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JAMES SPITHILL
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THE YOUNG AUSSIE WHO
WON THE AMERICA'S CUP

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PLUS
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At the helm

FOLLOWING THE RELEASE OF THE FLINDERS ISLET INQUIRY THE CLUB HAS RECEIVED A NUMBER OF RESPONSES FROM AROUND THE WORLD.

All of the responses we have received have been complimentary of the inquiry's report and recommendations. The Board has accepted all recommendations and most have already been implemented or referred to regulatory bodies for their consideration.

I commend the reading of the report to all those who sail in the ocean and please ask your crews to read the report as well: it is important that we all learn from the tragedy. An issue the report highlighted and one the club has been attempting to solve for many years is the radio communication when we are conducting our Category 2 races given the radio dynamics around Rushcutters Bay. This issue has been largely solved with the co-operation with Marine Rescue NSW and their base at South Head (formally known as the South Head Signal Base). The base gives us tremendous VHF and HF capability only minutes away from the club. We used the base for radio skeds during the recent Audi Sydney Offshore Newcastle Yacht Race with excellent results. I would like to thank Marine Rescue NSW for their assistance. On behalf of all members I wish to thank the Flinders Islet Inquiry Committee chaired by Rear Admiral Chris Oxenbould AO RAN (Ret) and committee members Past Commodores David Kellett AM and John Brooks.

It has been another successful summer on the water for our members. Some of the more outstanding results include:

- After a very tight four-way battle the Blue Water Point score was won by Bob Steel's *Quest*
- The Tasman Performance Series was won by *AFR Midnight Rambler*, always consistently well sailed
- In the Audi Sydney Offshore Newcastle Yacht Race the winner was a very well sailed *Yendys*
- In the Audi Sydney Harbour Regatta,

- Steven Ainsworth's *Loki* won IRC.
- Paul Clitheroe and his crew onboard *Balance* won IRC Division 2, and David Pescud and his crew on *Sailors with Disabilities* won PHS Division O
- David Clark and his crew of Andrew Smith and Sean Leonard onboard *Fifteen* won the NSW Etechells Championships by a large margin with very impressive boat speed
- Michael McMahon and Warwick Rooklyn won the Sydney 38 Australian Championships
- Evan Walker and his crew of Ted Hackney and Kyle Langford won the prestigious Hardy Cup at the Royal Sydney Yacht Squadron
- Kyle Langford and his crew also won the Colin Mullins International Youth Regatta at Royal Freshwater Bay Yacht Club in Perth
- Seve Jarvin, Sam Newton and Tom Clout onboard *Gotta Love It 7* won the JJ Giltinan 18-foot Skiff Championship
- Late in 2009, *Ichu Ban* won IRC 1 Class in the King's Cup in Phuket

I recently attended the International Council of Yacht Clubs' fifth Commodores Forum at Royal Freshwater Bay Yacht Club in Perth. It was a unique way to meet Commodores and Flag Officers from other Club's from around the world, all with similar challenges and opportunities. I very much enjoyed competing in the Commodores Cup during the conference with Royal Sydney Yacht Squadron Commodore Bill Wood and Past Commodore Rex Harrison. We led for most of the race but allowed Royal Hong Kong to take honours after a gear failure on the last leg!

The Sailing Committee has announced that the 2010-11 Blue Water Championship will be conducted with the addition of an ORCi point score. Yachts will be able to compete and win trophies in either or both IRC and ORCi, however the prestigious Blue Water Point Score Championship will be calculated



using IRC. This is in response to more than 80 yachts being rated using ORCi over the last few months and a strong number of yachts sailing in the last Rolex Sydney Hobart Yacht Race under ORCi. This decision does not affect the running of the Tasman Performance Handicap Series using PHS. The Sailing Committee will continue to monitor the situation for all CYCA offshore racing.

The Board has again decided not to raise membership subscription fees this year. As subscriptions have gone up by only three per cent since 2001, you can see that in real terms the membership of our club is getting cheaper and is tremendous value versus most other clubs. Please support the club so we can keep the costs of membership down. We would like to grow the membership base so please introduce your friends and crew to being members of our great club.

The planning of the redevelopment of the site is ongoing. We are in the process of modifying our plan of the basement level car park as recommended, but these are only minor changes to the plans viewed by members last year.

It is pleasing to see that we are less than 12 months away from paying off the last debt associated with the marina, which will leave the club debt free. This was a transformational project for the club and it is still the best marina of permanent racing yachts in the world.

With the end of the club's financial year upon us the board is pleased with the results and will release the Annual Report in due course. But the financial demands on the balance sheet will significantly increase as we approach the start of the redevelopment of the club.

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

Matt Allen
Commodore, CYCA

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Sailing a new wave

Welcome to the new-look *Offshore Yachting*. Having now served many race series with the previous look, we felt it timely to update Australia's premier ocean racing magazine with a larger format, and more contemporary design. Much like every ocean-going yacht that has logged its share of sea miles, we trust the magazine's recent refit and gleaming new presentation will deliver an ever more satisfying read for many race seasons to come. This issue we also introduce a new Editor Matthew Henry who has been aboard the *Offshore Yachting* editorial team since 2008 and who will guide the magazine's content over the issues to come.

Yacht racing continues to be as popular as ever with encouraging numbers of entries in regatta fleets. The recent Rolex Sydney Hobart, Audi Victoria Week and the multi-faceted Sydney Harbour Regatta all continue to witness strong support across numerous divisions, in a clear display that yachting is alive and well, having sailed through and beyond the storms of doubt during 2009.

Regattas, in particular, are on the rise, growing more in popularity compared to traditional weekend point score racing. This issue Peter Campbell takes a closer look at these ever-growing regatta fleets right around the country and what the trend means to yachting.

