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With the summer program successfully completed we now look forward to enjoying the popular Winter Series. Congratulations again to all our Summer Series prize winners and to all sailors who enjoyed success in the 2012/2013 season.

We enjoyed a great start to the CYCA Winter Series on Sunday April 21 with the Parade of Sail, Great Veterans Race and Opening Ladies Day Race, which were conducted on a spectacular autumn day.

The day began with yachts participating in the CYCA Parade of Sail and Blessing of the Fleet conducted by Naval Chaplain Murray Lund and sail pass and salute from *Boomerang*. Mark Hollingsworth's 30-foot Etchells *Second Wind* was declared the winner of the Ship Shape and Bristol Fashion Award with a score of 50.8, just pipping Neville Crichton's *Plym* on 49.8 points and Sir James Hardy's *Nerida* on 49.5 points. *Plym* was also awarded the Best Dressed Crew prize thanks to a crew resplendent in navy blazers, white shirts and white trousers.

A fleet of 20 veteran yachts (all of whom had competed in the Rolex Sydney Hobart Yacht Race and had a total of 153 races between them) competed for the historic Windward Trophy, which is presented to the winning yacht in the Great Veterans Race on corrected time. Congratulations to the winner David Salter and crew in his Swanson 36 *Mister Christian* and runners up *Mercedes IV* and *Fidelis*.

What made this day even more exciting was that two yachts, *Kathleen Gillett* and *Archina*, which competed in the 1945 Sydney to Hobart race, the very first of these historic races, competed in the Great Veterans Race.

This is a truly remarkable feat and can be attributed to the admirable devotion of their owners, who have obviously spent many hours lovingly restoring these beautiful pieces of sailing history.

The Ladies Day Race was also very well supported, with 36 competitors assembling on the start line. Division A (spinnaker) was won by *Never a Dull Moment*, skippered by Cec Conlon, Division A non-spinnaker by *Trim*, skippered by Amanda Hall, Division B (spinnaker) by *Saltshaker*, skippered by Grace Franki, and Division B non-



spinnaker by *Chameleon*, skippered by Krissy Ukena.

The CYCA Winter Series pointscore commenced on Sunday April 28. The pointscore series will consist of 10 races, with up to three drops allowed if all ten races are completed. The race scheduled for Sunday June 9 will be a non-pointscore race. The closing Ladies Day on July 14 will not count towards a yacht's overall pointscore.

As commodore I have had the pleasure of receiving favourable comments as to the excellent service afforded to competitors by our sailing manager Justine Kirkjian and her staff, Stephen and Daniel and the on-water team lead by Brian McMahon. I am sure that you would all support me in expressing my appreciation of their excellent work.

The Sydney Gold Coast Yacht Race marks the migration of yachties to the warmer waters of Queensland. The 28th Sydney Gold Coast Yacht Race will commence on Saturday July 27 at 1pm and heralds the commencement of the 2013/2014 Blue Water Pointscore Series. I look forward to welcoming competitors both at the club and at the finish at Southport Yacht Club. I wish all competitors heading north to compete in the various regattas in the Whitsundays region the very best of luck.

I am pleased to advise that stage two of the CYCA redevelopment, the

construction of the new hardstand, will commence this winter for completion prior to our summer season. This will provide additional capacity for one design boats and consolidate our waterfront. Stage two consists of the demolition of the existing C arm deck, rigging deck and concrete hardstand and construction of a concrete hardstand adjacent to the seawall north of the clubhouse to the boundary with d'Albora Marina Rushcutters Bay. This will increase the hardstand accommodation for 15 additional boats taking the total capacity to 30, and allow the relocation of the jib crane, installation of floating pontoons around the parameter of the new hardstand area and the installation of 100 new storage lockers. Once the new hardstand has been built the club will be able to exercise its rights to execute a new maritime lease with Roads and Maritime Services for a term of 40 years, securing our tenure.

I would like to thank members of the redevelopment committee chaired by Rear Commodore Arthur Lane for their efforts in bringing this to fruition.

This year we celebrate the 20th anniversary of the establishment of the Youth Sailing Academy. We will shortly be taking possession of our new fleet of 10 Elliott seven-metre boats, which we will christen on the July 25 at the CYCA. They will make their regatta debut in the Club Marine NSW Youth Match Racing Championships in August. The boats have been constructed to a high standard and will be a wonderful asset to the Youth Sailing Academy. Our Elliott six-metre yachts have been sold to Royal Queensland Yacht Squadron and Mooloolaba Yacht Club. We are assisting both clubs with their youth program and look forward to their new academy sailors participating in our racing regattas.

Another important event will be the alumni party that will be conducted on Friday September 20. We are keen to get as many YSA graduates back to the CYCA to help celebrate the 20th anniversary of its foundation as we can. Don't hesitate to spread the word – if you know someone that trained at the YSA please put them in touch with us via the Youth Sailing Academy Facebook page or by contacting the YSA: ysa.admin@cyca.com.au.

I wish all members an enjoyable and successful Winter Series.

HOWARD PIGGOTT
Commodore CYCA

SAVE THE DATE
The CYCA SOLAS Trusts continues its good work in supporting search and rescue organisations Australia-wide. The annual CYCA SOLAS Trusts dinner will be conducted on Friday October 25. This is one of the ways that the Trust raises money so that it can be donated to worthy recipients. Please save the date in your diaries – more details will be provided closer to the event. You can also donate to the CYCA SOLAS Trusts at anytime using the donation form available on the CYCA website www.cyca.com.au/about-the-cyca/cyca-sydney-hobart-yacht-race-safety-of-life-at-sea-trusts/



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CYCA Blue Water Pointscore Series 2013 – 2014

- | | |
|-----------------------------------|----------------------------|
| 1. Sydney Gold Coast Yacht Race | Saturday 27 July 2013 |
| 2. Flinders Islet Race | Saturday 21 September 2013 |
| 3. Bird Island Race | Friday 11 October 2013 |
| 4. Cabbage Tree Island Race | Friday 8 November 2013 |
| 5. Port Hacking Bird Island Race | Saturday 7 December 2013 |
| 6. Rolex Sydney Hobart Yacht Race | Thursday 26 December 2013 |

Dates and destinations subject to change.



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How can it be that we're almost halfway through another year already? Time flies – Tempus Fugit as the ancients decreed – knowing back then nothing of our busy 21st century times and the apparent velocity with which our days now appear to swoosh by with abandon.

Don't let each day escape you too easily, says our charismatic sailing columnist Chris Caswell in 'The Pin End' this issue. Carpe Diem – seize the day – sums up his declaration that life is to be lived!

To help you do just that, in this mid-year edition you'll find our 'Luxury Cruising Yachts' special yacht comparison feature profiling ten top cruisers in the 50-60 foot range, all ready to sail the ocean seeking far horizons.

Back to where it all begins for sailing hopefuls, we recollect the formation of the CYCA's Youth Sailing Academy some 20 years ago, with an all-new fleet of Elliott 7 yachts due to be launched this July to commemorate the anniversary. In other club news the CYCA announces the next stage of the club's redevelopment with a larger, more capable hardstand now underway. We review the flying start to the Winter Series in golden autumn weather, launched with the Ladies Day and Great Veterans race. Plus, we capture the smiles of grinning winners in the CYCA's Summer Series prize giving.

Further afield and on a sad note, the tragic accidental death of Artemis crewmember Andrew Simpson while race training for the 34th America's Cup on San Francisco Bay has highlighted the extraordinary physical challenge and high tension facing every AC72 catamaran and their crew. But the show must go on and with the Louis Vuitton Cup challenger series of races commencing from July, Ivor Wilkins reports on the War on Water that's emerging as yachting's greatest event edges closer.

We round up the latest races and regattas including some amazing images from the lens of photographer Craig Greenhill during the four seasons of sailing

at Sail Port Stephens week. Also covered are the Southern Cross Cup convincingly won by *Team Beau Geste* from the RHKYC, the local heroes racing at Thailand's Top of the Gulf regatta, a slow and frustrating Gosford to Lord Howe race and the second MC38 One Design class regatta on Sydney's Pittwater.

Our Skipper profile is on octogenarian Leslie Green sailing his beloved *Ginger* yachts over some 60 plus years of active yacht racing. And in our Tack & Gybe interview we chat with Victorian Jason Van der Slot of *Calm* on his two TP52s and his plans to acquire and race his latest weapon, the ex-Volvo 70 ocean racer *Camper*.

With races fast approaching from near and far, we preview the upcoming Sydney Gold Coast race, Phuket race week, and the next edition of the Clipper 2013-14 Round the World yacht race starting in the UK on September 1. We also chat with Chris Hollis, one of two Aussie skippers in the Clipper race this year, to see how he's preparing for life as a Clipper skipper.

At the opposite end of the size spectrum in the racing world, we test sail the little J/70 – a 'next gen' trailerable, racing keelboat. Even if your usual sail is an ocean racer, this 'back to basics' 22-footer captures the essence of sailing that has us coming away all smiles.

See you on the water.



ANTHONY TWIBILL
Publisher

offshore YACHTING

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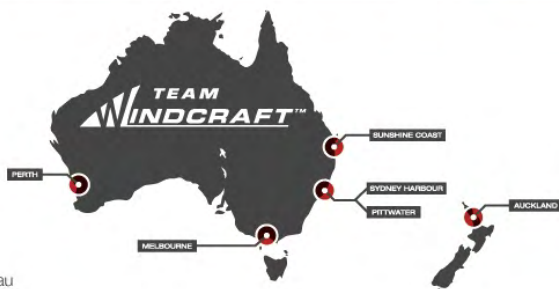
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CYCA REDEVELOPMENT

Stage two gets green light

The next stage of the CYCA's redevelopment has started, with work to be completed before the end of the year.

Stage two consists of the demolition of the existing C arm deck, rigging deck and concrete hardstand and the construction of a concrete hardstand adjacent to the sea wall north of the club house to the boundary with d'Albora Marina, Rushcutters Bay. Further highlights for stage two include an increase in hardstand accommodation for 15 additional boats, taking the total capacity of the hardstand to 30 hardstand boats; the relocation of the jib crane; installation of floating pontoons around the parameter of the new hardstand area and the installation of 100 new storage lockers.

Unfortunately, some member services will no longer be available as part of the redevelopment. These include the mast lifting service and dinghy storage. A decision by the board not to continue offering these services was not taken lightly, however due to diminishing demand for these services the board has decided they are no longer a necessary member benefit.

The budget approved by the board for the project has been set at \$3.272

million and will be funded from existing cash reserves.

Once the new hardstand has been constructed the club will exercise its right to execute a new maritime lease with Roads and Maritime Services for a term of 40 years.

Stage two of the CYCA redevelopment commenced on May 8 2013 and the program of construction anticipates completion of the project on September 11 2013, in time for the start of the CYCA Summer season.

As with all construction projects there are some inconveniences expected. These include the suspension of locker storage facilities for approximately 12 weeks, hardstand licence holders and dinghy owners having to relocate their boats, and a reduction in car parking capacity by 50 per cent to the northern car park. The contractors have developed a program to minimise inconveniences as best they can, however the club thanks members in advance for their co-operation, patience and understanding during the period of construction. ⚓

THE PLANS
Members who want to familiarise themselves with the redevelopment plans, please visit the redevelopment page on the CYCA website or visit the model that is located outside Coasters Retreat. If you have any questions about the redevelopment, CEO Mark Woolf is available to take your questions during business hours.
www.cyca.com.au

NEWS IN BRIEF

CYCA AGM

Members who are entitled to vote are given notice that the 69th Annual General Meeting will be held at the CYCA, 1 New Beach Road, Darling Point NSW 2027, on Tuesday July 16, from 6.30pm. A formal notice will be sent out to members together with the annual report in June. The 'Commodore's Shout' will immediately follow the Annual General Meeting.

Associates AGM

Notice is given that the Annual General Meeting of the Associates and Sailing Associates members of the Cruising Yacht Club of Australia shall be held at the clubhouse on Monday July 22 at 6:30pm in the Morna Room. All associates and sailing associates are invited to attend. This year, the Associates Committee celebrates its 50th Anniversary. The Associates, a voluntary committee, has long been an integral part of the organisation of social events at the CYCA. The committee initiates, plans and hosts a range of club events for the enjoyment of all members and their guests. The committee also participates in fundraising activities for the benefit of the club, or a club-preferred charity.

Save the date

The annual CYCA SOLAS Trusts dinner will be held on Friday October 25 at the CYCA. This is one of the ways that the trust raises money so that it can be donated to worthy recipients. Please save the date and more details will be provided closer to the event. If you would like to donate an item for the CYCA SOLAS Trusts Silent Auction to be conducted on the evening please contact jennifer.crooks@cyca.com.au. If you cannot make the dinner, you can also donate to the CYCA SOLAS Trusts at anytime using the donation form available on the CYCA website.
www.cyca.com.au

CYCA WINTER SERIES

Flying start for CYCA Winter Series

The winter tradition of taking to Sydney Harbour on a Sunday has started in fine fashion.



LADIES DAY AND GREAT VETERANS RACE

The Great Veterans Race was won by David Salter's Swanson 36 *Mister Christian* from *Mercedes IV* and *Fidelis*. The race is the Cruising Yacht Club of Australia's annual tribute to the classic Rolex Sydney Hobart Yacht Race yachts that sailed south during the 1940s, 50s, 60s, 70s and 80s, and marks the opening of the CYCA Winter Series.

Kathleen Gillett, Jack Earl's famous double-ended ketch that competed in the first Sydney Hobart Yacht Race in 1945, and a yacht that is synonymous with the CYCA, finished 11th on corrected time.

Robert Moore, crew member of winner *Mister Christian* said, "It's great to see all these boats that have made a contribution to the Rolex Sydney Hobart Yacht Race over the years. It's terrific to see them in action."

Nigel Stokes' classic Knud Reimers designed 75-square-metre yacht *Fidelis* enjoyed the conditions, taking line honours in a time of one hour, five minutes and 25 seconds from Simon Kurts' S&S 47 *Love & War* with three minutes and 35 seconds separating the two boats. The two finished (on line) in reverse order in last year's race.

"We had a very good start in light weather which is very precious as you can sail in clean air and set your own tactics," Salter said.

Mister Christian was built for the late Peter Kurts in 1965 and has completed four Sydney to Hobart races and numerous other races on the eastern Australian coastline. *Mister Christian* these days races with the Sydney Amateur Sailing Club and recently won two pointscores in the SASC's classics division.

The non-pointscore Ladies Day Race is a tribute to Jill McLay who was a long-term employee of the CYCA and died from cancer. Fun and colour was the name of the game on board many of the yachts competing in the Ladies Day Race.



MARINE RESCUE NSW

CYCA SOLAS Trusts has presented NSW's official volunteer marine rescue service with a grant of \$36,400 to improve its VHF Digital Selective radio coverage along the NSW coastline. Marine Rescue NSW Commissioner Stacey Tannos said the grant would fund a project to improve the VHF

DSC infrastructure at the 15 MRNSW Search and Rescue Coordination Centres along the coastline and the central Sydney communications base at Terrey Hills, in a significant boost to marine safety in the region.



VOLUNTEER COAST GUARD

Australian Volunteer Coast Guard (Brisbane) has received a grant for \$25,720 to purchase crew personal locator beacons and a thermal imaging camera for use in offshore search and rescue missions. AVCG Brisbane Commander Steve Fleming said the items are imperative tools for marine

rescue and the safety of AVCG crews. The funding, presented by CYCA SOLAS Trusts Chairman Matt Allen, follows on from the \$6,000 provided in 2008 for the re-wiring of the main rescue vessel CG1.

Race officer Robyn Morton got the fleet of 36 Ladies Day and 20 Great Veterans competitors underway in a light, mainly southerly breeze that flicked east and west of south.

Krissy Ukena had a great start on the Elliott 7 *Chameleon* which led to her winning Division B (non-spinnaker).

Timing was key for Amanda Hall who was at the helm of the MS369 *Trim* and pushed to the front in Division A non-spinnaker. Cec Conlon, at the helm of *Never a Dull Moment* for the first time, secured the Division A Spinnaker win. "We had a good battle with *Mahligai* all day," she said.

The traditional Parade of Sail and Blessing of the Fleet preceded the start of the Great Veteran's Race, with 14 yachts built prior to 1975 taking part in the traditional Review Salute to the CYCA flag officers and sail-past.

Mark Hollingsworth's 30-foot Etchells *Second Wind* was declared the winner of the Ship Shape and Bristol Fashion Award with a score of 50.8 from Neville Crichton's *Plym* on 49.8 points and Sir James Hardy's *Nerida* on 49.5 points. *Plym* was also awarded the Best Dressed Crew prize with the crew devilishly smart in navy blazers, white shirts and white trousers.

RACE ONE

The Cruising Yacht Club of Australia's Winter Series has been part of the club's sailing calendar for over 65 years and is one of the largest ongoing series, with fleets averaging over 140 boats.

An impressive 112 yachts took to the start line for Race One on a day reminiscent of summer, with sunshine and balmy temperatures reaching the mid-20s. Despite the warm weather a light west north-west breeze fluctuated to the north-west, making Sydney Harbour look like a parking lot – more typical of a Winter Series race.

For seasoned Winter Series campaigner Michael Selby and his X-412 *Cyrene 3*, being one of the last to start in his division paid off as he came away with the Division C win.

WAVE THE FLAG

Left: Paul Hunter's 10-metre *Yum Sing*, built in 1928 by Arch Barber. Above: Alan and Tom Quick's new *Outlaw*, a Beneteau First 40.

"The light airs at the start were a bit frustrating," he said.

"As we were one of the last to start in our division, we managed to pick up a few wind shifts heading up to Manly and pulled back five of our competitors."



RACE TWO

For race two, mother nature smiled on the fleet of 124, providing a glorious sunny day and moderate south south-westerly winds.

Father and son duo Alan and Tom Quick debuted a new *Outlaw* – the Beneteau First 40 previously known as *Lunchtime Legend* and owned by Robbo Robertson. In race two, Tom Quick won Division B.

"The new boat is a joy to sail – it was nicely fitted out and we haven't had to do anything to it," a pleased Quick said.

"We managed to sneak ahead of *Flying Cloud* [Howard Piggott's Beneteau First 40] at Bradley's Head when they had some issues with their asymmetrical spinnaker.

Bruce Foye's *The Goat* won in the Sydney 38 division from *Utopia* (John Messenger) and *Undercliff PS Wild One* (Larki Missiris). Foye leads the CYCA team at September's New York

Yacht Club's Invitational Cup in and is using the Winter Series as training.

RACE THREE

It was another perfect day for race three – a full course was sailed, the sun was burning off the morning fog and once the breeze filled in there was

some great races within races across the 13 divisions and 103 boats.

Race officer Denis Thompson started the Sydney 38s at 11:25am in a lick of breeze only to abandon when there was no sign of significant breeze. The AP was flown for one hour with the Sydney 38s re-starting at 12:25am. A light north-easterly breeze of 6-7 knots freshened up to 10 knots and went north as the afternoon wore on. "It was an idyllic day on – almost t-shirt weather," Thompson reported from the start boat.

The CYCA Winter Series pointscore continues across nine spinnaker, three non-spinnaker divisions and a Sydney 38OD division. The pointscore series consists of 10 races, with up to three drops allowed if all ten races are completed. The race scheduled for Sunday June 9 will be a non-pointscore race as will be the closing Ladies Day race on July 14. www.cyca.com.au



MARINE RESCUE WA

CYCA SOLAS Trusts has provided Volunteer Marine Rescue Western Australia with \$13,318.20 for nine Mustang water rescue dry suits, nine ICOM waterproof and floating VHF handheld radios and nine Gath helmets. They will be distributed between the Augusta, Margaret River and Kalbarri

Volunteer Marine Rescue units. The organisation comprises 36 groups around the Western Australian coastline with some 1300 volunteer members covering 85 per cent of the 13,500 kilometres of coastline.



WHITFORDS VOLUNTEER SEA RESCUE

Whitfords Volunteer Sea Rescue Group Inc. Western Australia has been presented with \$11,054 to fund 20 lifejackets and 15 GME Personal Location beacons. "The safety of our members is very important and this allows us to have the best equipment

on board our vessels to protect our members in case anything happens whilst they are providing sea rescue services in Western Australia," said Whitfords Volunteer Sea Rescue commander Mark Carruthers.



2012-2013 Summer Series Prizegiving

On Friday 12 April, divisional winners and placegetters of the Mount Gay Rum Monday Twilight Series, Grant Thornton Short Haul and Short Ocean Pointscore Series, Ocean Pointscore Series and Blue Water Pointscore Series were recognised at the annual Summer Series Prizegiving. Commodore Howard Piggott thanked the Summer Series sponsors: Grant Thornton, the naming rights sponsor of the Short Haul and Short Ocean Pointscore Series; Club Marine, sponsor of the ever popular Club Marine Wednesday Twilight Series; Mount Gay Rum, sponsors of the Mount Gay Monday Twilight Series; and to Rolex for their continued sponsorship of the Rolex Sydney Hobart Yacht Race.



1. The crew of *Loki* with their trophy haul for winning the CYCA Blue Water Pointscore L-R: Gordon Maguire, Stephen Ainsworth (owner), Commodore Howard Piggott; Michael Bellingham and Darren Senogles. 2. Sam Haynes, owner of *Celestial* with Howard Piggott and the Janzoon trophy for *Celestial's* IRC win in the Bird Island Race. 3. Greg Mason, owner of *Sinewave* collects his trophy for placing second in PHS Division 2 in the Mount Gay Rum Monday Twilight Series. 4. Race Officials with Vice Commodore John Cameron. 5. Robert Hunt, owner of *Attitude*, receives the Cherana Trophy, from Grant Thornton's Paul Billingham, for winning the PHS Division of the Grant Thornton Short Haul Passage Pointscore. 6. John Griffin, owner of *Bennie and the Jets* received the CYCA Twilight Cup for winning PHS Division 1 in the Mount Gay Rum Monday Twilight Series. 7. Stephen Ainsworth receives the Tony McClean trophy from Commodore Howard Piggott. 8. Robin and Annette Hawthorn, owners of *Imagination*, received their trophy for their success in the Grant Thornton Short Ocean Pointscore series from Grant Thornton's Paul Billingham. 9. Julian Farren-Price receives the John Borrow Memorial Trophy for winning the Ocean Pointscore Series, from Commodore Howard Piggott. 10. Sam Haynes, owner of *Celestial* receives the Cape Byron trophy for his win in the Cape Byron Pointscore Series (ORCi division) of the Blue Water Pointscore Series.

