIRTHDAY, AND SHE HAD JUST WON THE NEW ZEALAND WOMEN'S MATCH RACING REGATTA

By Alexander Gilly

The Mermaidsailing team has made a habit of winning: over the last two years, the French team has won the 2006 ISAF nations cup, the IX International Women's Match Race Criterium, the 2007 Women's Match Race European Championship and the 2007 ISAF Women's Match Racing World Championship in Leroy's home port of St Quay Portrieux, France. Leroy has been ranked number one on ISAF's Women's Match Racing Rankings since May 2005. In November 2007, she won the ISAF Rolex World Sailor of the Year Award, joining a select list of past winners that includes Peter Blake, Russell Coutts, Ellen Macarthur, Robin Knox-Johnston and Isabelle Autissier. After Auckland, Leroy and her crew went to Sydney for the Harken Women's International Match Racing Regatta (see page 24), before heading back to New Zealand in April for the 2008 Women's Match Racing World Championship.

Offshore Yachting: Where and when did you start sailing?

Claire Leroy: When I was about eight or nine in Nantes, on the Erdre [a tributary of the Loire river in western France - Ed.], in a 2-person junior dinghy called *l'equipe*.

OY: Does anyone else in your family sail?

CL: Yes, my mother and father. My great-grandfather was in the navy. We've always had boats in the family.

OY: Sportsmen and women often get addicted to their sport at a particular moment of glory. For instance, a footballer who remembers his first goal. Do you have such a moment?

CL: My first race in a match racing format was a revelation for me. I realised

I could do something in this discipline. Also, all of last year [2007] was really important. It was incredible. We did really well. It wasn't so much one event, it was the atmosphere of the whole year. It had a good spirit.

OY: What three things do you admire most in racing skippers?

CL: Modesty, because there aren't many skippers who have that. Sportsmanship. Talent.

OY: How are you coping with all the travel? How are you managing to balance the demands of top-level sailing with the rest of your life?

CL: We have 12 competitions a year. Last year, we had 10 events in Europe, one in Brazil and one in the USA. I manage my time so that I have a life in sports, a social life and a professional life. It's important to have all of them and not to give too much time to any one of these three lives. It's been working ok since 2007. But at the end of '06, I wasn't sure if I was going to continue sailing because it was getting to be too much. I took a break, a big break, after the 2006 season. When I came back, I was really happy to come back, and we organised the training and racing schedules differently, making sure not to have too much racing. In '06, we would have three or four races one after the other, and it's impossible to keep your spirit and passion with that kind of schedule. You get tired. It's important to take a break after each race.

OY: What's your favourite boat?

CL: The Mumm 30. If we could try others like the TP52, why not? But we haven't had that opportunity. Or on Russell Coutts' boat, that would be great [laughs]. But we haven't received an invitation for that yet.

QW: How did you come to prefer match racing over regatta?

CL: The short story is, my coach called me (though he wasn't my coach at that time) and asked me to replace a skipper who couldn't make it to a match race. I thought, 'why not?' I didn't know anything about match racing. So the first day I was surprised when the other boat came at me and tried to luff me...

QW: How old were you?

CL: ...19 or 20. So, I was surprised. After my race, I watched the others racing to try to understand. Then that night, we had a debrief with Marc Bouet, a famous French coach [Bouet is a former world champion, Olympic and America's Cup sailor – Ed.]. He explained the main principles of match racing, and it started making sense, though of course it takes a long time to learn. The next day, we did much better, we won all our matches. It was a good experience. I liked the game of it now because I understood it. I enjoyed it because it was fun, like a game, you know. You have to play with the rules, the umpires, you need to be very adaptable, which I like. Each time you race, you change boat, so you don't have to research the sails and all the rest. You're just there to sail and to understand the game. I prefer that.

QW: What's your favourite race or regatta?

CL: Probably the Calpe grade one in Spain, between Valencia and Alicante, in April, because it's the first grade one of the year, and it's an important one. You find out if you've trained enough or not [laughs]. The organisation is really good and it happens in a nice place. Also, it's our first time here [in Auckland], so we're discovering it.

QW: You've been number one in the ISAF rankings since May 2005...

CL: Yes. Ever since I won that race in Calpe. We raced the then-world number one in the semi-final, so it was an important semi-final. We went on to win the title and became number one.

QW: Right. So you became number one in Calpe. And that's also one of your favourite regattas?

CL: Yeah! [Laughs]. Because the semi-final was really important because it was against I guess the equivalent of what Peter Blake was to the men's field. It was against Marie Björling and her Swedish team. She was number one when I started match racing, she was my idol, they were really sportsmanlike, a great team.

QW: I notice you always say 'team.'

CL: Yes. Because in the press, they always talk about the skipper, but it's important to know it's a team, not a skipper, because if I don't have my team, I am nothing, you know what I mean?

QW: Absolutely. Next time I interview you, maybe I should do a team interview.

CL: Yes, usually it's the skipper and I think that's a mistake because we're like a soccer team. We have a goalkeeper, we have a captain, we have different jobs on the boat, just like in other sports.

QW: Tell me a bit about your crew. How did you come together?

CL: I received an invitation to a grade one race in Sweden, so I contacted a few friends and we organised a team and we went to the event. This team

became the mermaids team. Once, we chose a person because she was young, motivated, strong. It turned out to be a disaster. We sailed together, but it was just that. It was difficult to speak with her when you had to say something. So we went back to our initial plan. We completed the team with friends or girls we liked and with whom we knew it was possible to sail with.

QW: So that's how you found these three women – Claire Pruvot on the bow, Elodie Bertrand on trim, Marie Riou on tactics.

CL: Yes. We have two new crew members this year. Marie was a replacement crew last year when my tactician was injured. So we sailed a lot with Marie last year. Then, this year, because my last tactician wanted to get married, wanted to have a job, wanted a different life [laughs], Marie became my new tactician. She's part of the team. Then we have Claire. She replaced the bowman we had during the worlds and who had been with us five years. She left because she's pregnant. So Claire has a place now, she's part of the crew.

QW: So what you're looking for in a crew member is someone you can communicate with.

CL: Yes. We need to get along. We have to be really honest with one another, know how to say things, know how to hear them too.

QW: Right. Not be too sensitive?

CL: Right. What's good with this team, if something gets said on the water, it doesn't come back in the evening. What happens on the water is separate to what happens on land.

QW: In some sports, there has been a distinction between the hemispheres. For instance in rugby, commentators often note the difference in Southern Hemisphere and Northern Hemisphere styles of play. Is there a similar distinction in sailing? Can we learn from one another, or is there no difference?

CL: I think every team has a special thing. It's not north and south. Every team is different. Some teams will do the same thing every time, whereas some teams are really creative. For example, when we sail against the French boys, Damien Lehl, for example, he's really creative, so you know that at any moment, he'll do something, but you don't know what it'll be [laughs]. You just know you'll be surprised. With some other teams, it's always going to be the classic move. You'll know that in certain situations she'll do the same thing every time.

QW: That must give you an edge.

CL: Yes.

QW: I really think sport is all in the mind.

CL: Yes. I think with sailing, it certainly is. You win with maturity. Every team has its own qualities. You need to study them.

QW: So, no distinction between north and south?

CL: No. But I think the Americans, for example Sally Barkow's team, are different from the Europeans. Maybe from all the teams. They're like killers, you know. Here to kill.

QW: You mean ruthless?

CL: Yes. They are very impressive, mentally. You know that with them, they

The Mermaidsailing team, left to right: Claire Leroy, Marie Riou, Elodie Bertrand, Claire Pruvot

Andrea Francolini



won't let you get away with anything. Eye for an eye, tooth for a tooth. It's their way of being.

QW: Surely to be number one, you have to have a bit of that yourself, no?

CL: I don't know. You can never really get a perspective on yourself. You'd have to ask my competitors how they see me. But when I see Sally's team, they're in their own world, nothing gets to them, whereas I think the Europeans are a bit more fragile in that sense. But it's something you need to acquire. For example during the world championships, I think we managed to create our own bubble, but in a different way to the Americans who are a bit, I don't know, not aggressive, but warriors. I mean, we're warriors too, we're also killers, of course, but it's like a different vibe with the Americans, you really feel it. For instance, you feel that the stakes are there even before the regatta has begun. Me and my team, we're here to enjoy ourselves, to sail. Obviously we like to win and we do everything necessary to win, but before the regatta is before the regatta, so keep cool, you know? They don't come out of their bubble until the regatta is over. Once it's over, they're different people. They're really nice. I don't know how to explain it. It's like at the start, they're a bit horrid, and when you talk to them during training or after the regatta, they're really cool. Americans are the ones who have an atypical way of going about things, I mean all Americans, in general. There's a reason they're ahead. When I watch different sports on TV or whatever, whenever Americans get to the semi-final or final stage, they usually win. They have a way of doing things that's particular to them. I don't think we do things the same way. But obviously it works for them, because they win. But I think you need to be able to take a step back from that way of being, otherwise you can get crushed. We've learned how to do that, too, but at first, we were quite taken aback when we first encountered the Americans. It motivated us more than anything else, but you really get the sense that they're untouchable.

QW: There's still a sense of fraternity in the sport, though, between teams, right?

CL: Yes, I think there's a great deal of respect. But it depends on the team. Sometimes there's a lack of sportsmanship, sometimes people can be a bit unsportsmanlike, and we're totally intransigent when it comes to that, you know? We don't like that at all. But it's true that overall, we all have a great deal of respect for one another.

QW: Who are your greatest rivals?

CL: We don't have any particular rival; when we start at a regatta, we're there to win and you have to take it one match at a time, whether your

The Mermaidsailing team at the 2007 ISAF Women's Match Racing World Championship in Bermuda.