Offshore is well provisioned with news and special features in our all-new design. Seamark rounds up the latest yachting news, and profiles the second circumnavigation of the tiny Berrimilla; while Race & Regatta Round-up this issue covers the Audi Sydney Harbour Regatta weekend, and the CYCA's Audi Sydney Offshore Newcastle race. Plus, the Louis Vuitton Trophy in Auckland, the CYCA's Summer Series and the Harken International Women's Match Racing Regatta.

Coming up just around the top mark, we preview the Audi Winter Series commencing on Sydney Harbour from April 18 with the Great Veterans race and Ladies Day race, with the point score proper starting from April 25 on the Anzac day weekend. We also preview the changes afoot for Thailand's popular Kings Cup regatta in Phuket during December, and closer at hand the Rolex Farr 40 Worlds in the Dominican Republic. Don't forget to prepare for July 31, the 25th year of the Audi Sydney Gold Coast race, the classic 384 nm ocean race to Southport marking the commencement of the CYCA's Bluewater point score series for 2010.

Our Skipper interview features yachting's man of the moment James Spithill, the winning Aussie skipper of the America's Cup trimaran USA, crewed by the BMW Oracle Racing team of American Larry Ellison. In



From left to right: Anthony Twibill, Hillary Buckman and Matthew Henry.

the spirit of the America's Cup raced during the golden years, don't miss our beautiful photo-feature by John Julian on the magnificent J-boats of old and the replicas of today vying to do their traditions justice.

A new editorial department First & Last puts a few short shots to young gun sailor Nathan Outteridge, while our Technical special features look at the modern and high-tech art of weather prediction.

So, whether racing or cruising, the appeal of yachting is proving more popular than ever, and we look forward to our new magazine presentation and focused content on ocean racing being as well received by you.

See you on the start line.

Anthony Twibill
Publisher/Director

Hillary Buckman
Editor-in-Chief/Director

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— **Andrew Saies**

Owner/Skipper "Too True"

Winner 2009 Rolex Sydney to Hobart



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Flinders tragedy

The CYCA's internal inquiry into the Flinders Islet yacht race disaster is available online.

The Cruising Yacht Club of Australia has made public the internal inquiry report commissioned by the Club following the incident which occurred early morning 10 October 2009 in the vicinity of Flinders Islet off the coast of Port Kembla, resulting in the deaths of Andrew Short and Sally Gordon.

Following the establishment of the Terms of Reference, the committee tasked with the internal inquiry presented their final report to the CYCA board which has now approved the recommendations made.

In a statement made to members of the CYCA, Commodore Matt Allen highlighted a number of recommendations made by the Flinders Islet Inquiry Committee have already been implemented following the release of an interim report prior to the start of the Rolex Sydney Hobart Yacht Race.

He also emphasised to members the official investigation being conducted by the NSW Police Force for the NSW State Coroner which was yet to be finalised.

The Cruising Yacht Club of Australia has shared its internal inquiry report with a number of interested parties, including the families of Andrew Short and Sally Gordon, NSW Police conducting the official investigation, NSW Maritime, Marine Rescue NSW, and other concerned parties. See a full copy of the report at cyca.com.au



McIntyre's new mutiny

Aussie adventurer to recreate Bligh's historic open boat voyage.

After searching for months for a crew crazy enough to join him, Australian adventurer Don McIntyre has assembled the team to join him on his 4000-mile reenactment voyage, which will retrace Captain Bligh's historic trip after the mutiny on the Bounty 221 years ago.

Joining McIntyre for the trip from Tonga to Timor is British teen round-the-world yachtsman Mike Perham, experienced English sailor David Wilkinson and US sailor and businessman Peter Stier.

The seven week expedition aboard the Talisker Bounty Boat – a 25-foot open wooden vessel – will see the crew facing the same deprivations as the original crew that were cast adrift in the middle of the Pacific, including no navigation charts, only two weeks of water, hardly any food, and, of course, no luxuries like a torch or toilet paper.

"Everyone aboard the Talisker Bounty Boat will be pushed to the limit of endurance and survival, forever hungry and unsure of everything, except their own desire to fight through this," said McIntyre.

Lost buoy

Hardy lifebuoy washed up in New Zealand after 16-year odyssey

A remarkable 16-year journey has come to an end for a lifebuoy that travelled some 2,200 kilometres at sea after being lost overboard in rough seas during the 1994 Sydney Hobart race.

***Nerida*, a classic yacht owned by well-known former Olympic yachtsman and America's Cup skipper, Sir James Hardy, lost one of her horseshoe lifebuoys during rough seas in the 50th Anniversary Sydney Hobart, presumed to be lost to oblivion. However this was not to be the case.**

In December last year, Bob Gable of the small village of Mangonui in the far north of New Zealand, contacted Sir James Hardy via *Nerida's* home yacht club, the Royal Sydney Yacht Squadron, with the news that he had found the long-lost lifebuoy, still with traces of the *Nerida* name, washed up on a West Coast New Zealand beach. Hardy has since been reunited with his wayward lifebuoy, and no doubt celebrated the incredible reunion with a Chardy from the family vaults.

34th Cup coverage

Larry Ellison says sailing needs to win TV audiences.

America's Cup winner Larry Ellison has told CNN that if sailing is to rival other sports in terms of coverage, it needs to embrace computer graphics to take the mystery out of match racing.

Ellison said he plans to make the 34th America's Cup a more TV-friendly event.

"No sport can be successful without good TV coverage. The TV coverage of the America's Cup has been dismal in the United States. We can fix that easily. With a little bit of technology and care and attention I think we can make this incredibly exciting to kids. The sailors watch, but we've got to go beyond that. We've got to get the next generation interested," he told CNN.

Ellison said he is approaching major US sports network ESPN about the coverage.

"We want some 15-year-old watching this thing, saying, Wow, that's cool. I'd love to do that'," he said.



Sydney Hobart cruise

Follow the Rolex Sydney Hobart 2010 fleet at your own pace.