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Contact the
Youth Sailing Academy
on 8292 7806
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www.cyca.com.au



CRUISING YACHT CLUB OF AUSTRALIA

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RECOLLECTIONS

Ripples in the pond

2013 represents another milestone for the CYCA – the 20th anniversary of the establishment of the Club's Youth Sailing Academy (YSA). On July 25 an all-new fleet of ten Elliott 7-metre boats will be officially launched and christened in the pond at the CYCA. OFFSHORE spoke with YSA Committee members of the time Ian Treleaven and Maurie Cameron (chair) to tap their recollections of the tacks and gybes that led to the formation of the YSA. By ANTHONY TWIBILL.

RECENT issues of *Offshore Yachting* have updated members on the imminent arrival of these advanced new boats that will take the CYCA Youth Sailing Academy to a new level of performance. The club's current Elliott 6-metre yachts have been sold to Royal Queensland Yacht Squadron and Mooloolaba Yacht Club and the CYCA are assisting both clubs with their youth programs with plans for inter-club youth competition in mind.

As part of the 20-year anniversary of the YSA this year, the CYCA will also be hosting a YSA alumni party to be conducted at the club on Friday September 20 to commemorate the foundation of the academy. So, with the new YSA fleet about to splash down, and its many, many graduates regathering, it's timely to reflect back on how the CYCA Youth Sailing Academy came about in the first place.

As one of the committee at the time with the task of bringing to reality the dreams of a Youth Sailing Academy at the CYCA, Ian Treleaven recalls the plans put in motion and then the people that led to its origins in 1993.

Some five years prior there was much talk among club members and

the CYCA board of directors about the necessity of youth development at the club. Among many others including Peter Shipway and Mike Fletcher, Ian Treleaven was a protagonist for the genesis of a popular idea for the CYCA to establish a youth sailing program with a fleet of matched racing keelboats suitable for teaching teen youth to sail, and train up the sailing skills of the next generation of ocean racing yachtsmen and women. While the CYCA was regarded internationally as a leader in the sport of ocean yacht racing, unlike many other clubs the CYCA had no junior sailing program, nor in-house sail training for up and coming sailors.

Maurie Cameron, having been appointed to the CYCA board in the late 1980s, was charged with responsibility for youth development in those years leading up to the establishment of the Youth Sailing Academy. Chairing an eight-member committee working to establish the YSA, several key questions needed to be addressed, with the first two being which boat and how to fund them?

First among these, recalls Treleaven, was what boat would be best suited to sail training of teenagers? This

proved to be a perplexing question with as many differing opinions as there were contenders. Various craft were suggested including the Yngling (adopted by the RSYS), Elliott 5.9 (being used for sail training over the ditch in Auckland at RNZYS), which could be ideal for inter-dominion racing, and larger yachts such as the J24 (very popular at the time) and Duncanson 32.

According to Treleaven, after much debate and test sailing to and fro on the harbour to establish suitability, the Elliott 5.9 was finally selected for the YSA fleet. This small keelboat was a manageable size for youth training, was lively and fun to sail, and importantly there was something to do for all aboard, with a typical crew of three teens responsible for skippering/tiller and mainsheet trimming, with a forward hand on jib and spinnaker duty.

The second key question of how to pay for the boats required more creativity and commitment.

When the genesis of the proposal for a CYCA Youth Sailing Academy comprising a matched fleet of ten training yachts was proposed to Leigh Minehan, commodore of the time, it met with enthusiastic response. However, the real world practicality of how to underwrite and fund such a concept, not only what boat would best suit, became the primary challenge for the committee behind the new academy idea.

Doing a basic budget per boat, it was considered that approximately \$20,000 per boat would ideally be needed: roughly \$10,000 per boat for the purchase and up to \$10,000 per boat to run the training program costs per annum, including a professional coach, for which Dayne Sharp was the inaugural YSA appointee.

The committee's aim was to have the YSA program self-funding through corporate sponsorship of each boat, mostly by sailing-related brands, an original idea proposed by Ian Treleaven, then head of Musto Australia. The goal became one of securing 10 sponsors to commit their dollars in principle if the Youth Sailing Academy went ahead. With the support of 10 founding sponsors, many remaining as YSA sponsors to this day, together with the unrelenting support of Commodore Minehan the academy became reality.

As chair of the YSA Committee Maurie Cameron recalls that the support of the CYCA Board and Finance Committee for the establishment of the YSA was by no means a given. As with any club

FOUNDING FATHER
Ian Treleaven was a driving force behind the establishment of the YSA.

and any new idea there are always detractors and when put to a vote of the CYCA board in 1992, the Youth Sailing Academy was approved by only one vote.

The idea of the YSA being self-supporting through sponsorships was key to its establishment and financial viability to this day, although the CYCA took on the financial risk and costs of running the academy from the outset, a decision which the late Commodore Leigh Minehan ensured made it through the CYCA finance committee as essential for youth development in the club and the sport of yachting.

The rest is of course history and on March 25 1993 the YSA was officially launched by Leigh Minehan and Rod McGeoch, CEO of the Sydney 2000 Olympic Bid committee at a harbourside ceremony at the CYCA with the first three Elliott 5.9 boats sponsored by Musto, Club Marine and John Bennett's Boating Centres.

As youth signed up for the YSA back in 1993 they were offered junior club membership for just \$1. By April's end, barely a month after launching the program, 33 students had already attended academy courses sailing on the six Elliott 5.9s by then in the water. Proving the popular appeal of the YSA, some 28 of those students nominated for junior membership of the CYCA, along with three parents nominating for senior club membership. By July, the remaining four sponsored boats were all in the water, totalling a fleet of 10 boats and the academy was well on its way to fulfilling its promise of training and enthusing the ocean yachtsmen and women of tomorrow.

After the first ten years the original Elliott 5.9 fleet were donated to clubs in Victoria (RYCV) and Tasmania (RYCT), and the CYCA replaced them with a similar fleet of Elliott 6s, which have served to this day. Now, 20 years on, the Youth Sailing Academy will welcome the delivery of an all-new fleet of ten matched Elliott 7 boats, built for the YSA by Australian company McConaghy Boats at their China boatyard, rather than their original yard in Sydney's Northern Beaches suburb of Mona Vale. They are built to a high standard and fitted with quality Harken deckware and Hood Sails, with delivery and maintenance handled by Noakes, all long time CYCA supporters.

Of the original YSA graduates from the earliest years, many remain active sailors and still members of the CYCA. YSA teen students of the time included Janey Treleaven (daughter

YOUNG HOPES
A press clipping from the *Sunday Telegraph*, December 10, 1995. Clockwise from bottom left: Adam Barnes, Michael Bennett, Janey Treleaven, Brad Kellett and Euan McNicol – some of the very first YSA graduates.



SEVENTH HEAVEN
The Youth Sailing Academy will welcome the delivery of an all-new fleet of ten matched Elliott 7 boats, built for the YSA by Australian company McConaghy Boats.

of Ian Treleaven, regarded as perhaps the most enthusiastic protagonist and instigator of CYCA support for the YSA concept). In her class were familiar sailing names such as Adam Barnes, Brad Kellett, Jason Natheson, Chris Hosking and Euan McNicol, with many remaining club members to this day.

Over the two decades since, thousands of youngsters have sailed aboard the Elliotts as part of Youth Sailing Academy courses. Many YSA students have graduated and gone on to compete in the signature Rolex Sydney Hobart Yacht Race and many other notable bluewater

events run by the CYCA and other clubs around the country. Some have gone on to represent NSW and Australia in various state and national class regattas and proudly flown the flag in international competitions and even the Olympics, producing medal-winning performances.

So, on this 20th anniversary of the Youth Sailing Academy, we raise the club burgee and a glass to the endeavours of the original YSA Committee and those dedicated members and sponsors who have made sail training possible for the next generation at the CYCA. ⚓

SPOTLIGHT

Size and timing really do matter

At just 20, Henry Kernot is using his enormous frame to great effect as one of the brightest upcoming talents in Australian sailing. The sky really is the limit for this young tyro, as JENNIFER CROOKS discovers.

AT six foot and five inches, Henry Kernot could have easily been a basketball forward, but the sport didn't really interest him. What did was sailing and he learnt to sail dinghies at Northbridge Sailing Club before honing his skills at the Cruising Yacht Club of Australia's Youth Sailing Academy.

Kernot joined the Youth Sailing Academy's development match racing squad in 2009 and quickly progressed into the advanced squad.

It was a case of perfect timing for Kernot as there was a shortage of 'bigger/taller' crew and he was able to represent the CYCA in seven regattas in the 2010/11 season including the Colin Mullins International Youth Regatta, Warren Jones International Youth Match Racing Regatta, Musto International Youth Match Racing Regatta, and the Centreport and Harken International Youth Match Racing Regattas in New Zealand.

Kernot's early regatta success (being part of a winning crew five out of seven times) spurred his interest in match racing and made his competitors take notice of the tall sailor who was given the nickname of Gulliver (as in the lead character from *Gulliver's Travels*) early on.

"It was a case of lucky timing and my height is my biggest asset," Kernot said. "I had a pretty successful 12 months over the 2010/2011 season and it really developed my appetite for match racing."

Towards the end of 2011, Kernot was asked by Jordan Reece to go sailing with him overseas where he spent two months in Europe and two months in the USA, helping Reece build up his ISAF ranking. In July 2012, Kernot returned to the USA with Reece and competed in the World



HOWARD WRIGHT / ANDREA FRANCOLINI



Match Racing Tour Event, Chicago Match Cup where the Estate Master Racing team finished second overall beating world number two Bjorn Hansen in the semi-finals.

"We went into the event with no expectations – just focused on what we needed to do as a crew to get the best result possible. We picked up some new crew members from New Zealand and we really clicked," Kernot recalled.

"We just kept sailing and making it through each round – we were on a roll. We knew our run would have to come to an end at some stage. We were glad we got into the grand final match – we'd beaten some higher ranked skippers along the way. The grand-final didn't go our way but it was a great regatta."

Kernot went on to be part of Reece's crew at the Governor's Cup and finished seventh overall. "The boats that the Governor's Cup is sailed on are

specifically designed for the event and have skinny foils. It really forces you to sail the boats fast and cleanly.

"We weren't able to turn our performance into consistent team form. It's what we are aiming for this year – get a consistent team, train and build a campaign and aim for some strong performances and hopefully podium results," Kernot added.

Kernot holds the Chicago Match Cup 2012 as one of the highlights of his match racing career and being part of Evan Walker's team when they won the Colin Mullins and Warren Jones regattas in 2011 as some of his other highlights.

Another memorable moment was in the 2010 Musto International Youth Match Racing Championship – Kernot was sailing with Jay Griffin (skipper) and Hamish Hardy.

"I remember we'd won the first two races of the grand final and then lost the next two. It was all on for the last race and we were having a bit of a breakdown on board.

"After the start, we rounded the committee boat with a penalty and were trailing and I remember Jay saying 'I've choked, I've choked' and I remember Hamish turning around to Jay and saying: 'If you think you've choked and you're just going to give up now, I'll jump off the boat and swim in.' Jay just put his head down, got back in the zone and from there, we sailed ourselves into the lead at the top mark, and on the second downwind run, we managed to burn off our penalty before the finish and win the race. It was one of the biggest turn-arounds in all of the matches I've ever sailed in – we went from the lowest of the lows to highest of highs and it was an awesome feeling."

Earlier this year, Kernot was again part of Reece's team at the Congressional Cup where they finished seventh overall in a highly ranked field. Kernot also stepped aboard *Forty* competing in the Australian Farr 40 championships, the NSW and Tasmanian titles and has done some skiff racing for just a bit of fun.

Kernot is back at the CYCA this winter as part of the advanced squad, but has moved to the helm rather than being in the middle. "It's a nice change after having spent the last three years as a crew. I've had some great success with the crews I've had an opportunity to be a part of. It's a learning curve for me – I'm seeing things from a different perspective.

"I hope to be able to represent the CYCA at this year's Governor's Cup. As part of our training, we have to go through a selection process and that's

POP THE CORK
Below: The Estate Master Racing team takes second place in Chicago.

what we are currently working on in our training.

"The YSA emphasises team work – you have to have the ability physically to work together as a team to sail competitively and you must communicate with each team member. Communication makes a big difference in how you perform," Kernot said.

Preparation is the key says Kernot. "In all of the crews I've been part of we have always had a briefing together, then de-briefing and reviewing our performances, taking notes and learning from mistakes so that I can develop skills to handle situations next time. The more you sail with sailors who have more experience, the more you learn.



THREE AMIGOS
Left: Racing in the Musto International YMR Championship 2010. Above left: Hamish Hardy (left), Henry Kernot and Jay Griffin celebrate.

"I'm still continuing to learn – every time I get on the water I learn something. In match racing you're always trying to find something to do better. You could almost set up a formula to compete in any given match race but putting that into practice on water is very difficult.

"As a match race unfolds, you're required to make decisions at a moment's notice and those decisions are based on scenarios that we have trained for and others you just have to think on your feet and react to the conditions and your competitor."

"I'm looking forward to the new fleet of Elliott 7s. They are bigger boats but they will make the transition easier when you need to step onto bigger boats such as the Bakewell-White 8s and Foundation 36s. The only downside will be that we won't be able to get in and out of tough situations as easily as we can in the Elliott 6s," Kernot said ruefully.

As for his future goals in the sport, Kernot would love to be part of America's Cup at some stage, many a budding sailor's ultimate dream. "I'll keep working on getting sails on bigger boats and hopefully take advantage of my size – any boat I can do that on is an advantage.

"I wouldn't mind doing some offshore racing and also continue to work with Jordan to get on the world match racing tour."

When he's not sailing Kernot is at university studying a mixture of commerce and engineering.

"I'm still young (20 years old) and I'd like to see where sailing takes me. I find it very hard to say no to sailing opportunities. I said no once and it was an opportunity lost – I just have to get the balance between university and sailing right." ⚓

Four seasons in one regatta

Sail Port Stephens attracted a sizeable fleet that battled the elements as they battled each other.



The coastal inlet of Port Stephens on the mid-north NSW coast and its picturesque township of Nelson Bay proved once more a popular regatta venue for the sixth annual Sail Port Stephens week, held recently from April 15 to 21. A record fleet of close to 150 yachts and one-design Elliot 7 sailboats competed in this family-friendly sailing event.

The first three days kicked off the laid-back Commodore's Cup – a cruisy and social regatta format focused more on camaraderie and cheer than on outright competition. The weather proved to be the perfect opener for the Cup, with magnificent autumn conditions sailed on the



SUNNY ONE DAY
Left: Colourful crew aboard *Lu Lu Belle* enjoy the lighter and righter side of the regatta. Above: Resplendent Port Stephens.



long ocean races. But the sun shone through the darkness, mercifully returning the fleet to champagne sailing conditions on the final day's Sunday racing and closing off another successful 'SPS' regatta.

The regatta headquarters for Sail Port Stephens is based at d'Albora Marina in Nelson Bay, though with yachts berthed at various marinas from Nelson Bay to Soldiers Point, Sail Port Stephens has an off-water social program to ensure no matter where you are berthed or where you stay, there is always something happening. There is a range of day and night social events held across the week, located at various venues to give crews a chance to see a bit more of this piece of paradise on the NSW coast. Given how vast the bay area is, there's

boats and their crews have come from not only nearby Newcastle and Sydney waters, but also from as far south as Melbourne and as far north as Mooloolaba. The dates for Sail Port Stephens typically follow Easter and lead into NSW school holidays to maximise the opportunity for boat owners and crew to incorporate the race week into their family holiday plans. Next year's dates for SPS, however, are expected to change to an earlier date as the IRC NSW Championships, an essential part of Sail Port Stephens Week, will as usual be a lead-up event to the 2014 Audi IRC Australian Championships, which Yachting Australia recently announced will now be staged in nearby Newcastle over the Easter long weekend from April 17 to 21. ↓ www.sailportstephens.com.au



spectacular but challenging shallow waters of the bay.

But come Friday when the bigger guns in yachting came out to play in the NSW IRC Championships, together with the more serious Performance Racing divisions at Sail Port Stephens Week, mother nature had turned foul. A low-pressure system arrived in force with winds of over 35 knots challenging the fleet racing inshore this year due to reported five-metre offshore seas and whitewater breakers barring the entry to the bay. An unabating, torrential downpour added to the pressure on the Saturday, testing the hardest of crews clad head to toe in wet weather gear usually donned only for

fortunately a free 'Yacht Club on Wheels' (a.k.a, a bus) to get you to and from all the party venues!

Sail Port Stephens is now firmly established as an annual event on the national regatta calendar. Organised by the Corlette Point Sailing Club in partnership with Events Port Stephens, an initiative of Port Stephens Council, the inaugural 2008 event was a quiet little affair with just 25 boats racing. The regatta grew by 160 per cent in the following April 2009 with a fleet of 64 boats, and a further 30 per cent in 2010 with 85 boats entered. Ever since then, well over 100 yachts have taken part each year, from the popular cruiser racers to a hotly competitive IRC fleet, the

RAINY THE NEXT
Above: Racers donned their offshore gear when a stubborn squall set in on the Friday. Right: Sam Haynes' *Celestial* was NSW IRC division One Champion.





Big boys' toys

A fleet of five gleaming MC38 race boats lined up mid May to battle for the Autumn Cup, the second Australasian regatta contested by this growing one-design class, sailed on Pittwater in Sydney's north.

The MC38 is raising high performance, one-design yacht racing to a new level and is attracting a new audience of owners/skippers, by offering high-speed sailing thrills and the tightest of competition at an affordable price. With some 14 yachts already delivered and racing in the two short years since hull #1 wowed the racing world, McConaghy's one-design weapon appears well aimed.

The MC38 is specifically designed for racing as a one-design class, though early deliveries have been out there contesting IRC and PHS divisions of many regattas and club races in Australia, New Zealand and the USA.

Delivering on McConaghy's promise, the carefully thought out MC38 minimises time and cost when it comes to transporting, set-up and maintaining; "I found the MC38 probably the easiest boat in its size range to prepare for transport," said

John 'Flanno' Flannery, and this ensures that more time is spent on the water having fun and reduces costs. The ability to easily transport the MC38 by road and sea means that interstate and international campaigning is far more accessible for the class, and plans have already been put into motion for some MC38 class events overseas next year.

The respected McConaghy build and finish quality ensures strong, fast and identical boats for maximum racing performance, without the need for 'maximum crew' of yachts with longer waterline and towering sail area, usually needed to deliver the sailing performance of this new 38-foot speed machine.

And it was a one-design showdown at McConaghy MC38 Autumn Cup last month, showing off plenty of hard-fought racing action on Pittwater. MC38 owner/skipper John Bacon and his *Dark Star* crew were crowned Cup winners, after two days

of racing in light breeze and golden autumn sunshine. It was the second MC38 class victory for Bacon after winning the inaugural Sevenstar MC38 Australian Championship late last year.

The Saturday offered some light and shifty breezes, but this didn't dampen the spirits of the five MC38s competing. Kiwi Howard Spencer and the *Menace* crew from New Zealand brought their boat across the Tasman to compete in the Autumn Cup and upcoming MC38 events over the winter, including the next MC38 regatta in late June on Sydney Harbour and the 30th Audi Hamilton Island Race Week in August, for which the class will have its own MC38 division.

Winning race one, Spencer and his *Menace* crew made sure the rest of the fleet knew they meant business. Crewmember Tom Faire was happy with the win on the newest boat in the fleet. "It was great racing," said Faire. "We are really pleased with the boat and we are already looking forward to coming over for the next event in June."

However, *Menace's* winning ways were cut short when *Dark Star* began its winning run and didn't stop all



day – winning the rest of the races on day one to be overnight leaders. Chris Hancock's *Vino* didn't let *Dark Star* relax, however, maintaining pressure on the leader by securing two second places that day with just a three-point margin between themselves and the leader going into day two.

Dark Star came into day two in fighting form, securing their third consecutive win for the series, however the tables soon turned, and as the *Dark Star* skipper noted: "One thing we do know [in MC38s] is you make one mistake and you are in last place." The sea breezes filled in and it was *Vino*'s turn to win, taking first in the fifth race, which moved them into second place overall.

The Autumn Cup came down to the very last race and no one safe in their placing. Spencer's *Menace* and Leslie Green's *Ginger* had already

experienced a close series competing for third place, but the light conditions were very different sailing for *Ginger* compared to the conditions of over 30 knots in which they had raced at Sail Port Stephens regatta in April. *The Cone of Silence*, with McConaghy MD Jono Morris at the helm for his first MC38 class regatta, showed potential in the sixth race, winning their first of the series.

There was some really tight and exciting racing by the whole fleet, evident from the close results, and if, for instance, the overall results had been based only on day two, the ranking would have been very different indeed, as fifth and fourth would have come in first and second. Such is the close competition and tight racing in the class, this second MC38 regatta showed that even when the boats are spread out all

over Pittwater, when they all come together again at the mark, even in light breezes, the racing is exciting to be a part of.

The Australasian MC38 owners were pleased with the way the new class is evolving and were unanimous about the fun they had during the weekend's racing, expressing their thanks to the RPAYC and volunteers who hosted the fleet for their second regatta in just six months. Everyone agreed that the strict one-design class rules are working well and are keeping racing costs under control. Owners and crews are looking forward to a full season of MC38 class racing ahead (see below dates for upcoming events) and discussions have started about the fleet heading to New Zealand in the new year for a series of events, including the Bay of Islands Race Week. ⚓

CLASS ACT
Left: The five MC38s hit the start line.
Below: *Menace* chases *Vino* with kites flying.

