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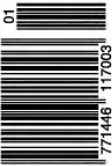
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We preview the CYCA's Audi Winter Series, the Harken Women's International Match Race Regatta and Tasmania's Three Peaks race.

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AT THE HELM

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

AS WE WRAP UP THE 2008-09 SUMMER SAILING PROGRAM I CAN SAY THAT WE HAVE HAD A TRULY FANTASTIC SUMMER OF SAILING. FROM THE MOUNT GAY MONDAY TWILIGHT AND ST ARNOU WEDNESDAY TWILIGHT SERIES, TO THE GRANT THORNTON SHORT HAUL & SHORT OCEAN POINTSCORE; AND THE OCEAN POINTSCORE TO THE PRESTIGIOUS BLUE WATER POINTSCORE SERIES, IT HAS BEEN A PLEASURE TO SEE SO MANY MEMBERS ACTIVELY PARTICIPATING IN THIS TREMENDOUS SPORT OF SAILING – BE IT HARBOUR OR OFFSHORE RACING. CONGRATULATIONS TO ALL THOSE WHO HAVE ACHIEVED SUCCESS THROUGHOUT THE SUMMER.

At the time of printing, the Blue Water Championship was still up for the taking – with only five points separating the top three yachts: *Mr Beaks' Ribs*, *AFR Midnight Rambler* and *Ragamuffin*. Could Syd Fischer's *Ragamuffin* win the Blue Water Championship for a record tenth time? All will be revealed at the conclusion of the Audi Sydney Offshore Newcastle Yacht Race.

I wish to thank our sponsors Mount Gay Rum, St Arnou, Grant Thornton and Rolex for their support of our summer sailing program. It is with great pleasure that I announce that St Arnou has agreed to continue their support of the St Arnou Wednesday Twilight Series for the next three years. Both the twilight series' provide members with short, sharp and fun harbour races.

As the season changes, so to, the activities of sailing. The Audi Winter Series continues the long tradition of winter sailing on Sydney Harbour on Sundays. Commencing on 26 April with the traditional Ladies Day and Great Veterans Race, we look forward to a strong fleet of over 200 entries. I would like to acknowledge the continued support of Audi Australia for this Series and their ongoing support of the CYCA.

I would like to announce that the Audi Sydney Gold Coast Yacht Race will include an ORC International Rating Division. For the ORCI division to run, we will require five or more yachts to enter the yacht race. In response members and yacht owners' requests and CYCA policy, it was decided to run the ORCI division for this race as a test case. Yachts holding ORCI Certificates will be able to enter under both IRC and ORCI.

By now, you will have received your membership subscription notice. I am pleased to advise that your Board has again elected not to increase the subscription fee in order to keep patronage of the Club strong. There has been no membership subscription fee increase since 2002. I encourage all of you to renew your membership and to keep the club's facilities top

of mind if you are planning on dining with friends, planning a social occasion, holding a business meeting and of course participating in our comprehensive calendar of sailing events.

The Members Services committee has launched a membership promotion. This gives you the opportunity to go into the draw to win a luxurious nine night, all inclusive Silversea cruise along the Inside Passage to Alaska. The prize is for two people and includes return airfares to Vancouver and overnight accommodation the evening before embarking on the cruise. All you need to do to have an opportunity to win this wonderful travel prize is to propose a full member to the club between now and 31 October 2009. Further details about the membership promotion can be found in this edition of *Offshore*, or on the CYCA website. This is a great prize and I encourage all members to participate in this membership promotion.

The review of the club's Constitution is almost complete after many months of early morning meetings by the Constitutional Review committee, chaired by Director Alan Green. I would like to thank the Committee who consist of, in addition to Alan Green, Rear Commodore John Cameron, Rear Commodore Howard Piggott, John Keelty and Tony Cable. Once the Committee and the Board are satisfied with the content we will release the Draft to the members with the intention of holding an extraordinary meeting in due course once all feedback has been received and reviewed.

The plans for the re-development of the club and marina are progressing and are nearing the lodgement of a development application. I will keep you updated on the progress of the redevelopment plans.

As we draw closer to the end of the financial year, the club continues to trade profitably and is in a sound financial position.

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

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Yacht racing is as popular as ever with record entries in recent regatta fleets sailing against the tide of negativity surrounding us. The ubiquitous Hamilton Island and Geelong race weeks, the iconic Sydney Hobart and the rapidly growing Sydney Harbour Regatta are witnessing huge numbers of entries across numerous divisions, in a clear display that sailing is alive and well despite the storm clouds of economic doubt.

Our spirit of competition is no doubt further honed by the current market conditions. So, those who think yachting is in a drifter should take a closer look at the ever-growing regatta fleets right around the country and take heart!

This issue of *Offshore* is packed to the waterline with news and special features.

Seamark rounds up the latest yachting news, while *Race & Regatta Round-up* covers the Australian Sydney 38 championships, the Sydney Harbour Regatta weekend, and a bevy of racing around the Apple Isle. We preview the upcoming Audi Winter Series in Sydney, running from the 26th April Anzac weekend to 19th July, as well as the Harken Women's International match racing regatta, and the classic Tasmanian

Three Peaks race on the start line April 12 – Good Friday.

Special features this edition include our *Tack & Gybe* interview with 'the guardian' of the America's Cup Bruno Trouble. Our regular *Crew Positions* series examines the tactical role of the Navigator, and we continue our report into the real issues of Piracy when cruising abroad and simple means of reducing the risk to you and your yacht.

We add a hull or two in our *Multihulls* special feature, looking into the extraordinary developments technology and new design ideas are bringing to the speed and efficiency of multihulls – racing and cruising.

We also get a great first impression from Elan Yachts 43-foot cruiser in our boat review this issue.

So, whether racing or cruising, the appeal of yachting is more popular than ever – after all, those who sail know well, the wind is free.

Anthony Twibill
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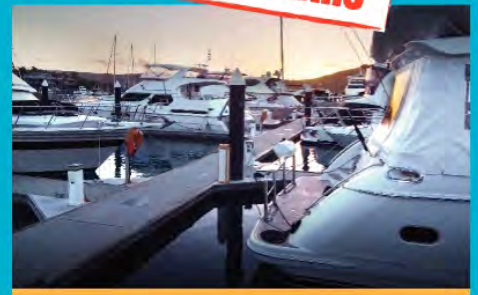
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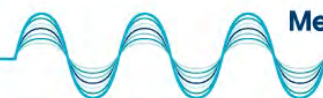
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Photo: Andlea Francolini

Jason Muir beats Bertrand's boys at Audi Etchells Worlds

Queensland's Jason Muir and crew claimed victory over the star-studded crew of John Bertrand, Ben Ainslie and Andrew Palfrey to win the Audi Etchells World Championships held in Melbourne in March.

Rain and thunderstorms combined with raging 30 knot winds to force regatta organisers to cancel the final day of racing, which left Jason Muir, Matthew Chew, Paul Wyatt and Bucky Smith in the winning position. Bertrand and crew, who entered the regatta as favourites, were stumped by flukey winds on the penultimate day and scored 12th and 32nd placings in races 7 and 8 of the nine-race series.

The results saw them come in third behind local heroes Damien King, Simon Cunningham, James Ware and Andrew Butler aboard their boat *Barry*.

"We're not that sorry that the last race was abandoned. Thinking about having to go head to head with Ben Ainslie was a bit daunting," said Cunningham, who described the win as a "humbling experience" given the quality of the opposition.

Bertrand was disappointed the final day was abandoned and said their regatta came unstuck in the shifting winds of the second last day.

"We got good starts and went left, but the breeze freshened from the right and we were stuck in the boondocks. Once you get buried, that's it, and with one drop, there's no way back," he said. Bertrand praised his expert crew as the best he has sailed with since the America's Cup winning *Australia II* team.

"Ben and Andrew – sailing with these guys – they were a joy to be involved with. It was a fabulous experience to be plugged into the latest Olympic thinking and technology. There was so much knowledge on our boat," he said.

"These guys are so on top of everything, so the boat was remarkably quiet, we didn't need to talk much. Ben ran the tactics, while Dog (Palfrey) ran the mechanics. They have such a great sense of awareness around them. My job was to concentrate on steering the boat, and I was able to do that. The three of us were like well-oiled machinery, which is a very rare thing. I have only felt this once before and that was with the *Australia II* team – that's the last time it's happened until now. Some people never know the pleasure – it's a rare and real privilege."

For further information visit www.audietchellsworlds.com.au



Skipper Jason Muir (second from right) with his winning team.



Full steam ahead on John Oxley restoration

Sydney Heritage Fleet, the organisation which completed the restoration of the historic 1874 Barque James Craig, is nearing the completion of its latest heritage vessel – John Oxley.

John Oxley was acquired by the Sydney Heritage Fleet in 1970 and is currently sitting in the Sea Heritage Dock – originally built for the James Craig – at the south-western end of the Anzac Bridge. Perhaps wisely given the complications involved in restoring a vessel of this size with a volunteer workforce, SHF has not promised a completion date. But progress is being made towards a launch in the not-too-distant future.

According to a press release issued by SHF, “if you had asked a year or so ago when she would be back in the water, the good volunteers at the Fleet’s Heritage Shipyard would have told you – ‘she’ll be relaunched in a year or so’. If you ask today you get the same answer.”



The organisation receives no direct government funding and relies on private donations.

The 1927 coastal steamer is one of just a few surviving vessels of its kind anywhere in the world..

For further information visit www.shf.org.au/JO-history/JO-history.html

Australian sailing team for London 2012 announced

The 2009 Australian/AIS sailing team has been announced and will combine reigning Olympic champions, silver medalists and some new pairings. Beijing champion Malcolm Page will contest his third Olympic campaign with a new skipper, Mathew Belcher, in the 470 class.

“The time Mat and I have spent together so far has been phenomenal and the level we’re at has exceeded our plans,” said Page.

Despite the demise of the Tornado class, Beijing silver medalist Darren Bundock will go to his third Olympics, this time paired with Ben Austin in the 49er class. Bundock said moving to the 49er class is like entering the TV show *Dancing With The Stars*: “I’m now the clumsy new comer with two left feet and Ben is the star teaching me all the steps.”

Others selected in the team include Elise Rechichi and Tessa Parkinson, who will pair up in the 470 class, the 2008 world number one laser sailor Tom Slingsby and R:SX competitor Jessica Crisp, who placed fifth in Beijing.

The 2009 team will also include a second 49er pairing with Nathan Outteridge set to compete with Australian Dealing Development Squad member Iain Jensen.

Others selected for the team who will defer their participation until 2010 include Iain Murray, Andrew Palfrey, Nathan Wilmot, Glenn Ashby, Sarah Blanck, Angela Farrell, Karyn Gojnich and Krystal Weir.

For further information visit www.yachting.org.au



Photo: Jack Atley

Hamilton Island announces new party venue to replace Whitehaven Beach

After recently confirming the demise of the annual Whitehaven Beach Party, Hamilton Island Race Week organisers have announced it will be replaced with a new shindig at the Hamilton Island Golf Club, located on Dent Island.

The party is being planned for Thursday 27 August and will involve a range of fun activities for the whole family atop the island. There will also be a short, pre-party sprint race with a conventional scratch start. Hamilton Island CEO, Glenn Bourke, recently announced the Whitehaven Beach Party would be cancelled and upon announcing its successor, gave a more full explanation of the decision.

“In the early days of Race Week the Whitehaven party was a wonderful experience. It was just for the yachties and their friends, and everyone had a great time. But the success of the party has brought its downfall,” he said.

“It’s staged in a public domain, and in recent years it has become a party for all-comers. It’s no longer a Race Week party just for our participants – there are more

outsiders than Race Week competitors and guests on the beach. This has caused us great concern: from behind the scenes I can say that the party has become alarmingly close to causing us major problems. We find ourselves in a position where if there is a problem associated with an outsider it will almost certainly reflect back on Race Week and Hamilton Island, simply because it is a Race Week event.

“So, considering the problems we faced, and having an increasing number of long-time Race Week sailors saying ‘enough’, we have decided to bring back the true spirit that Race Week was built on. The Dent Island Party will return us to the times where there was great camaraderie and rivalry between the crews in an environment that is their own. It’s where everyone can enjoy themselves.”

The Audi Hamilton Island Race week will be staged from 22 to 29 August, 2009.

For further information visit www.hamiltonislandraceweek.com.au

Caprice of Huon waiting out the weather while anchored in East Boyd Bay, Eden, with Edrom Lodge in the Background.

Five boats attend inaugural bluewater Cruise to Hobart

The CYCA's recent Club Marine 2009 Cruise to Hobart marked a return to the original intentions of the club's founders, "men with a love of cruising and the seamanship that goes with cruising" (From *Ratbags to Respectability*, p 11).

Following in the footsteps of the Sydney Hobart racecourse, albeit at a more relaxed pace, the cruising fleet made their way to the island state in late January and early February.

Five yachts participated in the cruise: *Caprice of Huon* (CYCA), *Sextant* (CYCA), *Maamalni* (Seattle Yacht Club), *Plum Crazy* (MHYC), *Sue Sea* (Royal Perth Yacht Club). A sixth boat, *Phillip's Foote Witchdoctor* (CYCA), was forced to withdraw days before departure.

"All boats completed the cruise safely and the event was a wonderful reminder to all who participated of the joys of cruising yachts in company," said the Club Marine 2009 Cruise to Hobart coordinator, David Champtaloup.

"The intention was to use the cruise to gauge the interest of club members and other boat owners in further CYCA organised bluewater cruising events, and to develop our understanding of the different risk profiles of racing and cruising events so as to make future events safer for all who participate."

The initial announcement of the event in October 2008 seems to suggest plenty of interest in bluewater cruising with 21 boats expressing interest. However, many were unable to meet the high safety standards required for participation within three months.

All who participated said the safety standards of their boats had been significantly raised by the requirements and disciplines of the cruise. In particular they cited the:

An early start for *Caprice of Huon* as she leaves Winglass Bay in Tasmania.



- Cat 2 equipment audit
- required Sea Safety Survival courses
- required First Aid courses
- pooling of experience resulting from cruising in company
- communications disciplines
- tailored weather information

The CYCA is planning more bluewater cruising events in the future, including a second cruise to Hobart event in January/February 2011 and a smaller bluewater cruise on the 2010 calendar. The club will consider these events and possible amendments to the safety requirements in the coming months, with the view to building an ongoing program of cruising events.

"It is important to note that supporting a future for the cruise is an opportunity for the CYCA to establish the "world's best practice" standard for bluewater cruising," said Champtaloup.

"It is increasingly our view that while safety discipline on racing yachts has improved significantly in the past decade, important components of that progress are little known to cruising boats. The SSSC course is an example."

For further information visit www.cyca.com.au

Henri Lloyd opens new Chatswood store

Marine clothing brand Henri Lloyd has opened a new store in Chatswood (NSW) in the Chatswood Chase shopping centre. The 1500 square foot shopfront will stock the company's casual menswear and womenswear, Atmosphere 360 gear, footwear and sunglasses.

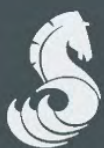
More collections will be launched in the store throughout the year. The shop address is Shop 17, Level 1 Chatswood Chase, 343 Victoria Avenue Chatswood.

For further information Tel: 02 9638 4333 or visit www.henrilyoyd.com



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CYCA announces \$28,000 membership promotion

The CYCA Member Services Committee has announced a fantastic promotion for current club members who propose new members to the club. The winner will be off to Canada and Alaska for a luxurious nine night, all inclusive Silversea's *Silver Shadow* cruise along the Inside Passage to Alaska for two people including return economy class fares from Sydney. Sail from Vancouver through the Inside Passage visiting Ketchikan, Juneau, Haines, the Sawyer Glacier, Wrangell and Victoria Island. Witness stunning ice wilderness and mountain landscapes; and see first hand the abundant wildlife Alaska is renowned for.

Valued at \$28,000, this spectacular prize includes:

- Return economy class fares Sydney - Vancouver - Sydney
- Overnight Twin Share accommodation the night before embarkation in Vancouver including breakfast in a four star hotel
- An ultra luxury, 9 night Silversea Cruise for 2 people (twin share) onboard the *Silver Shadow*, staying in a Vista Suite departing Vancouver 3 September 2010 visiting the Inside Passage, Sitka, Skagway, Cruise Tracey Arm, Juneau, Cruise Pine Island & Seymour Narrows, Victoria - British Columbia, Vancouver.
- All meals are served in the dining room with open plan seating
- 24 hour complementary in-suite dining service
- Champagne upon arrival and replenished as you desire
- Beverage cabinet stocked daily on request with your selection of wines, spirits and beverages
- Full spectrum of entertainment and enrichment
- Complimentary transportation into town
- All onboard gratuities

Entry is simple – current CYCA members who propose new members to the categories of Full, Country, or Overseas membership between 13 March and 31 October 2009 will go into the draw; the more members you propose, the more entries in the draw you get. All proposed members who successfully become new members of the CYCA during the period will also go into the draw to win.

This magnificent prize will be drawn at 7:00pm at the new members cocktail party to be held at the CYCA on 10 November 2009.

Terms and Conditions apply, please visit www.cyca.com.au

Whitty wins the Marinassess Regatta again in 2009

Photo: CYCA staff/Pam Scrivenor



Lucinda Whitty, Jessica Eastwell and Kat Stroinovsky - winners of the Marinassess Regatta accepting the perpetual trophy

Lucinda Whitty has taken out the Marinassess Women's Match Racing Regatta for the second year running sailing an excellent regatta over two days. With the second round robin not fully completed, the ISAF scoring system had to be used to calculate the results which produced a three way tie and top places decided on a count back.