PHOTO Charles Anderson/PPL

competitor is young, old, good, bad, whatever. A loss is a loss and a win is a win, and mistakes can happen quickly, and the sailor who makes the least number of errors wins, so you know we can make big mistakes against crews that are meant to be less good than us, and if they make the most of the opportunity it means that they're better than us at that particular moment, so you need to be realistic, you know. For us every match, every person, we take seriously.

QW: I was thinking about what you said about the game. I got the feeling that you were passionate about it.

CL: It's a game in the sense that we're there to sail well. We've all got identical boats, so it's just us, just the crew that makes the difference, and beyond that we use everything available – the wind, currents, the race rules – to win. It's a game, you know. When you stuff up, you stuff up. When the match is really close, when you take a penalty, then she takes one, then you ... it's a game, otherwise I wouldn't do it. I'm there to have fun, that's why I chose match racing. We have fun, you learn a new thing, you stuff up, you laugh about it, tell yourself 'I'll do better next time.' You have to be creative.

QW: Right. Like in all games.

CL: Right, you need to find escapes, that kind of thing. And the day I lose the sense of play, then I'll stop. Because for me sailing, and sport in general, it's first of all a game. It's a remake of gladiators in the arena [laughs], but within the bounds of the social codes imposed on us. But it's a game. We're there to have fun, to relax your nerves...

QW: It's interesting you say to relax your nerves. I would've imagined that before a race, nerves would be tense...

CL: It's something you learn to manage over the years. During the first year,



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we weren't at all stressed. We'd arrive and by the end of the regatta we'd have forgotten that we were at the world championships, for instance. It was our first world championship, so we were juniors compared to everyone else, so, we started progressing, we won more and more, we came third in that regatta. In your email you asked me whether being number one made you sail differently or compete differently?

OY: yes.

CL: My answer is, at first, no. Instead, you're pretty excited. You've won the top spot from the person you'd put on a pedestal, you know? But I thought about the question and I figured that feeling lasts four or five months, this high you have after becoming number one. After that, you start showing up at every regatta with the feeling that you've got something to lose. That's not an easy feeling to live with. For example, when a beginner, or someone who's not very highly ranked or who's new on the circuit beats us, they explode with joy as if they'd won a world championship. At first, when we were still pretty new on the circuit, that didn't impress us too much, especially since we were careful to be discreet ourselves, you know, even against Marie Björling. The day we beat her, we were really discreet, because we respected her so much. So at first, when we'd see people get overjoyed when they beat us, it was a bit hard to deal with because it reinforces your sense that you've got something to lose. That still happens to us, but now we can laugh about it because eventually we realised that we didn't have anything to lose; instead, we had something to reconquer at each regatta. The day we started thinking about it this way, it really unblocked us and we started progressing really quickly, which was great because whether you're number one or not makes no difference if you're progressing. And I think it's that frame of mind that helped us win the world championships last year.

OY: Can you tell me a bit about your training schedule?

CL: I go to the gym two or three times a week, I do cardio and a bit of weights. It's not the physical training that swimmers go through, though [laughs]. Have to be honest about that. It's not demanding physically like that. As for team training, in 2006 we reorganised it so that we do four days of training every ten days.

OY: On the water?

CL: Yes. We do a bit of physio work in the morning, then spend four to six hours on the water. There's a briefing and a debriefing. It's always against one other team, one partner. So for all four days, we train with one other team.

OY: Who would you consider your mentor?

CL: It depends. For example, when we are preparing for a race, and we have questions about the boat, for instance we can't find our speed or we have a problem with a certain manoeuvre, I call Bertrand Pacé [a former world match racing champion and veteran of numerous America's Cup campaigns, including with Team New Zealand - Ed.]. When it's about my team, I call my coach, Marc Bouet. When I have some questions about life, I might call my father or my mother, my family.

OY: Finally, who inspires you the most?

CL: I think we learn from everybody. I think we should learn from the good in everyone. Anyone can inspire you. ○

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WHEN *OFFSHORE YACHTING* INVESTIGATED THE LATEST ADVANCES IN CRUISING MULTIHULLS, WE FOUND THAT MOST OF THE PREJUDICES THAT YACHTSMEN HOLD AGAINST THE KEEL-LESS BOATS NO LONGER HOLD WATER

By Rob Mundle

Back in the mid 1980s, you would probably have been drummed out of the bar at the Cruising Yacht Club of Australia if you dared mention multihulls and offshore sailing in the same breath, unless it was in a derogatory sense. For the vast majority of the club's experienced sailors, multihulls on the high seas simply meant madmen and mayhem.

They were right in some ways. Catamarans and trimarans were then in a very embryonic stage of development, and unfortunately many of the people designing, building and sailing them were temerarious by nature and lacked expertise, and as a result they did the concept few favours.

Regardless of that sentiment at the club, there was a day when I did broach the subject, and to my amazement the words fell on accommodating ears. I said something like, "Y'know, there's something very exciting about the big multihull scene in Europe, especially when you see who's racing them and what they are achieving." Instantly it was as if I had whispered the code word, located the agent and unlocked his secrets, because the response from my good friend Duncan van Woerden was, "You're right, and it's time more people realised it."

Immediately I'd found an ally, and from that day on our respective sailing lives changed – for the better.



Thomas Coville is currently circumnavigating the globe in the maxi trimaran *Sodeb'O* in an attempt to beat Francis Joyon's single-handed record, set last year

A Perry 57



Duncan's words were made more gratifying by the fact that he wasn't some harebrained extremist on the sailing scene: he had a massive number of offshore miles to his credit, had been sailing master on Jack Rooklyn's famous pocket maxi, *Apollo*, out of the CYCA, was a damn good mast-maker, and he had project-managed the construction of the world's first fully-composite maxi, *Windward Passage II*, for owner Rod Muir.

My interest in big multis stemmed from a long-held lust for fast sailing. After near a decade of skippering 16-foot and 18-foot skiffs, and a season racing a Tornado catamaran, the thought of high speed sailing offshore was stimulating. This interest was reinforced by the fact that some of France's best-known monohull sailors, like America's Cup sailor Marc Pajot, and Eric Tabarly (line honours with *Pen Duick III* in the 1967 Sydney-Hobart) were charging across the oceans at incredible speeds aboard amazing multihulls, not capsizing and not dying. There was no mayhem, they weren't madmen, and they were certainly enjoying themselves.

Before long I had arranged to charter the 60-foot offshore catamaran, *Shotover*, a somewhat crude machine by monohull standards, but the largest and supposedly fastest racing multi on Australia's east coast.

Fastest? Well, Duncan and I certainly proved that from the outset because at one stage during the delivery voyage from Tweed Heads to

A Lightwave 45 and 38 in Thailand



IN THE LAST FEW YEARS AN EVER INCREASING NUMBER OF SAFE AND SEAWORTHY PRODUCTION CATAMARANS HAVE APPEARED ON THE MARKET TO MEET THE GROWING DEMAND, AND BETTER CUSTOM BOATS HAVE EMERGED FROM EXPERIENCED MULTIHULL DESIGNERS. MANY OF THESE DESIGNERS HAVE GOT THEIR HEAD ABOVE THE TREES AND INCLUDED IN THEIR OWN BOATS SOME WELL-PROVEN MONOHULL FEATURES, ESPECIALLY WHEN IT COMES TO RIGS, SAILS AND DECK LAYOUTS.

Sydney we comfortably covered 28 nautical miles in just over an hour!

Instantly we were hooked! There was no monohull around that could achieve that.

We set about racing what then became 'Eyewitness News' in two-handed offshore events out of Sydney, and while the speed was amazing there was one big problem: the proportions of the rig and the shape of the sails meant we just couldn't get her to perform upwind – and for two monohull sailors, there were times during races when this proved to be profoundly embarrassing. Still, it didn't dent our enthusiasm for multis. As far as we were concerned, they just needed refinement.

Now, more than 20 years down the track, neither of us would ever build anything else but a catamaran for coastal or extended offshore cruising. Over those years I've built a 43-foot, monohull-influenced fast cruising cat (*Catamundlepigeons*), Duncan has built a host of very impressive, large and fast cats for a series of clients, and we've both covered thousands of miles on two hulls instead of one, including plenty of Brisbane-Gladstone races.

In saying that however, I must stress that it is not a blanket endorsement

of the entire multihull scene. It still has plenty of problems, and accordingly, continues to be much maligned in the world of monohulls.

The good news is that the multihull scene is now on an accelerating path towards being better. In the last few years an ever increasing number of safe and seaworthy production catamarans have appeared on the market to meet the growing demand, and better custom boats have emerged from experienced multihull designers. Many of these designers have got their head above the trees and included in their own boats some well-proven monohull features, especially when it comes to rigs, sails and deck layouts.

Lorraine Duckworth, of boatbuilding materials supplier ATL Composites, says more cruising catamarans are now being built in Queensland than anything else. This trend to multis has accelerated over the past seven years, and in recent times the average overall length has increased from 12 metres to 15 metres. On the production side, Vicsail's Brendan Hunt, who imports Beneteau monohulls along with the highly popular Lagoon production catamarans from France, says multis now represent 30 per cent of his turnover. And the production cats are getting

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larger: in recent months he has sold three of the new Lagoon 62s into Australia, the first of which is due for delivery in 2010.

So, what is it that makes multihulls so appealing?

In the following overview the emphasis is on catamarans. Trimarans are generally faster than cats (that's why you see them dominating the high performance racing scene in France), but when it comes to comfort, spaciousness and long distance cruising it's the catamaran that delivers the goods.