Class events calendar

MC38 Harbour Regatta
Sydney June 29-30, 2013.

MC38 Class at Audi Hamilton Island Race Week
August 17-24, 2013.

MC38 Australian Championship
November 9-10, 2013.

MC38 Bay of Islands Regatta
January 22-24, 2014.

MC38 at Sydney Harbour Regatta
March 8-9, 2014.

For more information on the MC38 and joining this exciting class, contact McConaghy Boats.
www.mcconaghyboats.com
www.mc38association.com





Sailing southern style

Team Beau Geste mounted an unbeatable TP52 Southern Cross Cup defence on Melbourne's Port Phillip, reports LISA RATCLIFFE.

The internationally crewed Team Beau Geste from the Royal Hong Kong Yacht Club mounted a stunning defence of their first round result in the TP52 Southern Cross Cup, wrapping up stage two on Melbourne's Port Phillip by a whopping 15 points.

Team Beau Geste's final score of 11 points was significantly ahead of Marcus Blackmore's Hooligan on 26 points. Coming in third in the eight-race round was Jason Van Der Slot's Calm 2 on 29 points.

The partnership of successful Chinese businessman Karl Kwok and his trusty helmsman Gavin Brady has been a match made in heaven for close to two decades.

On their final result, Kwok said, "The competition was very keen and the standard of racing very high. Mother nature threw in some variety, particularly yesterday... it was like a Hobart race just two miles off the beach, I've never seen anything like it."

In WSW winds, which started out at 16 knots moderating to 10 knots by the final race, plus a nasty chop at times,

Team Beau Geste used the final four races to put daylight between them and second on the IRC overall pointscore.

Marcus Blackmore's TP52 Hooligan, helmed for two of the three day regatta by one of the country's best known maxi yacht skippers, Mark Richards, encountered a major problem in race six when their mainsail developed a half-metre tear, rendering them a DNF.

"We had three sail makers and a good sail repair kit on board," Hooligan's tactician Stu Bannatyne said. "The boys did a great job of fixing the sail and that got us back in the next couple of races."

Bannatyne paid tribute to his Kiwi countrymen on the winning boat, "Beau Geste sailed a safe, smart regatta and didn't make mistakes when others did, including us. They showed that consistent, conservative sailing wins regattas, sometimes by a big margin."

"All in all there were a lot of positives for us to take away. The potential is there, we are only half way through the series," he said. Final PHS results put Tony Lyall's

Cougar II from Tasmania ahead of Rob Date's Scarlet Runner (SYC) and John Williams' Calm (SYC).

Conditions varied wildly over the three-day, eight-boat class wrangle. Friday saw an average 10-knot WNW breeze while in contrast a forecast northerly hit the track on Saturday with a vengeance. Gusts up to 36 knots were recorded by SYC's tower before the wind settled down to 22-24 knots for that day's one and only start on a cranky white-capped Port Phillip. The breeze then steadily climbed over the owners' agreed upper limit of 24 knots and the fleet was given an early mark by Principal Race Officer Denis Thompson.

Event organisers New Tack will be taking the remaining two rounds of the inaugural Australian TP52 series to Sydney later in the year. The venue and dates are yet to be announced.

Meanwhile Rob Date's RP52 Scarlet Runner is leaving the series to go ocean racing, and the association is hoping more Australian and New Zealand TP52 owners will join their classmates for the second half of what is arguably one of the best grand prix series currently on offer on the Australian east coast.

www.transpac52.org

GESTES OF HONOUR

Clockwise from top left: Mark Richards, wearing sunglasses, aboard Hooligan; Beau Geste in action; The dream team of Karl Kwok and Gavin Brady; Scarlet Runner and Calm at the start.

LES VOILES
DE ST BARTH

Breezy St Barth

One of the most glamorous
Caribbean regattas was raced
in a week of powerful winds.

GONE WITH THE WIND
Maxi/Racing class
winner *Vesper* with a
full kite.



The conditions took their toll on a few boats, starting with *Team Island Water World*, Fritz Bus's Melges 24. The Dutch boat was leading its class on the first downwind leg but dismasted when the backstay let go, ending the St. Maarten team's chances of winning. Several boats blew out spinnakers and headsails, and the 51-foot Augie Neilsen-designed ketch *Saphaedra* (USA), raced double-handed by skipper Jamie Enos and first mate Amanda Sparks, retired with the skipper explaining, "Too much wind for an old boat!"

In Maxi/Racing, Jim Swartz's TP52 *Vesper* extended its string of bullets to win the class. In the Maxi class, the Swan 80 *Selene* continued its winning ways, sweeping ahead of *Whisper* and *Idea of London* (and the Swan 100 *Varsovie*, which retired from the regatta after damaging its headstay on the first day of racing) to victory.

In the Multihull class, Erick Clement's 40-foot *Dauphine Telecom* tried to spoil the 63-foot Nigel Irens-designed *Paradox*'s (USA) party, and in fact came within one point of the overall leader but *Paradox* went home with the prize.

Next year's Les Voiles de St. Barth will be held from April 7–12, 2014. Event director Francois Paul Tolède has announced that entries will be capped at 80 boats. ⚓

LUXURY BY THE SEA

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Frantic wins the path of patience

One of the most windless Gosford to Lord Howe Island races in memory called for tactics, skill and plenty of patience.

Among benign conditions, *Frantic* was declared overall winner of the 39th Hempel Gosford to Lord Howe Island Yacht Race, with victory in the IRC division. The margin over second place *AFR Midnight Rambler* was 90 minutes, with *Luna Sea* third.

The Mick Martin-skippered TP52 took the double with a more emphatic win in ORCi by almost three hours to *AFR Midnight Rambler* and *King Billy*.

Both *Luna Sea* and *King Billy* improved in the final stages of the race, with *King Billy* just missing out on displacing *AFR Midnight Rambler*

HOWE'S THAT
Above from top: *Frantic* setting course for Lord Howe; Mid-race aboard the Marten 49 *Ocean Affinity*; *Southern Excellence II* crew celebrate their line honours win in the Hempel Gosford to Lord Howe Island Race.

for second by less than four minutes in the ORCi division.

The VO70 *Southern Excellence II* was the line honours winner in what was one of the slowest Lord Howe races in recent times.

Southern Excellence II crossed the finish line outside the lagoon at just after 3.45am in a time just under 64 hours, some 30 hours outside the Race Record held by the VO60 *Merit* established in 2003.

Owner Andrew Wenham said that the light conditions were frustrating to say the least, but the final 24 hours was an enjoyable sail. ⚓





AUSSIES RULE
Ichiban, kings of IRC Racing 2, in the Gulf of Thailand.

Downunder on top of the Gulf

A slew of Australian sailors scooped the pool at Thailand's Top of the Gulf Regatta.

A healthy contingent of Australian boats enjoyed four days of good sailing in the Gulf of Thailand at the Top of the Gulf Regatta, held at the Ocean Marina Yacht Club in Pattaya, Thailand.

More than 250 boats and over 500 sailors from over 30 nationalities competed in what is the region's premier multi-class one-design regatta.

Competing for the prestigious Coronation Cup were four Australian boats in the 16-strong class, with two Aussie crews and one from Hong Kong battling it out at the top on the final day.

The Platu Class, aiming for the Coronation Cup, was a successful hunting ground for the Australian sailors.

Defending champion *Easy Tiger IV*, skippered by Chris Way, had a slow start earlier in the week but managed to score a bullet in race 8, however it was not enough and *Easy Tiger IV* missed out on the podium, placing fourth overall.

It was the two Australian entries *Black Betty*, skippered by Gary McNally, and *Problem Child*, skippered by Brian McMaster, that battled down to the wire. Quality racing across the entire one-design fleet with clean hoists and drops and tight roundings made for a fitting finale to the series.

In the end it came down to consistency, with four first place finishes by *Black Betty* crowning them 2013 Coronation Cup champions.

A first and second place on the final day was not enough to secure the title for *Problem Child*, which came in as runner-up with Hong Kong's Andrew Moore and *Tigrana* taking third spot.

In IRC Racing 2 it was Rolex Sydney Hobart regular Matt Allen and his crew on *Ichiban* who scored six firsts from seven races to dominate the field, streaks ahead of second-placed local entry Royal Thai Navy 1.

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EXTREME SAILING SERIES

EXTREME SPORT
The Extreme Sailing Series fleet racing on China's Olympic waters in Qingdao.



Qingdao showdown

Another tight finish in the Extreme Sailing Series keeps entrants on edge in China.

Act three of the series in Qingdao, China mimicked earlier races in the series, with the best saved for the last day and the last race. The nine races on the final day came thick and fast in the best conditions the fleet saw all week in the heart of Fushan Bay, which certainly deserves its reputation as a world-class Olympic sailing venue.

Heading into the final and deciding double-points race, the battle for victory was well and truly on between Alinghi and The Wave, Muscat, who tracked each other around the course and mirrored each other's moves. Alinghi used their experience to try and outwit Leigh McMillan's The Wave, Muscat team and although they won the final double pointer, it wasn't enough to win the Act, as an ecstatic and relieved McMillan noted: "It's a massive relief! To actually get the better of Alinghi in the light winds was a big achievement for us. It's a tough battle, they are a very tough team to beat and tough competitors. The rest of the year is definitely shaping up to be really exciting."

Alinghi still leads the Series after posting third and first places in Acts 1 and 2 respectively.

SAP Extreme Sailing Team was firing on all cylinders, winning three races including the first of the day, and gradually eating into GAC Pindar's advantage held from the beginning of the day. In the final race, the co-skippers on SAP Extreme

Sailing Team, Jes Gram-Hansen and Rasmus Kostner executed the start with precision and never looked back.

Despite slight frustration at losing out on their first ever podium position at the final hurdle, GAC Pindar's young Kiwi skipper Will Tiller, who is making a real mark on this Series in his debut year, was upbeat dockside. "We're a little disappointed with the results but overall really happy as a team. We have been battling with SAP Extreme Sailing Team from day one and well done to them, they sailed really well today. Hopefully in Istanbul we can flip the coin and get ahead of them!"

Local contingent China Team had the support of the home crowd, with four of China's talented young sailors stepping up to the challenge, a clear sign of the successes of China Team in developing their national sailing talent. Aussie sailing legend and skipper Mitch Booth commented: "It's been great to be with the local team, the local support has been just phenomenal and they're following these youth Chinese sailors with great interest. It's really satisfying when you are teaching 20-year-old kids who have never raced catamarans before to come and join this high-level racing series, it's just great. For me it's just great to be back involved in something that is a real passion of mine."

Act 4 will see teams headed to Istanbul, Turkey, with racing taking place from June 20 to 23. www.extremesailingseries.com

FREMANTLE TO BALI RACE

Super Sled and the General

SUPER SLED has smashed the line honours record as *GENERAL LEE* takes handicap honours in the Wonderful Indonesia Fremantle to Bali Race 2013.

Stamped with the confederate flag, *General Lee* moved north just as quickly and successfully as the military man she is named after. Skipper Paul Eldrid was elated when his crew finished the 1400-nautical-mile Wonderful Indonesia Fremantle to Bali Race behind *Super Sled* to become the provisional winner on IRC handicap following a race he said had "everything in it".

"I've done some of the most iconic races in the world but in this race there are so many elements, which is what makes it such a challenge. It's a true test of the boat, its preparation, the crew and the course management. We had everything out there from millpond to 40-knot squalls and a sea state that required careful management and good tactical decisions," said Eldrid.

General Lee had her sights set on the overall win from the outset, as super maxi *Super Sled* was always going to be a tough to beat in the line honours drag race to Bali.

Super Sled showed her colours and style, finishing in five days, 23 hours, smashing the previous race record by 10 hours. *Super Sled* skipper Tony Mitchell described the win as "magic", and paid tribute to the race organisers and his crew, a sentiment echoed by owner Ludde Ingvall.

"This race certainly has everything. Coastal racing, ocean racing and different tactics required for each, extreme currents, light wind, heavy weather and at the end you finish in exotic Bali," said Ludde. www.fremantlebali.com.au





**EUROSAF CHAMPIONS
SAILING CUP**

Kiwis and Aussies on top in Europe

Antipodean sailors have had a successful regatta at the inaugural EUROSAF Champions Sailing Cup.

New Zealand has won three gold medals and Australia a silver and a bronze on the final day of the EUROSAF Champions Sailing Cup on picturesque Lake Garda in Italy.

A strong finish for the Kiwi team saw impressive gold medal performances from Jo Aleh and Olivia Powrie (Women's 470), Andy Maloney (Laser) and Marcus Hansen and Josh Porebski (49er).

For Australia, Jason Waterhouse and Lisa Darmanin won silver in just their second event in the new mixed multihull Nacra 17 class and Ryan Palk claimed bronze in the Laser class.

While Waterhouse and Darmanin may be new to the Nacra 17 class they have a long history in multihull sailing with success across a number of classes, including a gold medal together at the 2009 ISAF Youth Sailing World Championships.

They started the final day third overall, winning the final race to take the silver medal, with Austria winning gold and Italy bronze.

For New Zealand's Olympic Champs Aleh and Powrie the regatta marked the opening of their Rio 2016 campaign, and they went into the regatta viewing it as a building and learning opportunity. The victory was in a relatively light fleet of just 10 boats.

Attendance in the Laser class was a different matter, with over 100 international Olympic campaigners battling it out on Lake Garda through the week. NZ's Andy Maloney pulled off a race win on the last day to edged out his rivals on the podium. The final positions had been turned on their head with Maloney lifting himself from fifth place to the top of the podium while previous leader Tom Burton of Australia ended the regatta in fifth overall.

In the 49er skiff event the top eight placed boats headed out for three short sharp 'stadium style' races to determine the podium places, the kiwis once again winning the day and taking gold. ⚓

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PROMISING PARTNERSHIP

Above: Jason Waterhouse and Lisa Darmanin in the Nacra 17 class.

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Leslie Green has been around the sailing traps a long time. A member of the Cruising Yacht Club of Australia since 1959, he cut his teeth locally in events such as the Rolex Sydney Hobart Yacht Race before venturing overseas to represent Australia internationally at Swan events.

His Swan yachts over the years have been recognisable by the name *Ginger*, so called for his redheaded wife, Ginny. Not one to let the grass grow under his feet, towards the end of 2012 Green purchased a new yacht, this time moving on to the sportier McConaghy MC38, a one-design class he and Peter Bourke agree is a huge departure from the Swan.

However, Green's racing history dates back to 1958. "I had a Bluebird. It used to sit on the slipway at the CYCA and I just took family out on the harbour. Those were the days when I'd go day sailing. I always had a small keelboat of some sort and then I bought a Stella Folkboat when I was 40." All this after cutting his teeth around 1950 with good friend and yachting legend, Jack Rooklyn, aboard Rooklyn's sloop, *White Wings*.

Then in 1980, he first tried his luck in the Sydney Hobart. "I had a division win [with his first IOR racing yacht, *Matika II*, a Ben Lexcen three-quarter tonner]. And I finished sixth overall in the 1982 Hobart [with *The Roperunner*, a two-year-old Farr two-tonner]."

The Roperunner demonstrated her pedigree to Green and crew when they subsequently won the CYCA's Blue Water Pointscore Series.

THE GREEN ROOM

SYDNEY OCTOGENARIAN, LESLIE GREEN, HAS HAD AN ENDURING LOVE OF SAILING – AND HE IS AMONG A RARE BREED OF OWNERS WHO CAN CLAIM A RESILIENT SAILING RELATIONSHIP, WITH PETER BOURKE BY HIS SIDE SINCE THE LATE 1970S. DI PEARSON ASKS WHAT'S DRIVEN HIS LIFE OF SAILING.

"I've done four Hobarts, but those days are over. I'm over it – too old – it was a challenge," admits Green. "I stick to regattas these days."

At last count, the former dentist had chartered five Swans and owned two. "In 2002, I chartered a Swan for my first Swan Cup in Porto Cervo [Italy].

"Up until the last day we were leading that event with a chartered boat but then we got boxed in and finished third," Bourke recalls. "After that, we got excited and did the 2004 Swan Americans in Newport, Rhode Island. We finished fourth in that year."

Green says: "I continued to go to the Swan Cup in Porto Cervo [held bi-

annually]. The Swan events are always well done – the Italians know how to do things beautifully.

"I always enjoyed the aftermath of the Hobart race too. Having made it there, all my family would come down. I'd pick up my four kids off a rock just before Constitution Dock and we'd sail in together – that's when all the competing boats are moored in that small area."

Back at home, the crew on the Swan *Ginger* has contested them all throughout the years: the Sydney Gold Coast Yacht Race, Ocean Pointscore, Rolex Trophy, Sydney Short Ocean Racing Championship, Festival of Sails, Sydney Harbour Regatta, Sail Port Stephens and more, claiming some top places along the way.

Swans, Green says, "are beautiful boats – I like their look. The Swans I've owned have been racing/cruising boats. The Swan 45-footer, for example, was great to race in the Med and I currently own a Swan 601 model berthed in Sydney. I bought both to race – I'm not a cruising sailor."

While most semi-retirees are winding down, Green upped the ante last year by going out and buying an MC38, also named *Ginger*.

"That happened because I wasn't winning in the 601. Peter Bourke and I talked and even considered a TP52. But I felt I didn't want to own both a TP and a Swan, so we decided on the MC38. We got it late last year, did the SSORC and the MC38 Australian Championship," Green says.

"Most of my sailing is with Peter Bourke, he's like my second head, he's very important to me. We started ocean racing in 1979 roughly, and we've sailed together ever since.

"If it wasn't for Peter, I wouldn't have done the international Swan regattas. I'd stopped sailing briefly and when I was 69 I mentioned to Peter that I'd like to do a Swan regatta. Next thing I knew, he'd organised it. Peter is very organised and very precise. There's never been a cross word between us – it's pretty unique."

Bourke agrees theirs is a tight relationship: "I think the bottom line is mutual respect along with a passion and joy for sailing.

"Leslie's had some great results, including with boats such as the Sudpack 40. He took it in the trials to represent Australia at the 1985 Admiral's Cup. It was probably the first of Judel/Vrolijk's successes in Australia," Bourke says.

Green was also named in the team to defend Australia at the 2005 Admiral's Cup, but it was called off

GINGER NUT
Above: Leslie Green (front centre), Peter Bourke (on his left) and crew. Right: Leslie and his Swan 601 *Ginger* racing in the then Audi Sydney Harbour Regatta.



three months before the start date, due to insufficient entries.

Green is excited by the new MC38. "It's fast and it's fun, but I wouldn't race it offshore. Before going to Audi Hamilton Island Race Week, we have two MC38 championships coming up, so we'll know our competition better by then."

As an owner/driver class, Green says, "I'm just getting used to steering again – I'm enjoying it – although I'm still impatient and don't concentrate too well for long periods."

Aboard his Swan yachts, Green prefers to leave the steering to the pros. "I like to help with tactics, I ask the questions. For me, sailing is about the team, not who steers."

Although he doesn't have any immediate plans for his Swan 601, Green says they will again race in the SOLAS Big Boat Challenge and will probably do the odd CYCA Winter Series race.

He has also again signed on as a patron of the Australian Sailing Team for the next Olympiad. "I support it because it's a very good cause – just look what we did at the last Olympics," Green states with vigour.

Although sailing plays a major role in his life, Green has other interests that occupy his time.

"I'm not day-to-day involved in my business anymore, but I do still work," he says. "I mostly own sub-regional shopping centres. I was a dentist from the age of 21 until I was 40, but I wanted to do other things, make more money. I invested in cold storage before I got involved in shopping centres."

"I like to help with tactics, I ask the questions. For me, sailing is about the team, not who steers"

GREEN TEAM
Ginger competing at the inaugural MC38 Nationals on Pittwater in Sydney.



An avid vintage car collector, Green says: "I have a 1928 Bugatti that I do car rallies with, a Jaguar [1958] and a Bentley [1927] that used to belong to my old boss. My interest [in vintage motoring] started around 30 years ago.

"I have a very good friend, Ian Surplice [a 92 year-old respected former yachtsman and navigation teacher] who looks after my cars, although I did get involved in the reconstruction of them. But I'm now selling the cars slowly, because the whole adventure's been with Ian – and he's getting on."

The two enjoyed the thrill of competing together at rallies: "We did

Victorian rallies in the Bentley and one in the Northern Territory in the Jag – we did the Cannonball Run," the committed competitor recalls.

"It was a great rally until two Japanese drivers and others were killed, so they stopped it. It was organised by Allan Moffat," Green remembers of the inexperienced Japanese driver, whose car left the road in 1994, killing four people, including two officials.

"They breath-tested and lectured us each night during that event – no grog and we got road tested. The Minister for Roads at the time was a petrol head, so it was well organised," Green says.

"I also enjoy body surfing. I'm a regular at Bondi and a member at North Bondi Surf Club where I swim into June before it gets too cold," says Green, whose love of the sea sails on. ⚓



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Decision photo by Ingrid Abery. Melges 32 photo by Joy Durigan. J120 photo by JH Peterson.



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Jason Van Der Slot and his *Calm* crew came daringly close to winning the 2012 Rolex Sydney Hobart Yacht Race overall. Although weather conditions were perfectly designed for the super maxis, the Tasmanian who now calls Melbourne home was adamant from the outset that the TP52 he co-owns and skippered was still in the running, because he and his crew had left nothing to chance. That the Derwent River robbed him at the 11th hour did not detract from a solid seventh on line and fifth overall – and the best TP52 result for the second year running.

Preferring to fly under the radar on the racing scene, the 43-year-old property developer has just lifted the bar higher, buying the VOR 70, *Camper*, with victories and race records on the agenda. He and the *Calm* crew will also continue to race one of two TP52s in 'round the buoys' regattas and one design series to stay competitive, but the ex-Volvo Ocean Racer *Camper* will be his new ocean racing machine. Di Pearson caught up with Jason's latest plans.