Going out on the water hoping for an on time start was a

little optimistic and the breeze failed to eventuate leading to an early lunch break. Of course, returning to shore brought the breeze and sailing commenced at midday. Racing started with the first few matches producing some close sailing. Alex South (RSYS) and Josie Roper (CYCA) had a tight match with Roper approaching the finish line one boat length ahead of South who then had to complete her penalty she received in the prestart. Jessica Smyth (RNZYS) and Katie Spithill (AS&DS) then had a good match with Smyth eventually pulling away from Spithill to win by 19 seconds. Pushing through the racing until the cut off time for an attention signal at 1530, six flights were completed. Dayne Sharp, coach of the CYCA teams, commented

that "the developing CYCA teams showed marked improvement today and sailing against the top ranked Australian and New Zealand teams was a great experience for the girls". At the same time, several of the Youth Sailing Academy sailors took on umpiring in this regatta and the chief umpire, Rob Ware encouraged them to do so as this shows them another side of match racing and improves their knowledge of the rules.

At the presentation, Marinassess managing director, John Messenger congratulated the girls on an excellent event and was pleased to see the interest in this event from overseas and is looking forward to it becoming a major event on the women's match racing calendar. His sponsorship of this event is greatly appreciated by the teams as regatta practice is so important for the development of the sport.

Many of these teams will meet again in the next few weeks, at the New Zealand Women's National Championship in Auckland and then at Harken Women's International Match Racing Regatta at the CYCA in early April. - Pam Scrivenor

MARINASSESS FINAL RESULTS:

1 st	Lucinda Whitty (AS&DS)	6 th	Alex South (RSYS)
2 nd	Katie Spithill (AS&DS)	7 th	Catherine Trew (CYCA)
3 rd	Jessica Smyth (RNZYS)	8 th	Brie-Ashli Whitton (RPAYC)
4 th	Olivia Price (CYCA)	9 th	Josie Roper (CYCA)
5 th	Nicky Souter (AS&DS)	10 th	Kirsten Norris (CYCA)



Blue Reef takes on West Wight Potter 19

Blue Reef Yachts has introduced the West Wight Potter 19 trailer sailer to the Australian market and will display the boat at the Sanctuary Cove Boat Show. The Gold Coast-based company claims the little 19-footer has been a stalwart of the US market for over 40 years and is set to make some impact on the Australian market. The fiberglass and wood yacht provides four berths, a functional head and galley, storage space and easy sailing. Prices start from \$39,000.

For further information visit www.blureefyachts.com.au

MarineWare takes on SP brand in NSW

MarineWare Pty Ltd will be the local agent for Gurit AG's SP brand of marine composite products in New South Wales. Concentrating on boat repair, slipway, marina and retail markets, the Swiss company believes MarineWare's personalised service will make access to SP products easier for those in the Australian market.

"With the growing demand for quality marine products and valued technical support, it's no coincidence that MarineWare has joined forces with SP," said MarineWare managing director, Debbie Wicks.

Gurit Australia managing director, Aaron Links, said: "Our goal is to become the number one supplier of quality marine composites to the local industry and we believe MarineWare is one of the best outlets for us to achieve this goal.

"We have been following the rise in MarineWare's popularity over the past few years, and SP has been impressed with their ability to distribute high quality marine brands at the right price. We look forward to seeing the SP brand stronger in MarineWare's segment of the market."

For further information www.gurit.com

Noakes opens DIY shipyard

Regular maintenance is a fact of life for boat owners, but unlike car or motorcycle enthusiasts who can easily set aside a space in the garage, few yachties have the facilities available to them to take on the important work such as cleaning and antifouling the hull. Noakes Boat & Shipyards has responded to boat owners' needs by creating a do-it-yourself work area at Berrys Bay, North Sydney, and has invested heavily to reduce the operation's environmental footprint.

Boat owners will be able to use the DIY yard to clean, repair and antifoul their vessels using their own equipment with the water and electricity costs billed directly.

"Commercial yards can successfully operate alongside owners working on their own boats," said Noakes Group managing director, Sean Langman.

"While Noakes will continue to offer full slipping, maintenance and repair services including shipwright, rigging, antifouling, polishing, fabrication and spray painting, owners will have the option to reduce their costs by taking advantage of the lower day rate for the DIY area and only paying for the water and power they use."

The DIY work area at Berrys Bay will be open for business on 1 April 2009.

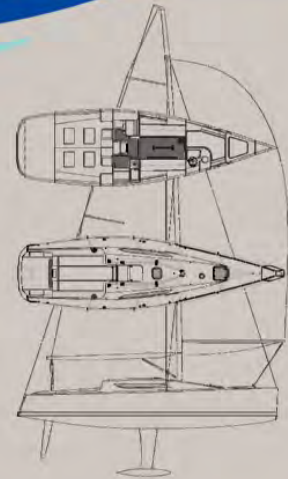
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Neville Crichton.



The 100-foot maxi Alfa Romeo will be gunning for a race record in the 2009 Transpac race.

Neville Crichton wants Transpac record for *Alfa Romeo*

Neville Crichton has confirmed he will helm his 100-foot maxi *Alfa Romeo* in this year's Transpacific race from Los Angeles to Hawaii in an attempt to break the course record, which was set by Hasso Plattner's *Morning Glory* in 2005.

This will be the New Zealand native's first tilt at the 2,225-mile bluewater classic in 30 years, when he sailed the 42-footer *Uin-Na-Mara* in the 1979 race to finish eighth out of 22 boats in B Class.

A press release issued by Crichton's PR machine claims the latest *Alfa Romeo* incarnation, a 100-foot Reichel Pugh, is "certainly the fastest monohull ever to grace the Transpac race course" and will race for line honours, if not a course record, which would require besting the current time of 6 days 19 hours 4

minutes 11 second.

"Given the right winds, I firmly believe the race record is achievable – something we could only dream of back in 1979," said Crichton in a statement.

The 63-year-old kiwi skipper has formed a habit of taking out line honours with 139 titles to his name with his two *Alfa Romeos*, mainly on the European racing circuit.

"*Alfa Romeo* has clearly established itself as the yacht to beat in Europe and, after all our success in Europe, the Transpac will provide our team with a fresh challenge and a race that is unlike anything in which we have competed in Europe in terms of both the event and our competitors."

Again in the Transpac, it's purely about being the first

to Hawaii for Crichton.

Alfa Romeo will compete in the new "unlimited" division of the RSS 52 waiver yachts, which are exempt from the Racing Rules of Sailing limitations on stored power. The yacht will therefore not be eligible for the Transpacific Yacht Club Perpetual Trophy (aka Barn Door) but will be in the running for a new trophy which will be deeded this year.

Some of the yacht's most recent victories include taking out the Maxi Yacht Rolex Cup in September 2008 and the Barcolana Race in October 2008. The Transpac race starts on 29 June.

For further information visit www.alfaromeo.com.au/default.asp?action=article&ID=18998/

ICAP *Leopard* sets the pace in inaugural RORC Caribbean 600

The inaugural running of the 605 nautical mile RORC Caribbean 600 yacht race took place in late February and with its combination of good winds, warm weather and spectacular scenery is set to become an annual affair. It even has some suggesting it could be established as the Caribbean's own bluewater classic of the stature of the Rolex Sydney Hobart or Rolex Fastnet.

The British maxi yacht *ICAP Leopard*, owned by Mike Slade, set the pace in the monohull class by taking line honours and establishing the course time of 44 hours 5 minutes 14 seconds – about 13 minutes less than its time in the 2007 Rolex Fastnet Race which is of a similar length.

However, Adrian Lee's Irish Cookson 50 *Lee Overlay Partners* beat *ICAP Leopard* by over an hour on corrected time and in doing so, won the IRC Class Super Zero, Canting Keel and the prize of overall winner under IRC.

The race course started off Fort Charlotte outside English Harbour, Antigua, and took the fleet north past a mark off Barbuda, the islands of Nevis, Saba and St Barths, and then circled St Martin before heading down to Guadeloupe as the most southerly point, then back up to a mark off Barbuda before returning to finish in Antigua.

"We wanted to set a course which showcased the Caribbean, giving the competitors some stunning scenery but also we wanted it to be a challenge. The feedback we are getting says that we have achieved both of those things," said race committee member, Stan Pearson.

"Few people have a great knowledge of all of the race area. I have been sailing in the Caribbean for over 20 years, but it has been 18 years since I last went to Saba. The course is also extremely tactical. A lot of the time the conditions are influenced by land and being able to read those signs and taking action, makes a big difference in performance."

Many Swan yachts were competing in the race and the Swan 45 President, Vittorio Codecas, was especially hopeful for the event's future after a promising first running. "The course; weather; route through the Caribbean islands, including the active volcano on Montserrat; reefs like Redonda; the sunshine; ideal temperature; constant 20 knot breeze; organisation and logistics. It's bound to become one of the most aspirational regattas among the classics such as the Rolex Fastnet, Rolex Sydney Hobart and Rolex Middle Sea Race," he said.

Other competitors in the regatta included the ORMA 60 trimaran, *Region Guadeloupe*, which set the blistering time of 40 hours 11 minutes 5 seconds, IRC 1 class winner *Café Americano High Tension* (a Mumm 36) and IRC class 0 winner David Aisher on the Rogers 46 *Yeoman XXXII*.

The highly anticipated showdown between *Leopard* and fellow 100-foot maxi *Speedboat* didn't occur as the latter didn't make it to the race.

For further information visit www.caribbean600.rorc.org

News in Brief

Join the race to find a cure for MS

Sydneysiders will be able to get behind the effort to find a cure for MS in a series of races in late April and early May. The Freedom from MS Regatta is a series of large, medium and small sailing events held at yacht clubs around Sydney between Sunday 26 April and Saturday 2 May. Organisers are urging competitors to get out to a regatta near them and support this good cause, which intends to raise \$50,000 for research into Multiple Sclerosis.

Club events included in the regatta are:

CYCA (Ruschcutters Bay) – Sunday 26 April, Audi Winter Series launch
RPAYC (Newport) – Wednesday 29 April, Wednesday Race Series

RMYC (Newport) – Friday 1 May, Twilight Race Autumn Series
Dobroyd Aquatic Centre (Rodd Point) – first Winter Series pointscore event

For further information contact Event Manager Lauren Gilder, Tel: (02) 9468 8390, email lgilder@msra.org.au or visit www.msra.org.au/regatta/index.asp

CYCA Winter Ball on soon

The Annual CYCA Winter Ball will be held on Saturday 30 May from 7pm, again providing a night of dining and entertainment for members and guests.

Entertainment will be provided by the New Trocadero Dance band, which will play until midnight. A Silent Auction will also be conducted on the night with an array of wonderful items up for grabs with money raised going to the CareFlight charity. Tickets are available now for \$150 each or \$1350 for a table of 10, which includes a three course meal with beverages plus entertainment.

For further information please contact CYCA Reception, Tel: (02) 8292 7800 or email reception@cyca.com.au

Sydney City Marine

Sydney City Marine has opened a new shipping and boat maintenance facility in Sydney's Rozelle, which will cater to all manner of boats including sailing yachts, superyachts and commercial vessels, from 10 metres up to 55 metres. The facility provides a team of specialist tradespeople which includes mechanical engineers, shipwrights, riggers, spray painters, electricians, marine diving and salvage operators, trimmers, detailers, and engine service and repairmen.

For further information visit www.sydneycitymarine.com.au



Mainsail in the bin, record in the bag: Caffari completes Vendee Globe

When you're sailing solo and unassisted around the world as fast as possible, every problem or equipment failure can quickly become a huge obstacle. So when British yachtswoman Dee Caffari's mainsail was torn to bits in the Southern Ocean, it looked like the ambitious skipper was about to become just another victim in the war of attrition which had become of the 2009 Vendee Globe ocean race.

But Caffari, who entered the race to become the first woman to sail solo around the world both ways, is nothing if not determined.

"I managed to struggle on. I never let it get the better of me. I had an opportunity here to make history so a disintegrating mainsail wasn't going to get in my way," said Caffari.

A very long way from help, Caffari was forced to mend the main with skin staples from the first aid box and patches cut from her Code 5. Her tenacity paid off and in late February she sailed into port at Les Sables d'Olonne, France, becoming the first woman to sail solo both ways around the globe.

The 36-year-old former PE teacher's first round-the-world effort was completed aboard a 72-foot steel yacht three years ago when she had very limited solo sailing experience. That grueling first attempt took 178 days to complete against the prevailing winds.

With her purpose built carbon fibre yacht Aviva, sailing the 'right way' round, the second circumnavigation took just 99 days. Caffari placed sixth in the battle-weary Vendee Globe fleet, which saw 19 yachts retired from 30 starters.

"The Vendee Globe has a reputation as the 'Everest of the Seas' and this edition has certainly lived up to its name," said Caffari.

"There was disaster and drama at every turn with dismastings, Yann Elies's broken leg and Jean Le Cam's capsizing. It was hard not to get distracted

but I just had to keep going. My focus was getting Aviva and I home safe and sound and with the support of my team I've managed that so I'm over the moon."

For further information visit www.vendeeglobe.org/en/news





Alinghi flying the Swiss flag while Emirates Team New Zealand slips past on starboard tack.

TEAM NEW ZEALAND TAKES OUT LOUIS VUITTON PACIFIC SERIES

Emirates Team New Zealand executed a come-from-behind charge to beat the current America's Cup holder Alinghi (SWZ) 3-1 in the Louis Vuitton Pacific Series.

The home team broke a five-race losing streak at just in time to pull off a rousing victory for the spectators who braved a dreary and rainy day on Auckland's Waitemata Harbour.

Starting the final day of sailing 0-1 down in the deciding best-of-five match race, the Kiwis hit their form at just the right moment. The breeze was running at a steady 20 knots and gusting higher for the first race of the day, which went to the home team by a 29-second margin to level the ledger at 1-1.

In the third race, Team New Zealand skipper Dean Barker and helmsman and tactician Ray Davies combined for a tactical masterstroke, shutting Alinghi out before the gun while laying a penalty on their Swiss opponent and starting clear ahead.

The deciding race was high drama and capped off a tremendous 15 days of racing.

With NZ needing one more win for victory, Alinghi took control early and were well positioned for the critical start. The Swiss broke off to make a start near the pin, leaving the Kiwis to run at speed up the middle as the breeze rose to 25 knots.

Alinghi pulled ahead by 23 metres but when tactician Baird tacked

Alinghi back on port, his Emirates counterpart Barker was there on starboard and pushed them back to the left side. The Swiss made tack after tack trying to break through but were quickly on the port tack layline and had to follow Emirates into the mark, rounding 29 seconds astern and handing the locals a 20-second victory.

The Moët was flowing in the Team New Zealand camp.





The Kiwis raced home to a 20-second victory in the final match race.

Alinghi skipper, Brad Butterworth – himself a Kiwi – said regardless of the result, the regatta was a experience for all competitors.

“It’s been three weeks of very good sailing here, although obviously we don’t sail very well in the rain,” said Butterworth.

“But it has been fantastic. I can’t say that enough. Today was a great day. It was a little hairy for both crews, you really saw how good the crews are. We couldn’t quite close it out today but the sailing and the competition was at a really top level and that’s what we love and that’s what we want to see more of.”

Louis Vuitton president and CEO, Yves Canelle, would not confirm whether his company will run the event again in the future.

“We don’t know for the moment what the future will be but I would like to concentrate on the last two weeks,” he said.

“I think we’ve seen here a fantastic sports series. The teams respected one another in an amazing way. The level of competition was extraordinary.” ○

BRUNO TROUBLE PRAISES RETURN TO SPIRIT OF THE AMERICA’S CUP

The Louis Vuitton Pacific Series has been universally welcomed as a timely distraction from the ugly legal saga unfolding in the courts as BMW Oracle fights to be recognized as the Challenger of Record. Perhaps no one is as relieved by the return to racing as Bruno Trouble, the man who transformed the Cup and has worked behind the scenes of America’s Cup class racing for decades.

Like many, Trouble is wearing thin of the legal skirmishes and megabucks budgets which are blighting the sport. In an exclusive interview with *Offshore*, this legend of sailing has praised the Louis Vuitton Pacific Series as in many ways a return to the true spirit of the America’s Cup.

It was also just what the sport needed in the current economic times.

“When we came up with this idea, (The Louis Vuitton Pacific Series) we never thought it would be so well adapted to the present crisis,” Trouble told *Offshore*.

“For sure, to have all those teams coming, just with polo shirts and foul weather gear, makes it a cheaper format and it’s useless to transport slow boats or fast boats all over the world.”

The race format, which involved teams sharing standardised America’s Cup class boats to ensure all were on an equal footing, made for tighter and fairer racing. In the past, America’s Cup events have been dominated by big budgets, which have largely determined a team’s ability to win, such as in the Valencia series in which the event budget blew out significantly.

Trouble said the Louis Vuitton Pacific Series meant aspiring teams could more easily compete against the world’s best.

“The new series was also successful because the smaller teams like the Chinese and the Greeks have sailed slower boats in the past, like the Minardis were in Formula One, and suddenly they are able to drive McLarens or Ferraris. It is a dream for them to be able to compete with the best teams on the best boats,” he said.

For *Offshore’s* full interview with Bruno Trouble, turn to page 46.

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AUDI SYDNEY HARBOUR REGATTA

WITH ANOTHER RECORD FLEET IN 2009, THE AUDI SYDNEY HARBOUR REGATTA HAS CEMENTED ITS PLACE AS ONE OF THE MOST POPULAR – AND FUN – EVENTS ON THE ANNUAL SAILING CALENDAR.