COMFORT AND ACCOMMODATION

Catamarans offer a lot more internal volume, cockpit space and deck area than a monohull of similar length (a 50-foot cruising catamaran is comparable to a 70-foot mono). Most importantly, when at anchor, catamaran sailors get more enjoyment from the environment that surrounds them because they step from the cockpit straight into a saloon area that is the lounge and dining area, and often the galley. Unlike monos, where you usually descend into a cabin and get to look at the walls, the large windows in a cat's cockpit-level main saloon allows you to enjoy panoramic views of your anchorage.

Seawind 1160



There is also more privacy on a cat, especially when there are two couples aboard as each couple gets a hull to themselves.

PERFORMANCE AND MOTION

A properly designed catamaran with good sails, a well designed rig, and well-planned deck layout can today match, or better, similar sized monohulls on all points of sailing – and yes, that includes upwind! A cat also sails literally on the level, and that means it is far easier for you to move around on the deck and inside the boat while at sea. It also makes life much easier for the cook, for crew when doing sail changes or reefing, and it lets you sleep in a flat bunk. Under sail it's important to note that catamarans don't need a lot of sail to go fast, but they do need enough sail area to provide the power that gives them a satisfying motion through the seas. The speed of a well-designed catamaran can often let you outrun the worst of any bad weather that might be approaching, or get you to port before it hits.

DESIGN, SEAWORTHINESS AND STABILITY

We've heard it countless times from the uninitiated: "Multihulls capsize." So let's deal with that up front and clear the air. In general, properly designed and built modern cruising catamarans would require a massive amount of 'dill factor' and pilot error, or absolutely extreme weather conditions, to be in any danger of capsizing. As is the case with a monohull, poor design and bad seamanship are usually the contributing factors when it comes to problems.

The ideal catamaran has well proportioned hulls with the right amount of buoyancy forward and aft, sufficient beam, properly calculated structural integrity, a logical and easily handled sail plan, and most importantly, the appropriate wing deck clearance (the height of the saloon floor above the water). This latter point is one of the biggest downfalls



seen in many catamaran designs. If the wing deck is too low the yacht just gets hammered in lumpy seas – it slams as if it's a truck with square wheels. Another feature to consider is two steering stations (one on either side of the cockpit) as this provides a better view of the seas and sails when hand steering, and also gives a better gauge on distance when docking.

There is one other big plus that a catamaran provides when it comes to sailing in Australian waters. The vast majority of cruising destinations around the coast have shallow entrances, and a multihull, with its shallow draft, can access just about every one of them. That means there is a whole new world of cruising destinations available that a monohull would struggle to achieve. Also, shallow draft means that you can drop the anchor closer to the shore, which more often than not means a snug and safer location.

MANOEUVRABILITY

There are two design styles when it comes to cruising catamarans – those with daggerboards and those without (instead, they have permanent skegs/keels under the hulls). For those looking for maximum performance from a cruising cat, daggerboards are a must as the yacht is far more manoeuvrable and much easier/quicker to tack than a cat with skegs (but there's nothing wrong with the latter – it comes down to individual needs). Under power, cruising catamarans can be faster and are far more manoeuvrable than a mono. Because they are lighter, catamarans are more easily propelled and so use smaller, more economical engines. And, because they have an engine in each hull, they can very easily be turned in their own length.



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Andrea Francolini

Fountaine Pajot Orana 44



THE DOWNSIDE, AND SOME SOLUTIONS

Under power: Further to the previous point, with cats being so easily driven some designers recommend engines which in fact are way too small. Multis present a lot more windage than a mono, and that's why they need grunt. Adequate horsepower is as important as good ground tackle when it comes to safety. Many catamarans are notorious for lying

beam-on if drifting in a strong wind, and because of the windage you need plenty of horsepower to be able to get them to turn head to wind and back on course. Think gale and lee shore and you will get the message.

Marina berths: Beam means bucks. Because a multihull is wider than a mono you can often expect to pay more for a marina berth than you would for a mono of the same length. The reality is however, if you're in a 40-foot cat you have the equivalent of a 50-foot mono, so things balance out.

Haul-out/slipping: Because of their wide beam not all boatyards have equipment wide enough to haul out a multihull. However, this can be easily overcome in most places as they can be easily beached for a DIY rubdown and antifouling.

Weight/displacement: Too many owners of multihulls are guilty of either building their yachts too heavy, or grossly overloading them. Compared to a monohull, a true sailing multi is very weight sensitive, so that means performance, handling and comfort at sea falls off dramatically as the weight goes up. You can have every creature comfort you desire on a multi, but always think light weight.

Cost: Remember you can't compare the cost of building or buying a 40-foot cat with the cost of a 40-foot mono. Think at least 10-foot longer if you really want to compare. ○

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CRUISING NSW

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By *Richard Morris*

The NSW coastline is well known for its famous beaches, world class fishing, diving and its pristine marine habitat. It has both a temperate and sub tropical climate and has a thriving fishing and aquaculture industry.

The coast is exposed to the Tasman Sea, Coral Sea and Pacific Ocean and can be quite rough whenever a weather system is passing through the region. Conversely, in the winter months when high-pressure systems remain stationary over Australia, the weather is generally benign with offshore westerlies providing sheltered cruising close inshore. The southerly flowing East Coast Current is quite predominant and sometimes runs at up to four knots. Vessels cruising south should track down the 100-fathom line approximately 20 nautical miles off the coast where it is usually at its strongest. Conversely, those tracking north should remain inshore.

NSW is subject to a diurnal tide that has a maximum range of about 1.8 metres for spring tides and about 1.5 metres for neap tides. There is very little difference between the times of tides at NSW ports and that of Sydney, which is used as the reference.

NSW has many rivers on its coast that are navigable well inland but most have challenging bar crossings that require careful navigation and boat handling procedures. A detailed description of the precautions that should be taken when crossing bars is available on the NSW Maritime Authority's web site www.maritime.nsw.gov.au

Vessels 50 feet and above, the size I had in mind when writing this article, when cruising the coast will find that there are safe anchorages and ports conveniently located at points easily attainable in short cruising legs. There are plenty of places to obtain provisions and fuel as well as estuaries and bays that provide safe, protected and pretty anchorages.

DISASTER BAY

In the far south of the State, once northbound vessels have passed Gabo Island on the border with Victoria, Disaster Bay can be found sheltered by Green Cape. This bay has a picturesque and unspoiled beach and the bay affords good shelter from northerlies and westerlies should a vessel require it.

TWOFOLD BAY

Eden is 10 miles north of Green Cape and is a safe port within Twofold Bay. Twofold Bay is approximately 230 nautical miles south of Sydney and almost equidistant between Sydney and Melbourne. It is an established wood chip exporting port and has a recently built wharf for use by the Navy for ammunition transfers, by cargo ships for general cargo and by large cruise ships. The bay provides reasonable shelter in westerly, southerly and northerly conditions but is exposed to easterly weather. The port of Eden is a declared port and is managed by the NSW Maritime Authority and has its own Pilot/Harbour Master.

EDEN

The fishing port town of Eden at the head of Twofold Bay is deep and wide, and provides good shelter in nearly all weather conditions inside



Snug Cove. Merimbula airport is 23 kilometres away and has daily flights to both Sydney and Melbourne.

BERMAGUI

Bermagui is 42 miles north of Eden and is the next port capable of taking reasonably sized vessels in reasonable weather. It is a sheltered fishing port, and offers fuel, provisions and water.

NAROOMA

Narooma is 14 miles north of Bermagui and is located on the Wagonga Inlet. It has a challenging bar in inclement weather and great caution should be taken when crossing at any time. Once inside, the waters are sheltered and the town of Narooma is a pleasant place to visit.

MORUYA

Moruya is 19 miles north of Narooma and offers easy access into the Moruya River. Moruya is where the granite was mined that was used in the construction of the Sydney Harbour Bridge. Moruya has a commercial airport with daily flights to Sydney.

BATEMANS BAY

Batemans Bay, 15 miles north of Moruya, is a wide open bay to the east that offers good shelter in all weathers except south easterlies. Batemans Bay has a marina at the head of the bay that has all services. Larger vessels could anchor off.

ULLADULLA

Ulladulla is 30 miles further north from Batemans Bay and is an all-weather breakwater protected fishing port.



JERVIS BAY

Jervis Bay is located 15 miles north of Ulladulla and about 170 kilometres south from Sydney. It is a deep water port approximately 15 kilometres long and 10 kilometres wide. It is a spacious natural harbour sheltered by headlands which jut out leaving a relatively narrow entrance. With a depth of 26 metres, it is thought to be one of the deepest sheltered harbours in Australia.

The bay has an all-weather entrance which enables safe navigation, night or day and good shelter is afforded in all inclement weathers. There are no berthing facilities other than those used by the Navy at their HMAS Creswell Naval base. The bay is frequented by large Naval vessels and therefore has suitable charts and navigational aids. The deep water provides good anchoring. The township of Huskisson is located on the western shore of the bay. The whole of Jervis Bay is Naval waters. Jervis Bay is not a designated port and has no Customs/Immigration/Quarantine or Pilotage services.

SHOALHAVEN HEADS

The Shoalhaven River entrance 15 miles north of Jervis Bay is a bar that gives access to the Shoalhaven River and the regional town of Nowra. Care should be exercised when crossing the bar and in remaining clear of overhead power lines once in the Shoalhaven River.

KIAMA

Kiama is a beautiful little harbour 15 miles north of Crookhaven/Shoalhaven River entrance. It is not sheltered from the swell so is therefore not a safe haven in rough weather. The attractions of the township of Kiama make this a port worth visiting when weather conditions allow.