The classic 45-foot yacht *Caprice of Huon* is the first boat to nominate for the CYCA's second biannual cruise from Sydney to Hobart.

First held in 2009, the cruise is timed so that participants will arrive in Hobart for the Australian Wooden Boat Festival (11 to 14 February 2011) and the start of the Royal Yacht Club of Tasmania's Van Dieman's Land Circumnavigation Cruise (16 February).

Designed around an arrival time rather than a departure time, the cruise provides flexibility to participants with an emphasis on cruising in company. With the freedom to choose when you leave, the route to take and transit anchorages, the event has become popular amongst those sailors who enjoy the cruising attitude.

Caprice of Huon skipper David Champaloup said, "We joined the 2009 cruise and it was the tailored weather information in combination with being able to choose our departure date and stopovers that worked so well for us. A couple of days at anchor in Eden meant we sailed downwind nearly all the way to Hobart. We were in company most of the way and the very experienced Denis Doyle on *Sextant* was a great help with advice and problem on more occasions than I care to remember."

HEADS UP
The Volvo Ocean race is back for 2010-2011 and will kick off in the northern hemisphere autumn in Alicante, Spain. The route will include Cape Town, Abu Dhabi, Sanya, China and Itajai, Brazil. The transatlantic leg begins in Miami and crosses to Lisbon, the first European stop, followed by Lorient in France. The race will finish in Galway, Ireland. Pictured: Sponsors and supporters of the new Abu Dhabi stopover getting a taste of Volvo 70 sailing.



"The seven week expedition aboard the Talisker Bounty Boat – a 25-foot open wooden vessel – will see the crew facing the same deprivations as the original crew that were cast adrift in the middle of the Pacific."



Bertrand promotes Perth 2011

America's Cup legend gets behind Perth 2011 ISAF World Sailing Championships.

John Bertrand has been named the official ambassador for Perth 2011 which its organisers are promoting as "the biggest sailing event to be staged on Australian shores since the 1987 America's Cup."

"Over 1,400 competitors from more than 80 nations and tens of thousands of spectators will descend on Perth for the Sailing World Championships and live racing will be accessible to over a billion households and countless Internet users around the globe," said Bertrand.

As the main qualifier for the 2012 London Olympic Games Sailing Competition, Sail Perth will be about four times bigger than the 1987 event, which was also held on the waters off Fremantle.

PAIR OF ACES
Whitworth and Crozier are surely two of Australia's greatest living seamen. Pictured in Hobart upon completing their second circumnavigation and a trip through the treacherous North West Passage.



Second time around

ALEX WHITWORTH AND PETER CROZIER HAVE BEEN AROUND THE BLOCK A FEW TIMES IN *BERRIMILLA* COMPLETING AN UNPRECEDENTED SECOND CIRCUMNAVIGATION.
BY PETER CAMPBELL

Alex Whitworth and Peter Crozier, two self-styled "old geezers" from Sydney, have returned to their home port after completing yet another remarkable voyage around the world in the 10-metre sloop *Berrimilla*.

The stout Brolga 33 sailed up the River Derwent to Hobart late on the afternoon of 1 March 2010, becoming

the first yacht to circumnavigate the world via the North West Passage under sail. She is also the only yacht to have ever sailed around the world twice to contest both the Rolex Sydney Hobart in Australia and the Rolex Fastnet in England.

These two epic voyages must rank Alex Whitworth and Peter Crozier as two of Australia's greatest

living seamen. *Berrimilla*'s first circumnavigation began in early January 2005, after Alex (67) and Peter (64) competed in the 2004 Rolex Sydney Hobart. In Hobart, they bid farewell to their crew, and set sail eastwards on the longest possible way home to Sydney, a trip which would take then via Cape Horn, England, the Cape of Good Hope and the Southern Ocean. In England, they competed in the 2005 Rolex Fastnet, finishing a remarkable 11th overall and second in the two-handed division.

The Royal Ocean Racing Club subsequently presented them with the prestigious Seamanship Trophy, the previous two recipients having been famous British sailors Ellen MacArthur and Pete Goss. The two Aussies have since received many other awards, but the one they most cherish is the "Sailors of the Year Award" from the widely-watched and often satirical website, Sailing Anarchy – two punters chosen over a rockstar line-up of racing and cruising sailors.

From Falmouth, England, they returned to Sydney around the Cape of Good Hope. Reaching Sydney after 114 days at sea, just five days before the start of the 2005 Rolex Sydney Hobart, the intrepid yachtsmen re-provisioned, assembled a crew, and made the Boxing Day start line. They reached Hobart in time for the New Year's Eve celebrations, acknowledging that their "Sydney – Hobart – Fastnet – Sydney – Hobart circumnavigation via Cape Horn and the Great Capes" had been a first, commenting "we doubt whether anyone will be silly enough to do it again."

That is, of course, other than by them!

Alex Whitworth, a former Royal Navy Fleet Air Arm and survey navigator in Australia, and Peter, a teacher, have been sailing together since the 1998 Sydney Hobart when they took *Berrimilla* through the savage and tragic storm to an overall PHS victory. Since then they have logged some 80,000 sea miles in cruising and racing, enjoying the challenge of the sea and each other's company. "We beg to differ on occasions ... bite the bottom lip," Crozier commented diplomatically, as I enjoyed a beer with the two sailors in Tasmania after their recent arrival.

"Throughout our long days and weeks at sea we maintain a three hours-on, three hours-off watch system, but we always get together for



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a gin and tonic in the late afternoon." added Alex. "And we always have enjoyed a hot evening meal together."

The *Brolga 33*, designed by Melbourne university professor and part-time yacht designer Professor Peter Joubert, had proven itself a most seaworthy boat in, at times, the toughest of sea conditions. "We have seriously rolled three times, but only once have we lost the mast, and that was between Hobart and Sydney," said Alex.