By Matthew Henry
Photos Andrea Francolini

This year saw fleet numbers continue on their upward march, as has been the case in each preceding year, reaching a record 308 boats for the fourth running of the event. Perhaps it's no surprise to see this particular regatta growing in popularity. If there was ever a sure formula to entice racing yachties to show up in their droves, it might run something like: a highly-competitive sailing program on the spectacular Sydney Harbour, held on one of the last weekends of the summer racing season, with a great lineup of social events for the whole family at the MHYC, and – perhaps best of all – 'the richest prize in Australian sailing', a free Audi Q5 up for grabs!

The Audi Sydney Harbour Regatta ticks all boxes and once again the MHYC again put on a great event showcasing yacht racing in all its diversity, from classic yachts to modern racers; etchells to maxis. With 15 competition classes spread over eight course areas (seven on the harbour, one offshore), the harbour was once again transformed into a kaleidoscopic display of sails and spinnakers of all colours, shapes and sizes, adorning some of the country's most spectacular sailing craft.

Ideal sailing conditions greeted the fleet on Saturday morning when racing got underway at 11am, with wind speeds up to 17 knots early on but forecast to taper off to 8 knots by the afternoon.

Australia's Farr 30 world champion Guy Stening blitzed his class early in the day and won all three races on *Optimum* in the healthy 14-knot sou'easter which was creating some exciting sailing around the Sound in North Harbour, just inside the Sydney Heads. "Conditions were perfect,"



THE IRC DIVISIONS BATTLED IT OUT IN THE PREMIER CLASSES ON THE OFFSHORE COURSE, WITH A CHANGE IN THE WEATHER TO BUMPIER SEAS AND STRONGER WINDS ALSO HERALDING A CHANGE IN FORTUNES FOR MANY OF THE FORMER DAY'S FRONTRUNNERS.

said Stening, but perhaps not for everyone. Doug Cameron on *Clandestine* was within a boat length of Stening coming down to the bottom mark rounding in Race 2, but a dodgy spinnaker set saw the kite wrap around the forestay and tear in two, ending his race.

Further up the harbour towards the Bridge, the J24s, Ynglings and Cavalier 28s were doing battle in the lighter wind conditions outside Double Bay.

The three IRC divisions were not only competing for a shot at taking home the Audi Q5 – the Sydney Harbour Regatta is also the second event in the Audi IRC Australian Championship, which commenced with Skandia Geelong Week in January and will include the Sydney Gold Coast race in July and Hamilton Island Race Week in August. The Division 1 category was as usual contested by some of the hottest yachts in the country, including Stephen Ainsworth's brand new *Loki*, Bob Steel's TP52 *Quest*, fresh from its Rolex Sydney Hobart win, and Bob Oatley's *Wild Oats X* skippered by Mark Richards.

Sunday held the promise of a change in the weather which would deliver stiffer winds of 13 to 18 knots and a chance for the bigger boats which floundered in Saturday afternoon's lighter air to make back some ground. It was a stark change from Saturday's warm sunshine and light breeze. By the afternoon, ominous clouds which had been gathering on the horizon rolled in to dump torrential showers on the fleet. The bigger boats in the IRC divisions battled it out in the premier classes on the offshore course, with a change in the weather to bumpier seas and stronger winds also heralding a change in fortunes for many of the former day's frontrunners.

Three-time Olympic sailor Karyn Gojnich called on Alex Murray – the wife of America's Cup veteran, current Olympic squad member and yachting legend, Iain Murray – to assist in her in her Ynglings division. Murray, a great sailor in her own right, sailed bow in the final two races, but the two could not do enough to match Hamish Jarret who sailed away with the win on *Pourquoi*.

Andrew and Gaye Bristow completed a clean sweep of the Flying Tiger class aboard *Hello Tiger*, winning six from six in the nine-boat one design fleet.

After leading IRC Division 1 during Saturday's racing, Bob Steel's *Quest* nearly came undone after placing a disappointing sixth in Race 5 on Sunday morning. Graeme Wood's *Wot Now* was able to wipe away *Quest's* slender two-point lead built up the previous day to snag the top spot on the leaderboard going into Race 6, setting the stage for a gripping final-race showdown between the two TP52s. But *Wot Now* was unable to capitalise on its momentum, coming in sixth across the line in the final tussle and surrendering the division win back to the CYCA's *Quest*, which placed third. Stephen Ainsworth's *Loki*, with its gun crew including world



champion sailor Cameron Miles at the helm, launched a valiant fightback with a string of second placings to claim third overall, despite pulling out of Race 1 with a broken vang.

Bill Esbary's *Le Billet* led the Division 2 IRC fleet on Saturday afternoon, but by the end of the second day of competition it was Queensland's Rod Jones who was again showing his winning ability with his yacht *Algeria* ahead by five points at stumps.

"We found the first couple of races a bit of a struggle, but it got better



and better from there. We had just great racing in a great fleet of boats. It was difficult, we got wind speeds from 5.9 knots up to 18 – it was up and down all day. Everyone onboard worked extremely hard, there’s a great group of people on the boat,” Jones said. The win means back-to-back victories for *Algeria* in Division 2 of the Audi IRC Australian Championship following victory at Skandia Geelong Week in January, with two races to go.

CYCA member and the lucky winner of the Audi A4 Avant in the inaugural 2006 Sydney Harbour Regatta, Howard Piggot, sailed his Beneteau *Brilliant* to victory in IRC Division 3, giving himself another shot at a free Audi.

Which brings us to the free Audi. With so many classes represented in the regatta, there were over 20 category winners by the end of the weekend – but just one car. So it was off to Oran Park racetrack for the Audi Final Challenge on Monday to decide who would be



the overall winner of the regatta. Every boat had two chances to win and had to demonstrate their prowess in the wet conditions on the tight slalom course. The most consistent driver overall would be announced as the winner of the Audi Final Challenge and take home the new Audi Q5 SUV. Audi’s motorsport ambassador and two-time Super Touring Car Champion Brad Jones, put two crew members from each of the 24 category winners through their paces in Audi’s sporty S5 tiptronic V8 quattro coupe.

Competitors had to endure the nervous hours before the official winner was announced back at MHYC on Monday night, with CYCA members Brett and Karen Pearce of *Broulee*, which raced in PHS Division 3, receiving the keys to the new Q5 from Audi managing director, Joerg Hofmann. *Broulee’s* winning driver was aptly-named crew member Troy Fortune, who returned a fast and accurate time with just 0.02 seconds separating both of his slalom runs. ○



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CRUISING YACHT CLUB OF AUSTRALIA

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ACUITY DOMINATES SYDNEY 38 AUSTRALIAN CHAMPIONSHIPS

Royal Prince Alfred Yacht Club's Tony Walls and his crew on *Acuity* lived up to their name and proved to be the sharpest and keenest of Australia's Sydney 38 Class by dominating the 2009 Sydney 38 Australian Championships.

Sponsored by Sydney Yachts and conducted by the Royal Sydney Yacht Squadron on the offshore Manly Circle, the three-day regatta was sailed in predominately light conditions which never blew more than 14 knots the whole regatta.

Acuity won five of the eight races with their worst place finish being a fourth in the strong 13-boat fleet. The Pittwater sailors beat off a late charge by fellow RPYC member Chris Way, helming *Easy Tiger*, who made a last ditch effort to try to win the regatta in the final race.

Easy Tiger match raced *Acuity* in the pre-start and held out their rivals out past the pin end of the line before going on to win the final race. However, with Olympic gold medalist Mal Page calling tactics on *Acuity*, cool heads prevailed and they managed to catch up to fourth place to win the regatta. Further in the pack, Alan and Thomas Quick's *Outlaw* from the CYCA, with Steve McConaghy calling tactics, came back from a slow start to beat Geoff Bonus' *Calibre* into third place in the national championship.

Former national champion Lou Abrahams from Melbourne's Sandringham Yacht Club finished sixth overall with *Challenge*, while Ian Murray and his team on *Cinquante* from Royal Geelong Yacht placed seventh.

NEW ZEALAND'S ADRIAN SHORT UPSETS HARDY CUP FAVOURITES

Nineteen-year-old New Zealander Adrian Short outsailed local favourites Evan Walker and Nicky Souter on Sydney Harbour to score an upset victory in the prestigious Hardy Cup ISAF Grade 3 under 25 match-racing regatta conducted by the Royal Sydney Yacht Squadron in February.

Short and his crew of mainsheet hand Harry Thurston (19) and Bowman Michael Edmonds (20) won the Cup with a 2-0 defeat of defending Hardy Cup champion Walker in the semi-finals, then Souter, the Australian women's match-racing champion, in a 3-1 final encounter.

It was the first time in the history of the Hardy Cup that an all-women crew has reached the final, and they went down fighting in an aggressive tacking duel with the New Zealanders.

The women's performance augers well for Australia's prospects for the London 2010 Olympic Games where the Elliott 6 used in the Hardy Cup will be the class for the women's keelboat match-racing.

"We had an all-the-way win in the first flight after Nicky received a starting line infringement," Short said after the final. "In the final race we won the start, only to be rolled by the girls. However, they incurred two penalties in a fierce tacking duel and that gave us the race and the Cup."

Short was overwhelmed by his win.



ASDS Team Nicole Souter closing up on Adrin Short down wind.



Some close racing in the Crown Series Bellerive Regatta.

“We only just made the cut to go into the Pool A mini round-robin to decide the finalists and even then we were at the bottom of the rankings going into the finals,” he said after his final victory.

“It was a really tough series and Nicky and her crew were formidable opponents in the final as we had to fight back after losing the first flight,” he added.

“It’s really exciting doing so well against the men,” Souter said. “It got pretty windy this afternoon, with the nor’easter gusting to 20 knots. As soon as the wind kicked in we knew they were from Auckland.

“However, two penalties cost us the penultimate race. With two penalties, we had to exonerate ourselves immediately and that was the end,” Souter added.

In the Petit Final, Evan Walker, representing the Cruising Yacht Club of Australia, beat Phil Robertson, from the Royal New Zealand Yacht Squadron, 2-0.

The Hardy Cup has given young New Zealand sailors two major match-racing victories in Australian waters, with Phil Robertson winning the Warren Jones Youth Regatta in Perth last week and Adrian Short now winning the Hardy Cup in Sydney.



The series winner *Host Plus*.

FINAL STANDINGS:

- | | |
|----------------------------|-----------------------------|
| Adrian Short, RNZYS, NZL | Matthew Steven, RPNYC, NZL |
| Nicole Souter, ASDS, AUS | Silja Lehtinen, NJK, FIN |
| Evan Walker, CYGA, AUS | Tom Spithill, RPAYC, AUS |
| Phil Robertson, RNZYS, NZL | Lucinda Whitty, RSYS, AUS |
| David Chapman, RSYS, AUS | Amanda Scrivenor, ASDS, AUS |
| Peter Nicholas, RFBYC, AUS | |

LOCAL SKIPPERS STAR IN CROWN SERIES BELLERIVE REGATTA

Some 150 years ago, the citizens of Bellerive on the eastern shores of the Derwent River decided they should follow their counterparts across the river and stage a regatta on Kangaroo Bay. Sailing and rowing were the major activities afloat and people crowded the Victoria Esplanade to watch.

While the Royal Hobart Regatta (albeit today mainly an onshore carnival) has been held since 1838, with breaks during the world wars, the Bellerive Regatta apparently faded away in the early post World War II years.

Several years ago a number of Bellerive Yacht Club members decided to revive the concept of a local regatta and in February this year the

Bellerive Yacht Club in conjunction with the Lindisfarne Yacht Club and the Bellerive Regatta Association staged the fourth annual Crown Series Bellerive Regatta.

Since then, good organisation and marketing, together with excellent race management by these two very active clubs, has seen the Crown Series Bellerive Regatta grow in strength to be by far the biggest sailing regatta in Tasmania, probably ranking fourth in the nation.

This year some 240 boats took part, with strong support from most Hobart keelboat and centreboard clubs, as well as attracting trailable boats such as B14 skiffs, Sabres, Sabots and Castle 650s from northern clubs on the Tamar, Leven and Mersey Rivers.

Conditions were ideal on the wide expanse of the Derwent, free of commercial shipping, although a more than usually strong sea breeze on the Saturday afternoon caused some chaos among the skiff and dinghy classes.

Bellerive Yacht Club members Geoff Cordell skippering *Host Plus* and Harold Clark at the helm of *Invincible* regained for eastern shore sailors the major titles of the Crown Series Bellerive Regatta after a weekend of exhilarating yacht racing on the Derwent.

“For the first time in three years we were able to beat Don Calvert from the ‘Royals’ (the Royal Yacht Club of Tasmania on the western shore) in *Intrigue*,” Cordell said. “He is a most formidable opponent and had won this regatta for three years in a row.”

Cordell virtually wrapped up the Division 1 Performance Handicap (PHS) division with his Mumm 36 by winning the morning race on

the second day. Despite a last race seventh, *Host Plus* took out the series with 29.5 points from another Mumm 36, Ian Stewart's *Tas Paints* on 36 points, third overall going to *Marineline* (Gary Smith and Geoff White) which won line honours in all six races.

"The real battle was against Ian 'Seaweed' Stewart in *Tas Paints*, which is also a Mumm 36," he added. "We call this regatta the Mumm 36 worlds!"

Bellerive Yacht Club completed a Division 1 double with the aptly-named Farr 1104 *Invincible*, skippered by veteran Harold Clark, winning the final race under IRC ratings to take out that category with 16 points from Don Calvert's former Admiral's Cup yacht, the Tony Castro-designed one tonner *Intrigue* on 21 points and *Host Plus* on 23 points.

The Crown Series Bellerive Regatta's final day could not have provided better sailing conditions on the Derwent for the 140 centreboard boats. In contrast to the Saturday afternoon's southerly blast of 25-30 knots, the sou'easter ranged from 8 to 12 knots and enabled Lindisfarne Sailing Club race officials to complete up to eight races for the skiffs, dinghies and off-the-beach catamarans.

WOMAN SKIPPER WINS BRUNY ISLAND RACE

For the second successive year in its 111-year history, a woman skipper has won the Royal Yacht Club of Tasmania's Juicy Isle Bruny Island Race, with an IRC overall victory going to Sally Rattle with her Archambault 35 *Archie*.

The 83rd Bruny Island Race is Rattle's third major race in Tasmanian



Sally Rattle, skipper of *Archie*.

Photo: Peter Campbell

waters since she began racing offshore only three seasons ago, her other wins with *Archie* being the 2007 Maria Island Race and the 2008 Melbourne to Hobart Race.

Last year Dianne Barkas became the first woman to win the Bruny Island Race, sailing her Sydney 38 *Asylum*, and while she raced again this year, *Asylum* placed mid-fleet in a close overall result list.

On IRC corrected times, the well-rated *Archie* won the IRC division



Photo: Peter Campbell

The start of the 83rd Bruny Island Race.

from line honours winner *Marineline/Focal*, the Bakewell-White 45 built and skippered by Gary Smith, and six times past winner, and *Intrigue*, the Castro 40 owned by Don Calvert but skippered by his son David.

The French-designed *Archie* was the 13th boat to finish in the 89 nautical mile circumnavigation of the elongated island south of Hobart, comprising an ocean leg down the outside of Bruny Island and then a leg up the winding reaches of the d'Entrestreaux Channel which divides the island from the southern Tasmanian mainland.

The race started on a Saturday with *Archie* finishing shortly after midnight, close astern of a group of 10 boats that crossed the line off Hobart's Castray Esplanade less than 40 minutes apart.

Ahead of this group were line honours winner *Marineline/Focal* and Tony Lyall's Sydney Hobart racer *Valberu*, but *Archie* beat them all on handicap.

Marineline/Focal regained the lead only two miles from the Castray Esplanade finish after the leading yacht *Helsal III*, Rob Fisher's Adams 20, ran aground on Sandy Bay Point, less than two miles from the finish, forcing her retirement.

Archie beat *Marineline/Focal* by 6 minutes and 16 seconds with just under one minute to the third placed *Intrigue*. In fourth place overall came David Taylor's Sydney 36 *Pisces*, followed by Jeff Cordell's Mumm 36 *Host Plus*. *Pisces*' placing assured Taylor of winning the RYCT's Britannia Cup for the topscoring Tasmanian boat in the Maria Island, Sydney Hobart and Bruny Island Races.

Smaller boats fought out the PHS division, with the 9-metre class yachts *Jigsaw* (Neil Snare) and *Wildfire* (Malcolm Robinson) placing first and second, just under three minutes apart on corrected time. Third place went to *Rumbeat* (Justin Barr), followed by *Masquerade* (Tony Harman) and *Marineline/Focal* on corrected time. The Juicy Isle Bruny Island Race was sailed in moderate north to north-westerly breezes, with the fleet enjoying a fast spinnaker run down the Derwent and then into Storm Bay and the ocean side of Bruny.

Wind direction and strength varied in the channel and later for the final leg back up the river, with *Marineline/Focal* enjoying a spinnaker reach to the finish at 21:53:47 for an elapsed time of 13 hours 23 minutes 47 seconds.

WOOD IS GOOD IN HOBART

For more than two centuries, professional shipwrights and enthusiastic amateurs have been building wonderful wooden boats along the shores of the island state of Tasmania, using timbers such as the legendary Huon Pine, as well as King Billy Pine, Celery Top and Tasmanian Glue Gum.