PORT KEMBLA

Port Kembla is a commercial port 42 miles south of Sydney Harbour. The port can handle very large bulk carriers in the iron ore, coal and grain trade, is a designated First Port of Entry and has all the services large commercial vessels require. It has no facilities for recreational boats but can be a welcome shelter from bad weather, especially southerlies.

WOLLONGONG HARBOUR

Wollongong Harbour is 39 miles south of Sydney Harbour and is a small harbour created by a break wall. It is open to the swells and should only be visited in reasonable weather conditions.

PORT HACKING

Port Hacking is the waterway that is surrounded by the southern suburbs of Sydney including Cronulla to the north, and the Royal National Park to the south. It is a popular boating area and has a variety of marinas and boating facilities. The entrance is wide, deep and well marked and can be negotiated in all weather.

BOTANY BAY

Botany Bay is a large commercial port catering to container ships, tankers and gas carriers. Sydney Airport is located on the northern shore and has two runways protruding into the bay. The bay is wide and exposed, and is consequently a popular sailing and windsurfing location. Various marinas and boating facilities are available in the Cooks River and Georges River including the St George Motor Boat Club.

SYDNEY HARBOUR

Sydney Harbour is one of the world's most beautiful and iconic harbours with over 270 kilometres of foreshore. It is also a thriving port which caters for an unrivalled mix of commercial shipping and recreational boating activities. There are many marinas catering to visiting yachts. Visitors to Sydney will find that their every need can be catered for.

BROKEN BAY

Broken Bay is the entrance to the Pittwater, Hawkesbury River and Brisbane Waters estuaries. Access is all weather and navigation aids are satisfactory for large vessels to gain safe entry night or day. Pittwater has a 2.1 metre bar.

The marinas at Bobbin Head, Akuna Bay and Cottage Point have abundant marine facilities as do those located at Brooklyn. Anchorages are numerous within the sheltered estuary and the sandy bottom provides good holding. The whole area is national park and is therefore pristine and secluded. It would make an ideal day cruise from Sydney or stopover between Sydney and Newcastle.

NEWCASTLE

Newcastle is the world's largest coal exporting port and at any one time, many large bulk carriers are anchored off the port awaiting their berthing slot.

The entrance to Newcastle Harbour lies between two breakwaters, the outer sections of which are 430 metres apart and access can be achieved in almost any weather. A new marina at the Newcastle Yacht Club has been built in Throsby Basin and caters for visiting vessels.

Newcastle is the gateway to the Hunter Valley Wine Region.

PORT STEPHENS

Port Stephens is a large sheltered bay and estuary just north of Newcastle.

The entrance to the port is well lit and is almost one mile wide with a depth of 15 metres. The entrance and channels are easily navigable in the

hours of darkness. Anchorage holding properties are good with the bottom being sand and mud. Good shelter is afforded in all weather conditions.

The region offers exceptional game fishing plus beach, rock and estuary fishing. Other water sports such as scuba diving, snorkelling, surfing, parasailing, wind surfing and water skiing can all be enjoyed within the bay.

Port Stephens has numerous large marinas located on the southern shore including d'Alboras Nelsons Bay, Anchorage Marina and Soldiers Point Marina.

FORSTER TUNCURRY

Forster Tuncurry, also known as Cape Hawke Harbour is 45 miles north of Port Stephens. It is the entrance to Wallis Lake and the twin towns of Forster and Tuncurry occupy each bank respectively. The bar is deep and accessible in most weather conditions. Numerous boating facilities exist in the Forster Boat Harbour and at Tuncurry.

CROWDY HEAD

Crowdy Head, 24 miles north of Forster Tuncurry, is a safe little harbour that is well protected in all weathers. It is a small fishing port and is earning itself a reputation as being a very convenient refuelling stop as an alternative to Coffs Harbour. Fuel and provisions are available from the Fishing Cooperative.



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CAMDEN HAVEN

Camden Haven is at the mouth of the Camden Haven River, 13 miles north of Crowdy Head. It has a bar accessible to reasonably sized vessels in good weather. The town of Laurieton is located inside the inlet and has some facilities for visiting vessels.

PORT MACQUARIE

Port Macquarie is 15 miles north of Camden Haven and is located on the Hastings River. Serviced by an airport with daily flights to Sydney, Port Macquarie is a town that is very attractive to all who visit. Quite large vessels have crossed the bar but caution should be exercised in strong easterly swells when very large waves can develop. There are numerous boating facilities available once inside the Hastings River including Port Macquarie Slipways, a full service shipyard located five miles up river.

TRIAL BAY

Trial Bay is a good anchorage in calm weather or weather from a westerly or southerly direction only. It is exposed in a northerly and easterly. Anchorage with good holding properties can be found in depths of more than 10 metres. Trial Bay has the town of South West Rocks and the mouth of the Macleay River on its southern shore.

SOUTH WEST ROCKS

South West Rocks has a small jetty that smaller vessels or tenders could use and access is gained into the South West Rocks creek over a bar. South West Rocks has a NSW Maritime regional office with a BSO in full-time attendance.



MACLEAY RIVER

Access into the Macleay River over the bar can facilitate access to the town of Kempsey that is 22 miles upstream and could be reached by tenders or smaller vessels planning their trip subject to tides.

COFFS HARBOUR

Coffs Harbour is a large town positioned roughly midway between Sydney and Brisbane. It has a large airport with daily flights to Sydney. It is a designated port and has Customs facilities. NSW Maritime has a full-time office there with a Regional Manager. Coffs Harbour offers reasonable access and protection for vessels with a draft of four metres or less. The harbour entrance is exposed and consequently the main harbour is affected by a swell and surge which may sometimes be as much as two to three metres. The harbour has been dredged to a depth of 7.3 metres but recent hydrographic surveys indicate depth one to two metres less than indicated on the chart.

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The entrance to Coffs Harbour is accessed easily in the day with sufficient navigational aids. Great caution should be taken if attempting entry in inclement weather.

Coffs Harbour has a disused general cargo wharf and a marina with a wide variety of boating facilities and services within it.

CLARENCE RIVER

The Clarence River is the largest of the northern rivers and is used commercially by vessels as large as 8,000 tonnes, 120 metres in length and with a draft of 3.4 metres plus the height of the tide. General cargo ships berth at the Goodwood Island general cargo berth. The port is managed by the NSW Maritime Authority and has its own Pilot/Harbour Master.

The entrance to the Clarence River is difficult and requires good weather and daylight conditions. It has numerous navigational aids. The bar has recently been dredged and the maximum depth available is about four metres.

YAMBA

On the south side of the Clarence River is the township of Yamba and on the north side is the township of Iluka. Approximately 10 miles up river are the small townships of Harwood and Maclean. Approximately 40 miles further up the river is the substantial town of Grafton that can easily be reached by smaller vessels and tenders. Yamba Marina has good facilities for visiting vessels.

EVANS HEAD

Evans Head is 18 miles north of the Clarence River and has a shallow bar giving access to the Evans River. Evans Head is a small fishing port

and has limited facilities for cruising vessels able to cross the bar.

BALLINA

Ballina is at the entrance of the Richmond River. Good boating facilities exist in Ballina and the river is navigable for smaller vessels all the way up to the town of Lismore, 60 miles upstream. Ballina has an airport with daily flights to Sydney

Tweed Heads is on the border with Queensland and is therefore part of the coastal development of Coolangatta and Surfers Paradise. The Tweed River stretches inland to the town of Murwillumbah but is only navigable to vessels with a low air draft west of the Pacific Highway Bridge. Good boating facilities exist in the Terranora inlet.

LORD HOWE ISLAND

Lord Howe Island is situated 700 kilometres north east of Sydney. Lord Howe Island is an excellent destination for ocean going yachts, but only in reasonable weather. It is a spectacular volcanic island, with a small fringing reef and lagoon.

The best time to visit is when the wind is from the east or north east, when shelter will be afforded on the western side of the island. Reasonable anchorages are available in depths between 20 and 30 metres, but the holding is marginal due to the bottom being rock and shale. There are a number of anchorages on the north eastern side of the island in depths of about 15 metres. Care should be taken when navigating around Lord Howe Island as it has been inadequately surveyed.

The only berth is in the lagoon, which shallow-draft vessels can access in calm weather. ○



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BENETEAU PUT A LOT OF EFFORT INTO GETTING RACING PERFORMANCE OUT OF ITS NEW CRUISER/RACER, THE FIRST 45. THEY HAVE SUCCEEDED: THE BOAT IS FAST, PARTICULARLY WHEN CARRYING THE OPTIONAL CARBON RIG. YET IT'S ALSO COMFORTABLE, GOOD-LOOKING AND SPACIOUS

By Barry Tranter

BENETEAU'S First 50, introduced last year, was a statement of intent by the French company. The 50 was conceived as a fast cruiser/racer but Beneteau went to Philippe Briand for the design because they wanted a superyacht look. And Briand delivered. Beneteau's intent was to follow the 50 with a new line of craft cut from the same cloth. The first of these, the 45, will be released here at Sanctuary Cove Boat Show at a price of \$599,000 for the base boat fitted with the optional race keel. The cruising keel version costs almost \$38,000 less.

Two distinct streams of effort went into the design of this new First series. The company frequently points out that these are cruiser/racers but they have put a lot of effort into hull design, deck layout and options to make them go fast for their rating. The second stream of thinking has gone into the remarkable interior design.

But first, the sailing qualities. The 45 has a choice of two keels: Standard is a shallow-draft (2.40-metre) upside-down T in iron, and the option is for a 2.75-metre lead keel, which is a more conventional fin flared a bit at the bottom as favoured by the IRC.