The modest old salts describe themselves in various unprintable terms, but mainly as "two people doing what they like to do." They obviously remain good friends.

The second circumnavigation Sydney Hobart/Fastnet double and the remarkable cruise through the North-West Passage began as a result of a few drinks with a group of astronauts in the United States. During their first circumnavigation, Alex and Peter

the North West Passage to link up with NASA's Houghton-Mars Project on Devon Island, which Pascal runs, in time to observe the total solar eclipse on August 1 2008.

It seemed like a good idea and there were lots of suggestions about how it could be used for educational purposes – the whole concept was full of opportunities to demonstrate aspects of science, history, environmental change, planning



The remarkable cruise through the North-West Passage began as a result of a few drinks with a group of astronauts in the United States.



had linked up with the crew of the International Space Station, their nearest neighbours every 90 minutes or so. A number of interesting physical, psychological and planning similarities were apparent. As a result of this contact, Alex and Peter were invited by Leroy Chiao, who was the Commander of the ISS during their contacts, to give a presentation about *Berrimilla's* voyage to a Symposium on Risk at Louisiana State University, using the voyage as a simple analogue for a journey into deep space.

After the Symposium, in a bar on the edge of LSU Campus, one of the participants, Pascal Lee, drew a map in Alex's notebook and, perhaps foolishly, signed it. This became an invitation to undertake another, rather more symbolic voyage through

and human relationships in difficult circumstances.

Peter Crozier was unable to sail this time, for family reasons. His place was taken by Scotswoman Corrie McQueen, also a circumnavigator and who had sailed from the UK to the Arctic.

Leaving Sydney on Yuri's Night, April 10, 2008, *Berrimilla* sailed north into the Pacific to Dutch Harbour, Alaska, a distance of approximately 6000 miles.

A third crew member, Tasmanian-born Kimbra Lindus flew into Dutch Harbour for the North West Passage attempt. From Dutch Harbour, *Berrimilla* sailed through the Bering Strait, the Chukchi and Beaufort Seas and along the north Alaskan coast into Canadian waters. Because

Berrimilla's hull is fibreglass and not ice strengthened and she draws nearly seven feet, great care was needed to avoid dangerous ice and shallow water.

Berrimilla entered the North West Passage from the Amundsen Gulf and sailed south of Victoria Island, through Dease Strait, Victoria Strait and Peel Sound and out into Barrow Strait and Lancaster Sound. On the way, she sailed through Simpson Strait, once crossed on foot over the ice by the last starving stragglers of the 1845 Franklin Expedition. One of these men is thought to have been Francis Crozier, the Captain of HMS Terror, one of the two Franklin ships. Alex said that the eerie presence of the ghosts of these men reminded him of the hardship and suffering of the early explorers and that he was lucky to be able to follow them so easily.

The original plan was to meet Pascal and his team at Beechey Island, the site of the graves of other Franklin crew members, but ice delayed them until after the eclipse. Drifting icebergs and

The Shortlist

A few more small boats of note.

SPRAY

Joshua Slocum's 37-foot sloop made history with her 1890s circumnavigation, which produced Slocum's book *Sailing Alone Around the World*. This classic of nautical literature propelled Slocum to become considered the father of adventure cruising.

PERIE BANOU

Jon Sanders' little S&S 34 helped the West Australian become the first single-handed sailor to stay at sea for a double circumnavigation, clocking up 48,510 miles (78,070 km) without a stop.

FIRST LADY

Aptly named for her mission, this gutsy 11-metre sloop took Sydney-born Kay Cottee around the world in 189 days in 1988 to become the first female to solo circumnavigate the globe.

SPIRIT OF MYSTERY

Pete Goss's 37-foot wooden lugger recreated the incredible voyage of the original *Mystery*, sailed by seven mad fishermen from Cornwall to Sydney in 1854 in search of gold.

SKETCHY

JOURNEY

Above: The map drawn in Alex's notebook by Pascal Lee in a university bar. Below: The beginning of the passage, Dutch Harbour, Alaska.

freezing rain when they were within 40 miles of Beechey convinced Alex to cancel the rendezvous. *Berrimilla* continued past more ice into the Baffin Sea and Davis Strait, where she completed the North West Passage transit at the Arctic Circle.

Berrimilla was mostly self sufficient for the whole journey through the North West Passage, leaving a minimal environmental footprint and without recourse to the limited supplies and facilities of small local communities to sustain the voyage.

Berrimilla continued across the Davis Strait where they passed several polar bears swimming, and into Nuuk and then Paamiut in Greenland, finally sailing across the Atlantic to the UK where Peter Crozier joined the yacht at Falmouth for the Rolex Fastnet Race and the return leg to Australia.

"We were the 77th boat to sail through the North West Passage since Amundsen in 1903, although this was the 114th recorded voyage as several have done it more than once," Alex recalled with pride. "And we are certain that *Berrimilla* was the first yacht to circumnavigate the world twice, once via Cape Horn and the other via the North West Passage."

Following the 2009 Rolex Fastnet Race, *Berrimilla* set sail on the return voyage to Australia on 11 September that year, with the crew's intention being to sail from the Atlantic to the Pacific west to east through the North East Passage and Russia's Siberian waters.

However, protracted difficulties in obtaining permission from the Russians delayed them until too late to make a safe NE Passage before winter and they decided to stay in England for the Fastnet race. They left Falmouth on 11th September, intending to sail down the Atlantic to South Georgia but generator problems forced them to stop in Lisbon.

Subsequent radio failure sent them to Cape Town and they decided that South Georgia was perhaps a bridge too far. They set off for Kerguelen Island on 23 December and anchored in Baie de L'Oiseau about a month later in the wake of Kerguelen, (1773) Cook, (1776) and Francis Crozier (once again!) (1840). "An amazing place and you can feel the history," they both agree.