Many of the magnificent timber creations of these famous boat builders of the 19th and 20th centuries, and their descendants in the 21st century, were on display at Tasmania's biennial Wooden Boat Festival on the Hobart waterfront in February this year.

A remarkable 550 craft were moored or on display in historic Constitution Dock and Victoria (Fishermen's) Dock and alongside the relatively new Kings Pier marina for the 2009 Wooden Boat Festival. Beautiful hand-crafted models of many great working and pleasure craft were shown in the nearby Waterside Pavilion.

With a backdrop of Hobart's grand old sandstone waterfront buildings and towering Mount Wellington, the Australian Wooden Boat Festival has become one of Hobart's major events, this year attracting more than 40,000 visitors, many from the mainland and even overseas.

The festival is the greatest gathering of wooden boats in Australia, a wonderful display of craft ranging from finely-crafted model ships to classic clinker-built dinghies, former Sydney Hobart ocean racers, working and traditional fishing boats including a fleet from Triabunna, steam-powered luxury motor yachts and 'gentlemen's putt-putts', offshore motor cruisers, harbour ferries, a Chinese junk and an exceptional array of stoutly-built cruising yachts and motor boats.



Photo: courtesy Australia Wooden Boat Festival

The classic wooden yacht pier.

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Wooden boats great and small... The James Craig alongside a beautiful 18-foot skiff.

There were wooden yachts from designers such as Alan Payne, Ben Lexcen, Cliff Gale and A C Barber, and designer/builders including Jock Muir, Hedley Calvert and Jeff Clist, and many more.

All built from timber, many of them in Tasmania, and from the State's renowned timbers such as Huon Pine and King Billy Pine.

Also in port were five square-rigged ships, the *Windward Bound*, *Enterprise*, the replica *Lady Nelson* (the original Lady Nelson brought the first settlers to Sullivan's Cove in 1804) and the two steel-hulled sailing ships *Young Endeavour* and *James Craig* (returning to Hobart where her

remarkable restoration from a hulk began).

Adding a lively spectacle at the festival was four historical 18-footers from Sydney and the local one-design Derwent Class, which raced each afternoon in the usually fresh sea breeze.

Hobart's Australian Wooden Boat Festival not only has highlighted the maritime history of Tasmania, but it has played a significant role in the restoration of wooden boats and a revival of the wooden boat-building industry in the island state.

While the festival is a biennial event, Tasmania's maritime history is preserved at the Maritime Museum just across the road from Constitution Dock where there are many fine wooden boats permanently moored, including the old trading ketch *May Queen*.

The traditional wooden boat building skills of early shipbuilders of Tasmania and Van Diemen's Land (as it was known from 1804 to the 1850s) are also being carried on by a new generation at the Wooden Boat School just south of Hobart.

Well represented at the Wooden Boat Festival, the school provides the only course where students create a full-sized, carvel planked, sea-going vessel 'from lofting to launch' as part of their program.

The number of different timbers at the Australian Wooden Boat Festival is anybody's guess, but the organised know that wood there for certain were:

Huon Pine, Beech, Teak, Ash, Cedar, Blackwood, Elm, Spotted Gum, Celery Top Pine, Red Gum, Oregon, Mahogany, King Billy Pine, Swamp Gum, Yellow Tallow Wood, Jarrah, Kauri and Hoop Pine.

As Tamar Yacht Club member Doug Jack, who recently became the owner of the fine wooden gaff-rigged cruising cutter *Marie of Myall*, designed and built by Jeff Clist, said to me at the Festival. "We are just custodians of such wonderful creations in wood by the maritime craftsmen of our state and nation...our role is to maintain them for future generations to use and admire." ○



The 18-footers at the dock.

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great and small...



www.slamanz.com

Photo: EMW Oradur



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AUDI WINTER SERIES

The popular Audi Winter Series began in its current format in the 1950s and has increased over the years to become Australia's largest ongoing series, with fleets averaging 140-plus boats last year.

The series commences each year with the traditional Ladies Day and Great Veterans Race, followed by the pointscore races and concluding with the final Ladies Day Race before many of the boats head north in the Audi Sydney Gold Coast Yacht Race.

There will again be no non-pointscore races other than the opening and closing Ladies day events on 26th April and 19th July, turning the

pointscore into an 11 race series, but an additional race may be dropped. There will also be the ability to postpone the starts if necessary to enable the breezes to fill in.

The Great Veterans Race, the Cruising Yacht Club of Australia's annual tribute to those classic Sydney Hobart Yacht Race yachts that sailed south in the 1940s, 1950s, 1960s and 1970s, will be held on Sunday 26 April 2009 to mark the opening of the Audi Winter Series.

The Great Veterans Race is open for entry to yachts that have competed in a Sydney Hobart Race and are over 30 years of age. The race is a non-spinnaker race, sailed in a relaxed atmosphere, around the harbour. The CYCA is now seeking entries from owners of eligible yachts to compete in this year's race for the historic Windward Trophy and to join the





Photo: Andrea Francolini



regular competitors on the opening day of the Audi Winter Series on Sydney Harbour.

The Ladies Day Race which will be part of the Freedom from MS Regatta to raise awareness of MS and research funds. Yacht owners are encouraged to allow two to five participants onboard for the race. Visit www.msregatta.org.au or download the entry form and information from the CYCA website.

The Audi Winter Series pointscore starts the following Sunday 3 May, with 11 pointscore races for eight spinnaker, two non-spinnaker and a Sydney 38OD division.

Yachts already entered to compete in the Audi Winter Series include last year's Division A second place Dick Cawse's *Vanguard*, Winter Series stalwart Bernie Van Hof's *Tulip*, Anthony Dunn's *Equinox*, winner of Division D (2008), and *The SubZero* Goat owned by Clayton, Foye, Gordon & Peckman, second in the Sydney 38 One Design Division in 2008.

Every Sunday morning, crews can enjoy a freshly cooked breakfast and piping hot coffee from the Breakfast Club volunteers, or from the deck, before heading onto the water in one of the 11 proposed divisions, including two non-spinnaker, and a Sydney 38OD division.

As well as great Line 7 gear for the top three in each division, all the divisional placegetters go into the draw for the chance to drive a brand new luxury Audi A6 for the week.

Owners interested in entering the Great Veterans Race, participating in the MS Regatta Ladies Day Event or the Audi Winter Series should contact the CYCA Sailing Office on 02 8292 7800 or by email sailingoffice@cyca.com.au

The Audi Winter Series Launch Cocktail party will be conducted at the CYCA on Tuesday 7 April from 6.30pm to 8.30pm for all owners, skippers and crew participating in the Audi Winter Series 2009.

For further information visit www.cyca.com.au

AUDI WINTER SERIES

Start Date: Sunday 26 April (Ladies Day and Great Veterans Race), Sunday 3 May (race 1)

Host Club: CYCA

HARKEN WOMEN'S INTERNATIONAL MATCH RACE REGATTA

Since the announcement that match racing will be included into the sailing regatta at the 2012 Olympics, never has the competition in women's match racing been so fierce. With last year's champion and world number 1 ranked women's match racer Claire Leroy not making the trip Down Under, the Harken Women's International Match Racing Regatta is up for the taking.

Four teams from the Australian Sailing & Development squad will take part in the regatta with leading skippers Katie Spithill (ISAF ranking 7), Nicky Souter (ISAF ranking 10), Amanda Scrivenor (ISAF ranking 31) and Lucinda Whitty (ISAF Ranking 42) at the helm. They will be joined by two teams from Royal New Zealand Yacht Squadron helmed by Samantha Osborne (ISAF Ranking 29) and Stephanie Hazard (ISAF Ranking 121) and one team each from Iate Clube Brasileiro (Brazil), Royal Prince Alfred Yacht Club, Women's Sailing Association of Santa Monica Bay (USA) and the host club Cruising Yacht Club of Australia.

Spithill and her team have achieved success abroad this year, cementing the 26-year-old's credentials on the international match racing circuit. Even though her ranking has dropped from third in 2008 to seventh in the world this year (after having a break of four months from the sport), she is still Australia's highest ranked woman match racer. Her recent results include first in the Nations Cup Oceanic Regional final (2008), Silver Medallist – ISAF Women's Match Racing Worlds (2007), first in the Australian Women's Match Racing Nationals (2007) and first in the Rolex Osprey Cup (2007).

Scrivenor, who will also be representing the CYCA in this regatta, has been a strong competitor in women's match racing after just three seasons. Her career highlights include a 2nd and a 3rd in the Australian Women's



Photos: Andrea Fracollini

Nationals (2008 & 2007), 2nd in the New Zealand Women's Nationals (2007), 2nd in the Australian Open Nationals (on main in 2008), 1st in the Marinassess regatta (2007), 2nd in the Bavaria Youth International (2008) and won the Nations Cup Regional Qualifier on bow (2008). Since being selected for to join the Australian Sailing & Development Squad, Amanda is keen to gain Olympic selection for the women's match racing component of sailing program for the London 2012 Olympics.

Twenty-year-old sailing sensation Juliana Senfft from Brazil, ranked 58th won the right to compete in this regatta after winning the Northern Lights Cup in Sheboygan, USA. Juliana only commenced match racing 18 months ago, having twice been Brazilian champion in Optimist class. She has already won the Brazilian National Olympic trials and the National trials for the Nations Cup so far this year.

Racing will commence on Sunday 5 April with Australia, Brazil, New Zealand and USA represented across the ten teams that will take to Sydney Harbour aboard the CYCA's Elliott 6 sports boats for the four-day regatta. A competitors' welcome will immediately follow Day 1 of racing on Sunday 5 April at the host club, the Cruising Yacht Club of Australia in Rushcutters Bay.

The 2009 event will mark the fifth year of Harken's naming rights sponsorship.

This year's event promises a highly competitive event, said Harken Australia's managing director Carl Watson.

"It is a wonderful opportunity for our local women to compete at an international level on home shores. Now that women's match racing is part of the 2012 Olympics, and will be sailed on the Elliott 6s we will continue to see the development of women's match racing in Australia and throughout the world."

For further information visit www.cyca.com.au

WOMAN SKIPPER FOR TASMANIAN THREE PEAKS RACE

Successful Tasmanian yachtswoman Dianne Barkas will take on a new offshore sailing challenge when she skips her Sydney 38 *Asylum* in this year's Hydro Tasmania Three Peaks Race over the Easter long weekend.

A fleet of between 20 and 30 monohull yachts is expected to line up at Beauty Point on the Tamar River on Good Friday (12 April) for the start of in the premier short-handed sailing and mountain running adventure around the north-east and east coasts of Tasmania.

Dianne has previously competed in the Maria Island Race, the Bruny Island Race (winning in 2008) and the Launceston to Hobart Race. Although originally from the USA, Dianne and husband Roy have lived in Hobart for the past 14 years and are both active sailors, although Roy plans to be in the shore crew for the Three Peaks.

"We really enjoy offshore racing and this is one event in which we have yet to compete," she said at the launch of the Three Peaks Race aboard the historic ferry MV *Cartela* in Hobart's Sullivan's Cove, near the sailing finish of the Three Peaks Race.

Asylum will be competing in the fully crewed division which has grown in popularity in recent years, with yachts able to race with their normal complement of crew, at least two of whom must be the designated runners.

Another entrant in the fully crewed division will be David Taylor in his Sydney 36 *Pisces*, which won the division two years ago. "It's a great event, something really different in offshore racing," said Taylor, who was the top placed Tasmanian in the 2008 Rolex Sydney Hobart.

Rob Gourlay in his Thompson 10 sports boat *Tas Marine Constructions* will contest the main racing division, a short-handed event in which each boat is restricted to three sailing crew and two endurance runners.

This year's Three Peaks Race will be the sixth for the young Hobart sailor. "We finished second in the main division last year and we have a new boat for the 2009 event, a Thompson 8," Gourlay said. "Our aim this year is beat the monohulls and be the first boat to Hobart."

Race Director Alastair Douglas said that after 20 years of evolution, the Three Peaks Race would have a refocus on the various divisions, for the benefit of competitors.

While the cruising division and the fully crewed division had increased fleet numbers, the race committee now saw the need for renewed focus on the main division.

"Efforts to give greater recognition of the Main Division teams will be to the forefront of race reporting," the Race Director said. "To add further attractiveness to the main division, new perpetual trophies will be awarded." **O**

HARKEN WOMEN'S INTERNATIONAL REGATTA

Start Date: Sunday 5 April

Host Club: CYCA

THREE PEAKS RACE

Start Date: Friday 12 April

Host Club: Port Dalrymple Yacht Club

OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS

AUSTRALIAN RACES AND REGATTAS

EVENT	DATE	YACHT CLUB
FEBRUARY		
Hardy Cup Under 25 ISAF Grade 3 Match Racing	1-5 February 2009	RSYS
Bluewater Pointscore Flinders Island Race	6 February 2009	CYCA
Ocean Pointscore Race, Sydney Newcastle Race	7 February 2009	CA
Millsom Memorial Cup SOPS Race	12 February 2009	RSYS
Short Haul Race to Pittwater	13 February 2009	CYCA
Farr 47 Sprint Series	14-15 February 2009	CYCA
SOPS Race	21 February 2009	MHYC
RANSA Regatta	22 February 2009	RANSA
Farr 40 National Championship	20-22 February 2009	RSYS
SOPS Race	27 February 2009	CYCA

MARCH

Stepping Stones House Regatta	4 March 2009	RSYS
Audi Etchells World Championship	5-14 March	RBVC
Audi Sydney Harbour Regatta, IRC/inshore classes	7-8 March 2009	MHYC
SOPS Race	13 March 2009	RSYS
Marinasses Women's Match Racing Regatta	14-15 March 2009	CYCA
Mt Gay Rum Top Jaws Regatta - invitation only	20 March 2009	CYCA
Audi Sydney Offshore Newcastle Race, Trade Winds Trophy, Founders Trophy	26 March 2009	

APRIL

Final St Arnaud Wednesday Twilight Race	1 April 2009	CYCA
Audi Winter Sunday Series begins	2 April 2009	CYCA
Final RSYS/RPEYC Saturday pointscore	4 April 2009	RSYS/ RPEYC
Autumn Championship Regatta, Eaton Cup, Etchells, Sydney 38s, Sydney 32s	4-5 April 2009	RSYS
Harken International Womens Match Racing Regatta	4-8 April 2009	CYCA
International World Championship, Port Phillip, Melbourne	5-14 April 2009	RBVC
61st Brisbane to Gladstone Race	10 April 2009	QCVC
Port Stephens Regatta	20-26 April 2009	RPAYC, NCYC
Freedom From MS Regatta	26 April to 2 May 2009	RPAYC, CYCA

MAY

CYCA Winter Ball	30 May	CYCA
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JUNE

Audi Winter Series continues	June 2009	CYCA
Combined Clubs Winter Race	June 2009	RANSA
Australian Women's Keelboat Regatta	6-8 June 2009	RMYS

JULY

Audi Winter Series continues	July 2009	CYC
Melbourne to Vanuatu (Port Vila) Race	July 2009	ORCV
Vanuatu (Port Vila) to Mackay, Qld Race	July 2009	ORCV
Audi Sydney Gold Coast Race	25 July 2009	CYCA/MYC

AUGUST

Sydney to Pittwater	August 2009	SSAA
Pittwater to Sydney	August 2009	SSAA
Meridien Marinas Airlie Beach Race Week	13-20 August 2009	WSC
Audi Hamilton Island Race Week	22-29 August 2009	HIYC

SEPTEMBER

Magnetic Island Race Week	4-8 September 2009	TCYC
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INTERNATIONAL RACES AND REGATTAS

EVENT	DATE	YACHT CLUB
JANUARY		
South Atlantic Race	3 January 2009	Cape Town, SA
Circuito Atlantico Sur Rolex Cup	16-25 Jan. 2009	Buenos Aires, ARG & Punta del Este, URY
Volvo Ocean Race Leg Four - Singapore to Qingdao	18 January 2008	Singapore
Acura Kuy West	19-23 January 2009	Florida, USA
Louis Vuitton Pacific Series	31 Jan. - 14 Feb. 2009	Auckland, NZL

FEBRUARY

Volvo Ocean Race Leg Five - Qingdao to Rio De Janeiro	14 February 2009	Qingdao, CHN
BMW Auckland Regatta	20-22 February 2009	Auckland, NZ
Primo Cup - Trophée Credit Suisse	5-8 and 12-15 Feb. 2009	Monaco

MARCH

International Rolex Regatta	27-29 March 2009	St Thomas, VR
Congressional Cup	24-24 March 2009	Long Beach, USA

APRIL

Rolex San Fernando Race	April 2009	Hong Kong, HKG
Palmavela	April 2009	Palma de Mallorca, ESP
Volvo Ocean Race Leg Six - Rio De Janeiro to Boston	April 2009	Rio De Janeiro, BRZ
Volvo Ocean Race Leg Seven - Boston to Port Stopover	25 April to 16 May	Boston, USA
J24 World Championships	30 April to 8 May	Annapolis, USA

MAY

Tahiti Pearl Regatta	7-10 May 2009	Tahiti, PYF
Top of The Gulf Regatta and Coronation Cup	1-5 May 2009	Jomtien Beach, THA
Trofeo Pirelli - Copa Carlo Negri	May 2009	Santa Margherita, ITA
Tre Golfi	May 2009	Capri, ITA

JUNE


Giraglia Rolex Cup	13-20 June 2009	St Tropez, FRA/Genoa, ITA
Storm Trysail Block Island Race Week	21-26 June 2009	Rhode Island, USA
Transpacific Race	29 June 2009	Los Angeles, USA

JULY

Rolex Baltic Week	5-12 July 2009	Kiel, DEU
Six Senses Phuket Race Week	22-26 July 2009	Phuket, THA


CYCA	Cruising Yacht Club of Australia
DSS	Derwent Sailing Squadron
GSC	Gosford Sailing Club
HIYC	Hamilton Island Yacht Club
MHYC	Middle Harbour Yacht Club
MYC	Mackay Yacht Club
ORCV	Ocean Racing Club of Victoria
QCVC	Queensland Cruising Yacht Club
RANSA	Royal Australian Navy Sailing Association
RBVC	Royal Brighton Yacht Club
RMYS	Royal Melbourne Yacht Squadron
RPAYC	Royal Prince Alfred Yacht Club
RBYC	Royal Freshwater Bay Yacht Club

RPYC	Royal Perth Yacht Club
RPEYC	Royal Prince Edward Yacht Club
RGYC	Royal Geelong Yacht Club
RSAYS	Royal South Australian Yacht Squadron
RSYS	Royal Sydney Yacht Squadron
RYCT	Royal Yacht Club of Tasmania
FSC	Fr. mantle Sailing Club
TYC	Tamar Yacht Club
SASC	Sydney Amateur Sailing Club
SSAA	Shorthanded Sailing Association of Australia
WSC	Whitsunday Sailing Club
YNSW	Yachting NSW



TACKS ON THE DECK

AND OTHER ANTI-PIRACY MEASURES



CRUISING AWAY FROM FAMILIAR ANCHORAGES BRINGS ITS SHARE OF UNKNOWN. HIGH ON THE LIST IS THE ISSUE OF PIRACY AND GENERAL SECURITY, ONE OF THE MOST VITAL OF QUESTIONS FOR ANY RESPONSIBLE SKIPPER.