SLOT MACHINE

JASON VAN DER SLOT IS A CALM CRUSADER IN THE SPORT OF YACHTING. NATIVE TO TASMANIA, THE NOW VICTORIAN-BASED YACHTSMAN HAS MADE HIS MARK WITH A STRING OF IMPRESSIVE PODIUM PERFORMANCES WITH NOT ONE BUT TWO TP52S IN HIS CHASE FOR RACING SILVERWARE. NOW HE HAS UPPED THE ANTE WITH A HOT, NEW 'SLOT MACHINE' WITH A PEDIGREE OF OCEAN MILES IN ITS WAKE. DI PEARSON REPORTS.

What was the aim in having two TP52s?

Jason Van Der Slot (JVDS): The first *Calm* TP52 was an exceptional all-round boat. I formed a partnership

CALM DOWNWIND
Calm flying downwind on her way to Hobart in 2012.

with John Williams and Graeme Ainley (of *Bacardi* and *Georgia* fame) to buy it and after we purchased it we prepared the boat for both inshore and offshore racing. We've had some great results.

Having a multipurpose boat is no longer viable in my view – it's the way yachting has evolved. I bought the new 2011 Judel/Vrolijk 52, *Container*, on my own. Re-named *Calm 2*, it's used for inshore regattas. We finished third in the Victorian IRC Championship and won the Club Marine Series, Lipton Cup and IRC Association Cup with it. Recently we were third in the inaugural TP52 Southern Cross Cup.

I heard you recently bought the VOR 70 *Camper*?

JVDS: Yes, I put an offer in for *Camper* that has been accepted. We're just in the process of finalising the details.

What are your plans for *Camper*?

JVDS: The boat's in Alicante, Spain, right now. When I take delivery, the plan is to do the Fastnet Race and the Hong Kong Vietnam Race

— both are firsts for me — then we'll do the Hobart. It will be crewed half by my regulars and half by the current *Camper* crew; guys like Nico [*Camper* skipper for the VOR, Chris Nicholson], Stu Bannatyne and Rob Salthouse. Skipper Barney Walker, has previously sailed the VOR, so he knows the boats well.

Why a VOR 70?

JVDS: The TP52s are great boats; they're always up there, but I wanted to go up to the next level. I don't know that the 52 would handle really big weather, whereas it's been proven the VOR70 can handle just about anything.

The price for the VOR 70 is attractive for what it is — I really looked around — and it's capable. If you want to have the fastest monohull, it can do the job — you can push them hard. And although they are built for hard running and reaching, you can make them good for light weather too. You can take some of the heavier stuff out of them — I think that's what Mark Bradford's doing with *Telefonica* [which Peter Harburg has purchased] — I heard they were optimising it. We won't be optimising *Camper* just yet — we'll get through the three races I talked about and then look at what our options are.

What are your expectations for the new boat?

JVDS: I'm just really looking forward to getting on something faster, dryer and that I've got room to move around on. I'm looking forward to racing all the local major offshore events; we might even come and do a few in NSW — maybe in New Zealand. Before that, we'll be trying to break *Skandia Wild Thing's* [Grant Wharington] Hong Kong-Vietnam race record of 42:45:41. If we can win races and break records the *Camper* people will be happy.

Will you keep both TP52's?

JVDS: No, the original *Calm* is on the market. It's been a good boat — we gave the last Hobart a shake-up — we sailed the perfect race but we were at the mercy of the Derwent right at the end. We also finished best TP52 in 2011. If you look at the Hobart results for the past few years, you'll notice the TP52s are always up amongst it in the results. So, the VOR 70 will replace *Calm* for our offshore events. We're keeping *Calm 2* for regattas.

How did your partnership with the ex-Bacardi/Georgia guys come about?



JVDS: I sailed a couple of races on *Georgia* with them. Willo [John Williams] and I got drunk at Geelong [Festival of Sails] and decided it would be a good idea to replace *Georgia*. Two weeks later we were on a Qantas flight to look at *Stay Calm*. I can't remember whose idea it was, but we bought it.

The relationship works well; I sail the offshore boat and Willo mostly skips the inshore boat. At the next TP52 regatta, Willo's son Peter will skipper the boat, and his other son Bruce and daughter Elizabeth will also sail on it.

I got the family and continuity thing from Willo and GA [Ainley]. Their kids all sail and they've brought so many regulars up through the ranks, which is what I do now. My son Oliver (eight) and daughter Georgia

(12) both sail and I spend time doing that with them — it's one of the few sports you can enjoy as a family — a common bond. I have a fair bit to do with junior sailing. I also like to keep my regular crew and mates together.

Who has sailed with you longest?

JVDS: James Badenach, James Polson [Polson is Badenach's brother-in-law and both work in Hong Kong], Tim Burnell [a *Leopard* crew member] and Russell 'Tuggy' Tyson, who also prepares and looks after all the yachts. We grew up in Tassie together sailing Sabots and Lightweight Sharpies. I sailed a few state and national titles. I'm keen to keep my mates together, so they come and do the Hobart with me.

I moved to Victoria in 1998 and progressed to offshore yachting in 2000. I sailed on various boats on Port Phillip, including Farr 40s and Etchells. I sailed with Pato [John Paterson] a on *Sagacious* and *Rush* and did a few races on *Georgia* [the Farr 53 which sank in the 2008 Hobart].

How did you come up through the ranks?

JVDS: I started sailing in Sabots when I was a kid in Tassie, and all the guys sailed or played footy. I enjoy and love sailing. I've got to get out there and sail.

Who do you see as your possible major rivals for the 2013 Rolex Sydney Hobart?

JVDS: Of the boats I've heard are coming, *Telefonica*, *Bella Mente* (USA), *Rambler* (USA), maybe Matt's [Allen] new Carkeek 60 *Ichi Ban* — we'll have to wait and see how it performs and if he can get enough sailing in beforehand. And of course, you can't forget *Wild Oats XI* and *Ragamuffin 100*. There could be others — it's too early to say who else will be on the start line. I think it will come down to who's best prepared and training but there are too many variables. I think it'll be a very interesting race this year — it's shaping up that way — with so many coming from overseas and a few new boats.

Unfortunately I don't have the budget to compete with Bob Oatley or to buy a super maxi, but I reckon you could give them a run for their money with a VOR 70.

What is your greatest ambition in sailing?

JVDS: To win the Sydney Hobart of course — every yachtie dreams of that. To win it on your own boat, be it line honours or overall, would be special. ⚓

VOLVO SAILOR
Top: *Camper* in the Bay of Palma during the 2011 Volvo Ocean Race. Below: Jason van der Slot.

The countdown begins

The Clipper 13-14 Round the World Yacht Race has stepped up another gear as teams are unveiled in grand style.



CLIPPER ROUND THE
WORLD YACHT RACE

the management of the crew will be the hardest part of my role as skipper. They come from different walks of life and have different motivations for being on the boat.”

Just as the 12 captains are from far and wide, so are the amateur crew. Many of them travelled to the UK from as far afield as China, North America and South Africa for the Crew Allocation Day. Although crew have already been training for months, for many, the allocation day was where the reality of their participation in the event began in earnest.

The number of entrants is looking good for Clipper, with more hopefuls applying than ever before. Race founder Sir Robin Knox-Johnston announced the scale of the undertaking at Crew Allocation Day.

“We have record numbers of crew participating in our latest generation fleet of new one-design Clipper 70 ocean racers. They will all achieve something remarkable, racing across oceans and, for some, a circumnavigation.” The crew, made up of over 40 different nationalities and representing more than 250 different professions, will be taking part in the ninth edition of the biennial event. At 40,000 miles it is the world’s longest ocean race. The Clipper 13-14 Race will start in the UK on Sunday, September 1. ⚓
www.clipperroundtheworld.com

SEA OF RED

Clockwise from left: Crew are allocated to their teams; Australian skipper Chris Hollis; One of the new Clipper 70s; The 12 Clipper skippers.

Hundreds of crew members from all over the world gathered to discover which of the twelve professional skippers they will be racing with in the 2013/14 edition of the Clipper Round the World Yacht Race.

This year’s race has attracted the largest group of non-professional crew in the event’s history, with up to 650 set to take part. Over 400 of them gathered recently in the UK to be allocated to their teams.

Among the skippers selected are two Australians, Damian Parnham and Chris Hollis. Queensland-based Parnham has a strong racing background, having been onboard *Brindabella* during her record-breaking showing in the Rolex Sydney Hobart Yacht Race. Regardless of his time at sea, Parnham has no doubts about what will be the most taxing task as skipper: “Without question





management. Eighty per cent people, 20 per cent sailing. Getting this right is the most important part of building the team. When I met my team, we set ourselves some team objectives and team rules for us to live by. I think empowering people is the strongest tool we have. We all have different strengths, so we need to work out how and when to use our strengths to benefit the team.

You're based in Sydney, tell us a little bit about your sailing and racing background.

I have been around the water and boats pretty much my whole life, so a big thanks to my folks is in order! We went through the ranks of various sized trailer boats and cruisers until my parents decided to buy a sailboat. I did my yacht master training with Flying Fish in Sydney when I was 19 and pretty much didn't look back after that. I began teaching on the weekends in Pittwater and started my own sailing school in 2001. I have also spent the last six years working my way up the ranks of the superyacht industry. Sitting in a Floridian shipyard chipping rust in 90 per cent humidity wasn't my

idea of fun anymore, and somehow Clipper popped into my mind. I got my CV together and was on a plane bound for the UK for my trials in a very windy and cold November on the Solent. I quit my job and did as much sailing as I could over the summer, including competing in my second Rolex Sydney Hobart Yacht Race on *Arctos*.

Why do you think you were successful among a large fleet of skipper applicants?

You have to show extreme commitment to be considered for this job. I really put all my eggs in one basket. I took out a loan to support myself for six months in the UK, quit my job and focused all my energy on sailing and training. Having over 80,000 sea miles didn't hurt either, but it always comes back to being good with people. It was a tough process, pretty much six months of continual assessment. However, I wouldn't have had it any other way.

What are your thoughts on the new Clipper 70 yachts?

I have sailed the new 70s a few times now. All 12 skippers were out on one of the 70s for a few days recently. We didn't have much wind but we could certainly all see the potential for some pretty tasty speeds surfing down the big waves in the Southern Ocean. In 10 knots of true wind we were reaching along at 10-11 knots really quite easily. The layout down below is a lot more akin to a racing yacht. All the accommodation is aft of midships using pipe bunks. We have a great navigation area, all the latest gear to play with and a dedicated media computer on board. We will be sending stories and pictures back to Clipper HQ everyday, and two minutes of video every week to keep everyone on shore up to date with all the fun!

What do the next few months of preparations look like for you?

Race start is just around the corner, September 1. There is so much to do, we have just started the final phase of training for the crew. That is a really big focus. We have only just met our crews, so lots of emailing, assigning people jobs, providing extra training to the crew and focusing on building our team. Everyone is pumped. We can't wait to get out on the water and racing. One thing I can say is that we are going to have a lot of fun, that's for sure. ⚓

One on one

One of two Australian skippers in the Clipper 13-14 Round The World Yacht Race, Chris Hollis put a lot on the line to chase the dream of circumnavigating the globe with his own crew behind him. NICK JONES caught up with Chris to see how he is preparing for life as a Clipper skipper.

As an Australian Clipper skipper you have a lot to live up to, don't you?

I certainly have some big shoes to fill, with Aussie boats winning the last two editions of Clipper. I think about half my crew is Australian, but everyone is equally competitive in spirit. I think the key to success is to develop team spirit early on, have achievable goals and stick to your objectives.

How confident are you that you'll be able to continue the trend?

At Crew Allocation Day recently I got to meet about half of my crew. I am very glad to say they have a fantastic attitude straight off the bat. I am confident we'll have a strong and diverse team. I just hope we can build on that and see some good results and great sailing on the water.

How do you plan to mould your crew of non-professional sailors into a mean ocean-racing machine?

As skippers, we have been warned that the job is really all about people





SYDNEY GOLD COAST
YACHT RACE

Wild Oats XI going for gold

The safe money will be on WILD OATS XI in this year's Sydney Gold Coast Yacht Race, but there are plenty of contenders waiting in the wings, reports JENNIFER CROOKS.

The Cruising Yacht Club of Australia (CYCA) has announced the Notice of Race for the 384-nautical-mile Sydney Gold Coast Yacht Race, which will start on Sydney Harbour at 1pm on Saturday July 27.

Last year Bob Oatley's super maxi *Wild Oats XI* smashed *Brindabella*'s 13-year-old race record by 5hrs, 31mins and 57secs, with an elapsed time of 22hrs, 3mins, 46sec, and this year Oats will be back to see if she can go even faster.

"We are really looking forward to the Sydney Gold Coast Race as it will be the first step in our preparations for another crack at line honours in this year's Rolex Sydney Hobart Race," *Wild Oats XI* skipper Mark Richards said.

"The Gold Coast Race is one we really enjoy because it's coastal all the way. That makes it very different to the Hobart race, but even so, we still

have to be on our game 24/7. It can be very tricky.

"If we're given the right weather heading north to the Gold Coast we'll certainly be going all out to break the course record we set last year. However, I think it will be a tough record to crack as the weather conditions last year were exceptional," Richards added.

Within 24 hours of online entries being open, the CYCA had received six entrants, including Andrew Wenham's Jones 70 *Southern Excellence II* (formerly *Ichi Ban*) that took line honours in the Gosford Lord Howe Island Yacht Race in April, Sam Haynes' Rogers 46 *Celestial*, Victorian Robert Date's RP52 *Scarlet Runner* and Queenslander Rod Jones' Welbourne 50 *Audi Sunshine Coast*.

Some of the 70-foot plus yachts expected to compete in the annual pilgrimage north include: Peter

Millard and John Honan's 98-foot Bakewell/White-designed *Lahana*; and *Brindabella*, "the people's maxi", owned by CYCA member Jim Cooney.

First sailed in 1986, following the construction of the \$4.0 million Gold Coast seaway, which opened the sheltered waters of Southport's Broadwater and other coastal waterways to the open sea, the inaugural Sydney Gold Coast race attracted a fleet of 86 of Australia's leading yachts, with Sydney identity Jack Rooklyn bringing his famous 80-footer *Apollo* out of retirement for the race.

A leading maxi at the time, *Apollo* went on to take line honours and first place overall under the IOR rule. Among the famous yachtsmen who sailed in that first race was Jock Sturrock, who skippered *Gretel* in Australia's first challenge for the America's Cup in 1962.

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

The 2012 Blue Water champion, Stephen Ainsworth and his super sleek Reichel Pugh 63 *Loki*, won't be on the starting line as Ainsworth has taken a break from sailing and put the boat on the market after winning the series last year.

The 2011 Blue Water champion Darryl Hodgkinson has recently purchased the canting keel 50-footer *Jazz*, and will campaign her in the 2013 Blue Water Pointscore as *Victoire*.

"The new boat feels wonderful – we've been out sailing her every Saturday. There's lots to learn but it's fun and challenging," Hodgkinson said. "The boat has been particularly well looked after by the former owner [Chris Bull], and I haven't had to do much to it. Every time I step aboard I have a smile from ear to ear.

"This race is the beginning of our Blue Water campaign. My core crew from the previous *Victoire*, Sean Kirkjian, Danny McConville and Travis Tubman, together with some new crew members, have committed to the campaign. We'll also be competing in the Airlie Beach and Audi Hamilton Race Weeks," Hodgkinson added.

The Sydney Gold Coast Yacht Race takes the fleet from the Nielsen Park start line, down the harbour and out through Sydney Heads before turning left to head north to the finish line off Main Beach at Southport, on Queensland's Gold Coast. ↓ goldcoast.cyca.com.au

GOLD STANDARD
Wild Oats XI heads north on her way to a race record in the Sydney Gold Coast Yacht Race 2012.



**CAPE PANWA HOTEL
PHUKET RACEWEEK**

Phuket celebrates a decade of success

Cape Panwa Hotel Phuket Raceweek celebrates its 10th anniversary with a large international fleet.

Cape Panwa Hotel Phuket Raceweek, presented by Mount Gay Rum, is set to take place July 17-21 2013. Headquartered at the five-star Cape Panwa Hotel, Raceweek has established itself as a leading boutique regatta and each year attracts sailors and boats from around the world.

Four days of world-class yacht racing combined with four nights of magical beachside parties, Phuket Raceweek has proved to have an award-winning formula, with the regatta being voted Best Asian Regatta of the Year at the 2011 Asia Boating Awards.

Run over six or seven classes including IRC racing classes, Multihull, Cruising and Bareboat Charter, Phuket Raceweek has gained a reputation for its competitive racing for the serious boats and fun courses around the islands for the less serious racers.

Principal Race Officer Simon James said, "What's unique about Phuket Raceweek is the race area. The east coast delivers good

winds at this time of year and the racing area allows for a variety of race courses – something to suit all boats.

"The race area also allows us to set interesting courses for the classic yachts, giving them the opportunity to 'stretch their legs' and show off their elegance," James added.

Celebrating its 10th anniversary this year, a large international fleet is expected, with sailors from New Zealand, the UK and the USA already signed up for what has over the years become known as one of Asia's most exciting and social regattas.

In this 10th anniversary year, organisers have also launched Junior Phuket Raceweek, a one-day dinghy regatta for youth sailors that will take place on Friday July 20. This new initiative aims to support sailing at grassroots level and is hoped to grow in future years.

Early bird registration is open until June 14. www.phuketraceweek.com



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 D. FEB 5, 2013: ES: ADDED DETAILS REQUESTED BY GM
 E. JAN 31, 2013: ES: ADDED GREEN MARINE HARDWARE, UPDATED AERIAL MAST, ZIMMER FRAME
 D. NOV 21, 2012: ES: ADDED TRACER PADEYE, UPDATED MAINSHEET BLOCK AND TRACK; ADDED OUTRIGGER POSITIONS; DRAWING
 C. SEPT 28, 2012: ES: UPDATED HARDWARE; ADDED FOOT BRACES; MOVED SHEETING POINTS
 B. SEPT 19, 2012: ES: UPDATED SHEAR SHEETING PADEYES, TIDERAILS, PRIMARY WINCH PLINTHS, SPIN SHEET FOOTBLOCK LOCATION;
 A. INITIAL ISSUE

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With the hulls built at Persico in Italy, the decks at Multiplast in France, the internal structure at Decision in Switzerland and the final assembly at Green Marine in England, the new Volvo Ocean 65 project has been a jigsaw puzzle for those charged with the task of putting them together.

The new Volvo Ocean 65 yachts are now known as 'One Design', rather than Volvo Ocean 65. They will be used in the next two editions of the Volvo Ocean Race.

The first hull has nearly been completed in the English yard. The deck is fitted and laminated into the hull and all internal structuring is complete. The system fit-out will begin soon, and the boat will be ready for the start of the UK summer.

After another road trip across Europe, hull and deck number two recently arrived in southern England for assembly. The puzzle extends outside Europe, however, with the first Southern Spars rigs already on their way from Auckland. Shipping them from New Zealand to the UK will take around six weeks.

North Sails will provide One Design sails for the new class. The sails will use advanced 3Di technology – a 3D moulding technique giving the sails their flying shape. All One Design sails will be built by North Sails in their Nevada factory and finalised in Vannes, France.

Teams competing in the race will buy the boat from Green Marine on a first-come, first-served basis. Delivered with everything included and 'ready to sail' on a strict One Design rule, the boats will be launched at a rate of one every seven or eight weeks from July 2013 to July 2014. www.volvoceanrace.com

VOLVO BOUND
 Liz Wardley (top)
 and Sophie Ciszek.



VOLVO OCEAN RACE

A level playing field

Team SCA has named the first five sailors in their all-female team for the Volvo Ocean Race – including Australians Sophie Ciszek and Liz Wardley.

The two Aussies, along with Britons Sam Davies and Annie Lush and Carolijn Brouwer of the Netherlands were the first candidates to be confirmed for the all-girl team.

Sophie Ciszek, 27, comes from Mornington, Victoria, and until 2012 was a full-time crewmember for Open 60 *Hugo Boss*. Prior to that she had a varied career on some of the world's most renowned racing yachts, including maxis *Wild Thing*, *Brindabella* and *Shockwave*. She has sailed more than 60,000 nautical miles – mostly as bowman – and has competed in four Rolex Sydney Hobart races.

Liz Wardley was born in Kokopo, Papua New Guinea. The 33-year old has gained many titles in the Hobie Cat 16 class, was a skipper in the Rolex Sydney Hobart Yacht Race at the age of just 19 in 1998 and is renowned for her ocean racing skills, having participated in the Volvo in 2001-02 with *Amer Sports Too*.

Both women are currently training full time with Team SCA in Lanzarote, Spain, onboard the team's training boat, the repurposed *Mar Mostro* used by Puma in the last edition and now named *SCA Care*.

With Team SCA, the women are joining an historic campaign, the first all-female team in over a decade. Only four other all-female teams have competed in the Volvo Ocean Race since its first edition in 1973, the last being *Amer Sports Too* in 2001-02.

The one-design nature of the new Volvo Ocean 65 yachts means the all-girl team will be able to compete with other mixed sex and all-male teams on a 'level playing field', something that excites the competitive streak in the sailors.

"This is an incredible once-in-a-lifetime opportunity and I am excited about the next couple of years," said Ciszek. "In effect we are competing on the same platform as an all-male team so it will be good to challenge them on the race course." [↓](#)



PAPUAN STYLE
A non-traditional entry into the Louisiades Yacht Rally.



Rally through paradise

Numbers are steadily building for this year's Louisiades Yacht Rally in Papua New Guinea.

Now in its sixth year, the Louisiades Yacht Rally had over 16 entries at the close of the early bird entry period. Guy Chester, rally organiser said: "This is a good level of entries over four months before the Rally leaves. We usually get entries flowing in during May, June and July and we expect entries to be around 25 this year."

After a safety, navigation and event briefing the Rally will leave Yorkeys Knob in Cairns in mid-September, and after crossing the Coral Sea will cruise through the idyllic Louisiades Archipelago of PNG for a month. Events arranged include a traditional sailing canoe regatta, fun race, skull cave visits, many 'singsings' full of cultural dancing, singing and music, and a party or two.