The little sloop *Berrimilla* and her intrepid crew of Whitworth and Crozier have sailed into a notable place in the history of Australian yachting as, to quote cruising writer Nancy Knudsen, "cruising yachtsmen that race a little." ♣

Eight Bells

Dr John Musgrove
50 Year CYCA member

Dr John Musgrove, one of the first group of members to be recognised with 50-year Member status of the Cruising Yacht Club of Australia, died in late February after a short illness.

"Doctor John", as he was known widely among fellow club members and his many friends, owned the classic yacht *Varuna* and actively raced her on the Harbour with the Royal Sydney Yacht Squadron (where he had been a member since 1946) and the Sydney Amateur Sailing Club for more than 60 seasons. The season of 2008-2009 was the yacht's 75th anniversary with her owner then well into his 80s.

Varuna is a 31-foot adaptation of the Ranger design and is without doubt one of the best maintained wooden boats on the Harbour. She still has her original hollow mast and the sight of ten tonnes of Huon pine and lead charging the spinnaker under her enormous green spinnaker has been a sight to behold.

Varuna was bought by Dr John Musgrove's father Jack while John was serving in the RAAF as a bomb aimer in Lancasters during World War II. As the navy ship bringing him back to Sydney from the war sailed slowly up the Harbour Jack Musgrove manoeuvred *Varuna* alongside and son John stepped straight on to the deck of the yacht.

Doctor John was a mentor to many young sailors and will be remembered as one of the gentlemen yachtsmen who sailed on Sydney Harbour. His memory will continue in perpetuity with the *Varuna* Trophy, the final race on the RSYS's summer program when the champion boats from each division and one-design class race against each other under arbitrary handicaps.

The *Varuna* Trophy was donated to the Squadron on behalf of the owner, by the crew of *Varuna*, to celebrate the legendary yacht's 50th birthday. Contributions to buy the sold silver trophy came not only from his crew but also from the owners of yachts that had raced against *Varuna* since 1946.

I personally will cherish the

memory when, on the helm of my yacht *Hornblower*, of being soundly beaten downwind by Doctor John and *Varuna* carrying her massive green kite in many Squadron races. Always the gentleman, he would sail past to leeward!

Peter Campbell

David Linacre
70 years in yachting

David Linacre, a long-time member of, and contributor to, the Australian yachting community has passed away in Melbourne. His involvement in the sport of sailing spanned more than 70 years and reached all levels of the sport from his club, the Royal Brighton Yacht Club, right through to the Olympic Games.

David played a key role in the success of a number of sailing initiatives and was awarded with the Services to Yachting Award in 2001.

David joined Royal Brighton Yacht Club in 1936 and sailed a 12-foot Cadet Dinghy. After a number of years being involved in the club he became Club Captain and then in 1972, Commodore of Royal Brighton Yacht Club. He was later elected an Honorary Life Member of the club.

From 1970 until 1972 David was the President of the Victorian Yachting Council and Victoria's representative to the AYF.

As manager of the 1972 Australian Olympic sailing team, David was instrumental in arranging overseas training for the Olympic team that contributed to a Gold medal for John Cuneo in the Dragon class and a Gold medal for David Forbes in the Star class. David recommended a Victorian Olympic Development Committee be established following the 1972 Games and this Committee has continues to this day.

He became an International Judge in 1982 and was a member of the VYC Racing Rules Committee and the AYF Racing Rules Committee and remained a consultant to the national committee for a number of years. *Royal Brighton Yacht Club*

THEIR WORDS

"We're very excited about the Bavaria 45 cruiser as it represents a real stride forward in this size range. With the option of three or four double cabins, it suits a variety of market requirements and we're confident a Farr designed yacht will be pretty quick so it will suit the race-a-cruiser sailors very well too. Bavaria's incredible economies of scale and efficiency of production mean the value is fantastic putting it well within range of buyers of say 42- to 43-foot yachts who will get real bang for their buck and a bigger boat to boot." - Bob Mulkearns, MD of Bavaria importer, North South Yachting.



Bavaria Cruiser 45

Bavaria's stylish cruiser on launch pad for May debut.

Bavaria's sleek Cruiser 45 – created by the dream team collaboration of BMW Designworks and Farr Yacht design – will be launched in Australia at the Sanctuary Cove International Boat Show, to be held from 21 to 23 May.

The boat follows hot on the heels of the Cruiser 55 and Cruiser 32, both from the same design team. Options will include Selden in-mast roller

furling mainsail (an increasingly popular choice), high-tech sails, self-tacking jib, three interior wood colour choices and a host of other dynamic features. The choice of layouts is three or four double cabins and the four-cabin layout is a flexible design that can be converted to three cabins if the fourth is not required.

Bavariayachts.com.au



BEACHED AS

Jeanneau's Sun Odyssey 30i has a unique lifting keel which allows it to be safely beached on the sand. A performance hull, an injection deck, elegant lines and contemporary interior design in teak ensures that the Sun Odyssey 30i is a sure competitor in its class.

Jeanneau Sun Odyssey 30i

Compact cruiser with beach-able lifting keel option.

Jeanneau has put together a flexible package with the Sun Odyssey 30i with a number of options to meet the diverse needs of Australian sailors.

The first Australian hull of the Marc Lombard-designed 30-footer is set to launch in December. The model will be offered in a fixed keel version with a single rudder or with a lifting keel version with twin rudders, which enables the yacht to be beached. Prices will start at \$153,313 and both versions also offer the choice of steering wheel or tiller.

There are two cabins and a saloon featuring lots of storage compartments and an additional shorepower system can be installed as an option for pulling up at the marina. Other features include standing headroom throughout, a 100-litre ice box and two-head burner hob. Jeanneau.com

Soto 40 One Design

Legendary Volvo Ocean Race sailor Torben Grael has bought one. Interested?

The Soto 40 is a new One Design class getting off the ground overseas and is now available in Australia through Longitude Yachts at a starting price of \$370,000 (excluding sails).