By Nancy Knudsen

It's a crowded and noisy sundowner in the cockpit and I am listening to a yachtie yarn about the brilliant way he innovated a jury rig at sea. I feel a soft yank on my sleeve, and it's the long-haired sailor next to me waving a rum and coke as he speaks.

"What's the name of the guy who wrote the book about putting tacks on his deck down near Cape Horn?"

I laugh and reply immediately, "Joshua Slocum. Do I get a prize?"

But inwardly I sigh a little. What would that hardy solo seafarer, author of 'Sailing Alone Around the World' and inspiration to generations of cruising sailors, think of having his astonishing sailing adventures remembered most by such an incident? In 1892, Slocum, exhausted from sleepless nights while he kept guard against barefooted Fuegians in canoes, spread tacks on his deck on the basis that 'one cannot step on a tack without saying something about it'.

Security on one's boat has long been a concern for those who venture past their own cruising ground. Attitudes vary from a blythe confidence to an almost paranoid caution favouring alarmed decks and barred hatches.

Striving for a balanced view is not helped by the voracious appetite that readers apparently have for news about piracy, and the mass media and others who feed from that hunger. Recently Somali pirates have stolen the world stage as the modern bad boys of the high seas, and writers such as Klaus Humpendahl, author of 'Pirates Aboard' and a piracy website, make money out of keeping the fear of piracy high.

So what should one do to balance the glorious freedom of the cruising life with a few sensible precautions, firstly, to keep possessions safe when you are absent, and secondly, to sleep soundly at night?

Keeping the Outboard and Dinghy secure: The outboard motor is very vulnerable as it can be easily hidden and easily sold. Most outboard motor locks are only as good as the exposed lock. However, one marine product manufacturer has a natty invention in which the steel tube locks over the screws making them inaccessible to theft, and the padlock fits inside the tube making it almost impossible to cut. One disadvantage is that they need to be replaced every six months or so, as they are not made from stainless steel, and corrode quickly.

Another nifty method of protection used by owners of new outboards is to rub them with rust coloured paint and dent the engine cover to make the motor look old and not worth having – there's many an old salt who swears by the process.

A determined dinghy thief is also difficult to thwart. In some parts of the Caribbean, so prevalent is dinghy theft that there is a cruisers' saying that sums up the dilemma: "Lock it and lift it or lose it!"

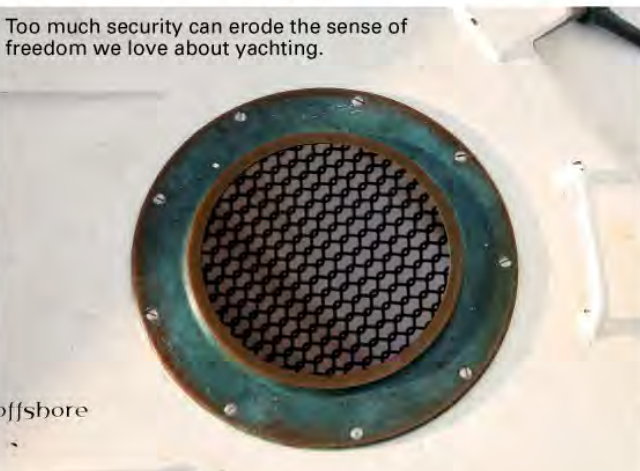
While passing through La Linea in Spain a couple of years ago, we found a thriving dinghy-theft business, complete with dockwatchers and mobile phones. The moment a dinghy was left unattended, the dockwatcher phoned the 'transport division', who arrived with wire cutters and moving vans and were gone within 10 minutes. We heard that the outboards were made-over and repainted, trucked to the other side of Spain and resold. The solution for cruisers in this anchorage was to ferry each other to shore. However, in the vast majority of anchorages in the world, a wire or chain painter with a good lock will deter all but the most determined thief, particularly if the area is well-lit.



Keeping the dinghy secure against theft can be challenging



An often discussed, but rarely applied security measure.



Too much security can erode the sense of freedom we love about yachting.

Boat alarms: This is the most obvious of solutions to secure the boat itself. There are a number of boat alarms around, many with an automatic notification system. Some even give you the ability to remotely and verbally bail up the offender through your mobile phone, as soon as they step on the pressure mat or invade the internal boat space. Being challenged by a ghostly voice may not prevent theft, but might be enough to frighten away a nervous intruder. This system can also be used while you are on the boat, letting you know from your sleeping cabin that the cockpit has been invaded.

Barring the hatches: Like most deterrents, this will not work against the determined or professional thief, particularly as any bars on hatches can only be as good as the hatch surrounds to which they are attached.

Barring the hatches is also not very convivial when on board. Helen and Ralph, on yacht *Fleta II*, who began a cruise through South East Asia from Darwin in 2006 with all their hatches barred, removed them before they were past Indonesia.

“It was a sad feeling, staring at the sky through those bars,” admits Helen. “Anyway, we had already discovered that the Indonesians were a lot more honest than many of our compatriots.”

Security Screens: In our own experience, setting off on our Peterson 46 *Blackwattle*, and paranoid, not about pirates but about mosquitoes, we installed mosquito screens on all hatches and portholes, with one difference. The hatch screens were made of security wire that closely resembled – and doubled for – mosquito screening. We hardly used them while sleeping, but found that locking the cockpit hatches using the screens kept the boat well ventilated when we were absent.

The Big Toe Security Method: We know one solo yachtsman who worried about his security but wanted to leave his hatchway open to let the breezes through in the tropics. He used to rig a trip wire around the cockpit, attached by a long string to his big toe in his bunk. As soon as his cockpit was invaded, his toe string would yank and wake him. When we met him he had never been invaded, but he slept well in the meantime.

Electrifying the life rails: Another much discussed method of frightening off would-be intruders is to electrify the life rails. While we’ve heard this discussed interminably in sundowners with collections of cruisers, we have never met anyone who has actually done it, and the reality is that you may end up electrifying yourself one day when you forget you’d turned the ‘alarm’ on!

Cruising in company: While the idea of security in numbers sounds effective, a theft at night while you are sleeping may not wake the crew of another boat even if anchored very close. In September 2008 in the Rio Dulce in Guatemala, Roy and Michelle on yacht *Dream Odyssey* were anchored beside two buddy boats. They were boarded, tied up, gagged, robbed and the robbers long gone before they untied themselves and contacted their cruising friends anchored just metres away.

All these methods are to guard against the water borne thug, who is hardly different from his landed cousin, except for his mode of transport. When the discussion turns to pirates on the high seas, the conversation is somewhat different.

Carrying a weapon: Traditionally, high seas pirates merely want cash, jewellery, telephones and electronic gear, and the smarter cruisers simply give them what they want. However, there have been several incidents involving weapons.

The most publicised of these occurred when Americans Jay and Carol on their sleek yacht *Gandalf* were in transit through the Gulf of Aden in February 2005 with friends on yacht *Mabdi*, which we discussed briefly last issue. The first intimation that they were under attack by pirates was a spray of bullets, 14 of which hit their targets in the cockpit, stowed dinghy and the mast. They made world headlines by ramming the pirate boat and escaping, but the incident could easily have ended in tragedy.

The resulting nervousness of the cruising sailor has had some unfortunate outcomes. The year after the *Gandalf* incident, in 2006, cruising off the coast of India, some German sailors were approached by fast moving local boats that, to them, did not resemble fishing boats. Stories from the two sides vary, but it is undisputed that the sailors fired, wounding a fisherman, whose crew called the Indian Navy. The sailors were arrested (the 'fishing boats' were unarmed) and brought before a court in Sri Lanka. The judge demanded that the sailors pay restitution, which they did before being freed to continue their journey.

So, should the cruising sailor carry a weapon? And if so, should one declare it or keep it secret?

Most countries in the world demand declaration of weapons, which are then confiscated for the duration of the stay, and one must return to the same port to retrieve the weapon. Being deprived of the weapon defeats the original purpose, and it is often extremely inconvenient to return to the original port. It is an oft-whispered truth that most cruising yachters who carry weapons do not declare them, encouraged by writers such as Klaus Humpendahl. The penalties, if weapons are discovered, are usually severe, and sometimes involve jail sentences.

Finally, unless your weapon has at least as much firepower as the pirates', and you have at least as much skill, you are risking a worse fate than merely robbery. Most Australian yachts we have met cruising the oceans of the world are adamantly against the carrying of weapons.

So what is the answer to cruising away into the blue yet not ending up as the victim of foul play? It may simply lie in awareness of readily available information combined with a little lateral thought and common sense.

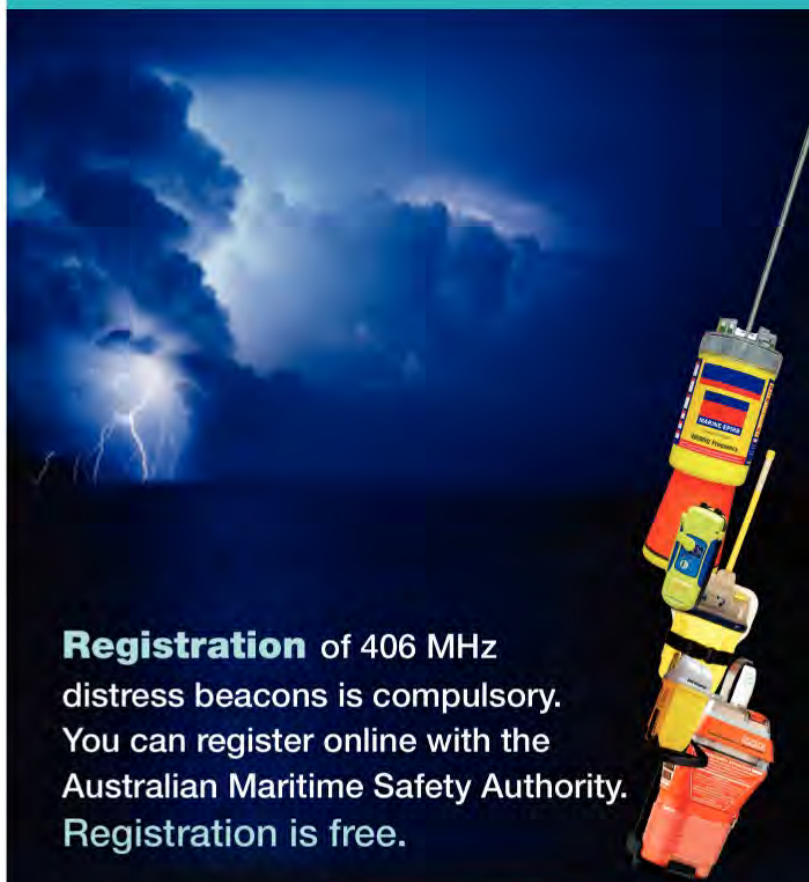
Firstly, country or area hot spots for pirate attacks on yachts are easily identified (See the article in the last issue of this magazine – 'Pirate Hotspots'). Most of these can be avoided by simply sailing somewhere else.

Secondly, if a suburb or town is known to be dangerous, then so is any bay in that area, and a few questions of custom officials or other locals will quickly tell the story. If you are advised not to walk at night in the streets around the anchorage, you probably shouldn't anchor there. Many of the famed, but isolated 'pirate attacks' are simply landed thuggery transmitted a few metres into a local bay.

Knowledge and preparation will not guarantee that you won't be the unlucky cruisers to experience a robbery, but with a little forethought you can be sure that your cruising life will be at least as safe, if not safer, than life on land. ○

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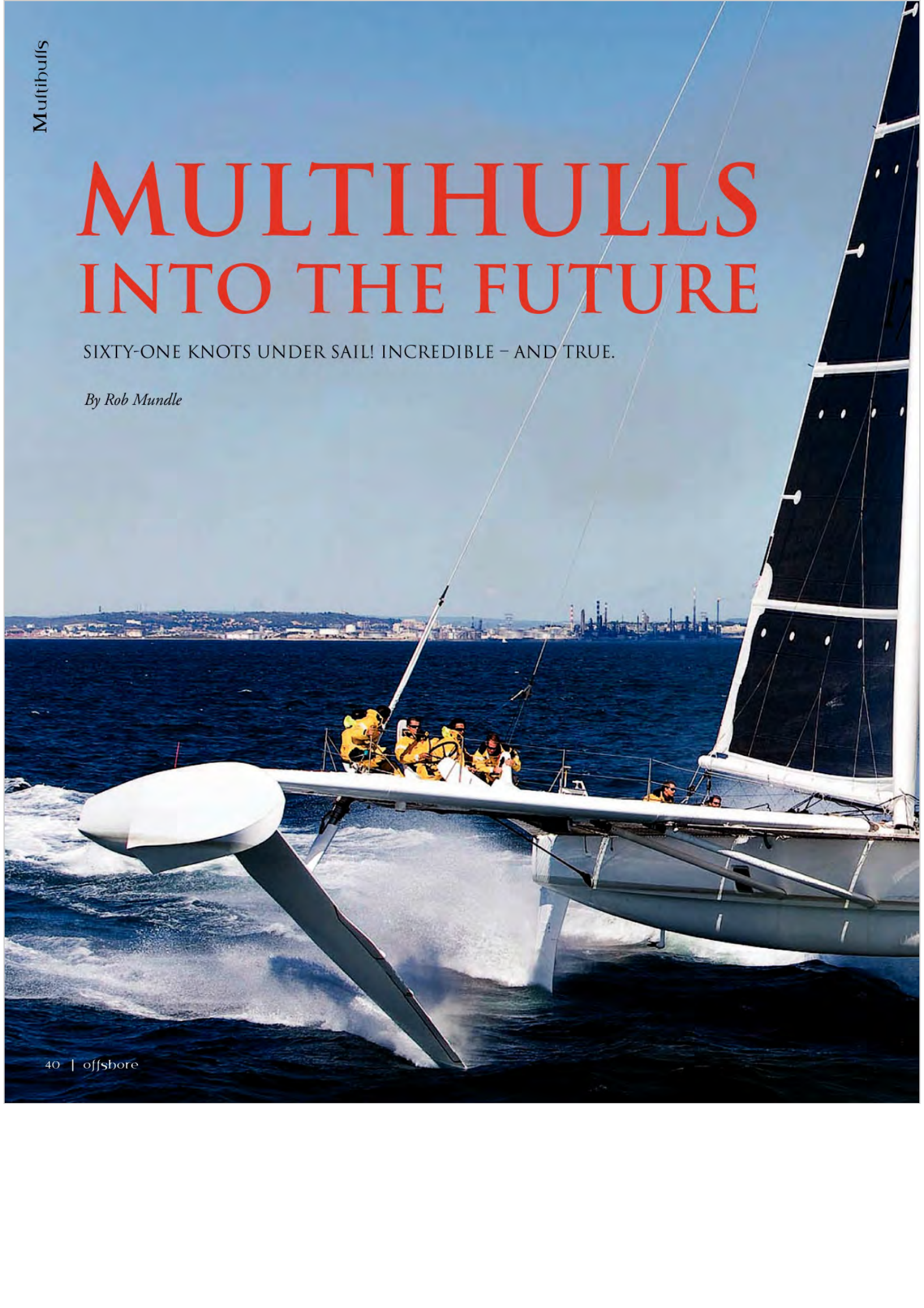
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MULTIHULLS INTO THE FUTURE

SIXTY-ONE KNOTS UNDER SAIL! INCREDIBLE – AND TRUE.

By Rob Mundle





But, this sailboat was suddenly going to where no one had gone before, and not surprisingly everything went very pear shaped in an instant; disaster struck.

This almost unbelievable speed under sail was not coming from a kiteboard or radical sailing 'thing' that held no resemblance to a 'real' sailboat. No, this was, in a sense, far more conventional: a 24-metre-long by 24-metre-wide experimental hydrofoil trimaran: *l'Hydroptère* designed by Frenchman Alain Thébault.