"Whilst the Rally is great fun for the yachties, it also aims to support the remote and impoverished community. There is little economic activity for the 20,000 local population and only modest government services. The Rally supports two clinics and a marine ambulance and usually also supports projects such as water tanks for villages." Chester said.

"Running the Rally is a lot of hard work, but the smiles on the Louisiades locals' faces when we arrive at each of their villages, the welcome and the gratitude for the community aid makes all the hard work worthwhile."

The Rally was established in 2007 by Chester, of EcoSustainAbility, with sponsorship and support from the Papua New Guinea Tourism Promotion Authority. The Louisiades Archipelago is 520 nautical miles northeast of Cairns and 100 nautical miles east of mainland Papua New Guinea. Its 100 islands comprise sand cays, lagoon reefs, limestone outcrops and plenty of safe anchorages. The people are also known to be exceptionally welcoming, and will paddle out to yachts to welcome them and trade.

Entries in the Louisiades Yacht Rally range from catamarans to monohulls and a power vessels. ⚓

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With the July 5 commencement of the Louis Vuitton Cup looming ever closer, the teams are marshalling their resources in San Francisco. Like invading forces, the forward logistical teams arrive first and set up the bases, quickly followed by the support crews, shore teams, administration and management personnel and finally the elite assault troops – the sailing crews.

By early April, the defender, ORACLE Team USA, and the Challenger of Record, Artemis Racing, were already well established, having set up camp in 2012.

Meanwhile in Auckland the Italian Luna Rossa team was in transit. Their AC72 catamaran was heading by sea to San Francisco. An Italian flag the size of a football field continued to fly above their base even though it was all but deserted – just a few stragglers packing the final containers.

Emirates Team New Zealand completed its final sailing session in early April and began the huge logistical exercise of shifting to the US Pacific coast.

This is where the time advantage the New Zealand-based teams have enjoyed begins to evaporate. The six weeks or so while they are in transit coincide with early spring in San Francisco, where ORACLE Team USA and Artemis can begin training in earnest.

That's the theory. In reality, the balance still looks to favour the Auckland-based teams. They have enjoyed a fabulous summer of training, with the Hauraki Gulf doing its utmost to replicate San Francisco conditions: day after day of unseasonable moderate to strong easterly quarter winds and the least rain in 70 years.

Time on the water is gold and the ledger in that regard – even after the lost period during shipping – will still strongly favour the two Auckland-based syndicates.

In San Francisco, ORACLE Team USA brought all its resources to bear after the disastrous capsizing of its AC72 in October. They relaunched the repaired and modified boat in February and quickly demonstrated that big improvements had been achieved.

Where the boat showed considerable flexing under load before the capsizing, video footage of the reincarnated version revealed a much stiffer platform; where its ability to foil seemed erratic and unstable, compromised by too much movement in the structure, the post-capsizing version was foiling beautifully.



GILLES MARTIN-PAGET

**SPRINT
RELAY**
The Luna
Rossa crew
training in
Newport.



THE WAR ON WATER

AS YACHTING'S GREATEST EVENT EDGES CLOSER, STRATEGY, PREPARATION AND MIND GAMES ARE ALL REACHING FEVER PITCH. IVOR WILKINS TAKES A LOOK AT HOW THE LEADING AMERICA'S CUP CONTENDERS ARE SHAPING UP, AND DISCOVERS THAT FOILING COULD DECIDE THE DESTINATION OF THIS YEAR'S TROPHY.



"It is like a completely new boat," said Australian skipper Jimmy Spithill. "The performance is better. The boat is safer. It is a big improvement."

Team CEO Sir Russell Coutts, who was apparently livid when the capsizing took place, was also in a more positive frame of mind. "I am optimistic," he declared. "I wouldn't trade positions with any of the other teams at this point."

Spithill said of the capsizing: "We were going to do a lot of modifications before we flipped. That forced us to have a hard look at our program. We had to be honest with ourselves and decide what we needed to do to improve."

He acknowledged that "stupid mistakes" put them in a dangerous situation, particularly pushing the boat hard during one of the strongest ebb tides of the year on San Francisco Bay. Talking of risk management, he declared, "I learned a lot that day and in the aftermath."

There is no doubt the whole team will have learned a great deal and will have invested that in their second boat, which is yet to be revealed. With huge resources at their fingertips, the Defenders have clearly responded well to a potentially disastrous situation.

As the Defender, they have the luxury of more time in hand, so will be able to make up much of their lost on-water training as they only have to be race-ready in September, two months later than the challengers.

Artemis, however, is in a much more difficult position—back in the shed undergoing major modifications. The Paul Cayard-

led campaign has suffered serial setbacks, starting with the destruction of its prototype wing, followed by the breakage of its main beam. But far worse was the horrible realisation that they had the basis of their design concept wrong.

Early in the piece, a fundamental question arose with this new generation of hard-wing catamarans: would they be able to hydrofoil and, if so, would the speed advantage be

COMEBACK KINGS

Above: ORACLE Team USA have a stronger contender in their rebuilt stiffer boat. Below: ORACLE Team USA and Artemis Racing make use of their valuable time on the water in San Francisco.

worth the trade-off in engineering complexity and foil drag? In their early incarnations, the teams were clearly divided on this point.

Emirates Team New Zealand committed strongly to foiling from the outset and quickly demonstrated that they could achieve very stable and sustained 'flight' in a wide range of wind and sea conditions. Courtesy of a shared design agreement with the Kiwi team, Luna Rossa inherited this ability from the start as well.

As noted, ORACLE Team USA had more difficulty with foiling early on, suggesting that they may not have intended to go down this path in the first instance, but quickly recognised the benefits. With their much stiffer platform and other modifications to Boat One, the American team is now an accomplished foiler and it would be surprising if Boat Two did not take this concept further.

From the outset, Artemis was a committed non-foiler. However, that all changed after a joint training session with ORACLE Team USA on San Francisco Bay in late February. "We need to commit more to foiling," declared Cayard, who went on to admit that they had got it wrong as far as foiling was concerned.

"When discussing foiling, it is important to understand that it is not black and white," he said. "It is a spectrum, and what we are really

"High intensity and very high intensity. That probably best describes an America's Cup campaign."



saying when we say 'foiling' is that we are reducing displacement of the boat. The lifting occurs through the foils on the rudder and the daggerboard design. On a spectrum between zero and the full weight of the boat, a fully foiling boat is lifting the full weight of the boat.

"Our boat had J boards, and while they lift a percentage of our displacement, they do not lift all of it. The game of foiling is trading off the drag associated with the boards. The fully foiling boats use L boards, but both the surface area of these boards, and the tightness of the L board angle, create more drag than the J board. However, they also cause more lift.

"So each team's design tools predicted what the cost of the drag would be, and what the benefit of the lift would be, and it is fair to say that we got it wrong. So now we are reacting. Our team has come together, and is fully committed to tackling this issue full on.

"One of the aspects of the L boards that we will need to discover is their impact on manoeuvrability



If foiling is one of the big questions of this Cup, it is by no means the only one.



and downspeed acceleration. This had been a concern of ours, but our experience training with ORACLE Team USA is that their L boards didn't seem to be much of a hindrance, if any. This factored in our decision to make the modifications to our boats."

It has often been said that the America's Cup is like total war, comprising a series of battles fought on a number of fronts. Not least of these is the psychological battle, which involves mind games, word games, espionage and all manner of feints and sleights of hand.

As the most committed foilers, Emirates Team New Zealand never

shied away from the fact that there were downsides. So they watched with some nervousness as the Americans adopted a less committed approach and the Swedish showed only minimal interest.

Cayard's admission of getting it wrong, therefore, would have come at great pain to his own team, but great relief to the Kiwis and, by extension, the Italians. When Emirates Team New Zealand launched their second generation AC72 in January, CEO Grant Dalton admitted to a bad case of the jitters.

"Somebody has got it right and somebody has got it wrong," he said.

"That will be played out in the next few months. If foiling is good, we are in a good place, but we just don't know at this stage. We have to look at the downsides and try to plug those gaps.

"We are happy with our designs, but we couldn't change them now even if we wanted to," said Dalton. "We will remain incredibly nervous, because we just don't know who is right. We know what we know, but we don't know what they know. Nobody really knows."

Finally, the ORACLE-Artemis training session put his mind at rest. "The landscape changed for us on those couple of days that they trained together. We got the answer to the questions: Is foiling correct? Is the trade-off worth it? We always thought we were right, but could never be sure.

"Even if the answer is still not totally clear, all the teams are headed in the foiling direction, so that helps us put that one to bed."

If foiling is one of the big questions of this Cup, it is by no means the only one. There is no doubt that foiling is fast downwind in anything more than 10 knots – and the geometry of the AC course has much more emphasis on downwind sailing than upwind.

But, while boatspeed will always be a major factor, boat handling is probably as important. With more time on the water than any other teams, ETNZ has said that the biggest leaps in performance have come

GETTING SOME AIR
Above from the top: Emirates Team New Zealand (left) and Luna Rossa (right) share a foiling-focused design; Emirates Team New Zealand practice racing against Luna Rossa on the Hauraki Gulf in NZ earlier this year.

not from design discoveries, but improved crew work – what they refer to as sailing mechanics.

ETNZ operations chief Kevin Shoebridge pointed to the value of this when he said the team had been getting the boat around the designated Cup course faster and faster. “Slowly we have wound things up to where we are now taking the boat out and racing it hard around the three-mile course. That is very short. We do the beats in about 10 minutes and the runs in six minutes, so it is very compressed.



“We are finding that our recent big gains have come from what we call sailing mechanics.”



“We are finding that our recent big gains have come from what we call sailing mechanics. We are working on refining the crew work around the boat as they go through the various manoeuvres. We have made big gains in this area, far bigger than anything we might expect from design or equipment changes.”

Coutts declared after winning the 1995 America's Cup that “a little boatspeed can make you famous”, but for 2013 he is also emphasising other qualities that could come under the heading of Sailing Mechanics.

“I think there is still a lot of uncertainty as to what wind conditions we'll race in and that's reflected in how each of the boats are configured. Artemis Racing, in its initial configuration, is pitched towards the lower end of the wind

spectrum in San Francisco and more toward maneuverability.

“Emirates Team New Zealand has been optimising for the higher end of the wind range and Luna Rossa is essentially the same. Each has a different approach to the way they have treated aerodynamics and hydrodynamics of the boards and rudders and each have their advantages in certain conditions.

“Where the discovery is going to be is how that applies on the actual race course. How much of an advantage is it to tack or gybe better than the other boat compared to sailing slightly faster for the next minute and a half, for example.

“Remember this is such a tight race course. I think the longest time a boat will be on any one tack is maybe two minutes. A lot of times it's going to

be under that. So the manoeuvres are going to be very important. Mistakes will be very costly and you'll see some passing because of crew errors or system errors on board.”

With only 11 on board, these boats are seriously understaffed, so with tacks and gybes coming up every 90 seconds or so, the premium on fitness, agility and co-ordination is going to be key.

The choreography of bouncing the crew across 14 metres of trampoline, ducking under the wing and vaulting over obstacles and ready to deliver maximum power to exactly the right areas of the boat the moment they arrive is a complex business.

On board, the action is intense and virtually non-stop. The crew literally sprint from side to side, bouncing across the trampoline and hurling themselves into their tasks. The grinding effort is constant, sometimes as many as eight on the handles, all winding at top speed.

“It is all about distributing the power to where it is required,” said ETNZ grinder Tony Rae. “We can have all the power directed at a single task at times and then it is directed to various functions as required. We are getting better at orchestrating that for maximum effect.”

Apart from upper body effort, the repeated sprints across the 14-metre span of the trampoline suck energy from the legs. The effort is total and Rae admits he gets to bed early after a day on the water.

“It is not so much the running back and forth,” says Rob Waddell, who knows all about fitness from his Olympic rowing gold medal. “We go so hard from side to side, I sometimes worry that we won't be able to stop and somebody will bounce right off the boat.

“The AC72 is about being fit, being fast, being strong, being agile.”

The man tasked with ensuring the crew is all those things is David Slyfield, who says these boats test every aspect of physical ability.

“Their heart rate simply never drops into recovery zone,” he says. “It just hovers between high intensity and very high intensity.”

High intensity and very high intensity. That probably best describes a typical America's Cup campaign. While the fleet is disappointingly small for AC34, there is nothing to suggest that when the Auld Mug is on the line the racing intensity will ever drop below the red line. ↓

www.americascup.com

SAILING MECHANICS
From the top: Artemis' non-foiling design has undergone modifications to promote flight; Emirates Team New Zealand practice on the Hauraki Gulf in NZ earlier this year.

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Port of paradise

Avid sailor and photographer Craig Greenhill's signature high fidelity images captured in saturated colour what was a dynamic week full of boats, breeze and beauty at Sail Port Stephens.





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CRAIG GREENHILL

is an Australian photojournalist who has travelled the world covering news and sport. His work is highly recognised and earned him several awards, including two prestigious Walkley Awards for Excellence in Journalism. Using his day job as a leg up, Greenhill grabbed an opportunity in 2007 to be trained in ocean racing. With a love of sailing since a young age, Craig's life long dream of competing in the Sydney Hobart yacht race became the dream assignment when he documented the blue water classic from onboard a Volvo 60, pushing his career into a new direction. Falling in love with ocean racing, he used his camera to get onboard various yachts capturing the action on the high seas, while working the grinders during his 'watch'. His specialisation in sailing photography grew, developing a unique signature photographic style, documenting races and regattas around Australia. Combining his love of the sea and passion for photography, Craig divides his time on the water between being a crewman on 80ft maxi Brindabella and steering his 5-meter camera boat. Having a working knowledge of racing gives Craig an advantage, predicting yacht tactics around the racetrack, allowing him get in close to the action with his camera.

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OCEAN READY

BIGGER IS DEFINITELY BETTER, AND EMINENTLY MORE COMFORTABLE, WHEN IT COMES TO LUXURY CRUISING YACHTS. FOR THE SERIOUS BLUEWATER SAILOR, LIFE REALLY DOES BEGIN AT 50 (FEET), REPORTS KEVIN GREEN.

**THE WORLD'S
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of hulls.

Our latest 2013 collection of luxury cruising yachts is a fairly eclectic mix, albeit each selected model being in a comparable 50 – 60 foot range. These ten production yachts represent a fairly wide price band (ranging from the sharply priced Bavaria 56 to the premium end where the Australian-built Buizen 52 tops this list, with the UK's Oyster 575 and Discovery 57 not far behind). Price is by no means the only factor as these yachts are of varying sizes and they reflect different levels of build, interior specification and of course functionality. All these yachts do share a CE 'A' rating – which means they are deemed "ocean ready" but how each of them crosses a particular ocean will be very different.

Most of the large production yachting marques such as Hanse, Beneteau, Jeanneau, X-Yachts and Bavaria build what can be described as multi-purpose cruising yachts, which translates into relatively light displacement, high volume hulls. This style of yacht has proven itself in every kind of sailing, including ocean crossings, but being a 'jack-of-all-trades' comes at the cost of really being master of none. So when it comes to true bluewater cruising capability, the specialist builders such as Oyster, Discovery, Hallberg Rassy and the local Buizen find their niche. Characterised by heavy displacement, with deep hulls (and bilges) and with elongated lead-filled keels, these boats will sedately sail you across oceans without adding too much extra fizz to your G&T, or water in your wellies, as many are sheltered centre-cockpit designs. Typically the rigs of these ocean voyagers are much more versatile as well, reflecting the variety of weather conditions they may encounter – double headsails for tradewind running, staysails for short-reefed beating and a hull that can be driven without the autopilot wearing itself out – are common features. Their ballast ratios will be high because most of the weight is deep down in the keel. Apart from the premium prices (and of course premium resale values) these often semi-custom yachts reward the discerning owner seeking adventure on the deep blue sea.

This style of yacht can be good in a blow, as I found out first hand during an Atlantic crossing.

We were running in huge seas when our 87-foot Camper & Nicholson began surfing on one particularly large swell. At the time I was working

forward at the foot of mainmast and glanced up as I felt our speed gather under the 50-foot swell and then stared in abject fear as the mizzen mast began moving across my position as we started to broach. My crewmate on the helm froze in fear as we careered down the wave, slipping sideways into the broach. But just when the situation was looking hopeless the long keeled yacht corrected her slide and once more tracked straight ahead. Afterwards our shell-shocked crew talked it over – with double tots of rums in our teacups – and most of us put our salvation down to a deep rudder and long, lead filled keel. And of course a good measure of luck.

For the majority of us though, the modern production cruiser will do all we want, and do it with aplomb. Unlike heavy displacement passage making yachts, it won't stick to the water like glue in light airs when we coast hop or take that dreamed of Darwin-Ambon blue highway to Asia. But the current trend of open plan cockpits with minimal transoms is ideal for 'warm-water' boats where ease of swim access and a generally alfresco cruising lifestyle in protected waters is the norm. An interesting variation on this theme is the deck saloon, which is a phrase often used but seldom really meant. An exception is the Moody 54DS that offers truly single level living between the cockpit and saloon.

Several of our listed yachts, or their predecessors, featured in the world's largest cruising event – the Atlantic Rally for Cruisers (ARC) last year including several Oyster 575's, the Hanse 531, Beneteau Oceanis 54's, Jeanneau 57, Hallberg Rassy 53 and more. Among the accolades for the speediest crossing was the X-Yachts Xc50 that won it's division, which is unsurprising given that these are thoroughbred performance cruisers. But getting to where you are going at speed may not be everyone's preference, especially if it's a bumpy ride, so the heavy displacement cruisers such as the Hallberg Rassy, Oyster and Buizen offer a more sea kindly voyage and can be more effective to windward in heavy seas.

Looking at entrants in the 2012 World ARC it's no surprise to see that last year's event – a 26,000 nm circumnavigation – was dominated by the heavy displacement yachts such as Hallberg Rassy and also included the British-built Discovery 67, the larger sibling of the new 57 we list here. The next World ARC sails in 2014 by the way for those of you with circumnavigation on your bucket list.

Closer to home waters, less voyaged new cruising grounds are opening up such as the Myanmar coast, where I visited recently, even Chinese waters are gradually becoming accessible and a friend recently completed the famed North West Passage. Whatever course you set, bon voyage!



BAVARIA

A cost-effective contemporary cruiser with a designer-style interior and hull from Farr Design.

BAVARIA CRUISER 56

Bavaria's Farr designed 55 was rated as one of my top cruisers in its category when I tested it (alongside the other French and German flagship offerings) so I have high hopes for its successor, the Cruiser 56. What won me over at the time was its performance, combined with a much-improved standard of build throughout, compared with previous non-Farr incarnations of the marque. The twin ruddered hull is aimed at a wide market – from family sailors to the charterers – so volume is high, as are the topsides. Twin rudders are used to cope with the wide beam, which allows for a large cockpit where twin steering binnacles and centre table dominate. Two sets of Lewmar Evo winches are specified plus another set of halyard winches on the low profile coachroof. The transom houses a large dinghy garage with fold-down swim platform, which worked well on the 55.

The accommodation offers three to five cabin versions in six designs and each provides a crew cabin in the forepeak allowing 11 people to sleep on the yacht at a time. My main gripe on the 55 was the measly portlights and skylights but the 56 has improved this vastly with large skylights, though the small portlights continue. Saloon storage has also changed, with cupboards elevated to the gunwales, as competitor Beneteau has done with its Oceanis 55.

A simple sailplan with German main sheeting and slab reefing is standard with in-mast furling a useful option. Australian dealer Ensign tell us they are placing the first 56 into New Zealand.

www.bavaria-yachtbau.com and www.ensignbrokers.com.au

MODEL	Bavaria 56 Cruiser
DESIGN	Farr Yacht Design
LGA	16.75m
LWL	14.96m
BEAM	4.87m
DRAFT	(option): 2.35m
ENGINE	Yanmar 4JH4-HTE 110hp
FUEL	300 litres
WATER	690 litres
SAIL AREA	mainsail and foresail standard: 144.5m ²
DISPLACEMENT	(light): 18,600kg
BALLAST	5,500kg
PRICE	\$521,625 (sailway Australia)



An ultra modern cruising yacht with stylish accommodation in a sleek hard chined hull.

BENETEAU OCEANIS 55

Beneteau's 'bread and butter' cruising range, the Oceanis, makes up the majority of the French builder's sales so the new and radically different Oceanis 55 is a significant yacht. Sporting hard chines, twin rudders and a more open deck plan there are many commonalities with Beneteau's deck-saloon Sense range, as I found when I sail tested it recently.

But look closely and many of the key Oceanis features remain: a deep and practical cockpit with well spaced deck gear, mainsail arch and composite twin wheels and an electric swim platform, so there's plenty to like; apart from the main hatch saloon style doors.

The interior has been created by Italian Nauta's Design who have rung the changes. These include the first Oceanis with large hull windows, white bulkheads and cabinetry that has been elevated to the gunwales that frees up space around the settee level.

Typical of Oceanis, there are plenty of accommodation options with three to five cabins available. The forepeak owner's cabin has discreet forward facing windows, French-style separate toilet and Plexiglass shower area, which also enlarges the main cabin space around the queen bed. The stern guest cabins are fairly conventional but come with plenty of cupboards and headroom.

A slab reefed mainsail can be optioned up to in-mast reefing, a good idea with this size of cruising boat while the foresail options include a Code Zero with inner Genoa, and there are mouldings for a self-tacking track plus staysail tang; so plenty of choices.

www.beneteau.com.au

MODEL	Beneteau Oceanis 55
DESIGN	Berret Racoupeau Yacht Design
LOA	16.78 m 55'1"
LWL	15.16m
BEAM	4.96m
DRAFT	(deep): 2.20m
ENGINE	Yanmar SD 75 cv POD 120
FUEL	400 litres
WATER	364 litres
SAIL AREA	mainsail 67,00 m ² , Genoa (105 %) 66,00 m ²
DISPLACEMENT	16,700kg
BALLAST	(deep): 4,390kg
PRICE	\$636,000 (base boat from Vicsail)



A strongly built Australian yacht with premium quality finish and easily managed sail plan.