Although only designed in 2009, already there are six of these performance 40-footers worldwide, mainly in South America. Singing its praises is Brazilian Volvo sailor Torben Grael, who won the round-the-world endurance test on Ericsson 4 last year.

Designed by Javier Soto Acebal and built by M Boats, the Soto 40 One Design is constructed from vacuum e-glass and core cell with epoxy resin used throughout.

The carbon rig carries two sets of swept-back spreaders, non-overlapping jibs and masthead asymmetrics tacked to a fixed bow sprit. Sailing upwind, the S40 One Design has nearly 100 square metres of sail exposed in an efficient sail plan including the square-top main. This distinctive feature brings aerodynamic efficiency to the sailplan without

making the rig too tall. Twin backstays provide tension for the forestay.

The lead bulb torpedo keel carries over 50 per cent of the yacht's weight (total displacement is 4,200kg) and the carbon fibre mast for the Australian models will come from NZ Rigging.

And adding to the flexibility of the package, Soto 40s can be ordered with a tiller or dual carbon helm wheel configuration.

longitudeyachts.com.au



A40rc

French builder Archambault soups up its racey A40.

Archambault has launched a "turbo charged" version of its lightening quick A40 which it claims will make it more powerful both up and downwind.

One A40 in particular which has been campaigned to great success in Australia is Rod Jones' Alegria, which won the Audi IRC National Championship last year.

Alegria sported a vinyl-ester hull with conventional plan-form keel, but there's now the option of a full epoxy laminate and a contemporary tee-bulb keel. Epoxy resin saves some 200 kilograms and makes the hull inherently stiffer, allowing more ballast to be placed in the bulb and lifting the ratio beyond 50 per cent.

In-house testing of the tee keel began when Archambault first released the new A40rc in 2008, with the yacht Aria campaigning on the European circuit.

While the plan-form keel proved to be slightly favoured under IRC handicapping, Archambault naval architects Joubert/Nivelt now feel the balance has swayed as rulemakers are looking more favourably towards the tee keel.

Club racers are still able to choose the standard keel if they want something a little more forgiving and affordable. The tee-keel can also be specified with the vinyl-ester version.

The performance-oriented options list includes carbon rudder (saving 50 kilograms), carbon spars with rod rigging, twin adjustments for the hydraulic backstay, upgraded Nanni diesel and more.

"The end result is an affordable production yacht that's on par with specialised custom racers," says Archambault.

The epoxy/tee-keel combination comes at an introductory cost of \$30,000 above the standard base boat price of \$399,000

NewcastleYachting.com.au

Sydney Yachts GTS37

New 37-footer designed by Jason Ker for cruising and racing.

Sydney Yachts has commissioned Ker Design to create a new series of performance orientated yachts resulting in the first launch of a new range, the GTS37.

The project sees Sydney Yachts return to the headlines with some good news after its Nowra-based yard, owned by Azzura Marine, went bust.

Jason Ker has designed the GTS37 to be fast and safe, while being equipped with a fully fitted interior. The design features a large open cockpit with twin helm positions. The interior is comfortable and practical with three double cabins, a fully enclosed head and a well-appointed galley and navigation area. There is ample storage space for cruising and the practical interior is ideal for racing, both round-the-buoys or offshore.

A refined double spreader rig with non-overlapping headsails ensures the GTS37 is easy to handle. It is responsive and a pleasure to sail. This easy to sail format translates to

less crew during racing and effortless cruising when short-handed.

Using the extensive America's Cup technology at its disposal Ker Design continues to develop an improved understanding of the science of yacht performance.

The hull shape used for the Sydney GTS37 is the product of Computational Fluid Dynamic (CFD) research. A significant number of design options were analysed leading to some surprising and highly exciting conclusions.

Sydneyyachts.com.au



QUAY FACTS Sydney GTS37

Overall length
37.27ft (11.36m)

Beam
11.55ft (3.52m)

Draft
7.55ft (2.3m)

Displacement
5350kg

Classification
CE

Category
A, Ocean



Rise of the regatta

FLEETS COMPETING IN REGULAR SATURDAY AFTERNOON POINTSCORE YACHT RACING HAVE BEEN STATIC OVER THE PAST FEW SEASONS AT MANY YACHT CLUBS AROUND AUSTRALIA. IN CONTRAST HAS BEEN THE STEADY GROWTH IN TWILIGHT RACING FLEETS AND, THIS PAST COUPLE OF SEASONS, IN REGATTAS. BY PETER CAMPBELL

Mid to late summer and early autumn is regatta time in most states, with Queensland hosting its popular Whitsundays race weeks in late winter.

Three regattas in which I have been involved this year have been the Australia Day Regatta on Sydney Harbour, the Crown Series Bellerive Regatta on Hobart's River Derwent and the Audi Sydney Harbour Regatta. All three were outstanding successes with strong support and great competition over a wide range of sailing craft.

Australia Day 2011 will mark the 175th Australia Day Regatta, the oldest continuously conducted sailing regatta in the world. It promises to be a great event on the harbour, with the traditional theme that it is for "boats old and new, slow and fast" and a wonderful opportunity for their families and friends to be aboard to celebrate Australia Day afloat. This year's regatta was also a showcase of Sydney's famous historical skiffs and some of the nation's finest gaff-

riggers and classic yachts and next year will be even greater, along with the traditional CYCA race to Botany Bay and return.

The Crown Series Bellerive Regatta is a revival of the Bellerive Regatta first held in 1853. Originally called the Kangaroo Point Regatta, this and the Royal Hobart Regatta were colourful carnivals with yacht and trading ketch races, rowing, sculling and swimming in the river, wood-chopping, running races and lively entertainment ashore.

This year's Crown Series Bellerive Regatta attracted more than 220 entries of keelboats, sportsboats, trailables and dinghy classes from around the state, plus a couple of interstate entries, making it one of the biggest yacht and dinghy regattas in Australia.