THERE ARE NO LESS THAN THREE RIG OPTIONS. STANDARD IS AN ALUMINIUM MAST WITH DYFORM RIGGING. THE RACING VERSION OF THE 45 HAS A TRIPLE-SPREADER ALLOY MAST WITH ROD RIGGING, OR CARBON 2 SPREADER MAST BOTH WITH PBO BACKSTAYS.

And there are no less than three rig options. Standard is an aluminium mast with Dyform rigging. The racing version of the 45 has a triple-spreader alloy mast with rod rigging, or carbon 2 spreader mast both with PBO backstays, the rigs favoured by Vicsail, the Beneteau importers. This rig's P measurement is 1 metre longer than on the standard rig – 18 instead of 17 metres. The J measurement is also slightly greater. The racing rigs run non-overlapping jibs which contribute to the low IRC rating.

The IRC produced a test TCC figure of 1.113 for the alloy rig and 1.119 for the carbon. The actual 'live' carbon TCC came in at 1.120, a figure which Vicsail's Nicholas Bedgood reckons will make the carbon-rigged boat very competitive.

"The 45 and 50 were developed to expand the capabilities of the



existing (Farr-designed) 44.7 and 47.7," Nicholas said. "Briand's brief was to create a boat that provides a global answer to the questions of performance, rather than a specialist craft for Mediterranean breezes. We have seen the 45 heeling in 10 knots of wind with 12 blokes on the rail, so she is not underclothed and will have plenty of grunt when needed."

Beneteau's 'race' manager on the 45 project, Eric Ingouf, told us that Briand's hull follows good IRC practice (in fact good rating practice since handicaps were created) in that the waterline length is minimised for measuring (static, upright), with the bow knuckle clear of the water and a long, flat counter just above the water.

When she heels, knuckle and counter immerse, extending the sailing waterline length and bringing into play the strong stern sections and the aft chine.

The hull is a single-skin moulding reinforced by a structural inner moulding which is bonded and laminated to the outer skin and accepts the loads at pressure points such as chainplate tie rods, keel, and rudder. The deck is a GRP/balsa/synthetic resin sandwich which is resin-infused i.e. the core is set up in a double mould and the resin squirted in, from several points, under pressure. This saves weight and adds strength.

The cockpit features twin wheels, which clears the centreline for

easy passage when social sailing if you move the traveller to one side. The single-point mainsheet on the 50 has been swapped on the 45 for the German system where a split mainsheet/traveller is controlled by a winch mounted each side on the gunwale aft, so the crew can trim while keeping the weight outboard. Mainsheet traveller is on the cockpit

floor, immediately ahead of the wheels. Control lines are led aft through channels in the deck moulding, so they don't clutter the deck but are accessible for servicing.

Primary winches – Harken #60s – are mounted forward on the gunwales. The spinnakers can sheet to the mainsheet winches but more

likely they will be led to the winches mounted on the coachroof. Both groups are Harken #48s, upgrades on the standard winch package as specified by Vicsail.

One engine is offered – a 54hp Yanmar with saildrive.

The other side of the First 45's nature is the styling. On deck the superyacht look comes from details like the flush deck hatches and the translucent panel down the centreline of the coachroof, the distinctive eyebrows over the coachroof ports (there's a total of ten opening ports).

But no matter how clever the concept, how comprehensive the

OWNERS CAN CAMPAIGN A BOAT WITHOUT SPENDING TOO MUCH MONEY AND BE EXTREMELY COMPETITIVE. BECAUSE YOU CAN CHOOSE A CARBON FIBRE MAST YOU CAN HAVE WHAT YOU MIGHT CALL A GRAND PRIX CRUISER/RACER



ABOVE: The 45 features white oak trim throughout

OPPOSITE PAGE: The Beneteau 45 is a high-style apartment inside

optimisation, how well the boat rates, the interior will play a huge role in selling the 45. Other manufacturers have led the way with avant garde interiors but with the 50 and 45 Beneteau have pushed out the frontiers. These boats are not just apartments with a water view, they are high-style apartments.

The large interior is made to look even more spacious because the builders have laid the white oak trim with the grain horizontal. All the doorways and furniture modules are squared-off; curves are almost absent. The effect is heightened by the floor, which is square or rectangular ply panels which can be lifted to reveal storage areas. If I knew more about architectural design I could pinpoint the style. Perhaps it is Bauhaus. Which came, I think, after Deco and before Adolf.

The stove and navigation area have timber lids so the crass mechanical aspects of sailing and living aboard can be hidden at cocktail hour. And for serious cocktail mood the lighting is a mix of indirect and small-diameter down-lighting.

The cabin layout is modern-traditional – three cabins (two aft, one in the forepeak) and two heads, the forward one ensuite with the owner's cabin.

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The 45 is a quick hull. The polars for the 45R (with lead keel and racing rig) show an upwind peak of 7.6 knots at 32 degrees True. For students of yacht design, the bulb keel version with the standard rig peaks at 7 knots.

Vicsail expect the 45 to be an important member of their lineup. Nicholas Bedggood says they have already sold five into Australia and three into New Zealand and expect to have 15 – 20 racing in the next 12 months or so.

So who is this boat aimed at? “We have been getting enquiries from

people who want to do the Blue Water series, like the Southport Race and the Sydney-Hobart, and the short offshore stuff,” said Nicholas. “Owners can campaign a boat without spending too much money and be extremely competitive. Because you can choose a carbon fibre mast you can have what you might call a grand prix cruiser/racer.”

For further information contact Vicsail on +61 (0)2 9327 2088 or visit www.vicsail.com 

TECHNICAL SPECIFICATIONS



14.07m	LOA
13.68m	HULL LENGTH
11.76m	LENGTH WATERLINE
4.20m	BEAM
10,600kg (light)	DISPLACEMENT
3875kg	BALLAST
2.40m/2.74m	DRAFT
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BLUE GODDESS

ITALIAN SUPERYACHT BUILDER PERINI NAVI'S LATEST BUILD, THE 56-METRE, ALUMINIUM-HULLED KETCH *SELENE*, IS AS BEAUTIFUL AS THE MOON GODDESS SHE'S NAMED AFTER

By Guy Waddilove

Photography by Sargentini-Bianchi

Among the acres of gleaming white, multi-deck motor yachts at last year's Monaco Yacht Show the dark blue hull and distinctive ketch rig of *Selene* certainly stood out from the crowd. Perini Navi's *Selene* is the fourth yacht in the Italian yard's successful 56-metre sailing yacht series designed in collaboration with naval architects Ron Holland Design. The 56-metre range is designed for higher performance under sail than its predecessors, and to this end the hull and superstructure have been built from aluminium to optimise displacement.

Perini Navi yachts, because of their size, always have very spacious and impressive deck layouts with large, well-thought-out areas for guests and generous working space for the crew. *Selene's* deck configuration features a cockpit on the main deck that is sunk below the level of the aft and side decks to provide a very well protected area for guests to dine or lounge while sheltered from the elements. The cockpit is large enough to feature C-shaped seating around a dining table for twelve at the aft end of the cockpit and rattan style armchairs around a coffee table in the middle of the area. The expansive aft deck allows ample space for three stylish steamer-style loungers to be laid out for sun-bathers. When at anchor the centre section of the transom opens to reveal a broad flight of steps leading down to the bathing platform, which in turn gives easy access to the sea. The large bathing platform, with an area of 10 square metres, is surrounded by polished tubular stainless rails from which heavy duty dinghy fenders are hung. In addition to this bathing platform, a lateral shell door opens on the port quarter to act as a tender-boarding station and a place to launch and retrieve the yacht's toys. Inboard of the shell door is a crew technical area housing the two jet skis, dive gear and two sea kayaks. The jet skis are launched via a gantry crane which runs full-beam of the area and extends out over the water.

The large footprint of the superstructure and the cantilevered deck above the cockpit have given the designers space to include a large upper deck and flybridge. At the aft end of the upper deck is a sunning area with sun-mattresses extending across the width of the aft section, and in front of this is the jacuzzi. The forward section of the upper deck is a shaded multi-purpose seating area which gives way to the fly-bridge at the forward end of the deck. In keeping with the natural, understated style of the deck furnishing, the teak capping rail on the bulwark and other teak



Selene at anchor

trim around the deck have been left unvarnished for a more natural look. Instead of varnish, a light oil has been used to preserve the teak.

When under sail the yacht is commanded from the fly-bridge as from the interior helm station it is not possible to see the masts and sails. Perini Navi was one of the first shipyards to develop fully automated sailing systems utilising captive reel winches and furlers to handle the raising, reefing and lowering of the sails. The system uses programmable logic controllers (PLCs) to translate movements of a joystick or push-button control into actions from the winches and furlers. Over the years Perini has developed the system to include rig load sensing, automatic sheet easing at designated loads and automatic tacking amongst its features. With Perini's fully automated sailing system, sailing the 56-metre, 548-tonne yacht can be undertaken by one person and is as simple as pushing a button or pulling a lever. In practice, an experienced crew member is generally positioned close to the sail being hoisted to ensure that the luff tapes feed into their tracks correctly or the sails are wrapping around the mandrel properly. The complexity of the system and the huge loads involved mean that the person in command needs to be very familiar with the system and sympathetic to potential breakages. Snapping a sheet or exploding a block on a vessel this size would be potentially fatal to a guest or crew member caught in its path. Because of this requirement

THE PASSAGEWAY ALLOWS THE CREW TO PASS FROM THE AFT DECK TO THE CREW QUARTERS, GALLEY, PANTRY OR WHEELHOUSE WITHOUT DISTURBING GUESTS IN THE SALOON