BUIZEN 52

Sydney based Buizen has just launched their second 52 footer to join the beautifully built hull #1 that debuted at the Sydney Boat Show last year. These highly customised deck saloons of Peter Lowe design represent the traditional end of the luxury cruiser market and having watched the first being built I can vouch for the quality. Along with the 60 model, which is yet to be built, these are very much owner's yachts with many custom touches up for discussion. With these new yachts the yard carries on the work tradition embodied in their award-winning Buizen 48 model but under the new ownership of Steve Howe who told us that he intends to carry the mantle for the original owners, brothers' Eddy and Fritz Buizen. The brothers would typically spend 10,000 man-hours to produce these hand built customised boats.

The new Buizen 52 continues the 48's layout of a forward owner's stateroom with separate shower, toilet and vanity unit. At the stern the guest cabins also have ensembles.

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

Hull #2 has been tricked-up with a full carbon keel-stepped mast and boom but as standard there is a roller furling rig (Leisure Furl alloy boom with hydraulic furling system) that should make sail handling a breeze. The second Buizen 52 will be based in Tasmania, an apt cruising ground for this rugged yacht but before that look out for it at Audi Hamilton Island Race Week later this year. www.buizenyachts.com.au and www.windcraft.com.au

MODEL	Buizen 52
DESIGN	Peter Lowe
LOA	15.85m
LWL	14.20m
BEAM	4.76m
DRAFT	2.2m
ENGINE	160Hp Yanmar turbo diesel
FUEL	1,180 litres
WATER	644 litres
SAIL AREA	mainsail: 74.5m ² , Genoa: 53.6m ²
DISPLACEMENT	20,800kg
BALLAST	6000kg (lead)
PRICE	\$2,195,000



A true blue water cruising yacht built to modern standards with a highly specified inventory.

DISCOVERY 57

A heavy displacement luxury yacht for the serious bluewater cruising yachtsman, the Discovery 57 is the latest offering from this boutique British yard. An evolution of the well proven 55 model, the 57 is a highly specified Ron Holland design.

The Southampton yard produces about 10 boats annually, highly customised with all work done in-house, including specialist joinery. The deck saloon 57 has a deep cockpit, twin helms, four electric Lewmars (plus two more on the mast) and a versatile sail plan. A hallmark of all Discovery Yachts is that they are intended to be handled by just two people, so sail controls include in-mast furling as standard and all control lines and winches are positioned within the cockpit.

The solid wood interior is designed by Ken Freivokh Design with corridor galley and elevated saloon. Accommodation comprises two guest cabins forward while the owner enjoys the privacy of the stern for the master cabin. Each yacht is delivered with a high level of quality equipment fitted as standard including microwave, generator, domestic washer/dryer and central heating, and even memory foam mattresses. A shaft drive Volvo D3 150hp engine is housed in a walk-in engine room that is thickly soundproofed – so ideal for generator use – and is fitted with twin 150amp alternators.

The standard foresail arrangement is a double headsail – ideal for Tradewind running – and has roller reefing, self-tacking jib plus roller Genoa.

An Australian has just commissioned hull #6 and will do a world cruise before returning with his 57.

www.discoveryyachts.com

MODEL	Discovery 57
DESIGN	Ron Holland
LOA	17.90 m 58' 8"
LWL	15.80m
BEAM	5.10m
DRAFT	2.35m
ENGINE	Volvo D3 150hp shaft drive
FUEL	1,300 litres
WATER	1,000 litres
SAIL AREA	mainsail 80.0m ² , Jib 58.0m ² , Genoa 109.0m ²
DISPLACEMENT	(half tanks) 29,000kg
BALLAST	10,000kg
PRICE	\$1,869,084 (ex-factory)



A sturdily built centre cockpit bluewater cruiser with a hull design by German Frers.

HALLBERG-RASSY 55

Swedish yard Hallberg-Rassy is one of the most respected builders of solid bluewater cruisers and their latest boat the H55 is an evolution of the well-proven H54. Hallberg build about 100 boats per year, which allows plenty of detailed joinery and hand crafted finishes, something that has maintained the marque's reputation for quality throughout the decades. This centre cockpit yacht is built to withstand the hardships of ocean sailing – a much smaller sistership has just completed the ice journey through the North West Passage.

Nearly all of the deck gear is oversized and the centre cockpit is deep and well protected with a huge spray hood. An innovative feature on the H55 is the solid sliding main hatch washboard which is fully adjustable. Another good feature is the design of a seaworthy transom that transforms into a swim platform.

Accommodation is very much based around the owner with the centre cockpit allowing a vast aft cabin with island bed and ensuite. The two forward cabins have a shared bathroom but can have a third if the alternate layout is chosen which includes two cabins aft. Hallberg-Rassy interiors are all about lustrous wood and the H55 is no exception with strongly grained dark wood and plenty of wooden handholds, rails and uprights for supporting crew in a seaway.

A tall three-spreader Selden alloy rig has angled shrouds on the H55, increasing the foretriangle to allow a 14.0 percent Genoa, a popular choice for bluewater sailors, along with the standard jib, Genoa and code zero. In-mast furling is popular option for many as well.

www.hallberg-rassy.com

MODEL	Hallberg Rassy 55
DESIGN	German Frers
LOA	16.68 m (hull)
LWL	14.30m
BEAM	4.69m
DRAFT	2.30m
ENGINE	Volvo Penta D4-180hp shaft
FUEL	900 litres
WATER	1,050 litres
SAIL AREA	181.3 m ² (main & genoa)
DISPLACEMENT	26,300kg
BALLAST	9,7500kg
PRICE	\$1,267,448 (ex-factory)



A stylish large volume cruiser with extensive options at a most competitive price.

HANSE 575

The new Hanse 575 is the German builder's second largest production yacht behind the 630 but is very much in the flagship category, with a myriad of options to fit into its cavernous hull. Hanse's signature streamlined deck with low coachroof lends this yacht a stylish air but practicalities aren't ignored, thanks to sizable bulwarks keeping the sea at bay.

The 575 is designed for couples to sail or to use as a home-from-home, so interior options are extensive with six different layouts and 'hundreds' of finish combinations available to give this yacht your own identity. On all versions the owner's cabin is in the forepeak – just behind a crew quarters or sail locker – and has an island berth with French-style separate head and shower rooms. The main saloon offers vast headroom and is saved from being too open by a central bench that houses the television, adjoining a U-shaped dinette.

Hatches are prolific for natural light and LED throughout is an efficient way to use the on board power – with genset available to run a host of power-hungry options from dishwasher to wine fridge.

At the wide stern, the swim platform lowers to reveal a large dinghy garage and one option here is a 2.89 metre Williams jet powered tender which launches on an electrical track system.

Australian distributor Peter Hrones at Windcraft is particular excited, he tells us, at having two of these large Hanses models on order with the first arriving (hull #35) in time for the Sydney boat show in July.
www.windcraft.com.au

MODEL	Hanse 575
DESIGN	Judel / Vrolijk
LOA	17.15 m 56'3"
LWL	15.15m
BEAM	5.20m
DRAFT	2.85m
ENGINE	Volvo 78 kW / 107hp shaft
FUEL	520 litres
WATER	810 litres
SAIL AREA	mainsail 87.50 m ² , self-tacking jib 63m ² , Genoa 105% 74 m ² , gennaker 210m ²
DISPLACEMENT	19,500kg
BALLAST	5,900kg
PRICE	\$715,000 (base boat Australia)



A powerful hull with proven cruising credentials, the Jeanneau 57 may evolve into a 64 next year.

JEANNEAU 57/64

I attended a press conference during April in Cannes where Jeanneau announced their intention to launch a new flagship cruiser, rumoured to be a 64 footer, but they were keeping very tight-lipped about the details. Breaking the 60-foot barrier is an exciting prospect but Jeanneau has proven capabilities in the large cruiser market with its existing 57.

On board life often centres around the cockpit, which has easy entry via the stepped transom and swim platform, which opens into a dinghy garage. Preferring an enclosed cockpit, Jeanneau has large lockers forming the transom and the wide split level cockpit is dominated by a large teak table that even houses a fridge/icemaker. But it's a cosy social area despite its acreage thanks to high coamings, the tall cabin top and sprayhood, with a bimini as well to complete an effective bluewater cruising setup. Again, showing its bluewater credentials automation systems include a Quick anchor control on the helm binnacle, where all the Raymarine instruments are easily referred to, with a plotter bulkhead sited on the table. Other features include the tinted Plexiglass sliding main hatch and all lines are hidden under gutters with big electric winches doing the Genoa grunt work.

Jeanneau offers a plethora of accommodation layouts for the new 57 with up to five cabins and the flexibility of movable partitions. One layout has the owner's suite in the stern, a large double with movable partition up forward and a double V-berth as well – the latter comes standard as a separate sail locker.
www.jeanneauaustralia.com

MODEL	Jeanneau 57
DESIGN	Philippe Briand Yacht Design
LOA	17.78m
LWL	15.35m
BEAM	5.00m
DRAFT	2.50m
ENGINE	Volkswagen Marine TDI 140-5 140hp
FUEL	435 litres
WATER	930 litres
SAIL AREA	mainsail 75m ² , Genoa 88m ²
DISPLACEMENT	(light): 20,600kg
BALLAST	6,100kg
PRICE	\$759,927



A modern version of the traditional deck saloon with real potential as a live aboard cruiser.

MOODY 54DS

The British brand Moody has come a long way since the ownership move to Hanse Group and like the BMW-Mini hook-up the changes have been radical. The latest of these large Deck Saloons is the Moody 54. The Moody concept, unlike some competing brands, is a deck saloon in the old tradition with walk-in access from the spacious cockpit so the appeal should be broad. Folk such as motor boaters, tired of simply turning a key but wanting limited effort for hoisting sails yet plenty of weather protection, are a prime market.

The Dixon design looks pretty similar in styling to its smaller sibling, the 45DS, but the hull has more windows and those deep bulwarks give confidence when striding along the teak clad decks.

Interiors can vary and local distributor Windcraft (who has ordered the first two 54s' built) are delivering two different layouts. Hull #1 will be the galley-up option, with four cabins so ideal for families. The optional stern accommodation also comprises an office or workshop which is useful for longer term cruising. Hull #2 is the standard version with three cabins and a larger galley-down for those wanting more cooking space while freeing up the deck saloon space. Being a true deck saloon the views are 360 degrees through the large rectangular windows with sliding doors opening to create an inside/outside area. A Selden alloy rig has a hydraulic boom vang, in-mast furling and a good variety of headsail options – self-tacker, Genoa, staysail, gennaker and Code Zero. Windcraft tell us the first 54DS will be arriving in time for the 2014 Sydney International Boat Show 2014.

www.windcraft.com.au

MODEL	Moody 45DS
DESIGN	Dixon Yacht Design
LOA	7.15 m 56'3"
LWL	15.15m
BEAM	5.20m
DRAFT	2.60m
ENGINE	Volvo D3-110 110 kW/ 150hp
FUEL	1000 litres
WATER	810 litres
SAIL AREA	main 81.50 m ² , jib 65.00 m ² , Genoa 79.00m ² , gennaker 200.00m ²
DISPLACEMENT	14,000 kg
BALLAST	7,000kg
PRICE	\$1,085,000 (base boat Australia)



A benchmark standard among dedicated bluewater cruisers, the Oyster 575 oozes luxury and style.

OYSTER 575

The 575 is one of the most popular Oysters built so the new revamped version of this luxury British cruiser is well worth inclusion in our listing.

The company has just told us they are currently building hull number 24 and one of the latest is going to an Australian buyer.

Following in the wake of the award-winning Oyster 625, the saloon on the Rob Humphreys' designed 575 now has vertical 'Seascape' windows, an increasingly popular feature on even mass produced yachts that much improves natural light below decks.

For offshore cruising the centre cockpit design is hard to beat, as it protects you well while also opening up the stern to unobstructed cabin space. The deck saloon interior with its elevated design and large windows is another attractive feature. A four-cabin layout devotes the aft section to the owner's suite while two double guest cabins are forward, leaving a small cabin with bunks amidships.

The 575's mast is from Formula Spars or Selden, keel stepped and a sailplan that is a cutter rig with in-mast furling and hydraulic tensioners, including the boom vang/backstay.

The latest 575 comes with flush hatches and the deep cockpit has twin-wheels outboard along with a table for al fresco dining.

Several 575s are coming to Australia as part of the 26 strong Oyster World Rally Fleet due in Mackay by the end July, and Oyster management are flying down to host a 'half-way' party at Hamilton Island 4th August, so this is a great chance to see these yachts.

www.oystermarine.com

MODEL	Oyster 575
DESIGN	Rob Humphreys
LOA	17.89m 58'8"
LWL	15.72m
BEAM	5.0m
DRAFT	2.70m
ENGINE	Volvo Penta D3-150hp 110kW
FUEL	1300 litres
WATER	950 litres
SAIL AREA	194.8m ² (with 150% foretriangle)
DISPLACEMENT	27,250kg
BALLAST	8,090kg
PRICE	\$1,780,080 (ex-factory)



A performance cruiser with quality deck gear and intended as a fast passage maker.

X-YACHTS XC 50

Premium performance cruisers have been exemplified by the X-Yachts brand for several years now, since the Danish builder launched its dedicated XC cruising range. Bringing the rigorous build quality that it was known for in its main business – performance yachts – to the cruising range has successfully opened up a new market and the XC50 is its flagship boat in this range (comprising the 38, 42 and 45). Having sailed several of these modern X-Yachts, I find they never fail to convince, something that can't be said for all in this category. Of course this comes at a price as well as a particular focus that may not suit every potential owner.

This flagship model delivers plenty of space and big boat features such as 24V power, layout options and long-range cruising capabilities. For marina handling a retractable MaxPower bow thruster is available. Sail handling is done via high quality Andersen gear while the alloy rig has rod shrouds. A flexible sailplan can include in-boom furled main, self-tacking jib as well as conventional roller furling genoas (140 or 106 per cent).

The layout has three cabins, all ensuite, with owner's suite forward. A fairly conventionally laid out saloon has a dinette with bench while opposite the lounge is well ventilated with several elongated opening portlights. The Xc range has deeper V-shaped hulls unlike the more slippery U-shaped hulls of their performance brethren while an internal steel grid locates the keel, mast and rigging for strength and rigidity. The keel uses a lead bulb on a cast iron shaft, thereby keeping the weight low and resulting in a high ballast ratio, always a positive for a serious cruising boat.

www.x-yachts.net.au

MODEL	X-Yachts Xc 50
DESIGN	X-Yachts
LOA	14.99m
LWL	13.51m
BEAM	4.60m
DRAFT	2.35m
ENGINE	110hp
FUEL	600 litres
WATER	800 litres
SAIL AREA	mainsail 73.1 m ² , self-tacking jib (94%) 53.3m ² , Genoa (106%) 60.1 m ² , assy. 180m ²
DISPLACEMENT	16,085kg
PRICE	\$990,000 (base boat)

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WINCHES
Electronically-powered winches are becoming more common on the racing and cruising scene, but be sure to ask the right questions before making a decision.



CORDAGE
The modern yachtsman faces a plethora of options when selecting cordage. Make sure you make the most of new materials and technologies by matching the line to the job.



BLOCKERS AND JAMMERS
Blocks and jammers are developing in parallel with advances in rope technology. Matching your blocks and jammers to your lines is one important way you can get your rig working harmoniously.

Many smart ideas are coming from developments in the professional racing world – such as lightweight gear designed for short-handed racing as seen in the Vendee Globe and even the fast-moving skiff world, not to forget the new sport of kiteboarding that demands ultra-lightweight, but still tough, gear.

Cordage is a particularly dynamic area in yachting, as developments from other industrial sectors produce rope of various varieties. Cordage changes are also pushing developments in other areas, according to Phil Yeomans from DeckHardware in Sydney.

“Diameters of sheets and halyards are reducing, thanks to Dyneema cored lines and we are increasingly being asked for high performance lines that won’t melt under high winch speeds,” he explains.

DeckHardware supplies cordage from German maker Liros that includes Technora-covered lines that won’t melt. Replacing tired double braided polyester, running rigging lines with the much stronger Dyneema core is a good upgrade and some manufacturers even supply Dyneema that glows in the dark.

Upgrading to the latest cordage often means that other changes to deck hardware must be made. Jammer manufacturers including Harken and Antal are developing new ways of holding lines, such as gripping rather than trying to compress the non-shrink lines.

You may be simply changing your blocks every few years – Lewmar recommends replacing blocks and deck gear when standing rigging is changed about every 8-10 years for an average boat, but oftener for a hard-campaigned cruiser-racer. Metals fatigue and the sun bakes everything exposed, so often there’s no warning before that crucial block explodes under load. For instance, improving mainsail handling by upgrading mast track car sliders to ball bearing ones from Harken or Ronstan is wise in both cruiser and racer modes.

Reducing loads can easily be achieved by using the latest lightweight multi-blocks. A block and tackle with a mechanical advantage of 4:1 converts a load of 100 kilograms into 25 kilograms, which can then be conveniently managed by just a single crewmember on a boat. This can then lead to smaller diameter sheets and halyards, which may require replacement of existing jammers. This can also be a particularly good time to fit some new line organisers and some single-pulley Spinlock winch feeders, that I often find especially handy while racing.



A major deck overhaul could include faster and lighter sheet winches – the Selden RC 30 and some Lewmar models are now reversible, and the Lewmar reversible winches are also electric. With a pair of them as primaries they can be operated from the helm to tack the boat with a single press of the button. Lewmar says these were developed in response to a growing demand from short-handed sailors and couples that wanted easy sail handling. Lewmar intend to integrate this with the mainsheet and eventually the navigation system to create an essentially ‘automatic’ yacht. A useful

modification is simply upgrading manual winches to electric and many manufacturers offer power add-ons to existing winches.

If upgrading your cruiser-racer for some serious campaigning, awareness of static and dynamic loads is essential. I was on an immaculate Swan last year that had upgraded for the Med circuit with full carbon sails and Kevlar/Dyneema running rigging, but on the racetrack the deck fittings ripped out as they hadn’t upgraded them to cope with the unforgiving (non-stretch) increased dynamic and static loads – so seek advice from your rigger.

WINCHES

Sheeting and sail trimming can be greatly enhanced with the use of the latest winches, which are faster, lighter, reversible and made in a variety of materials; the humble winch has come a long way. Simple upgrades include fitting larger drums or adding longer handles, and all should be self-tailing nowadays. The Selden RC 30 Reversible Winch allows the line to be released by reversing the drum. The purpose-made winch handle has a button, which is pushed down with the thumb to prepare the winch for reverse drive. The winch handle is rotated clockwise and the line is eased out. The line remains in the self-tailing jaws all the time, which means it’s a one handed operation to trim the sheet, the halyard or the spinnaker guy.

Powered winches are increasingly common on new yachts I test sail, especially useful for quick halyard hoists but equally good for sheeting, powered winches come in a variety of configurations, speeds and power ratings. Retrofitting requires space under bulkheads and motors can be vertically or horizontally fitted. For example, Lewmar winches sized 40 to 65 can be upgraded using the Electric Winch Deck Unit (gearbox, contactor, circuit breaker and switch).

For the racing purist, powered winches add weight and complication, not to mention handicap

LINE HONOURS
High-performance cordage lines, such as those from Dyneema, are increasingly necessary to prevent melting under high winch speeds.



ANDERSEN
The Andersen 52 ST Standard Self-Tailing Winch is designed to extend the life of sheets and halyards by reducing friction thanks to a smooth-surfaced drum that requires fewer turns to grip.



HARKEN
Harken’s UniPower 900 electric winch is a good option for retrofitting as its motor is partially-embedded to maximise headroom upon installation. Designed for boats up to 43 feet, it boasts nearly one short tonne of pulling power and is extremely efficient.



LEWMAR REVO
The Lewmar Revo is an electric reversible winch. Featuring one button to trim the sail in, one button to trim out, the Revo is part of the next generation of winches pushing the boundaries of what we imagine deckware can do.

disadvantages, so it's understandable that Harken reports that electric winches are more popular with cruisers than racers. The average cruiser-racer retrofitting will need to consider stored power capacities, cabling and of course, cost. One of the leading manufacturers in the performance end of the market, Harken offers a large variety of configurations for retrofitting, including its shallow entry Unipower models. Its carbon Harken Performa range has now been complemented by the alloy Performa PT and Quattro range as a lower cost alternative. For added strength and performance, composite roller bearings are used. The patented Quattro model is an all-in-one winch used on boats that require extremely fast winches to handle large asymmetrical spinnakers, but also require power to trim the genoa upwind. The two-speed Quattro features two drum diameters for four line speeds.

The latest technology from industry giant Lewmar is reversible electric winches, named Revo. With a pair of them as primaries they can be operated from the helm to tack the boat with a single press of a button. This patented system looks very similar to the previous Lewmar Evo but has a key difference on the drum, what's called a 'keep ring' on the top that allows the sheets to be reversed without sliding out of the self-tailer but is sprung to allow the trimmer to pull the sheet out manually when required. The other clever feature is the centre stem for the handle, which in place allows the winch to become a normal two-speed unit, but when the handle is removed, to revert to an electronically powered reversible winch.

Scandinavian manufacturer Andersen offers a modular power system, which can be fitted to models from 28ST to 110ST and offers 24-volt and hydraulically powered units as well. Italian manufacturer Antal's new XT range has an interesting new spring-loaded self-tailing system. The new self-tailing winches with spring-loaded disks adapt automatically to even the thinnest lines. It is recommended that the line being used has at least three wraps around the drum, otherwise excessive load on the self-tailing plates



The range of cordage available to the modern yachtie can be perplexing – make sure you select the right line for the job.



SELDEN
The Selden Double Fairlead allows a continuous furling line to be led to the cockpit. Suitable for use with Selden furling systems, this is a clever product that can tidy up your deck while also making furling easier.



ANTAL
Antal's VJ V-Grip Jammer uses a V-cam system that reduces compression on a line while maintaining hold. Ideal for Dyneema cored lines with Kevlar/polyester covers and all-polyester lines; not so good with polyester-covered Dyneema lines.