Last December, a few days after having peaked at 52.86 knots while making an unsuccessful assault on the world sailing speed record, Thébault and his crew tried again. In a wind of 35-38 knots, which gusted to 45 knots, this amazing machine, with its squat wing mast, square-top mainsail and small jib, was given free rein on the waters of the Mediterranean, near Marseille. On her first run she rocketed to 50 knots, then 55 and kept accelerating! A savage squall came across her track and pushed her to 61 knots – then 'whammo', it was all over! The forces on *l'Hydroptère* were too much. She nosedived, and then a spectacular stern-over-bow cartwheel capsized ensued. Amazingly none of the crew was injured.

l'Hydroptère's stunning speed brings a new level of excitement and anticipation to the world of high performance and offshore sailing. It's an excitement being driven by multihulls. In the past three decades multihulls have come from the dinosaur and biplane era to a position where the pioneering technology associated with their design and development is seeing speeds never previously thought possible.

These amazingly fast machines might also hold centre stage in the America's Cup, very soon. Who would have ever thought that the next match to decide the sport's ultimate prize might be in 27.4-metre (90foot) long (and similarly wide) multihulls, but it's distinctly possible. It would be an enthralling display of sheer speed and remarkable technology, one that would excite even the most ardent monohull sailor. (Ed note: At the time of going to press the Supreme Court in New York was about to hand down its decision on whether or not the next Cup match would be in multihulls).

Away from the high-performance scene, the world of cruising multihulls is expanding rapidly. With their design, construction and seaworthiness having seen significant advances in recent decades, there's little wonder that some

"WE WANT TO DEVISE BETTER WAYS TO GET RID OF POWER. IT'S EASY TO MAKE THEM GO FAST. IT'S HARD TO SLOW THEM DOWN."



of the world's major yacht building companies have read the market and now offer impressive cruising multis in their range. Here in Australia, when it comes to custom designed cruising catamarans, there are far more being built than monohulls.

Production catamarans are also having a significant impact on the local market. Michael Bell, who is a highly experienced ocean racing yachtsman, heads All Boat Brokerage at Newport, in Sydney, and distributes in NSW the French built Fountaine Pajot range of cruising catamarans: "Catamarans are the growth market when it comes to production yachts in Australia," Bell said. "People now realise that production catamarans are extremely safe, very comfortable and seaworthy. The fact that Fountaine

Pajot has just completed their 2000th catamaran tells you that.

"In the marketplace here in Australia we find the men enjoy catamarans because they are easy and stimulating to sail, but most importantly, women just love them. They like the fact that catamarans don't heel dramatically, and they are extremely enthusiastic about the comfort levels: you get 360 degree views from the saloon and cockpit, and they can always keep an eye on the children when they are playing on deck."

So, where is this dynamic scene going? What are the most exciting developments we can expect in racing and cruising?

There's no better man to ask than Gino Morrelli, of the California-based multihull design firm Morrelli & Melvin, a world leader in all areas of multihull design. He started designing and building multihulls as a teenager and developed his talents to where he created Dennis Conner's solid wing sail catamaran *Stars & Stripes* for the controversial 'cat versus dog' America's Cup match against the kiwis in 1988. He established Morrelli & Melvin with friend Pete Melvin in 1991, and one of their early projects was the design of PlayStation (Steve Fossett), which set a non-stop round the world record of just under 59 days in 2001. Today, Morrelli & Melvin are working with Larry Ellison's *BMW Oracle* America's Cup multihull design team, and developing some exciting projects in cruising multihulls, from small through to superyachts.

l'Hydroptère excites Morrelli: "It's opening up a giant crack in sailing. If you're looking for the next generation of multihull to break the round the world record then you must consider the *l'Hydroptère* concept. One of these days they are going to get that thing to stay together and it's going to break the 24-hour record and the Atlantic record. And yes, there



are some clues within that thing saying with more development it could eventually go round the world. Foils are definitely the future; they're an instant turbo. All we need to do is work out the best configuration; a foil-borne bi-plane cat or trimaran, or a foil-borne, wing-masted, tilted bi-plane something ... it's all out there."

Morrelli & Melvin were called in as consultants for the *BMW Oracle* America's Cup challenge last year, after the boat was launched. Initially they were additional eyes and ears looking at the boat and its performance, but more recently they have played an increasing role in its development: "It's definitely extreme," Morrelli said. "Without doubt it's the best course-racing boat of its kind ever built. Even so, it's not as extreme as it could

have been. This boat is going to have its challenges in a breeze, if you consider a breeze being over 12 knots!"

On the flip side, Morrelli & Melvin have found huge success in the cruising catamaran market, for both charter and private cruising. Their Gunboat performance cruising range has had an impact across the world, and now the Leopard production cruising cats being built by Robertson & Caine in South Africa, primarily for The Moorings charter company, is booming. Morrelli says that many sailors who charter catamarans and are subsequently converted to multihulls are now changing the face of private ownership in the market. They are making design requirements more personal. Instead of wanting four staterooms they require just two cabins, one owner/wife layout in one hull and the other cabin for just two guests in the other hull. It makes for less crowded cruising.

This new generation of cruising multis are much better boats: "The big improvement is coming through weight saving," said Morrelli. "We have been closely involved with things like infusion and improving the production techniques, and this has let us take out a significant amount of weight, which in turn reduces the cost of the build. Conversely, the performance of the catamaran improves simultaneously as the boat gets lighter. We are also trying to get rigs lighter to make the boats even better. We are trying to find a cost-effective way to put carbon rigs into production boats."

When it comes to rigs, Gino and Pete have been working on something completely radical – the Harbor Wing, a solid wing concept which can rotate through 360 degrees and stays in situ at the dock. They have done

CURRENT MULTIHULL RECORDS

Trans-Atlantic: *Groupama 3* (Franck Cammas) 103-foot tri – 4d 3h 57m 54s. Av. Speed: 29.26 knots

Round the world: *Orange II* (Bruno Peyron) 120-foot cat – 50d 16h 20m 4s. Av speed: 17.89 knots

24-hour offshore: *Groupama 3* (Franck Cammas) – 794nm in 24 hours. Av speed: 33.08 knots

Trans-Atlantic single-handed: *Sodebo** (Thomas Colville) 105-foot tri – 5d 19h 30m 40s. Av. Speed: 20.97 knots

(**Sodebo* was built in Australia by Boatspeed, as was Dame Ellen MacArthur's *B&Q*, which holds the record for the fastest circumnavigation of the world by a woman)



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"IT'S OPENING UP A GIANT CRACK IN SAILING. IF YOU'RE LOOKING FOR THE NEXT GENERATION OF MULTIHULL TO BREAK THE ROUND THE WORLD RECORD THEN YOU MUST CONSIDER THE L'HYDROPTÈRE CONCEPT."

conceptual drawings for a wide range of multihulls carrying the rig, however Morrelli says they are something you're more likely to see on a 150-footer than 50 footers, but that may change with time.

Morrelli also sees a major market emerging for a 'SUV type thing of sailing' - a comfortable cruising catamaran that will do 20 knots under power then, with the drive system retracted, sail as a fast cruising boat.

He also acknowledged that one of the biggest challenges faced by designers today is how to slow down a multihull: "We want to devise better ways to get rid of power. It's easy to make them go fast: it's hard to slow them down. We want to come up with rigs that allow us to carry a lot of power which can be de-powered quickly and easily. Free-standing and fully rotating is a clue for us, but whether it's a bi-plane [a mast in each hull] or a single rig in the middle is yet to be decided. The idea is to have a rig where you can dump the power quickly without reefing, and hopefully without spending 3,000 calories doing so. We have fooled around with a lot of ideas: bi-plane, bi-plane solid wing, bi-plane fat head, rotating - there are lots of things to consider, and I think that might be where the next generation, the fourth generation of cruising catamaran, will emerge. That's the direction - being able to put more power on but control it more easily."



Arnie Duckworth, the man who founded ATL Composites here in Australia, is already heading down that track. He's had young Thai naval architecture student, Natthavarat Titapan, design a fresh interpretation of a sport catamaran. There's no denying it's different: apart from its powerful, low profile bi-plane rig with square-top mainsails, it features a central pod that moves transversely across the main beams. Currently this pod houses the centreboard and rudder, but it will soon be fitted with foils not dissimilar to those used on hydrofoil Moths.

"It's dynamically stabilised by means of a surface-sensing hydrofoil design where the righting moment increases with an increase in boat speed," Duckworth explained. "The centreboard and rudder, mounted in the central pod, will have T-foils at their lower extremities. The forward foil has a trim tab that is controlled by a lever arm that runs on the surface of the water. It lifts the boat to a pre-set height then maintains that height. The pod, which is attached to the underside of each beam via a Harken traveller system, can move up to 1.8 metres each side of centre."

The theory is that when moved to windward the foils will lift the windward hull and reduce drag in light winds, then when the pod is moved to leeward in stronger winds the foils will lift the entire boat above the water. The first phase of development is to make sure all the systems work, then the wings will be fitted once Duckworth is feeling confident - and hopefully the boat will fly.

The low profile, square-topped biplane rig presents 60 square metres of working sail area, about 12 square metres more than a similar sized sports catamaran with a conventional rig. The carbon fibre masts are free standing and carry a triangulated set of diamond stays. Duckworth says this concept is expected to erase one of the big problems most conventional rigged cats experience when hard running: "The cantilevered biplane rig, which has no standing rigging to restrict sail trim, presents a significantly safer situation during a round-up because you are only 20 degrees, not 60 degrees, from a luff at any time."

He hopes to have the foils fitted and the boat 'flying' within weeks. If it works, there will be yet another incredibly exciting dimension added to the world of multihulls. ○

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THE GUARDIAN OF THE TEMPLE

IN A CANDID AND WIDE-RANGING INTERVIEW, BRUNO TROUBLE SPEAKS ABOUT THE THREATS FACING THE AMERICA'S CUP, THE FUTURE OF SAILING AND SAIL POWER AND THE PROGRESS OF HIS OWN SEABORNE ECOLOGICAL PROJECTS INVOLVING THE SCHOONER *TARA*.

By John Julian

Everyone with a keen interest in yachting has heard of Bruno Trouble. Twice an Olympic yachtsman and three times an America's Cup skipper, Bruno Trouble revolutionised the competition for that famous old trophy 'from a summer pastime for rich people to a major event without losing its worth and tradition' and he has done so in an enduring partnership with Louis Vuitton, Moët & Chandon and other celebrated names.

Bruno Trouble was back in Auckland during February 2009 to direct his latest event, the Louis Vuitton Pacific Series, which was contested by 10 teams sailing America's Cup-class yachts.

John Julian: You were born in Versailles, close to Paris. What first drew you to the ocean; did your family have a house close to the sea, or a yacht?

Bruno Trouble: I'm not from the seaside. My father was a lawyer in Paris and we had a family house in Antibes, which my great-grandparents built in 1885. We spent our holidays there and I started sailing in dinghies before I could walk. I was born in 1945 and my father was one of the first in France after the war to cruise on a little boat. He bought a 28-footer and we went to Greece on that when I was young. Nobody else was cruising at that stage, which was in 1960. So that was the start of my passion for sailing and racing and I did my first French Junior Championship when I was 14 and then my first 505 Worlds when I was 17 in New York, so I have been attracted to the sea all my life.



Trouble and Louis Vuitton's Christine Belanger.

Photo: Luca Villata

JJ: You competed in the Olympic Games in 1968 and 1976 as a sailor when sailing was essentially a Corinthian sport. What are your happiest memories of those days?

BT: I went to the Olympics in 1968 with a Flying Dutchman and that is my greatest memory in sport. The 19th Olympiad was before Munich, before the Olympics became very political and it was a big feast, the sailing in Acapulco was great and that year we had finished second in the Europeans behind Rodney Pattison. I missed the 1972 Olympics in spite of the fact that I was the European Soling champion; we had a collision on the starting line during the trials in France and one of my crewmembers broke two vertebrae on the bow of another boat and since we couldn't change crew we were out of the trials and therefore the Olympics. In Canada during 1976, we won the first two races in Solings and after that the wind was a bit different so we lost. And then I switched to the dream of my life, the America's Cup. I had competed in the 505 World Championships in Larchmont during 1963 and



Photo: Paul Todd

Trouble celebrating with the Team New Zealand crew after their win at the Louis Vuitton Pacific Series.

I was invited to the New York Yacht Club and I went to Newport and watched the racing and was so impressed. It was like a sailing Mecca for me, a dream place with its models and all the history, so I fell in love with the America's Cup then.

"WE FIGHT WITH ALINGHI BECAUSE THEY DON'T CARE ABOUT THE STRONG HISTORY OF THE AMERICA'S CUP"

JJ: You competed for the America's Cup as a skipper in 1977, 1980 and again in 1983 during the infancy of sponsorship in the sport.

BT: When I came back from the Olympics in 1976, Baron Bich was looking for a tactician so he asked the French Federation of Sailing and I was hired. He then organised a kind of America's Cup in-house with three possible skippers and we had one month's trials to choose the skipper for the 1977 America's Cup and I was picked. It was a great experience; I liked this man and we had a strange love/hate relationship. The crew stayed together and I was accommodated in the Baron's house and he would come to my room at 3am in his golden slippers. My nickname was Big Trouble and he would say, "Big Trouble, you did that yesterday," and he would demonstrate using his slippers. "You tacked, then the other one tacked, I don't understand what happened." Then, after 10 minutes of explanation he would say "OK, go back to sleep, I will see you at breakfast." This man hardly ever slept; he managed on about three hours every night!

In 1977 and 1980 I was the skipper of his boat and in 1980 we had a very, very close race with *Lionheart*, helmed by Lawrie Smith. We had collisions every day and finally won 4-3 but were beaten in the final by *Australia I* – it was the best French effort ever. Coming back from the last race, we had Baron Bich sailing with us as usual (which meant that we were always missing one winch man because then you couldn't have 12 people on board). On the way in he said, "I'm too old to sail with you guys; this is very sad but I'm going to stop because I don't want to be watching my boat through binoculars like Sir Thomas Lipton used

to do from his yacht. I prefer to sail with you and I cannot do that any more. Bruno; please take over, I will give you all the boats and the tenders for you to continue." So I said "Oh my God!" And then one month later he called me back and said "Bruno, I changed my mind; you

have to find three million French Francs." I said "Why is that? You gave everything to me." And he said "Yes, but when you have little dogs with no pedigree and you give them away, people don't take care of them nor take them to the vet. If you sell them, people are more careful."

That was when I found the producer of the movie *Emmanuelle*, Yves Rousset-Rouard, to help me with the next challenge but he couldn't spend enough so in 1983 I came back to Newport, but without Baron Bich and with no money at all. I was taking the crew to McDonald's and we were using sails from 1980. It was not my best experience with the America's Cup because it is very, very difficult when you have the right funding but it is a nightmare when you don't. When you are sailing in a fleet of 60 boats and finish 40th, you still have 20 boats behind you but when you lose in match racing your confidence goes and you can lose the confidence of your crew; it's really tough psychologically. It was in 1983 that I brought Louis Vuitton to the game. In 1982 we had a meeting of all the skippers for the 1983 event and we were then sharing the cost of the regatta to select the best challenger. I said, "Why should we pay for running the regatta? We are broke: we have no money." And they said, "Bruno, this is a good point. Would you like to find a sponsor?" And so Louis Vuitton became the first ever sponsor in the America's Cup game, even if it was not directly sponsoring the America's Cup.

JJ: You brought what must be the most prestigious, valuable and enduring commercial partner to the sport of sailing in the shape of Louis Vuitton over a quarter of a century ago and together you have



taken America's Cup yachting to the world. Could you have hoped for or envisaged such success at the start?

BT: Not at that time. I had thought of Louis Vuitton because I knew the company and that it had been created in 1854 and the America's Cup in 1851 so there were a lot of links. We discovered later that Rockefeller and Vanderbilt and, more recently, Ted Turner and Raoul Gardini were all clients of Louis Vuitton. So by 1983, Louis Vuitton was on board and paying US\$250,000 for the naming rights to the Challenger Series, we created the Louis Vuitton Cup, which is still the same. We were very lucky that the first winner of the Louis Vuitton Cup was *Australia II* because 1983 was a big turn in America's Cup history and Louis Vuitton was very pleased to be associated with that.

JJ: You have been variously described as the 'ringmaster' and the first 'impresario' in the history of the America's Cup. Given the highly competitive nature of the participants and the very wealthy individuals that support some syndicates as well as or instead of sponsors, what other descriptions would be appropriate: ambassador, diplomat, negotiator-in-chief, guardian of the flame?

BT: I don't really care about all those names! For sure, I have a passion for the Cup and I think that Louis Vuitton is... you say the "guardian of the flame", I would say the guardian of the temple. I think that maybe Mr Bertarelli (founder of the *Alinghi* syndicate, current defender of the America's Cup) does not realise that, but Louis Vuitton has been a key element for the America's Cup to be changed from a summer pastime for rich people to a major event without losing its worth and its tradition and this is why we fight with *Alinghi* because they don't care about the strong history of the America's Cup.

JJ: Not for the first time in the long history of the America's Cup, there has been a spat between rich men. This time it is a real threat to syndicates' sponsorship prospects and the scheduling, continuity and future of the event, especially given the current world financial crisis. Could this impasse be the start of a drift toward a FIFA or Grand Prix motor racing model for sailing's oldest and most celebrated contest?