Selene's interior is a modern interpretation of art deco



The art deco theme is very evident in the master cabin

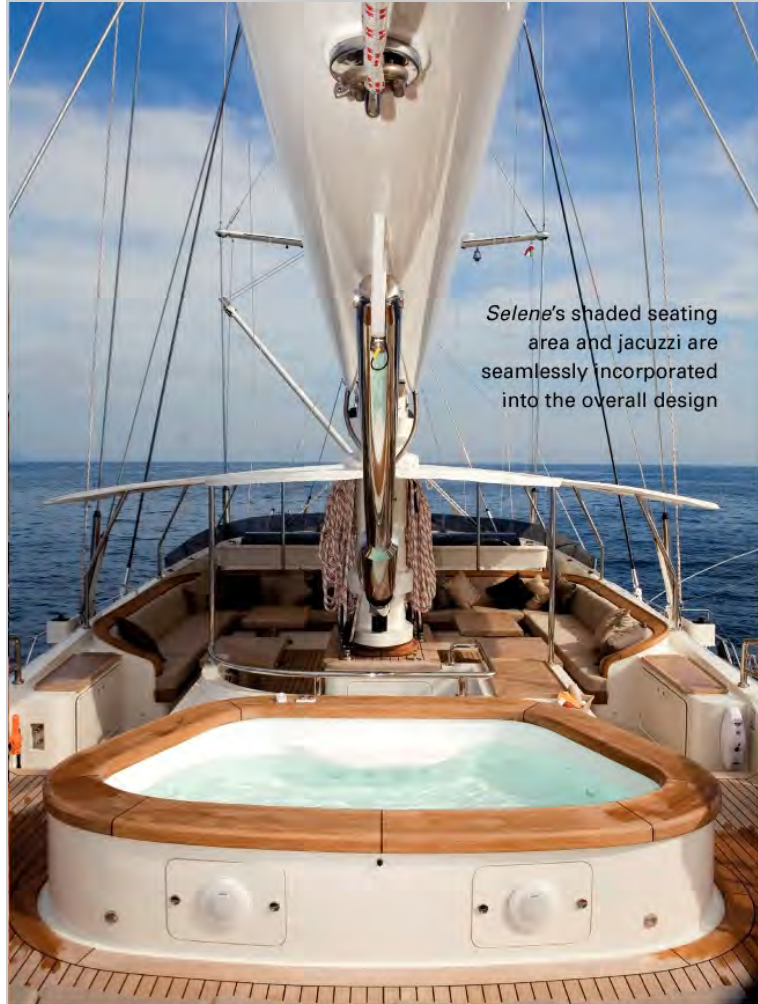


for accumulated knowledge, skill and experience, Perini always endeavours to retain its captains and crew and pass them from one Perini build to another. The captains, when they take command of a new build from Perini Navi, are given extensive training in the sail handling system by the build captain from the shipyard after handover.

Contrary to the design of furling systems used on most other large sailing yachts, Perini powers its winches and furlers with electric motors instead of hydraulic motors. Perini believes that electric motors integrate

more smoothly with its PLC systems than electro-controlled hydraulic motors, and with 45 large sailing yacht builds under its belt successfully using this style of system, it would be hard to persuade them otherwise.

Selene's ketch rig provides for a sail area of 1,483 square metres. The main and mizzen booms are carbon fibre and provide in-boom furling for the fully battened sails while the masts are aluminium. Unlike most shipyards, Perini builds the mast, booms and captive winches in-house. On the front side of the main mast are poles which are used in conjunction



Selene's shaded seating area and jacuzzi are seamlessly incorporated into the overall design



There's seating for 12 in the cockpit dining area

with halyards to launch and recover the yacht's tenders. The two tenders, a Castoldi 15 and a Castoldi 21, are stored under cargo-hatch-style panels beneath the foredeck, leaving the foredeck area clean and uncluttered.

Underwater, *Selene* sports a deep-ballasted swing keel housed within a shoal-ballasted fixed keel. The keel is swung hydraulically and takes the draft from 3.95 metres to a massive 9.73 metres.

The owners of *Selene* previously owned a 40-metre Perini build so they were fully conversant with the high standard and potential design possibilities

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that the yard could offer for the interior. The Perini Navi Interior Design Department worked closely with the owners to design an interior which is described as a modern interpretation of art deco styling.

Selene's interior utilises a variety of materials including ebony, frisé, maple, wengé, briar roots, stainless steel, leather, parchment and marble to create the modern art deco effect. Many of the fittings, including door handles and light fittings, are fabricated in-house by Perini.

With respect to layout, the inclusion of a full-width master cabin is a departure from *Selene's* sister ships, and another major difference is the addition of a fore-aft passageway alongside the main saloon. The saloon's width is decreased because of this, but the passageway allows the crew to pass from the aft deck to the crew quarters, galley, pantry or wheelhouse without disturbing guests in the saloon. Between the passageway and saloon is a glass partition screen that can be made opaque at the flick of a switch. The saloon is furnished with crocodile-patterned black leather sofas around a large wooden coffee table. Forward of the saloon the bar leads through to a formal dining area for 10. The dining area is also accessed from the service passageway; the passageway at this point is fitted out as a serving pantry for discreet dining service.

At the forward end of the superstructure is the bridge. The yacht can be commanded from the comfortable leather helm seats while the multiple, interchangeable monitoring screens give clear radar, plotter, cctv and monitoring information.

Descending the staircase at the forward end of the saloon brings you to the central lobby of the guest accommodation area. The full-width master cabin dominates the aft section of the accommodation and two symmetrical VIP doubles and two twins are located either side of the passage forward of the lobby.

The master cabin, being full-width, is a voluminous space that incorporates an office area and a seating area as well as a king size bed. The art deco theme with its stepped forms and sweeping curves is very evident in the master


cabin, and the black and white photographs of movie stars from the 1940's and '50's that adorn the walls serve to further emphasise the style. At the aft end of the cabin are two bathrooms, one with a bath and the other with a shower. The extremely high standard of finish of the interior is clearly demonstrated in the master cabin, with faultless inlays of French walnut surrounded by thin stainless steel borders and lacquered goatskin panels.

Selene runs with a crew of nine who are comfortably accommodated in four cabins towards the bow.

The yacht's engine room is situated quite well aft in the hull and a separate machinery monitoring and control room is located aft of this. The engine room is, not surprisingly, very spacious allowing the engineers easy access to all machinery for servicing. *Selene* is propelled by two Caterpillar C32 main engines giving a maximum speed of 15.6 knots, and with a 59,000 litre fuel capacity the yacht is capable of a range of approximately 3,600 nautical miles at 13 knots. Electrical power is supplied from four generators: two Northern Lights 125kw sets, one Northern Lights 80kw set and an emergency 20kw generator.

In my opinion the outstanding features of *Selene*, leaving aside size and space that is taken for granted with any of Perini's yachts, are the quality of the interior finish and the way in which the designers have created and executed the modern art deco style. The interior looked like neither the retro museum piece nor the kitsch show of wealth that less experienced designers could have ended up with.

Perini Navi is the only shipyard that designs, develops and builds large custom sailing yachts. It is the industry's most prolific producer of sailing superyachts with a 56 per cent share of the market for yachts over 45 metres. Since the yard was established in the early '80s, it has produced 41 sailing yachts, 27 of which are over 45 metres and Perini will deliver eight new yachts in the next 36 months.

For further information visit www.perininavi.it 

TECHNICAL SPECIFICATIONS

Flydeck



Main deck



Lower deck



184 ft / 56 m	LENGTH OVERALL
150 ft / 45.82 m	WATERLINE LENGTH
38 ft / 11.52 m	BEAM
13 ft / 3.95 m	DRAUGHT (KEEL UP)
32 ft / 9.73 m	DRAUGHT (KEEL DOWN)
Aluminium	HULL & SUPERSTRUCTURE
548 t	MAXIMUM DISPLACEMENT
499 t	GROSS REGISTERED
2 CAT C32	ENGINES
2 x 938 kW	MAXIMUM POWER
15.6 kt	SPEED AT MAXIMUM POWER
59,000 lt	FUEL CAPACITY
17,000 lt	FRESH WATER
193 ft / 58.8 m	MAIN MAST HEIGHT ABOVE DWL
1,492m ²	TOTAL SAIL AREA
436m ²	TOTAL DECK AREA
Perini Navi	INTERIOR DESIGN
Ron Holland / Perini Navi	NAVAL ARCHITECTURE
Perini Navi - Viareggio, Italy	BUILDER

DOWN THE RHUMBLINE

SOUTH PACIFIC CUP WELCOME NEWS FOR YACHTING

THE SOUTH PACIFIC CUP TO BE LAUNCHED AT THIS YEAR'S AUDI HAMILTON ISLAND RACE WEEK SHOULD STIMULATE INTERNATIONAL TEAM RACING

By Peter Campbell

The development of offshore yacht racing around the world, and in Australia in particular, owes much to the Admiral's Cup team series sailed for many years from Cowes on the picturesque and historic Isle of Wight, off the south coast of England.

The Royal Ocean Racing Club, the premier offshore racing club in the world, conducted the Admiral's Cup from 1957 through to 2003. In its heyday during the 1970s and '80s, the regatta attracted entries from as many as 19 nations, three-boat teams sailed by the best offshore racing yachtsmen in the world.

During the Admiral's Cup every second year, Cowes became the mecca of the world's established and upcoming yacht designers, sail-makers and boat, rig and marine equipment manufacturers, not to mention yachting journalists.

The Cup contest led to some remarkable developments in yacht design and construction from Britain, the USA, New Zealand, France, Germany, Italy and South America.

Australia contributed much to these advances in ocean racing technology and skills, winning the Cup in 1967, 1979 and finally, in 2003, when the two-boat team of Bob Oatley's canting keel Reichel/Pugh 60 *Wild Oats* and Hugh O'Neil's chartered yacht *Aftershook* won the magnificent trophy for the Royal Prince Alfred Yacht Club.