HARKEN
The Black Magic range of airblocks uses free-rolling high-load Torlon roller bearings, which gives them a good strength-to-weight ratio. Made from aluminium, they are a good option for high-load work inshore and offshore.



LEARNING THE ROPES
Liros cordage from DeckHardware.

CORDAGE

Modern synthetic marine ropes come in a variety of materials: nylon, polyester, polypropylene, UHMWPE (ultra high molecular weight polyethylene – such as Dyneema and Spectra) and aramids (which typically include Kevlar, Technora, Vectran and others). Rope manufacturers often combine different fibres and add specialised coatings in order to benefit from the characteristics of each material.

Old-style twisted rope is still used in a variety of materials and purposes – slipperiness is a handy characteristic for some deck applications – while plaited or braided ropes are universally used for most applications. The average cruiser-racer yacht will have double braided polyester, which is fairly stretchy and forgiving but wears and can fail at high speeds – remember those pictures of the melted sheets on a Volvo 70 winch a few years back? Nowadays Technora-covered lines prevent this happening while Kevlar-coated lines are very strong but UV sensitive and water absorbent, so when deciding which rope best suits your needs, it is often a matter of compromise.

Major manufacturers such as German Liros Ropes and British Marlow are continually releasing new rope varieties with different characteristics such as low creep (amount of contraction after a rope has been stretched) and shrinkage. Marlow has recently upgraded its SK75 Dyneema range to the stronger SK78 as has competitor Liros. Dyneema is one of the leading rope types used on yachts because it's incredibly strong – about 15 times stronger than steel while being up to 40 per cent lighter than aramids. The range-topping SK90 lines are seen on the Volvo 70 boats. For the average sailor it can be a bewildering choice so DeckHardware's Phil Yeomans is a good man to talk to. Yeoman distributes Liros products that range from traditional replica synthetic lines to grand prix cordage, including supplying the Australian sailing team with customised cordage.



SPINLOCK
Winner of a 'DAME' Award at METS in Amsterdam, the T25 Organiser is small, lightweight (weighs less than 80 grams), and extremely useful. The T25 reduces winch effort and increases halyard life while also helping to keep your deck tangle free.

SPINLOCK



Hear and be Heard



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BLOCKS AND JAMMERS

Changing rope technology, combined with lighter materials, is dictating how deck hardware evolves. The use of carbon and other lightweight composite materials has created stronger yet lighter blocks and jammers. Matching dynamic loads from carbon sails has dictated changes in how they are handled – with harder metal bearings, composite bearings and different configurations of roller and plain bearings used, so choosing the correct block configuration is certainly important.

Manufacturers such as Selden, Harken and Antal make a range of bearing types. Ball bearing blocks are used where the loads are more moderate and dynamic. The ball bearings provide for good sheave rotation with the lowest possible friction. Plain bearing blocks provide great performance in applications with heavy and static loads – typically in halyards, mainsheet systems and boom vang. Roller bearings are designed for low resistance with high dynamic loads such as spinnaker



blocks, German boom sheeting and any sudden high-speed uses. Jammers are a particularly important area as modern ropes can be harder, so companies such as Antal have recently brought out the V-Grip Jammer which uses a locking V-cam to strongly grip while reducing compression on the line, allowing it to keep its shape without crushing it, thus reducing cover damage while coping with greater loading.

According to Antal's tests, best results came from Dyneema with composite Kevlar/polyester covers, while traditional pure polyester covers over a Dyneema core proved to have poor resistance. Good results were also found on traditional all-polyester core/cover lines. Australian company Ronstan is a major supplier to leading race boats including *Wild Oats XI* and has just released a similar jammer, the Ronstan Constrictor Textile Rope Clutch, which uses a sock mechanism to grip the line. They claim twice the holding power of normal jammers while being only 30 per cent of the weight. Ronstan's high-end blocks use synthetic Torlon ball bearings – low expansion requiring no lubricants – for high performance applications. Lashing blocks are fast release versions of standard blocks and are a good alternative. The block is lashed in place through the centre of the sheave with the sheet, halyard or control line running around the sheave, preventing catastrophic failure if the block breaks due to the lashing line passing through the running line.

Another handy bit of kit are Ronstan Shock Blocks. They were originally developed for kiteboarders but these strong anodised alloy blocks have many applications on yacht decks. The blocks are ideal for running lazy jacks, any form of adjustment for small lines such as small twerkers and so on.

When retro fitting don't forget to upgrade clam cleats and deck organisers. Typically, the latter become stiff or even freeze up when clogged with wrongly applied lubricants that add friction to running

**RONSTAN**

The Ronstan Shock Block is a lightweight block that has many uses, including kite bristles, control lines, vangs, cunninghams and more. They weigh only two kilograms and have a load capacity of 350 kilograms.

**SPINLOCK**

Spinlock's rope guide has a profile of 25 millimetres – which ensures it stays out of the way – while its maximum safe working load is 800 kilograms. When fitted after a clutch, the winchfeeder can divert lines to an alternative winch.

**WICHARD**

Designed for heavy load applications, Wichard's Soft Block is versatile and needs almost no knowledge to fit. Ideal for mastfoot blocks and snatch blocks, the Soft Block is lightweight and strong – a very useful item to have on hand.

RONSTAN



WE'RE JAMMIN'
 Above: A bank of Ronstan constrictor clutches. Left above: A Bavaria triple block giving a 6:1 purchase on the mainsheet, reducing the rope diameter required. Left below: Ronstan lashing blocks.

halyards. Spinlock's new T25 Organiser uses a modular-designed, carbon fibre re-enforced moulding, almost halving the number of different parts needed to produce a wide range of sheave options. It can also flex sufficiently to fix on curved coach roofs and can handle more lines by attaching bulls' eyes. It deservedly won the Pitman Innovation Award. ⚓

All hands on deck

Top tips from DeckHardware's Phil Yeomans

- Generally cut all lines a metre longer in order to change wear points.
- End-for-end lines at the finish of each season to reduce wear.
- Ideally upgrade sheets every three or four years based on a once weekly average use.
- Modern lines often require a ceramic knife to cut as some, like Technora, are very difficult to slice with hot knives.
- It's a good idea to wash new rope before use in fresh water.
- Household white vinegar is a useful cleaning agent on spinnaker pole ends and other gear.
- Rigs should be checked more regularly than when the rig insurance is due, so be diligent.
- When considering upgrading deck hardware, check the details with manufacturers.
- Be aware of static and dynamic loads.
- Seek professional advice from your sailmaker, rigger or chandlery, and ask fellow sailors.

www.deckhardware.com.au



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Southern Engineering Services Group

J = Just for fun

J BOATS OF THE USA HAVE BUILT A GLOBAL SAILING SUCCESS STORY ON THE BACK OF ONE EXTRAORDINARY LITTLE KEELBOAT, THE UBIQUITOUS J/24, FIRST LAUNCHED IN 1975, WITH CLOSE TO 6,000 BOATS SAILING WORLDWIDE. J'S LATEST PHENOMENON IS THEIR 'ENTRY-LEVEL' J/70 THAT'S TAKING THE SAILING WORLD BY STORM AS A 'NEXT GEN', TRAILERABLE RACING YACHT, WITH THE SPEED OF A SPORTSBOAT AND THE STABILITY OF A MUCH LARGER KEELBOAT. ANTHONY TWIBILL SAILS THE "BABY J" AND COMES AWAY ALL SMILES.





J Boats have come a long way since the first J/24, designed by American Rodney Johnstone was hand built in his garage in Connecticut. That very first J/24 *Ragtime* would serve as the master mould for subsequent hulls that over time were refined, smoothing some of the rougher edges of earlier examples, to become one of the sailing world's most popular one-design keelboat classes.

While the J/24 is today no longer considered the most modern of sailing boats, and lacks the sailing performance of more contemporary racing designs – including J Boats 15 available production models – the original J/24 design remains a popular small keelboat, whether racing or cruising with family and friends. Having owned and raced one for the best part of the 1990's I should know.

For a new generation of sailors, however, J Boats latest J/70 entry-level racing yacht is really a class apart from its original sibling in sailing performance. To sail this lithe, little J/70 is one the simplest expressions of the joy of sailing I have had the pleasure of experiencing recently. It's a snack to set up, a breeze to sail upwind in a wide groove with great pointing ability and even more thrilling to sail downwind, flying its asymmetric spinnaker from an extendable carbon pole (which is even possible single handed) with a fun factor that's right up there in Cheshire cat territory.

Although only 22.75 feet overall (6.93 m) the J/70's new design benefits from J-Boat's latest thinking in sailing performance, a purity of focus on simplicity of systems for ease of sailing, while utilising today's best composite materials to produce a strong, lightweight performance boat that delivers speed (and smiles) in buckets.

J Boats say that depending on your sailing dreams to simply day-sail, competitively race, or cruise oceans to distant shores, performance differences between sailing boats are in many ways greater than the differences between golf clubs, tennis rackets, skis or cars. As there aren't many old design wooden or metal tennis rackets, skis or golf clubs in use anymore, so too it should be with sailing. That's because newer designs and the latest composite materials perform better, are easier to use and are simply more fun! Such it is in sailing and J Boats have clearly taken the principles of design simplicity using today's technology to heart.

As a small keel yacht, J Boats have targeted a broad spectrum of potential owners for the J/70 by aiming to provide exciting performance without the physical effort and athleticism required by some other sports-type boats in this trailerable size range. The boat is easily raced by just three.

This concept has clearly hit the bull's eye, as so far there are reportedly 300 J/70s already out there racing with total global orders topping 400 boats, mostly in the USA and Europe where J Boats has factories on each continent. So, when J Boats proclaim the little J/70 as the world's fastest growing, one-design sailboat class, they're not kidding.

Having sailed the J/70, I can see why, and it's a bunch of things that have been thought through properly, done right and kept simple that will make this little boat such an attractive proposition to so many sailors. A new J/24 for a new generation... I think so.

HERE'S WHY...



Start with genuinely fuss free performance in a quality build, that's easy to launch and de-rig, whether storing on a club hardstand or trailer.

Featuring a lifting keel (for trailering home or to regattas) the boat is fitted with a simple in-built lifting and lowering crane mechanism, and the rudder is also removable with the slipping of just a couple of pins. The standard of the foils appears excellent on the J/70 and the keels – fins with triangular bulb – are all weighed during manufacture to ensure they are exactly the same weight.

The boat has a modern plumb-bowed hull with a 21-foot waterline and powerful looking but not extreme lines. As a racing class, the J/70 is fitted as standard with a deck-stepped, high aspect all-carbon Southern Spars mast, a retractable carbon bowsprit and boom, the latter set at a decent height, when compared to many a sportsboat, so as not to knock the block off unsuspecting

CHUTE UP
Below: The spinnaker sets in seconds from the open hatch to the cubby cabin below.

crew. It's controlled by a strong vang system and a simple mainsheet setup on a traveler, which is pleasantly light and easy to use under load.

The J/70 class mainsail and jib are made from Dacron, which is surprising for a modern class racing boat when higher tech sail materials are readily available and quite affordable for a class sail inventory that's intentionally limited by J Boats to just the one main, jib and masthead asymmetric spinnaker. But that decision does ensure longevity for sails and serves to keep costs of buying and campaigning a J/70 down.

Also pleasantly surprising on a racing boat is the roller furler for the jib that sits flush to the deck, and as the spinnaker is also set from inside the long, wide cockpit, no one even needs to step foot on the foredeck of a J/70. It's a very logical layout that makes for really easy racing.

My review sail on Sydney Harbour was on a perfect autumn afternoon with five to 10 knots of breeze

from the SSE. Although it was light conditions, so too is this little yacht as the J/70 displaces only 794 kg, with a fin ballast of just 286 kg, so it accelerates quickly when powered up to windward with just the three of us aboard. We spotted an older J/24 across the harbour and set a course to intercept, as I was intrigued to see how the two boats would compare. Sailing right alongside, we rapidly passed the J/24, sailing at least 10 degrees higher and much quicker than the iconic forebear.

Uphill the J/70 is a joy and easily sails close to the wind, exhibiting great stability more akin a larger race yacht than the more flighty performance of a typical sportsboat. It is light and responsive on the helm, which is a long, well leveraged tiller with extendable Ronstan 'Battlestick' extension, and it's super easy to keep tracking in the groove, with a deep, effective rudder, which is a vast improvement over the old J/24's that loved to round up at the slightest



JEDI FORCE
Right: Sailing one of the first J/70s on Sydney Harbour.

blow. A double-ended backstay is ideal to effectively control the power of the relatively small main.

Winches are available for jib sheeting, however with the sail loads on this boat so relatively light, lines can easily be adjusted by hand. I suspect you would only use them when it's really blowing and lines can also be easily cross sheeted, similarly to a J24, acting effectively as barber haulers to aid upwind pointing ability. The 2:1 main sheeting arrangement would be more than adequate for most conditions and in the five to ten knots of the day there was negligible load.

Turning the top mark for a downwind run, it's simplicity itself to launch the spinnaker from the companionway that leads to the small forward cabin. There's good vision downwind to leeward with the high clew and shorter foot of the asymmetric kite, which being smaller than on larger yachts is a relative breeze to gybe. It's so stable and forces were so light, that I sailed downwind single-handed, steering, trimming the spinnaker and tweaking the main as we zipped along at a pace close to wind speed. Despite the light conditions, the boat started to plane with the spinnaker up in 10 to 11 knot gusts.

For such a small waterline, the J/70 is very comfortable on deck with wide coamings to sit spanning the length of the 11-foot long cockpit. For sitting and hiking comfort, mid-height padded backrests/lifelines are perfectly positioned, and when heeling a centerline ridge runs the length of the deck to support the footing of crew to windward. The small cabin below is a bonus, providing weather protection, a place to nap and personal privacy when needed, which is helpful for social sailing when family's aboard. The J/70 one-design class rules also provide for a 2.5 hp outboard engine, which is all the horses this lightweight boat needs to get along, so you don't have to arrange towboats or



PERFECT MATCH
J/70s are ideal
match racing One
Design boats.

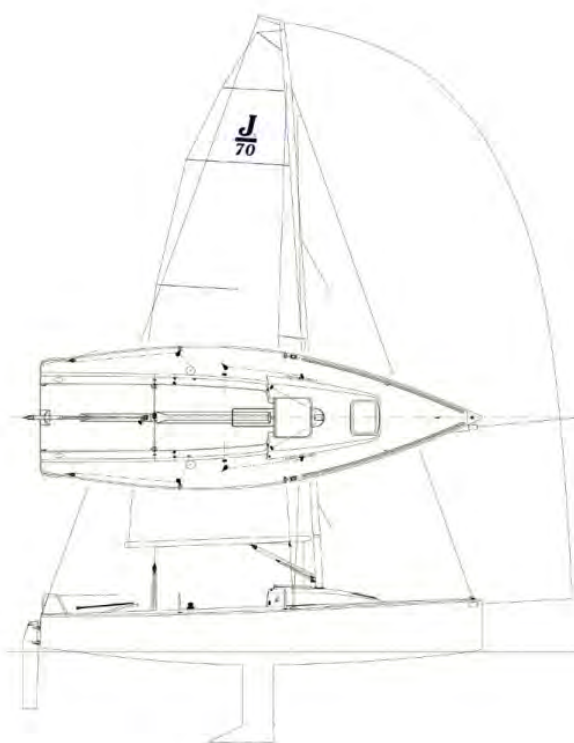
sail on and off the marina or mooring, whether racing or out for a day-sail.

The big plus for the J/70 is the relative comfort of thrilling sailing performance in a small and manageable keelboat that's capable of being launched from a trailer on a slipway, or a crane from a hardstand, or moored for convenience. As it's easy to trail to regattas anywhere (a current Australian J/70 owner tows his with just a 2L diesel Passat) it's an attractive proposition for boat owners wishing to move up from dinghies or downsize from cruiser racer yachts.

If you want the wind in your sails but keep more of your hard earned dollars in your wallet, the J/70 also provides a very economical platform to attend national regattas such as Airlie, Hamilton Island, Geelong, and even international racing circuits in Europe and America, such as Lake Garda, Spi Ouest, Annapolis and Key West-Florida (where with 39 J/70's on the start line, they were the biggest class in the 2013 Key West race week).

The J/70 has won four awards in 2013 – European Yacht of the Year, Yachts & Yachting Best Performance Boat under 30ft, Sailing World Boat of the Year, SAIL Best Boats. ⚓

www.yachtspot.com.au / www.jboats.com



MODEL	J/70
LENGTH OVERALL	6.93m
LENGTH AT WATERLINE	6.24m
BEAM	2.25m
DRAFT	1.45m
DISPLACEMENT	794m
BALLAST	286m
ENGINE	Outboard
SAIL AREAS	100% sail area: 21m ² / I: 8.16m ² / J: 2.34m ² / P: 7.97m ² / E: 2.88m ² / SA/Dspl: 25m ² / Displ/L: 91m ²
PRICE	From AU\$53,500* fully commissioned incl GST. Plus, a class main, jib, and spinnaker are approximately \$5,000 to \$6,000 (dependant on choice of sailmaker). A discount can be offered if ordered in racing pairs. *Pricing at current exchange rates.



IN PART TWO OF OUR SAIL SAFE SERIES,
NICK JONES SURVEYS THE LIFE RAFT MARKET
AND PICKS OUT SOME IMPRESSIVE MODELS THAT
HAVE THE FEATURES OFFSHORE SAILORS NEED.

RAFT
RANGER
S

Life rafts are like life insurance. You know you should have it, you're happy to pay for it, but you thank your lucky stars for every year you go without using it. But the rarity with which most offshore yachties deploy their life rafts is, for life raft manufacturers and marine safety advocates, a cause for concern, as the moment of imminent danger in which sailors abandon ship isn't the right time to ask the question: "How do you use this thing?"

So when a life raft is used in a 'real life' situation – a rare phenomenon – the yachting world pays attention. Earlier this year, French round-the-world solo sailor Alain Delord was rescued after spending over 50 hours in his Plastimo Transocean life

raft to provide everything a stranded racer might need in a day or two of waiting for rescue. A raft needs to be matched for its use, so a round-the-world offshore sailor like Delord requires a more substantial raft with more supplies onboard than a family cruiser heading a few nautical miles off the coast. As a general rule, it is recommended that any yacht going further than two nautical miles offshore should carry a life raft or dinghy. Even when equipped with emergency communications devices such as EPIRBs, VHF radio or satellite phones, it can still take hours, or in Delord's case, days, before rescuers can reach you.

With this in mind, the following is a small range of some of the best offshore yachting life rafts available.



raft. The 63 year old had abandoned ship after his 11-metre yacht was dismasted in foul weather 500 nautical miles off the southern coast of Tasmania. Delord triggered his EPIRB before launching his raft into the lonely Southern Ocean where he waited for rescuers to come to his aid amid 26 knot winds and a four-metre swell that flipped his raft as many as four times. Three days later, Delord was rescued by *Orion*, an Antarctic cruise ship that had diverted its course by 50 hours to come to his aid.

The RFD Transocean raft, sold in Australia by Survitec, is identical to the raft that Delord used. Survitec Australia managing director Mark Barker said after the incident, "No-one likes to hear about sailors who need to abandon ship in the wild Southern Ocean. But when this does happen, and the Transocean raft has kept a sailor alive for three days until rescuers arrive, it is very gratifying to see the product perform so well."

There are many styles of life rafts, they differ in shape, material, size and function. For offshore yacht racers there is one standard raft type, the ISO 9560-1, that is designed

Life raft choices

There are international standards that apply to life rafts to ensure they're suitable for the conditions in which they will be used.

Offshore ISO 9650-1 and ISAF-Approved

Rafts that comply with the ISO 9560-1 standard are appropriate to be used in offshore conditions for a relatively short amount of time. These rafts are commonly found on offshore racing boats. The standard requires compliant rafts to have two independent tubes to provide inflation, so that if one chamber is damaged there is another to act as a backup. There are many other requirements for ISO 9560-1 rafts.

Coastal ISO 9560-2

Rafts that comply with this standard are designed to be used in areas where there is plenty of marine traffic. ISO 9560-2 rafts are also recommended for use on large bays, lakes and rivers. Most rafts have a single buoyancy tube and some have a manually erected canopy.

SOLAS Transoceanic

Designed for round-the-world sailors to use in the toughest sea conditions, SOLAS Transoceanic standard rafts usually include extensive survival equipment, rations and emergency gear. They are very heavily built and allow for long periods of self-sufficient survival. SOLAS Transoceanic rafts are carried on yachts competing in races such as the Volvo Ocean Race and the Clipper Round the World Yacht Race.

SAVED
Above: Alain Delord is rescued by cruise ship *Orion* after more than two days adrift in his Plastimo life raft.

SURVITEC RFD ISO 9650-1

Made from high visibility materials, Survitec's RFD ISO 9560-1 raft has many of the features of a regular ISO 9560-1 compliant design, as well as some that would normally be found on a heavier SOLAS compliant raft. The extremely bright orange canopy is manufactured to the demanding SOLAS standards, while the high-volume water pockets ensure stability when inflated. An important point in any raft construction is the ease of boarding; in this case a semi-rigid boarding ramp makes things easy, while interior and exterior lifelines enable occupants to stabilise themselves once inside.

Another notable feature of Survitec's RFD ISO 9560-1 is the design of the container. The raft, when packed, is compact, lightweight and easy to carry, and is available in either a weather proof valise (soft pack) or a lightweight container.

www.rfd.com.au



SURVITEC RFD ISO 9650-1
Left: A hardy rectangular shaped design that makes the most of recent design developments.



ZODIAC OPEN SEA ISO 9650-1
Right: Plenty of clever design features including tough fabric and high-volume water pockets for good stability.

ZODIAC OPEN SEA ISO 9650-1

Zodiac now manufactures all of their life rafts with Nylon/Polyurethane triplex fabric, which is a triple-layered material that is airtight and lightweight. Zodiac uses the same firing system on all their rafts, which employs a tensioned firing pin similar to that used in a gun, immediately inflating the raft without using any moving parts, ensuring that there isn't anything to block the inflation process. When inflated, the two buoyancy tubes are completely independent so if one tube goes the raft will stay afloat.