BT: The dream of Mr Bertarelli is to make the America's Cup another Formula

One circuit where he controls everything. For sure we don't like that because it's not the America's Cup any more. Two elements are key in my opinion: one is the nationality; we should have at least one third or maybe half of the crew from the nation that is challenging because, as you remember from the Deed of Gift, the America's Cup is a peaceful competition among nations, which is a key element, and Mr Bertarelli is against that.

Secondly, we don't want to see a defender sailing with the challengers in the early rounds. The big mystery, and perhaps the most important thing in the America's Cup is to see the first windward leg of the first race, when we discover how fast the challenger is and this has been a big question mark throughout the history of the event, and to get rid of that is a stupidity.

We want an event which respects the traditions and history of the Cup, the basics of the Deed of Gift etc and I think Mr Bertarelli maybe wants a Bertarelli's Cup but that would not be the America's Cup. Anyway, it would be very difficult to have an event as big as Valencia because things have changed over many years and it's impossible to organise an event spending US\$260 million and not only was Louis Vuitton very disappointed after 2007 but most of the sponsors associated with the 2007 event were disappointed too because they never got a return on their investment.

JJ: The Louis Vuitton Pacific Series has given all concerned a great lift, be they sailors, sponsors, spectators or others with an interest in the sport which, as you know, includes most New Zealanders and many millions of people around the world and the event became the 'Friendly Games' all had hoped for. Are you happy with the way it turned out?

BT: When we came up with this idea, we never thought it would be so well adapted to the present crisis. For sure, to have all those teams coming, just with polo shirts and foul weather gear, makes it a cheaper format and it's useless to transport slow boats or fast boats all over the world. Why should we have a slower Chinese boat racing against *Alinghi*? We saw that in Valencia and it's useless to do it again. The new series was also successful because the smaller teams like the Chinese and the Greeks have sailed slower boats in the past, like the *Minardis* were in Formula One, and suddenly they are able to drive McLarens or Ferraris. It is a dream for them to be able to compete with the best teams on the best boats.

JJ: Your connections with the Southern Hemisphere are strong in many respects and you played a vital role in the rescue of the *Seamaster*,

now Tara project after the death of your friend Sir Peter Blake. Do you think the sailing community has a larger role to play in the promotion of ecological awareness around the world?

BT: We bought *Seamaster* after Peter died because we wanted to continue what he was dreaming of. I was a close friend of Peter's at the end and the boat is now named *Tara*, which was the name of my father's boat in the early 1960s. We have a passion for the boat and that continues after we did the 16 to 18 months' drift across the North Pole. We will be announcing another project very soon. The boat provides a perfect platform for ecological research and we are very pleased with it.

JJ: Thanks in many respects to your own endeavours in promoting the sport, sail-making techniques have advanced enormously during the last 25 years. Do you foresee a renaissance for sail-driven ships as people around the world attempt to reduce their dependency upon fossil fuels?

BT: I hope so, but I'm not an expert on the subject. They are trying some huge para-gliders over the ships. I don't know whether it works, but for sure it would be a dream if we could build some modern sailing boats. The tall ships of today are all old and nobody has built a sailing ship since the French did for Club Med and, while this boat is 20 years old, we can certainly think about developing the idea of Club Med, which was built in Le Havre. We could certainly improve that and I hope we will. But this is why the sport of sailing is so popular because it's very trendy not to use fuel and not to be noisy. This is also why our sport has a great future, because of the ecological aspect. ○

The schooner *Tara* conducts ecological research in the North Pole

Photo: Ivor Wilkins

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THE NAVIGATOR

"THE NEW SHIP HERE IS FITTED ACCORDING TO THE REPORTED INCREASE OF KNOWLEDGE AMONG MANKIND. NAMELY, SHE IS CUMBERED END TO END, WITH BELLS AND TRUMPETS AND CLOCK AND WIRES, IT HAS BEEN TOLD TO ME, CAN CALL VOICES OUT OF THE AIR OF THE WATERS TO CON THE SHIP WHILE HER CREW SLEEP BUT SLEEP THOU LIGHTLY. IT HAS NOT YET BEEN TOLD TO ME THAT THE SEA HAS CEASED TO BE THE SEA." - RUDYARD KIPLING

THE HUMAN RACE HAS BEEN FINDING ITS WAY FROM HEAVENS SINCE THE BEGINNING OF RECORDED HISTORY, IF NOT BEFORE.

By Lisa Ratcliff

These days the mysteries surrounding navigating by the stars, sun, moon and planets have been superseded by the complexities of marine technology - and those who have mastered it.

In the past a race navigator would spend much of their time simply figuring out where the boat was and hours hunched over SSB radios and weather fax machines trying to get hold of whatever weather information was available.

But with the advent of GPS and the availability of internet-connected computers at sea, the navigator's role has shifted dramatically. These days the navigator knows exactly where the boat is at any time, so instead their attention can be focused on positioning the boat to make the best use of the prevailing and expected conditions, and keeping an eye on the opposition. This used to involve twice-daily sked reports but has become a time consuming task given the frequency of real time reporting via websites, such as the Rolex Sydney Hobart site which updates the fleet every 10 minutes.

While it varies depending on the type of racing, for example whether it's buoy courses or offshore, the navigator is usually responsible for the following tasks (some of which may be delegated):



The space age nav station in *Wild Oats XI*.

PRE-RACE

- Checking instrument calibration including speedo
- Making sure comms are working including SSB, VHF, internet connection via 3G/NextG phone network and/or satellite phone
- Obtaining weather daily a week out from a race start and presenting the weather and routing to the skipper and watch captains daily for at least three days out to help build a picture of the race course and likely weather scenario
- Explaining the course to the team
- Sourcing information on the likely (and current) wind and tidal conditions
- Time keeping
- Watching the signals from the start boat
- Listening/watching for information on the course
- Determining the favoured end of the line
- Calling distance and time to the line
- Watching for clear/early start signals

WHILE RACING

- Monitoring VHF for OCS
- Not hitting anything
- Sailing the correct course
- Locating the marks
- Time on each tack/gybe and time to the marks
- Assisting the tactician with the layline
- Providing information on wind angles/speeds on future legs (to aid sail selection)
- Updating the best place to be on the track for wind and current
- Routine downloading weather, looking at current and monitoring competitors
- Ongoing handicap updates
- Monitoring the state of the batteries and charging when necessary
- Monitoring the boat's performance to the polar (boat's performance

under given true wind conditions) and if you are fast or slow, asking yourself why. If everything looks OK adjust the polar to suit the boat's actual performance - this will help make routing more accurate

POST-RACE

- Handicap calculations
- Forecasting for next day
- Assisting in any protest
- Updating polars/recalibrating instruments
- Recording of new information/job lists

The navigator may also have an administrative role including reading the notice of race and sailing instructions - and ensuring others do the same - making sure all the relevant charts, manuals and books such as tide tables and sailing directions are on board, and helping ensure the required paperwork is lodged on time.

In the days before the instant availability of information, navigators would spend countless hours hunched over the nav station and tended to remain hidden away below deck. But according to Will Oxley, a professional Queensland-based navigator with 200,000 nautical miles of ocean sailing behind him - 170,000 of those as navigator including three round the world races and more recently on Geoff Ross' Reichel/Pugh 55 *Yendys* - the larger yachts are increasingly sailed with fewer crew, which means the modern navigator needs to be more versatile.

"In my opinion a good navigator is much more valuable if they are also able to contribute to the actual mechanics of sailing of the boat. With larger yachts being sailed with less crew it is very helpful for the navigator to be as physically fit and able as the other crew members," says Oxley.

"The rest of the job requires a strongly analytical and methodical mind, with the ability to process lots of information, sometimes contradictory, to build a picture of the current situation and what is expected to happen over multiple time scales which vary depending on the length of the race.

Oxley sharing some wisdom during this year's Volvo.



A veteran of Volvo Ocean Races and 13 Sydney Hobarts, Will Oxley knows his stuff.



For example, time scales relevant to a leg of the Volvo Ocean Race might be the next two hours, 12 to 24 hours and 10 days later."

Skandia's navigator Graeme 'GT' Taylor, who cemented his place among the better known amateur navigators when the 30-metre Melbourne warhorse found itself leading the race favourite *Wild Oats XI* for most of day two of last year's Rolex Sydney Hobart, suggests that "other than not getting seasick the navigator doesn't need particular physical attributes, unless it's a longer shorthanded race such as the VOR. Then the navigator may be required to be more involved with sailing the boat and shifting large sails, so the bigger and stronger the better."

"When navigating I like to get on deck with the lads and do some hard work. It helps clear the mind of the overload of information you have coming in," adds Taylor, who has been sailing competitively for 28 years, starting off the beach at Sorrento Sailing Club on the Mornington Peninsula, and has an impressive 13 Rolex Sydney Hobarts on his resume.

Inevitably the navigator will be the bearer of bad news such as a poor position reports, and sometimes this is a direct result of calls the navigator has made. "For that reason it helps to have an even temperament and the ability to look forward and get over these lows," says Oxley.

In offshore racing most of the crew and in particular the navigator needs to be able to function on very few hours of sleep, snatched whenever there is a quiet period, and ideally needs to function virtually immediately upon being woken.

"It can be hard but try to get some sleep when things are on the straight

and narrow," says Taylor.

As far as hardware goes, Oxley recommends a decent GPS and a backup GPS that can link directly into the complete instrument system, a good instrument package like B&G or Ockam, and a robust computer and a deckscreen. Offshore, a barometer is still an important tool, while on a personal note Oxley recommends a decent countdown watch with multiple alarms as an essential item.

"Expedition and/or Deckman (navigation/tactical software) are necessary items for a modern day navigator and fast and reliable access to the internet is invaluable. NextG provides this within 40 nautical miles off the coast and with a big budget Inmarsat can provide a good speed link offshore, while Iridium is a lower cost, low bandwidth alternative. There are also lots of different software packages that make the job easier including a good image viewing package (like ACDSee) and software to automate downloading of information," suggests Oxley.

His optimal pre-race preparation can involve a minimum two days for a regatta while for a big offshore race he will often spend a week preparing. Taylor meanwhile adheres to a simple "Six P" rule: Prior Preparation



The modern navigator has a lot of technology at his disposal. Pictured here, *Loki's* space age nav station.

Prevents Piss Poor Performance!

"The more time you put in pre-race the better you will do," he assures.

The communication loop is particularly important for the navigator as they often spend many hours shut away below deck and out of sight. Inshore, Oxley suggests the navigator work directly with the tactician, who makes the final call, unless it is a depth or collision issue in which case the navigator should speak directly to the helm in a clear and calm voice.

"In offshore races it is the watch leaders who you work with most closely in developing the ongoing game plan. It also does a great deal for crew harmony if the navigator can provide regular updates on the racing progress, even if the news is bad," Oxley says.

Taylor says the best thing about being the navigator is the reward that comes with making a call that's a clear winner off the back of a lot of study. And the flipside? "Being locked up downstairs completing skeds and being away from the action."



Skandia navigator Graeme Taylor.

Diligence, patience and the nous for maths and probability combined with a stomach of iron and the ability to work largely alone in an extreme environment are the makings of a good navigator. But on top of the science and the art of navigating, "you also have to use your eyes and back your judgement when you don't have time to weigh every bit of data available," concludes Oxley.

'GT' offers the final word on what he believes makes a great navigator. "Someone who is diplomatic, realistic and has a complete understanding of yacht racing and what the guys on deck might be going through. They are able to present all the data to the skipper and watch captains and in conjunction make a solid call on the best path to take." ○



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A Lasting

Impression

ELAN'S 43-FOOT CRUISER IS WELL-BUILT, ENHANCED BY CLEVERLY-CHOSEN OPTIONS AND READY TO TAKE YOU A LONG WAY FROM HOME IN PURE COMFORT.

By Barry Tranter

The boats carrying the Impression label are the pure cruisers in the Elan range. And as a pure cruiser, the Impression 434 is an uncompromised design; its only role in life is to be a comfortable and safe craft on which to voyage, a brief which frees the designer to do his job unworried by other considerations.

The usual result of such a brief, as in this case, is a very satisfying boat.

Elan's house designer, Briton Rob Humphreys, has produced four accommodation layouts for the 434; you can have two, three or four cabins. Paul and Sue, owners of the boat shown here, made the immensely

sensible decision to have only two cabins. As a result this Impression has two of the best cabins I've seen on a 43-footer. The master cabin aft, almost a stateroom, spans the hull's considerable width. The forward cabin is smaller but no less comfortable; it's a tossup which is superior.

Paul, a marine engineer, made other sensible choices. He opted for the lazyjack system for the mainsail, though Elan importer Rod Parry said his preference was for the in-mast furler. When the main is up the lazyjacks can be led forward and the bag rolled up and stowed as a neat parcel on the boom.

This boat's options include the powered Harken halyard and sheet winches, bow thruster, three-blade folding prop and the Scanstrut backstay-mounted radar. The locally-made bimini has a removeable clear panel forward and the bimini is modified to carry the two large solar panels, which provide no less than 8.5amps of charge to the batteries (there are six, totalling 900 amp/hrs) on a clear day.

This is important, says Rod, as this boat lives on a swing mooring and topping up the batteries at a marina will be a rare luxury.

A lot of thought has gone into the electrical system. Navsail fitted a 2000-watt inverter and 100-amp battery charger. The 55hp Volvo-Penta (75hp is optional) has a 130-amp alternator.

BACK TO BASICS

You can get carried away discussing a boat's ancillaries and forget about the engineering basics. The Impression's vacuum-infused hull uses Kevlar in the bow and around the mast support to add strength. A moulded internal grid strengthens the skin and provides the pickup points for



There's room for eight around the table.



The aft cabin is huge!



The spacious forward twin berth is a worthy guest bedroom.



The test boat had the standard 1.9-metre draft keel, about the maximum for its home waters of Lake Macquarie (NSW). The beamy hull's Angle of Vanishing Stability is 127 degrees.

the chainplate and keel loads. Backing plates are used for the chainplate tie-rods, winches and the other hardware. The keelbolt system is actually a grid encapsulated by the keel casting.

The rudder stock is supported by a massive webbing structure to take impact loads, avoiding the damage caused when all shock is fed through the bearings, which can lead to the whole thing ripping out. It happens.

The standard boat carries 60 metres of 10mm anchor chain; there are two anchor rollers in the bow. The electric windlass is mounted inside the hull to prevent the corrosion inevitable when the winch is mounted in the anchor locker.

Down below, the floor is on three levels but the headroom is immense. The galley includes a huge top-loading fridge and separate freezer; three-burner gas stove with oven; excellent slide-out mesh baskets for the food which allow air to circulate.

The table has wide drop-leaves; for dining you can seat six at the dinette and two on the settee opposite. As an option the dinette can be fitted with an infill to add a double berth.

The aft cabin is immense and includes seats either side. You sit on the end of the bed to use the vanity table and mirror; panels at the base lift out for access to the side and rear of the engine. At the head of the bed, panels lift out for crawl-in access to the stern area.

The aft head is an ensuite in the stern cabin and also provides the day head. The shower is a separate cubicle, with acrylic bifold doors. The forward head is on the port side, the shower in a separate room opposite. Luxury.

There are storage areas everywhere, under all parts of the saloon floor, under the beds, everywhere you look. The underfloor areas are all moulded or flow-coated, easy to clean. There's a big sump amidships and the stainless gas bottle lives in the transom, opposite a lift-out bin the owner uses to house the garbage.

PLEASURE CRUISE

We had weird weather for our sail. Within an hour we went from no wind and drizzling rain, to 20 plus knots of wind, followed by thunder, lightning and heavy rain. When we put the boat away it was covered in red



The cockpit is very comfortable. Handholds for boarding through the transom also locate the skipper when steering the windward wheel.



In-rail seats are located on each side of the cockpit.

mud. We expected toads and lizards to fall from the sky.

To evaluate a cruiser, conditions couldn't have been better. We got over 7 knots going upwind in 28 knots of apparent wind. Rod said he would have put in a reef if he had known this was going to happen, but the hull tracked straight hard on the wind under full sail, conditions cruising sailors would avoid. We bore away and saw a top of 8.7 knots at 120 degrees. All speeds are over the ground readings, from the GPS.

The Impression 434 is straightforward to handle. The standard-sized electric winches did their job in extreme conditions. The genoa traveller cars are adjustable from the cockpit, important in a cruiser with a furling headsail. Paul had also specified batten cars for the mainsail luff; Rod freed the halyard and zip, the main was snug in the lazy jacks, vital for safety when cruising short-handed.


"At sea she is very comfortable", said Paul. "We brought her down the coast in 25 knots on the nose and around 39 degrees off the wind the autohelm followed the wind and we just sat back. It was great."

I asked Paul why he chose the Elan.

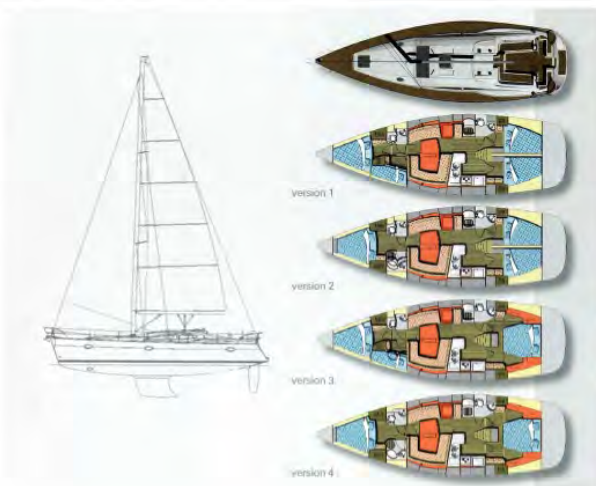
"I like things that are well-built," he said, "and the layout of this boat suited us. I had a short list of boats, but it came down to build quality. The last consideration was price, but the Elan turned out to be very competitive on that front, too."