Without detracting from the 2003 Australian win, the Admiral's Cup was by then losing its status as a major international offshore series and for the 2003 event the RORC accepted club rather than national teams.

Since then efforts to revive the Admiral's Cup have failed, with Bob Oatley even offering to stage the event at his Hamilton Island Resort off the northern coast of Queensland. The RORC politely declined the offer and the Admiral's Cup still holds pride of place in the trophy cabinets at the Alfred clubhouse at Newport in Sydney.

The demise of the Admiral's Cup led to the decline of other team regattas: The Southern Cross Cup in Sydney and the Kenwood (originally Clipper) Cup in Hawaii were both international offshore racing teams events based on the Admiral's Cup. Once interest waned in the Admiral's Cup, the same happened to the other races.

However, there is light at the end of the tunnel with the announcement that a new international challenge teams trophy – the South Pacific Cup – will be launched at this year's 25th anniversary of the Audi Hamilton Island Race Week from August 23-30.

Given Bob Oatley's influence and interest, this year's inaugural South Pacific Cup should see teams of three yachts from Australia and New Zealand racing for recognition as the top ocean racing nation at the regatta.

However, colleague Rob Mundle reports that interest has been expressed by yacht owners in the USA, Britain and Hong Kong, if not for 2008, then for future years.

While details of the competition have yet to be announced, the South Pacific Cup will be conducted along the lines of its predecessors. The future looks bright.

The era of the great *Morna*

Following my Down the Rhumbline column in the last edition of *Offshore Yachting* about that great ocean racing yacht *Morna*, later to become *Kurrewa IV* and a seven times lines winner of the Sydney Hobart, I had a phonecall from Fred Thomas, the wellknown former Sydney yachtsman now living in retirement in Brisbane.

Fred, now 75, sailed as foredeckie on *Caprice of Huon* in Australia's first challenge for the Admiral's Cup in 1965 and then on *Mercedes III* when Australia won the Cup in 1967. *Caprice of Huon* is the only boat in the history of the Admiral's Cup to win three races in one event, and *Mercedes III* gave Fred another win. "I've had four race wins and a third in two Cups," he proudly recalls.

However, his call was to remind me and Offshore Yachting readers that June this year will mark the 50th anniversary of the loss of that great yachtsman Ron Robertson from *Kurrewa IV* as she cruised back from Pittwater after the finish of the Cruising Yacht Club of Australia's Bird Islet Race.

Fred, the co-founder of Alspar, cut his teeth in ocean racing aboard *Kurrewa IV* and sailed in five Hobarts aboard the Fife-designed 64-foot cutter.

He recalled how, on that fateful day, June 15, 1958, *Kurrewa IV* had been sailing comfortably back to Sydney under her small mainsail and staysail.

"Near Bluetongue, not far from North Head, we were suddenly hit by an easterly gale of 80-85 knots," Fred told me. "The winds ripped the staysail to pieces, leaving us bareheaded.

"She was falling off the waves, with Ron letting go of the tiller to give the boat her head, then grabbing it again as she came back up...this time the tiller flicked him over the stern.

"He grabbed the bumpkin, but could not hang on and was swept into the sea.

"We watched him for a quarter of an hour hanging onto a life ring, but we could not get the boat to go about because the massive boom, with 1500 square feet of mainsail hoisted, had jammed against the running backstay.

"He gave us a last wave with one arm...he appeared to be saying 'stay calm, look after the boat' and then he disappeared," Fred sadly recalled.

Fred Thomas describes Ron Robertson as one the greatest yachtsmen of his or any era. Born in Hobart in 1904, Robertson sailed four early Hobarts on the Livingston brothers' *Kurrewa III* and then six on *Kurrewa IV* (nee *Morna*).

Fred said Ron was a wartime hero too, sailing the yacht *Tarni* north, despite Japanese air cover, to take supplies to the First Independent Company on Borneo.

The CYCA commemorates his memory with the Ron Robertson Memorial Trophy, a perpetual trophy since 1959 for its Flinders Island Race.

Fred Thomas believes he is now the sole survivor of the crew of *Kurrewa IV* in the 1950s. In addition to the owners, Frank and John, those in the crew included Ron Robertson and his brother Doug, Neil Shannon, Tim Biddlecombe, John Miles, Bob Wallace, Henry Gunson and Fred Thomas.

"I still remember vividly that day when we lost Ron Robertson overboard ... and I will be recalling it all again in June this year, 50 years on," Thomas added. ○



Lowrance's marine radio line-up expands

Lowrance has announced an all-new line of marine VHF radios which will soon be available in Australia.

Lowrance's new LVR-880 is the first powerful, fixed-mount, DSC-equipped 25/1 watt radio to offer dual VHF and FM radio capabilities. The VHF also integrates NMEA 2000 with DSC-101 for distress and buddy-tracking features when connected to a compatible Lowrance GPS chartplotter.

The exclusive 'Track Your Buddy' feature connects DSC position polling to Lowrance LCX, LMS and GlobalMap™ units via the NMEA 2000 network, for GPS location display of up to three boating friends.

The LVR-880 also includes intercom/hailer-horn, an extra-large 64x128 FSTN segmented display with backlighting and a six-key speaker microphone for left-handed or righthanded use. Featuring all international marine channels, the unit is also JIS 7 waterproof/submersible.

The new LVR-250 DSC25/1 watt, fixed-mount VHF radio with DSC provides high-quality features without a high price. Also delivering all international marine channels, the LVR-250 features DSC-101 connectivity for distress calling, local/distant feature to eliminate unwanted interference, and six-key speaker microphone for left-handed or right-handed use.

Lowrance's marine VHF line-up also includes innovation for the handheld market segment, with the new LHR-20 with 5/1 watt transmit power. It includes advanced Li-Ion battery pack/charger technology for best-in-class battery life. Also built tough to exacting JIS 7 waterproof/submersible standards, both offer extra features like bright LED TX indicator, power saver circuitry, larger LCD display for user visibility, and RSSI to meter strength of incoming/outgoing signals.

All of Lowrance's new VHF marine radios come with a full two-year warranty. RRP's start from \$249 (LHR-20) and round out at \$499 (LVR-880).

For further information visit www.lowrance.com

A traditional looking winch using the latest technology

Lewmar's latest 111 Classic winch certainly gives the impression of traditional bronze styling, however, this winch is machined from stainless steel and features the very latest three or four speed options. Coated with hardwearing Titanium Nitride, Lewmar's new Classic winch has a bronze colour that will last for years with the advantage of being much easier to look after and maintain than traditional bronze. Unlike original one or two-speed classic bronze winches, the integral gear technology of Lewmar's new Classic winch can be driven manually, electrically or hydraulically. Lewmar tested the original Titanium Nitride coating technology on the J-Class *Shamrock V* in 2000, where the finish on the winches is still as good as the day they were fitted. With recent advances in coating technology, Lewmar is now able to achieve a realistic bronze colour, which was used on the set of Classic winches supplied to the gaff-rigged cutter *Lulworth*. It is also manufacturing a full set of Classic winches for a schooner currently under construction in Spain.

For further information visit www.lewmar.com

Safety campaign generates shift to quality PFD yokes

Consumers have embraced the life jacket safety message and swarmed on RFD's inflatable yoke style 11A Personal Flotation Device (PFD) in staggering numbers.

"The PFD safety message has been ringing out loud and clear for a while now and we're glad that boaters are responding in their droves," said Mark Barker, Managing Director of RFD.

"Significantly we are witnessing a big shift in consumer preference. The older style jacket is making way for the more comfortable yoke style of PFD. Because many boaters are now wearing their PFD all the time while on board their boat, comfort has emerged as a big factor, even where there is a slight price premium in both purchase price and service costs."

Following on from the successful PFD awareness campaign headlining Australian cricket test opener Matthew Hayden and new PFD legislation in Victoria, RFD has seen an significant rise in sales for their inflatable yoke 11A PFD Type 1 from their extensive line-up of Australian-approved life jackets.

The National Marine Safety Committee began the campaign on PFD awareness in response to high numbers of boating accidents where drowning fatalities could have been avoided through the use of Type 1 PFDs. Having narrowly averted a personal boating disaster, Matthew Hayden was the ideal choice for campaign spokesperson given his high profile as Australia's premiere opening batsmen – and a passionate fisherman and boat owner.

For further information visit www.rfd.com.au

Riggtech distribute Reckmann yacht furling system

The Reckmann Yacht Furling system sets a new benchmark in quality design along with first class workmanship using the very best materials available. The system is crafted to uncompromising quality by German engineers to be extremely robust and work easily in all conditions. There is a comprehensive range of models available to suit any yacht from a 30-footer to custom superyachts with a choice of manual, electric, hydraulic or carbon fibre high-performance units. Top yachtbuilders from Nauter (Swan), Oyster, X-Yachts, Baltic and Grand Soleil choose to install Reckmann yacht furling systems for their state-of-the-art technology and outstanding reliability.

For further information contact Riggtech on +61 (0)2 9997 8100 or email sales@riggtech.com.au





New wireless Autoanchor- AA710

Need a chain counter but no way to run the wires through the boat? The new AutoAnchor AA710 wireless, remote chain counter and windlass control solves this problem.

The AA710 has all the features of the original AutoAnchors, including the safety lock, the alarm and automatic release and retrieval of the anchor, without having to run wires all the way from the windlass to the helm station. The new plug and play sensor is fitted directly into the base station, close to the windlass and the hand-held remote can be operated from almost anywhere on the boat. The AA710 can be fitted to any windlass and, depending on the set up, it can turn on your decklights or deckwash and operate a thruster as well as the windlass.