An internal ladder and boarding ramp allow for easy entry, and when onboard an innovative surface design helps retain body heat in the raft. A layer of aluminium film reflects body heat and provides insulation from the cold water below.

www.zodiacmarine.com



GREAT CIRCLE OCEANMASTER
Left: A popular offshore racing life raft, the Oceanmaster range has developed a deserved reputation for quality and durability.



ROARING FORTIES OCEAN PLUS ISO 9560-1
Right: One of the only brand of life raft built in Australia, the Ocean Plus features some heavy duty SOLAS compliant parts.

GREAT CIRCLE OCEANMASTER

Great Circle Oceanmaster life rafts are ISO 9650-1 compliant and designed for extended offshore recreational boating. Ranging from four to 12 person capacity, the Oceanmaster range features twin buoyancy tubes and an auto inflatable canopy made from a tough three-laminate fabric that Great Circle manufacturers itself – the raft is extremely durable. The Oceanmaster series also features a large entrance to enable easy boarding, and when necessary the entrance closures feature heavy duty dual zippers which allow for ventilation. The high capacity weighted stability bags keep the raft upright, and the exterior lifeline and interior grab-lines help right the raft if it were to tip.

The Oceanmaster's inflation system features gas cylinders and a firing mechanism that is designed to inflate reliably and correctly in ambient air temperatures anywhere between -15 to 65 degrees centigrade. The raft comes vacuum packed to avoid corrosion and prolong intervals between service. greatcircleliferafts.com.au

ROARING FORTIES OCEAN PLUS ISO 9650-1

Manufactured in Australia, the Roaring Forties Ocean Plus is constructed with tough and lightweight neoprene fabric. The circular construction of the raft and its deep water pockets help to provide additional stability during severe weather conditions. Fitted with dual entrances, ladders and an inflatable boarding ramp, the insulated floor also provides thermal protection for the occupants. The canopy is self-erecting and also helps the raft to self-right itself in case it rolls in heavy seas. Also fitted with interior and exterior SOLAS-compliant lights, the Roaring Forties Ocean Plus comes packed in a sealed fibreglass container or valise pack. www.safetymarineaust.com.au



LEARNING TO LIVE

Sydney's Pacific Sailing School offers an 'ISAF Yachting Australia Safety and Sea Survival Course', in which participants learn about strategies and procedures to prevent and address emergencies at sea. The course was developed by Yachting Australia to provide survival training for offshore sailors. It is mandatory for at least half of the crew and the sailing master or skipper in a Category 1 Offshore Race to have done the course. Some host clubs require it in other race categories such as Category 2. The course involves subjects such as Launching of Survival Craft, Life Raft Construction, Righting an Inverted Life Raft and many more. The course is very 'hands on', and involves participants getting in the water and simulating a 'real life' emergency. The next course runs from 20-21 July. www.pacificsailingschool.com.au

A raft of laws

Like life jacket legislation, life raft laws in Australia are state based.

Victoria

You are required to carry a life raft (or dinghy) for vessels 12 metres and upwards if travelling more than two nautical miles from the coast.

New South Wales, Queensland, Western Australia, Tasmania, and the Northern Territory

In these states, vessels are not legally required to carry life rafts or dinghys.

South Australia

Vessels 15 metres and up who are 10 nautical miles offshore.

Yachting Australia requires all category one and two race boats to carry a life raft when racing.

survitecgroup



ISO9650-1 LIFERAFT

WHAT MAKES A GREAT RFD LIFE RAFT?

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RFD

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1800 646 086



1.



3.



5.



2.



4.



6.

1. QUICK STORE SYSTEM

Accon Marine's Quick Store System allows you to attach small mesh pouches to your Accon Quick Release Drink Holders. A nifty system made of water-repellent vinyl-coated mesh fabric, the pouches are a great place to store your sunscreen, sunglasses, and of course, your corkscrew. www.acconmarine.com

2. ZEUS TOUCH

B&G's Zeus Touch is the latest in intuitive sailing-specific LED interfaces. Pictured is the 12.1-inch Zeus Touch 12, which pulls together B&G's SailSteer navigation screen along with a bundle of additional features. The Zeus Touch is made from optically bonded LCD which is incredibly bright and easy to read from all angles. Impressive features include the calculations of true wind angle, rudder angle indicator and tide calculator to name a few. Be sure to see the Zeus with your own eyes at Sanctuary Cove International Boat Show. www.bandg.com

3. UNIVERSAL MEDIA DEVICE DOCK

Fusion Electronics will be launching the Universal Media Device Dock at the Sanctuary Cove International Boat Show. The upside of the system is that it supports a wide variety of smartphones, media players and USB devices, including the iPhone 5, Samsung Galaxy S3 and many more. www.fusionelectronics.com

4. ROPE SENSE

The Spinlock Rope Sense is an innovative little device that measures the load on any of your lines onboard. Whether you're measuring a spinnaker sheet load or refining sheet rope size and sail selection based on load data, the Rope Sense opens up a world of load analysis to the common sailor for a very reasonable price. www.spinlock.co.uk

5. BLUETOOTH MODULE

Along with the launch of the Universal Media Device Dock, Fusion Electronics will also be launching two new Bluetooth module accessories at SCIBS. The MS-BT100 pictured is compatible with all Fusion marine stereos. By pairing it with a mobile device, you can stream audio from your laptop, tablet or phone throughout your vessel. www.fusionelectronics.com

6. FLOATING BIFOCALS

Barz produces a range of high-quality floating sunglasses under the name 'San Juan'. This model is the 'Polarised Bifocal Reader', and is perfect for sailors who have trouble reading their charts without the aid of their reading glasses, but don't want to have to bring them on board. The wraparound style gives protection against sailing regulars including glare, spray and wind. www.barzoptics.com



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7. CROSSHAVEN BOOT

The Dubarry Crosshaven boot is a high performance, thermally insulated piece of gear. Featuring Gore-Tex construction, the boots are made with minimal seams to keep water out and warmth in. The reinforced toe and heel sections provide support, protection and control when clambering about the deck. The gaiter section also houses a drainage mesh at the bottom of the leg, which ensures water stays out.

www.dubarry.com.au

8. GYBING GLOVES

Helly Hansen's durable sailing gloves are made from reinforced amaro leather. Featuring an adjustable wrist and available in sizes from XS to XXL, these stylish sailing gloves will protect your hands in all the high-wear areas.

www.hellyhansen.com.au

9. OCEAN WEAR TROUSERS

Musto's SH1660 HPX Pro Trousers are designed with the professional ocean sailor in mind, with a Gore-Tex Pro 'Ocean Technology' membrane, meaning that the membrane is three times thicker than the standard Gore-Tex membrane. The trousers are fitted using well-placed elastic fabric, knee and seat patches and cargo pockets with water deflecting closures.

www.musto.com.au

10. BOATIE BEANIE

Musto's Evolution Beanie is ideal for offshore, ocean, coastal, inshore and dinghy sailing. Made from a mix of wool and acrylic, the beanie features earflaps and 3M reflective stitching. To sail properly you have to have a cool head, but the Evolution Beanie ensures it doesn't get too cool.

www.musto.com.au

11. SAIL-READY SNEAKER

Helly Hansen's Hydro Power 3M is one of the world's best selling and most versatile sailing shoes. The open mesh construction enhances breathability while protective overlays protect feet from the kind of harm a stubbed toe on a cleat can inflict. With an 'Ultra Storm' multidirectional grip system, the Hydro Power 3M is a very solid racing shoe.

www.hellyhansen.com.au

As Mark Twain famously said, “Twenty years from now you will be more disappointed by the things that you didn’t do than by the ones you did do. So throw off the bowlines. Sail away. Catch the trade winds in your sails...”

It was a beautiful Spring morning and I was on my third trip up the dock for another load of gear when I noticed the sign. It was a red plastic sign that read ‘For Sale’, neatly lashed to the pulpit and swinging slightly with the breeze.

“38’ sloop, ready for world cruising, must sell immediately, best offer,” said the sign.

It occurred to me that I hadn’t seen him around the dock in a few weekends, which was unusual. I knew him fairly well, this fellow we’ll call Hal, but in the boating way rather than socially.

There’s a difference, you see, between having a dockmate and having a friend. A friend is someone you call, meet for dinner, see in the market. A dockmate is, in many ways, a closer relationship.

When Hal needed someone to crawl into the forepeak to hold the wrench for a fitting being installed, he’d ask me if I had a moment. He secured my sail cover in the rain after a surprise gale blew some snaps off. At the end of a day on our separate boats, we’d pop a brew in one of our cockpits after our respective guests had left. In many ways, a dockmate is a more intimate relationship than marriage (inviting your spouse to hold a wrench is a test of marital bliss), even though you have no knowledge of their non-boating world.

From conversations over beer and sunsets, I knew that Hal’s wife had passed away several years before and he’d sold his business at that time. A casual sailor for years, he had thrown himself passionately into buying and preparing this 38-footer for a cruise round the world.

Over a period of three years, I’d followed the progress of this fitting out and, as I said, left my own share of blood and sweat in the process. His collection of charts grew steadily and his boat became a floating showpiece for the newest all-purpose anchors and self-tailing winches. I envied him the freedom (and the wherewithal) to pack up and head for faraway places.

By dusk, my pile of empty boxes had grown as my gear found its way



CARPE DIEM

LIFE IS TO BE LIVED, AND AS CHRIS CASWELL RECOUNTS, IT’S TIME TO SEIZE THE DAY.

back into lockers, and I had stopped for a few minutes to rest when Hal appeared at my rail. I offered him a cold beer and, as he climbed aboard, I could see that he looked tired and worn. After fetching his beer, I asked about the For Sale sign and I could hear the pain in his voice as he explained why he was selling his beloved cruiser. It seems he’d had an ache in his side and had stopped by to see his doctor. To make a long and sad story short, a battery of tests had been conclusive: cancer. Hal had one of those seventeen-letter words that we call The Big C. The doctor was a friend, so he’d been honest: maybe a year on the outside, not much fun at the end.



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

We sat in silence as the cumulus turned pink and then scarlet. I couldn’t think of anything to say, and Hal broke the silence: “You know, there’s an old saying that applies here. ‘Every man is placed on earth condemned to die, time and place of execution unknown.’ The only difference between us is that I know when I’ll die.”

So the boat was for sale and the dream was shattered. It brought home to me how fleeting our existence really is. *Carpe Diem*. Seize the day.

Hal had spent years making sure he had the right anchor, when he should have been out field-testing his old anchor in the Marquesas. He’d spent a fortune on cruising books when he should have been writing his own on the long swells under a warm trade wind. If you’re one of the many other Hals in the marinas, take heed. Don’t wait until it’s too late.

And if world cruising isn’t your goal, take heed anyway. Don’t let your life slip through your hands. Remember last week when the weather was so flawless and you thought about taking the boat out after work, but chose to plop down and watch a game show instead? That day is gone and you missed your chance. Next time seize the day.

There’s a bit of an epilogue to my story about Hal, by the way. I saw him the next weekend and, in the interim, I’d been thinking about his fading dream. He’d shown his boat to some potential buyers and, at day’s end, we stretched out in his cockpit.

“I have a suggestion,” I said. He cocked his eyebrow inquisitively. “Go anyway,” I said. “Hell, you’ve got six months at least. The boat’s been ready for a year. All you have to do is put on some provisions and drop your docklines. How far you get is your choice. You can reach French Polynesia easily, New Zealand if you don’t dally in the islands. Why not?”

Hal was negative. What if he got sick? There are doctors everywhere. What would happen to the boat? It would get sold wherever it was. He was full of reasons he couldn’t go, and I was sad that his dream could slip away so quickly. We shook hands that night, which we’d never done, and I had an odd sense of finality.

A few weeks have gone by, and this morning I noticed the For Sale sign is gone and there was a pile of boxes from a grocery store on his dock. I don’t know what this means, but I certainly can hope. I’ll let you know what happens but, in the meantime, *Carpe Diem*. ☛

Period Piece

EDITOR-AT-LARGE PETER CAMPBELL DELVES INTO AN AUSTRALIAN YACHTING MAGAZINE PUBLISHED 66 YEARS AGO.

Moving down to Hobart four years ago meant a major downsizing, notably of my vast collection of yachting magazines and books. Eventually my wife agreed to me retaining significant copies of *Offshore Yachting* and, in particular, editions that comprised the Rolex Sydney Hobart Yacht Race program, plus most of my books.

A year or so ago an elderly member of the Royal Yacht Club of Tasmania presented me with a bundle of old *Seacraft* magazines published in the 1940s, 1950s and 1960s. I kept them in the locker below our apartment and only recently untied the string and began to look through them.

In early post-World War II years, *Seacraft* was Australian yachties' major source of news, technical advice and latest designs, strongly supported by marine advertising. It was a time when the yachting scene was rapidly expanding, with the inaugural Sydney Hobart in 1945, participation at the Olympics in

1948, international one-design championships and moves to challenge for the America's Cup.

Seacraft's editor was the late Norman G. Hudson, a great sailing enthusiast and offshore yachtsman who was the only Australian in the crew of *Rani*, which Captain John Illingworth RN sailed to victory in the first Sydney Hobart Yacht Race in 1945. He later sailed with Illingworth in international races, aboard the famous *Myth of Malham*.

The contents page of the magazine read "Seacraft Aquatic Magazine – Covering the Australasian Waterfront – Encouraging and Recording Progress of Yachting – Both Power and Sail." Assistant editor was Jules Feldman, who later went on to found *Modern Motor* and *Modern Boating* magazines with the late Colin Rylie, who was also then a contributor of news about skiff racing on Sydney Harbour.

That bundle of early (1947 and 1948) *Seacraft* mags included some fascinating articles about early Sydney Hobart races, round the world cruises, the beginning of Australia's Olympic class sailing, and wonderful 'boy's own' stories by that famous adventurer, author and square rigger captain Alan Villiers.

The earliest edition of *Seacraft* I have is Volume 1, No 5, March-April 1947, featuring on the cover a lovely, soft, watercolour painting of a yacht alongside a jetty, with the crew preparing to sail. The 92-page magazine was packed with club news from around Australia and New Zealand, along with reports from the UK and other feature articles.

Among club news from the Cruising Yacht Club of Australia was that the club had been registered with the Yacht Racing Association and members were searching for city premises with the intention of obtaining a foreshore clubhouse later. One suggestion was that the club buy or charter a large disused yacht, to be used as a floating clubhouse.

Another report said that club member Jack Earl was preparing his gaff yawl *Kathleen* for a round-the-world cruise. The floating clubhouse plan foundered, but Earl and some mates did sail around the world with *Kathleen* with reports featuring in subsequent editions of *Seacraft*.

Among the features in Vol. 1, No 5 is an article entitled 'Tuning up for an Ocean Race' written by Captain John Illingworth RN, which included the revelation that his crew used wax polish on the bottom of *Rani* before contesting the Sydney Hobart.

A later edition published the plans of the illustrious *Myth of Malham*; Illingworth began sketching plans for the boat while still in Australia with the Royal Navy and the success of *Rani* prompted him to try out a (then) light displacement yacht in English waters.

Laurent Giles & Partners designed *Myth of Malham* for Illingworth and she proved to be an outstanding yacht, winning two of her first three starts and then taking out the Fastnet Race in 1947.

The following edition of *Seacraft* included a fascinating report of a unique radio link through an Empire-wide BBC hook-up between the Cruising Yacht Club in Sydney and the Royal Ocean Racing Club based in London.

The occasion was the annual dinner of the CYC, with Rear Commodore E. R. Paterson of the RORC presenting, by this radio hook-up, the RORC Trophy for the first time to the winner of the 1946 Sydney Hobart Race, Robert Bull with *Christina*. CYC Vice Commodore Peter Luke made the address-in-reply, broadcast on the same hook-up from Sydney, where the presentation took place at the Wentworth Ballroom.

Seacraft continued to highlight the activities of the CYC and the Sydney Hobart Race, the Christmas 1947 edition carried an extensive preview of the third annual Sydney Hobart Race. In addition to having two divisions, a significant change was to hold the trophy presentation in Hobart on January 7 rather than holding a function in Sydney several months later. The Royal Yacht Club of Tasmania was to host the event, as it still does today.

A record 28 boats set sail on Boxing Day, with the Tasmanian cutter *Westward* winning its first of two consecutive Sydney Hobarts.

By October 1961, *Seacraft* was into Vol 27, No 3, and had a new editor, Michael Roberts. The highlight of this edition is a five-page feature about Australia's upcoming inaugural challenge for the America's Cup with the Alan Payne-designed 12-metre class yacht, at that stage unnamed, but later christened *Gretel*.

Seacraft and other early Australian boating magazines such as *Motor Boat & Yachting* have long since published their final editions, but *Offshore Yachting* and *Sails* are still going strong and, like *Seacraft*, are still encouraging and recording the progress of yachting in Australia and internationally. †



RACES AND REGATTAS

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

INTERNATIONAL	DATE	COUNTRY
JUNE		
Auckland to Musket Cove Fiji Race	1 Jun	RNZYS
Manly Queens Birthday Regatta	2-3 Jun	NZ
Loro Piana Superyacht Regatta	2-8 Jun	Italy
Star Class North American Championships	2-9 Jun	USA
ISAF Womens Match Racing World Champs	6-10 Jun	South Korea
Giraglia Rolex Cup	16-22 Jun	France/Italy
New York Yacht Club Annual Regatta	14-16 Jun	USA

JULY		
Borneo International Yachting Challenge	1-7 Jul	Borneo
Louis Vuitton Cup	4 Jul – 31 Aug	USA
Extreme Sailing Series Act 5 Porto	5-8 Jul	Portugal
Pakuranga Sailing Club Winter Series Start	16 Jul	NZ
Phuket Raceweek	17-21 Jul	Thailand
Sail Indonesia	27 Jul	Indonesia

AUGUST		
16th Western Circuit Sailing Regatta	4,5,11 August	Singapore
Rolex Fastnet Race	11-16 Aug	UK
Farr National Championships	19-21 Aug	NZ
Newport Bucket Regatta	21-24 Aug	USA
Sail Maluku Archipelago Rally	24 August	Indonesia
Rolex Farr 40 World Championship	27-30 Aug	USA

SEPTEMBER		
Maxi Yacht Rolex Cup	1-7 Sep	Italy
New York Yacht Club Invitational Cup	7-14 Sep	USA
Rolex Big Boat Series	26-29 Sep	USA

OCTOBER		
China Coast Regatta	12-14 Oct	China
ISAF Sailing World Cup, Qingdao	12-19 Oct	China
Biennial Hong Kong to Vietnam Race	17 Oct	Hong Kong
Rolex Middle Sea Race	16-26 Oct	Malta
7th China Cup International Regatta	26-29 Oct	China
27th Phuket King's Cup Regatta	30 Nove – 7 Dec	Thailand

NOVEMBER		
ISAF Rolex World Sailor of the Year Awards	12 Nov	Oman

AUSTRALIA	DATE	CLUB
JUNE		
CYCA Winter Series Race 6	2 Jun	CYCA
Etchells Australasian Winter Championship	6-9 Jun	MOOE
CYCA Winter Series Non Pointscore Race	9 Jun	CYCA
CYCA Winter Series Race 7	16 Jun	CYCA
Sail Mooloolaba	22-30 Jun	MYC

JULY		
Northline 33rd Minnow Nationals Darwin	8-13 Jul	DSC
Sydney Gold Coast Yacht Race	27 Jul	CYCA

AUGUST		
Club Marine Brisbane to Keppel Yacht Race	2 Aug	RQYS
Club Marine NSW Youth Match Racing ISAF 4	3-4 Aug	CYCA
Sydney International Boat Show	1-5 Aug	SIBS
Airlie Beach Race Week	9-16 Aug	WSC
Darwin Ambon Race and Rally	17 Aug	DBCYA
30th Audi Hamilton Island Race Week	17-24 Aug	HIYC
Sail Townsville	23 Aug – 3 Sep	YQ
Sealink Magnetic Island Race Week	29 Aug – 3 Sep	TYC

SEPTEMBER		
Lion Island Race	7 Sep	SASC
Brisbane Boat Show	5-8 Sep	BBS
CYCA Boat Owners Forum	11 Sep	CYCA
Grant Thornton Short Haul Race	15 Sep	HIYC
Blue Water Pointscore Series Briefing	18 Sep	CYCA
YSA Alumni 20th Anniversary Celebration Party	20 Sep	CYCA
Australian Open & Womens Match Racing	20-24 Sep	CYCA
Ocean Pointscore – Lion Island Race	21 Sep	CYCA
Australian Open Youth Match Racing Champs	25-29 Sep	CYCA
Grant Thornton Short Ocean Race	28 Sep	MHYC

OCTOBER		
Naval Fleet Review (Sydney Harbour)	4-11 Oct	
Mooloolaba 200	5-6 Oct	MYC
Bluewater Pointscore Race – Bird Island Race	11 Oct	CYCA
Ocean Pointscore Race – Botany Bay	12 Oct	CYCA
Giant Steps for Autism	18 Oct	MHYC
Grant Thornton Short Ocean Race	19 Oct	MHYC
Financial & Media Markets Charity Regatta	25 Oct	MHYC
Grant Thornton – Gascoigne Cup	26 Oct	RSYS
Balmain Regatta	27 Oct	BSC

NOVEMBER		
Blue Water Pointscore Race – Cabbage Tree Is.	8 Nov	CYCA
Ocean Pointscore – Port Hacking Race	9 Nov	CYCA
Grant Thornton Short Ocean Race – Morna Cup	16 Nov	RSYS
Beneteau Regatta	22 Nov	CYCA
Grant Thornton Short Haul Race to Pittwater	23 Nov	CYCA
Musto International Youth Match Racing ISAF 3	25-29 Nov	CYCA
Blue Water Pointscore Race – Bird Island	7 Dec	CYCA
SOLAS Big Boat Challenge	10 Dec	CYCA

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