Both the Audi Victoria Week and the Audi Sydney Harbour Regatta are full-on, highly competitive regattas catering from small cruiser/racers through to grand prix IRC ocean racing yachts. Both events have developed from earlier regattas, with

the Geelong-based (but sadly no longer mentioned in the name) Audi Victoria Week said to be the oldest sporting event in Victoria.

These regattas have also become showcases of the latest creations in yacht design with some interesting new classes in action, such as the Melges 32s which dominated the Super 30 division in Sydney.

Later in the year the long-established Race Week regattas at Airlie Beach and Hamilton Island will attract a mass migration north to the warmer waters of the Whitsundays and they too will produce some magnificent keelboat competition between the very best in the land.

The attraction of each of these regattas is clearly the competition on the water provided by bringing together yachts from different clubs in each city and state but the host club becomes a wonderful meeting place for yachties, designers, sailmakers and race organisers and officials to enjoy social activities but also exchange views on the sport of sailing.

In Tasmania, regattas have been part of the Hobart and rural scene down the d'Entrecasteaux Channel for close to 150 years and, in addition to the revived Crown Series Bellerive Regatta, they are still going strong down the Channel, albeit on a smaller scale. Recently, I watched the Cygnet Regatta, sailed 146 years after the first regatta on this beautiful bay of the Huon River, with the fleet that included several famous old Derwent classers, a Bermuda Race winner, several Etchells and several of Hobart's fastest Division 1 boats.

In contrast to these competitive regattas was the annual Stepping Stones Regatta, a significant fund-raising fun event run by the Royal Sydney Yacht Squadron for the Stepping Stones House in the Sydney suburb of Dulwich Hill which provides a family structure and work training opportunities for adolescents who are homeless.

This year's regatta raised close to \$60,000 with generous support from yacht owners from most Sydney Harbour clubs, with the Commodores of Royal Sydney Yacht Squadron, Bill Wood, Cruising Yacht Club of Australia, Matt Allen, and Middle Harbour Yacht Club, Martin Hill, each skipping their own boat. Also sailing, at the invitation of Past Commodore Rex Harrison, were a group of club commodores for yacht clubs in Seattle, USA, and Vancouver, Canada, en route to the yachting conference in Perth. ⚓

RISE AND SHINE
Regattas are growing despite the fall in regular weekend point score fleets.

CATRIONA

of ADELAIDE

Catriona is for sale – a 46' wooden cruising masthead sloop designed by renowned naval architect Alan Payne

Hand crafted from the finest timber and meticulously maintained, she has extensively cruised the southern and eastern coasts of Australia, including participation in the Bicentennial Tall Ships Race. This is a once in a lifetime opportunity to own this beautifully outfitted and well equipped classic wooden boat.



Catriona is currently berthed at the Cruising Yacht Club of South Australia (CYCSA), and is available for inspection and test sail.

More images and further information about the design, construction and specifications can be found at www.catrionaofadelaide.com



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RSHYR

THANK YOU

On Tuesday 2 February 2010, Commodore Matt Allen hosted a reception for the volunteers and officials involved in the Rolex Sydney Hobart 2009. Over seventy people attended and Commodore Allen thanked all volunteers for donating their time including safety auditors, international jury, Information centre personnel, the associates who assisted with the sales of Sydney Hobart merchandise, and on-water race management volunteers who all contributed to make the Rolex Sydney Hobart Yacht Race one of the most successful in recent history.



1. Rear Commodore Garry Linacre, CYCA Overseas Member John Barton and Commodore Matt Allen. 2. International Jury Chairman John Kirkjian and International Juror Tony Mooney. 3. Start boat volunteers Steve & Rosemary Merrington and Stephen Craig, Sailing Administrator. 4. Sandy Broadhurst, Marianne Alexander. 5. Vice Commodore Howard Piggott with wife Susan. 6. Steve Kidson, MV Offshore driver. 7. Rob Scrivenor, member of the Radio Relay vessel team with wife Pam. 8. Diana Hawley, Dick Bearman and guest Wendy McAllister, 9. Director Richard Cawse with Amanda Wilmot. 10. CYCA Overseas Member John Barton and Gail Lewis-Bearman. 11. Bob & Ann Penty. 12. Paul O'Connell. 13. Chris Bolton, NSW Martime, Dick Bearman and Maggie Bolton. 14. Shaaron Walsh & Phillip Mellor.

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AUDI SYDNEY NEWCASTLE
YACHT RACE

Upwind battles

YENDYS WAS THE OVERALL WINNER IN A GRUPELLING RACE, BUT QUEST WAS CROWNED BLUE WATER CHAMPION. BY DI PEARSON

At 213 nautical miles, it was a relatively short race and also the last race of the Cruising Yacht Club of Australia's Blue Water Pointscore. But as the crews will tell you, the Audi Sydney Offshore Newcastle Yacht Race was drawn-out and a fight to the finish.

At the end of the race, four separate victors were declared: *Wild Oats XI* (line honours), *Yendys* (overall winner), *Quest* (2009/2010 Blue Water Pointscore) and *AFR Midnight Rambler* (Tasman Performance Series).

Twenty-five yachts started the race on Sydney Harbour at midday on March 19, and 20 crossed the Newcastle Cruising Yacht Club's finish line on the Hunter River before coming ashore to enjoy the hospitality

HANGING OUT
Yendys crew works the light airs on a tricky passage out of Sydney Heads.

that the attractive Club offers.

From the outset, competitors were warned the entire race would be upwind in light to moderate sea breezes, summer breezes extending well into autumn.

Yet again Bob Oatley's super maxi *Wild Oats XI* scored a line honours win, but it was the BWPS situation that had everyone riveted.

Wild Oats XI, even with Iain Murray and Adrienne Cahalan in the afterguard, could not beat the weather, crossing the finish line at 12.15pm, in 1 day 15 minutes and 30 seconds, well behind the 15 hours 57 minutes 53 seconds race record set by Stephen Ainsworth and his RP63 *Loki* last year.