Shockproof, water resistant to IP65 and designed to the industry standard network 2.4GHz ISM band, the AA710 can operate anywhere in the world with high level transmission security. The console has rubber overmoulding for grip and non slip protection plus it comes with a cradle and protective cover.

For further information visit www.autoanchor.co.nz

New heat sensor helps stop onboard fires

Where there's intense heat aboard, there's going to be a fire. Sea-Fire Marine, a leader in fire suppression technology, works hard not only to find the latest ways to put out fires, but also prevent them. An innovative early warning system, their new Heat Sensor with display alerts boat owners to dangerously high engine room temperatures. The economical Heat Sensor system is intended for engine rooms in any sized craft. The sensors are available in two versions. An open model is designed to be mounted on the extinguishing system cylinder and is set at 66°C which is 13°C lower than the discharge temperature. The other style sensor features an enclosed casing for installation throughout the engine room compartment. It activates at 60°C.

These sensors indicate threatening temps and give owners a chance to stop impending fires. Simple to install, multiple sensors can be fit in an engine room, depending on desired sensitivity. The system is compatible with the full range of Sea-Fire ESRS units, allowing for shutdown override control and cylinder discharge notification.

A rectangular or round mounted display panel with a separate high temperature zone supplies both a visual and audible alarm of threatening amounts of engine room heat. Measuring just 92mm x 72mm x 14mm, the unique display features a weatherproof design and LED dim function for night navigation.

For further information visit www.sea-fire.co.uk



Henri Lloyd leads the way in fabric technology

The Phantom has been made from Henri Lloyd's own pioneering technical fabric, TP2 Alpha. This fabric has been created to deliver a high level of protection to the wearer, while eliminating the debilitating effects of wearing heavier, more traditional fabrics which can impair performance during high energy activity.

The advantage of this fabric is that TP2 Alpha needs no secondary lining, therefore producing a much lighter jacket with increased breathability and a faster drying time. The TP2 Alpha fabric technology has an internal moisture management system. The fabric has been treated with a super durable water repellency (SDWR) finish, which helps to shed surface water, hence maintaining the performance and comfort of the garment.

The TP2 Women's Phantom Jacket received a special mention at the 2006 Dame Awards where the judging panel congratulated the design team for recognising the need for bespoke protection for women in the sailing world. To accompany the jacket, the TP2 Phantom Hi-Fit Trousers have been developed in both a men's and women's fit in the same fabric.

Jacket RRP \$ 695.00, Hi-Fit Trousers RRP \$595.00

For further information contact Burke Marine +61 (0)2 9638 4333





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Holland Montcarne 68' "Four Seasons IV"

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Something special... this powerful 68' cruising yacht from the board of Ron Holland is now on the market. Built by McGaffin Boat Builders of Auckland this famous masthead cutter is as much at home crossing oceans as she is entertaining on the Harbour.

Four Seasons IV is fitted with such a comprehensive inventory of communication and instrumentation that she was three times radio relay vessel for the Sydney – Hobart yacht race. Below decks she exudes quality with an interior fit-out you would expect to see on a much larger yacht. From the high volume bright timber interior to the full standing height workshop/engine room, she feels like a SuperYacht in disguise. Right from day one, absolutely no expense has been spared on this yacht.

On deck she is easily sailed with a series of electric/hydraulic winches and furlers, with an aft deck that is ideal for entertaining.

Please contact Micah or Jack on 02 9327 2088 for further information or to organise an inspection of this truly magnificent yacht.

OFFSHORE RACING CALENDAR

AUSTRALIAN

APRIL

- 5 RSYS/RPEYC final races harbour pointscorers
- 5 Barnes Bay Regatta, Kettering Yacht Club, Tas
- 5 Club Marine Range Series, Port Phillip, RBYC
- 6 Audi Winter Series Opening Ladies Day Race and Great Veterans Race, CYCA.
- 8 Etchells, Dragons, Ynglings Autumn Championship Regatta, RSYS
- 19 Mount Gay Rum Top Jocks Regatta, CYCA
- 12 Varuna Trophy, RSYS
- 12 Kelly Cup club championship, SASC
- 13 Audi Winter Series, first pointscore race, CYCA
- 19-26 RSYS Annual Cruise
- 20 Audi Winter Series, CYCA
- 23 Final race RPEYC Wednesday afternoon series
- 27 Audi Winter Series, CYCA

MAY

- 2-4 Trans Tasman Trophy Challenge, RSYS
- 3 RSYS Winter Series begins
- 3-4 Association Cup, Port Phillip, RYCV
- 4 Audi Winter Series, CYCA
- 11 Audi Winter Series, CYCA
- 15 Melbourne to Apollo Bay Race, ORCV
- 18 Audi Winter Series, CYCA
- 25 Flag Officers Challenge, RSYS
- 25 Audi Winter Series, CYCA

JUNE

- 1 Audi Winter Series, CYCA
- 8 Audi Winter Series, CYCA
- 14 Combined Clubs Winter Race, RANSA
- 15 Audi Winter Series, CYCA
- 22 Audi Winter Series, CYCA
- 29 Audi Winter Series, CYCA

JULY

- 6 Audi Winter Series, CYCA
- 6 Melbourne to Vanuatu (Port Vila) Race, ORCV
- 13 Audi Winter Series, Final pointscore race, CYCA
- 19 Vanuatu (Port Vila) to Mackay, Old Race, ORCV
- 20 Audi Winter Series, Ladies Day Race, CYCA
- 26 Audi Sydney Gold Coast Yacht Race, CYCA.

AUGUST

- 14-21 Meridien Airlie Beach Race Week, WSC
- 23-30 Audi 25th Hamilton Island Race Week, HIYC

CLUBS: CYCA (Cruising Yacht Club of Australia) DSS (Derwent Sailing Squadron), HIYC (Hamilton Island Yacht Club), MHYC (Middle Harbour Yacht Club), MYC (Mackay Yacht Club), ORCV (Ocean Racing Club of Victoria), QCYC (Queensland Cruising Yacht Club), RBYC (Royal Brighton Yacht Club), RMYS (Royal Melbourne Yacht Squadron), RPAYC (Royal Prince Alfred Yacht Club), RPEYC (Royal Prince Edward Yacht Club), RGYC (Royal Geelong Yacht Club), RSYS (Royal Sydney Yacht Squadron), RYCT (Royal Yacht Club of Tasmania), TYC (Tamar Yacht Club), SASC (Sydney Amateur Sailing Club), WSC (Whitsunday Sailing Club)

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MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2008

INTERNATIONAL

APRIL

- 1-6 ISAF Women's Match Racing World Championship, Auckland NZL
- 7-18 Star World Championship, Miami, FL, USA
- 10-13 Rolex Women's Match, St Petersburg, USA
- 11-23 Rolex Farr 40 Pre-Worlds, Miami, FL, USA
- 16-19 Rolex Farr 40 World Championship, Miami, FL, USA
- 28-31 Congressional Cup, Long Beach, Cal, USA

MAY

- 1-2 Congressional Cup, Long Beach, Cal, USA
- 2-4 Riva Cup, Riva del Garda
- 10-20 Qingdao International Regatta, Olympic classes, Qingdao, CHN
- 16-18 World Festival on the Beach International Race, Mondello, ITA
- 28-31 Boat USA Santa Maria Cup, Annapolis, USA
- 28-31 Volvo Melges 24 World Championship, Porto Cervo, ITA

JUNE

- 1-2 Volvo Melges 24 World Championship, Porto Cervo, ITA
- 1-7 Far Eastern Hemisphere Sailing Championships, Split, CRO
- 1-30 The Artemis Transat Race 2008, Plymouth, GBR
- 1-8 Koh Samui International Regatta, Samui, THA
- 8 Giraglia Rolex Cup, St Tropez, FRA/Genoa, ITA
- 14 Finn Pacific Coast Championship, Newport Harbour, USA
- 16-21 ISAF Offshore Team World Champion, Porto Cervo, ITA
- 16-21 Rolex Sardinia Cup, Porto Cervo, ITA
- 21-22 MRX Winter Match Racing Championships, Series One, Auckland Harbour, NZL
- 21-29 Kieler Woche Regatta, Kiel, GER
- 23-26 Rolex Boat International Superyacht Cup, Porto Cervo, ITA
- 29-30 RORC Rolex Commodore's Cup, Cowes, GBR

JULY

- 1-2 RORC Rolex Commodore's Cup, Cowes, GBR
- 2-12 Rolex Ilhabela Sailing Week, Sao Paulo, BRA
- 8-12 Mayor's Cup, Long Beach, USA
- 10-19 Volvo ISAF Youth Sailing World Championships, DEN
- 14-21 Cres Sailing Week, CRO
- 19-27 New York Yacht Club Race Week at Newport presented by Rolex, Newport, RI, USA
- 26-31 Copa del Ray Regatta, Palma de Mallorca, ESP

AUGUST

- 9-21 Beijing Olympic Games Sailing Regatta, Qingdao, CHN
- 26-31 Rolex Baltic Week, Travemunde, GER

SEPTEMBER

- 1-6 Maxi Yacht Rolex Cup, Porto Cervo, ITA
- 8-14 Rolex Swan Cup, Porto Cervo, ITA
- 11-14 Rolex Big Boat Series, San Francisco, USA
- 26 Les Voiles de Saint-Tropez, Saint-Tropez, FRA

OCTOBER

- 15-25 Rolex Middle Sea Race, Valetta, Malta

NOVEMBER

- 9 ISAF Rolex World Sailor of the Year Awards, Madrid, ESP

DECEMBER

- 26-31 Rolex Sydney Hobart Yacht Race

If you would like to list your regatta in these pages, email editor@oceanmedia.com.au

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