One of the Impression's strongest points is the engineering. All the through-hull fittings and stop-cocks are easy to get at, all are bronze and stainless steel. The electrical wiring is neatly organised and colour-coded; if you have a problem, says Rod, it is easy to trace to its source.

Paul supervised his boat's pre-delivery. "I've been under the floors, seen every bit of the boat," he says. "I became even more impressed, I can't find fault". Neither could I.

For further information contact Elan Yachts agent Navsail, Bayview, Sydney, Tel: (02) 9999 6730 or visit www.navsail.com.au 

TECHNICAL SPECIFICATIONS



13.41 metres	LENGTH OVERALL
4.18 metres	BEAM
1.9 metres (1.6 metres - Optional)	DRAFT
10,900 kg	DISPLACEMENT
55hp (75 horsepower - Optional)	ENGINE
270 litres	FUEL
516 litres (788litres - Optional)	WATER
300 litres	HOLDING TANK
46.47 square metres	MAINSAIL
52.47 square metres	GENOA
\$453,000	PRICE (STANDARD)
\$550,000	PRICE AS TESTED

Stradbroke Secrets

SAILING THE SECLUDED WATERWAYS OF SOUTH EAST QUEENSLAND.

By Nancy Knudsen

The salt air shimmers in the sunshine, and past the sleeping white masts of the yachts in the Southport Yacht Club marina a jumble of powerboats and jetskis plough up the pale green waters, sending the moored yachts rocking and straining at their mooring lines in a crazy rhythm. High overhead pelicans glide lazily, oblivious to the ambient roar of dozens of rumbling engines. It might be okay for tough seabirds, but it seems to me no place for sailing boats.

My suntanned friend from Pittwater in Sydney's north is planted beside me in his RSYS shirt, pressed shorts and deckshoes, twirling his sunnies between finger and thumb and squinting at the maze of masts. "Where on earth do they sail?" he asks the world in general, obviously aghast at the sheer number of berthed sailing boats. "I've looked at the charts," he goes on, heating to his subject. "From here past Stradbroke to the tip of Moreton Island it's very shallow, and the few channels are narrow. There's nowhere to bloody sail unless you cross the bar into the ocean!"

But first impressions can be so wrong, as I am about to find out.

Listening to local sailors, options abound for sailing nearby, but these days there's so much fun to be had sailing in the Broadwater, there may be no need to consider alternatives. The 'fun sailing' in that shallow expanse has even been responsible for keeping one couple on the Gold Coast. "We had decided to return south," says Len Williams who with wife Kate has begun joining the weekly twilight races. "Now that Rob and Co. have started the yachting events, we are having so much fun we decided to stay."

The twilight races at the Southport Yacht Club are acknowledged to be the brainchild of well known sailing writer and commentator Rob Mundle, who

moved to the Gold Coast just five years ago. During a casual beer with some other local yachtsmen, they decided to have a 'bit of a race' one afternoon with three or four yachts. Only a few months after that first day they already have a fleet of 25 to 30 boats each week with around 150 participants.

Rob is the first to acknowledge the shallowness and confinement of the Broadwater, but with a little ingenuity they have devised an interesting course for all winds, the farthest mark being just off Jumpinpin. According to Rob the emphasis is on fun, the races last an hour and a half at the most, and all enjoy gathering at the yacht club for celebrations afterwards. If he has his way, though, the Broadwater is about to be dredged. "It's a wonderful asset," he says, "and dredging would expand the potential for a wide range of water-based activities."

Some who have sailed in South East Queensland for a long time don't think one has to wait for dredging the Broadwater to appreciate the area's sailing potential – not that every local is happy to talk about where they sail. "Give away our secrets?" muses one old sailor I approach. "Mmmm... I don't think so."

Long time Gold Coast sailor Robin Roots, however, is willing to talk. For many years he sailed a yacht *Vanda III* on the Gold Coast, and he loves the skill required to sail these waters.

"It's a different experience from sailing the Hawkesbury or Sydney Harbour," he says, "it requires patience, good navigation, up to date charts and using the wind and tides to your advantage."

He also prefers more remote sailing grounds to the noisier Gold Coast. "We love to get away to quiet spots, like Lucinda Bay or behind the sandhills of the

Sunset over Moreton Bay.

"FIRST IMPRESSIONS CAN BE SO WRONG,
AS I AM ABOUT TO FIND OUT. LISTENING TO
LOCAL SAILORS, OPTIONS ABOUND FOR
SAILING NEARBY"



The serene coastline of Moreton Island.

islands, away from the mad boaties."

So, when you come looking for a sail in South East Queensland, what can you expect?

After getting the tide right to enter the Southport Seaway, it becomes easy. There are two favourite free anchoring spots for visiting yachts, either the quaintly named 'Bum's Bay' tucked away near Seaworld, or the Wavebreak anchorage, just north of Wavebreak Island. Both put you in easy dinghy access of shopping and partying.

To start cruising, however, it is best to sail north, past the riot of speedboats, jetskis and powerboats which dominate the nearby waters.

With some good navigation and tide watching, it is easy to spend weeks intoxicated by the labyrinth of trailing waterways.

First, one should sail for the lee beach anchorages of South Stradbroke Island. Protected in most winds, they are fantastic for lazy summer swimming and shore picnicking, sharing the white sands with crabs and an occasional goanna.

The next inviting anchorage is the private domain of the Southport Yacht Club, which welcomes visitors, and deserves an overnight stop. Here you start to appreciate the stillness. The banksia are in abundance, and often, if you let the quiet happen, the wallabies appear. You'll wake



Tamgalooma Bay on Stradbroke Island provides excellent diving.

in the morning to the call of native birds, the whisper of the breeze, and the hushed roll of the distant surf.

Northwards again, and now it's into a maze of mangrove-lined channels, keeping your tide tables handy. On a calm day these channels have a misty other-world stillness, cicadas buzzing and lazy seabirds wheeling in the sunshine.

Ready for a change of pace? Then turn into the fairly innocuous Coomera River to spend a little time at Sanctuary Cove with its glitzy shops, cafe lattés and golf-mad residents. Here also lie the sophisticated marine facilities of Hope Harbour, the best in Queensland, a great place to have serious maintenance work done.

Pressing on north past uninhabited mangrove flats rich with sea and birdlife one finds more pleasant anchorages, where a night or a week can be idled away easily, on either side of the dangerous ocean bar that lies between South and North Stradbroke Islands.

Finally one reaches the good all-weather anchorages between Stradbroke and Russell Island. What a delight this waterway is – in the morning one wakes to curlews crying, and the evening sky is full of whistling kites. In the water there are large turtles – Moreton Bay is home to no less than six of the world's seven turtle species. Watch out too for the shy dugong.

If you think that sailing through coastal mangroves means bleak mosquito-infested flatlands, you'll be surprised when you arrive in Russell Island. A step or two away from the shore there's rich red soil, with the smell of cut grass and cows grazing. It's a hilly island, with lush undergrowth, and spreads of palm trees. Winding through the island are narrow bitumen roadlets, ideal for cycling. If you don't have bicycles on board, it maybe possible to hire them from the Royal Queensland Yacht Squadron facility at the end of the island.

Past Russell it's away from the comfort of secure anchoring and short fetches and into Moreton Bay, that vast expanse of water spread with mud and sand banks. This is no place for the unwary sailor, as when the

“THE BANKSIA ARE IN ABUNDANCE, AND OFTEN, IF YOU LET THE QUIET HAPPEN, THE WALLABIES APPEAR. YOU’LL WAKE IN THE MORNING TO THE CALL OF NATIVE BIRDS, THE WHISPER OF THE BREEZE, AND THE HUSHED ROLL OF THE DISTANT SURF.”

weather is fickle, the waters can change quickly from its deceptive placidness to a turbulent morass. There's always somewhere to hide, but Moreton Bay has no all weather anchorages, so your planning needs to include real options.

For instance, there is a wonderful anchorage on the southern side of Peel Island in Horseshoe Bay. Here you can explore the ruins of the Old Leper Colony and remains of aboriginal middens or simply relax on the white-as-white sandy beach. When a 'southerly buster' with its roaring dark clouds threatens, you may find shelter in 'The Gutter' just to the north of the same island.

Stradbroke has other snug anchorages near Amity Point and Dunwich with very good holding, but to be avoided in a westerly. St Helena Island is an attractive lunch stop in the right conditions, and the National Park on the island has an old quarantine station to wander.

Further north are the locally famous Tangalooma Wrecks, which were intentionally sunk to provide safe anchorage behind the old Tangalooma whaling station. It is time to get out your snorkelling or scuba gear. The wrecks attract an amazing variety of sealife – wobbegongs, trevally, kingfish, yellowtail and lots of variegated tropical fish. Several days can be spent here, before you even set out to explore the island.

There are some temptations and decisions now. We're very close to Manly, home to the Manly Yacht Club or the Royal Queensland Yacht Squadron, with the allure of a little civilisation. Alternatively, why not a day sail to Mooloolaba? Then maybe take the big leap and sail further northward through Wide Bay Bar to head for the Whitsundays? On the other hand, get the tide right and it's just a half day sail back to the Broadwater to join the next twilight fun race.

No matter whether you want to wander off to explore Stradbroke's secrets the easy cruising way, or simply stay and enjoy the fun with others on the Broadwater, there is plenty to life for the sailor on the Gold Coast, and, according to Rob Mundle, even more potential for the future. ○



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Raymarine's Man Overboard System is designed to protect skippers, crew, family and pets. LifeTag is an automatic, wireless Man Overboard device that can be used as a stand-alone system, or integrated via Raymarine's SeaTalk into a boat's instrument or multifunction display system.

The LifeTag can be worn around the wrist, attached to clothing, or hung from a lanyard. Its size means it is suitable for an adult or child, and can be attached onto a belt loop, or even a pet's collar. While the tag remains within the wireless range, which is nine metres (30 feet) from the LifeTag base station, the tags exchange messages to confirm the crewmember is safely within range. If the tag moves away from the base station, for example by its wearer falling overboard, an alarm will sound. The alarm can also be set off manually by actively pressing and holding down the red Man Overboard (MOB) button on the LifeTag for more than three seconds.

Up to 16 LifeTags can be protected by one base station, and the system can be extended with additional base stations for larger vessels. Two LifeTags are provided with each system, with additional LifeTags available from Raymarine.

Operating as a stand-alone system, that is quick and easy to install, the LifeTag base station is powered from the boat's 12v power supply. Using Raymarine SeaTalk, the LifeTag can also be fully integrated with a vessel's instrument systems, including the Raymarine C and E series displays, ST60 Plus Graphic and ST290 instrument system. This has the advantage that if the Man Overboard alert goes off, the Raymarine instruments will automatically switch to MOB mode, recording the exact position at which the signal was lost and indicating how to return to that spot. When integrated, the



LifeTag base station uses power provided from the SeaTalk network.

The LifeTag base station is connected to the extra loud external alarm using a simple two-wire connection. The base station also features a secondary output that can be used for activating third-party systems.



RRP: \$882

Website: www.raymarine.com.au

Phone: (02) 9479 4800

GME EPIRB

2009 is a significant milestone for Standard Communications PTY Ltd, Australia's largest and most successful communication electronics manufacturer, as it celebrates its Jubilee birthday. Founded in 1959 by the entrepreneurial engineer E.C (Ted) Dunn, the company continues to set the standard for innovation and value for money in Australia and right around the world.

The GME marine division of Standard Communications is globally recognised for its multi-award winning range of digital emergency beacons, EPIRBs (Emergency Position Indicating Radio Beacons) and PLBs (Personnel Locating Beacons). The first of these groundbreaking devices, the MT400 debuted internationally at METS in 2004, receiving a 'Special Recommendation' by the DAME award committee. The MT400 was soon to be followed by additions to the beacon product line including water activated, auto release, personal and GPS equipped models, ensuring GME's position as a major supplier of COSPAS SARTSAT beacons.

The MT403G EPIRB incorporates a 16 Channel GPS receiver that when activated in an emergency will transmit the beacon's latitude and

longitude as well the unique identification number (UIN) assigned to that beacon, the UIN will identify the owner of the beacon only after it has been registered with AMSA (Australian Maritime Safety Authority). It is mandatory to register all 406 MHz beacons with AMSA.

Having the beacon's co-ordinates and UIN transmitted through the COSPAS SARTSAT geostationary GEOSAR satellite constellation will result in a much faster emergency response time, and most importantly a reduced search and rescue area, typically less than 100 metres, compared to around 5 kilometres with conventional 406MHz beacons. All of GME's EPIRBs and PLBs are manufactured locally in Sydney, and are available through GME's distribution network.



RRP: \$899

Website: www.gme.net.au

Phone: (02) 9844 6666



Tig Thomas (left) and crew members aboard *Plum Crazy* in Hobart's Constitution Dock during the recent Wooden Boat Festival.

Plum Crazy

RETURNS TO HOBART FOR WOODEN BOAT FESTIVAL

By Peter Campbell

“So that’s where the Plum Crazy Trophy comes from,” remarked a younger CYCA member visiting the Australian Wooden Boat Festival in Hobart’s Sullivan’s Cove in February. He was, of course, referring to the perpetual trophy awarded to the fastest yacht under 9.5 metres each year in the Rolex Sydney Hobart Yacht Race.

We were looking down at the famous little ocean racer *Plum Crazy* moored in Constitution Dock for the Wooden Boat Show, a spectacular four-day celebration of maritime culture and craftsmanship.

As a wooden boat she shared the spotlight with wooden craft that range from models to tall ships, rowing dinghies to runabouts and river cruisers. In total there were some 550 wooden vessels congregated around Sullivan’s Cove for the eighth Wooden Boat Festival.

Plum Crazy and her owner/skipper ‘Tig’ Thomas had returned to Hobart for the first time since her illustrious Sydney Hobart race in 1975. Thomas, a past Commodore of Middle Harbour Yacht Club and now in his 80s, had sailed *Plum Crazy* from Sydney to Hobart with a crew of three others, Rob Ogilvie, John Howard and John Taylor.

“We took ten days for the cruise south, a bit slower than the 1975 Sydney Hobart when she set the still-standing fastest time for a yacht under 9.5 metres LOA,” Thomas said, proudly wearing a purple t-shirt that have distinguished the crew of ‘The Plum.’

“This time we overnighted at Ulladulla, Bermagui and Triabunna. The strongest wind we experienced was 30 knots,” he added.

Plum Crazy was built in 1971 by Douglas Brooker Custom Yachts for

‘Tig’ Thomas and Max Bowen, with credit for the design being shared by Bob Miller (Ben Lexcen) and Joe Adams. She is a medium displacement yacht with a fin keel and separate rudder behind a full skeg.

The 0.75-inch cold-moulded Oregon skin is on 1.25-inch square-laminated Queensland Maple frames, which are 13-inch centres. The backbone is laminated Queensland Maple, and the deck is Mahogany plywood sheathed with a deck beam on each frame.

Plum Crazy was launched just 10 days before the 1971 Sydney Hobart and caused a sensation by leading American Jim Kilroy’s maxi yacht *Kialoa II* in the race to the Heads. She went on to win Division 2B in that race, in what was an auspicious beginning to a distinguished racing career.

She has held since 1975 the Sydney Hobart Race record for a yacht less than 9.5 metres LOA of 4 days, 1 hour, 18 minutes and 16 seconds. That same year, *Kialoa III* set the overall race record that was to stand for 21 years.

Owner/skipper ‘Tig’ Thomas sold *Plum Crazy* several years later, but in 2006 he was able to buy back the little yacht from John and Rosemary Howard who had owned her since 1994. For the original owner this was a great celebration of his 80th birthday.

John Howard joined ‘Tig’ for the intrepid voyage to Hobart and return in 2009.

Appropriately, *Maluka of Kermandie*, winner of the Plum Crazy Trophy in the 2009 Rolex Sydney Hobart, was also on display at the Australian Wooden Boat Show. The 1932-built, restored 9.1-metre gaff-rigged cutter sailed the 628 nautical mile course in 4 days 13 hours 49 minutes 05 seconds – so *Plum Crazy* still holds the record she set in 1975. ○



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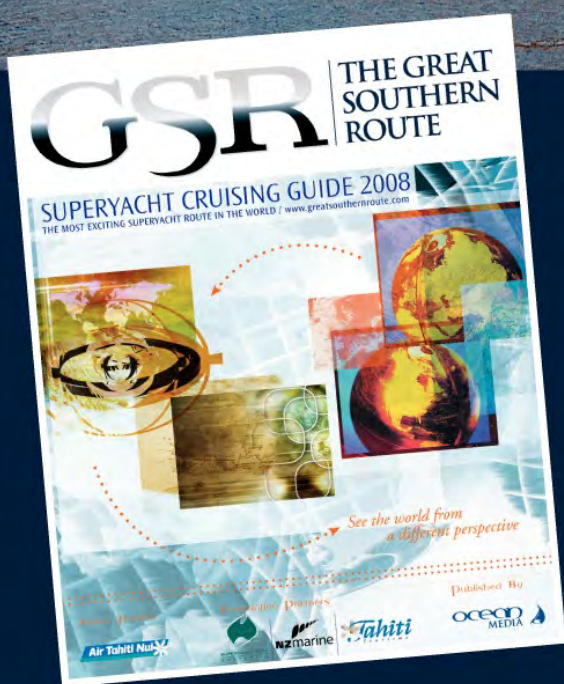
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Images by Christopher Gray



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