"It was a very slow race – there was a lot of current and it was dead on the wind all the way – it was a race for tacticians and navigators. The current was inshore, but the breeze was offshore, so you had to sail a bit of both," said *Wild Oats XI* skipper Mark Richards.

Everyone agreed it was a race for the afterguard to win or lose. Skippers reported as much as 18 knots and as little as no wind at all in small amounts of time, with five to eight

knots for a lot of the time.

Coming into the race, two TP52's were at the top of the BWPS leaderboard: Syd Fischer's *Ragamuffin* led Bob Steel's *Quest* by one point. Ed Psaltis/Bob Thomas' *AFR Midnight Rambler*, *Yendys* and *Loki* filled out the top five. Only five points separated the top five, speaking volumes on the calibre of the boats. The prestigious 2009/2010 crown could have gone to any of the five CYCA members.

Geoff Ross' RP55 *Yendys* won the race overall by over half an hour from *Victoire*. Darryl Hodgkinson's Beneteau First 45, also the overall winner of Division 2, Bob Steel's *Quest* was third, followed by *Loki*, *Ragamuffin* and *AFR Midnight Rambler*, a modified Farr 40.

Chris Nicholson, a likeable world-class helmsman, Olympian and three-time 49er skiff world champion, skippered *Yendys* in Geoff Ross's absence. He did a brilliant job and was lauded by Steel and Syd Fischer.

Unable to keep pace with *Loki*, and realising it was prudent to separate from the TP52's, Nicholson said they sailed their own race. He praised the regular crew, including other top skiff sailors, but paid especial tribute to

Will Oxley: "Ask him 100 questions and he'll have all the answers ready – he's world class."

The Lake Macquarie sailor said the race "boiled down to the ramifications of the strong current inshore versus the sea breeze – they both had risks and we managed the risks well. It was very tactical."

Geoff Ross was apparently "very happy" about the win, calling Nicholson from China, keen to hear the news.

Match racing the entire distance was probably *Ragamuffin* and *Quest*'s downfall, but it couldn't be helped with only a point separating the two almost identical boats. *Quest* caught *Ragamuffin* up during the first night at sea. Surprised, Steel reported: "Syd was leading, but when I came on deck the next morning, we were in front."

"As we came up to the turning mark, we couldn't find it (the mark is believed to have dragged off in the strong current) and he overtook us on the inside, but we caught him up. It wasn't over till we crossed the line", he said after finishing 17 minutes in front of *Ragamuffin*.

Finishing second and in front of *Ragamuffin* gave *Quest* BWPS victory, with his veteran sailing master Mike Green at the wheel. On board *Ragamuffin*, Fischer says there were mistakes made while he was off-watch.

The 83 year-old's crew admitted not following *Quest* inshore while leading their rival. It probably sounded the death knell, as might the kelp caught on *Ragamuffin*'s rudder. Whatever, Australia's most prolific ocean racer missed out on a record 10th BWPS victory.

Further disappointment came when *Loki*'s corrected time beat *Ragamuffin*'s by under four minutes, costing Fischer second place in the BWPS on countback to *Yendys*.

Darryl Hodgkinson's *Victoire*, with Sean Kirkjian in the afterguard, scored an impressive second place overall. Nobody saw it coming, she was probably forgotten as the grand prix yachts chased BWPS honours.

Under the new ORCi rule, Colin and Gladys Woods' *Cookson 50 Pretty Fly-III* won from *Ragamuffin* and Steve Proud's Sydney 38 *Swish*.

The top three in the PHS were CYCA entries: *The Stick* (former Broomstick), an Open 66 skippered by Richard Christian, *SES In by Winch* (Andrew Wenham), and *Lisdillon* (Les Fagan).

While clearly dissatisfied with his sixth overall and subsequent fifth in the BWPS, Ed Psaltis, who

won the BWPS in 2006/07 with Bob Thomas, was happy to win the Tasman Performance Series by an eight-point margin over *Swish*.

The Peterson 44 designed *SES In by Winch*, a 30 year-old former IOR boat, nudged out Annette and Robin Hawthorn's *Imagination* for third place by a mere 0.3 of a point.

Back aboard *Wild Oats XI*, Mark Richards revealed: "This was a flat water race and a great testing analysis for modifications planned for the Hobart this year – it was a very worthwhile exercise."

Wild Oats XI will contest all of the

CYCA's BWPS and Audi Hamilton Island Race Week, "good tests for the boat and boat handling in all conditions," Richards divulged.

"We'll be making our modifications before Hamilton Island, to make sure we're going well – then we can have another crack at reclaiming Sydney-Hobart line honours," Richards said.

The first race of the 2010/2011 Blue Water Pointscore and Tasman Performance Series is the CYCA's Audi Sydney Gold Coast Yacht Race, starting Saturday July 31.

<http://Sydneynewcastle.cyca.com.au>

MOUNT GAY RUM
TOP JOCKS REGATTA

The Rum Diary

YO HO HO AND A BOTTLE OF RUM FOR VANGUARD CREW.
BY JENNIFER CROOKS

Winners and placegetters in the CYCA's Summer Series 2009-10 were invited to take part in the Mount Gay Rum Top Jocks Regatta and places were snatched up quickly.

Sailed in testing conditions of 6 to 8 knots of easterly breeze in Rushcutters Bay on Sunday 14 March, the big boat sailors jumped in Elliott 6s to decide the "Champion of Champions" of the Summer Series 2009-10.

The little boats ensured a level playing field and plenty of fun, but competitors were no less hungry for a win and the competition was fierce.

Racing began in Rushcutters Bay with two-lap windward leeward races and as the teams familiarised themselves with the boats, the Race Officer, Denis Thompson, was constantly on the look out for shifts in the breeze.

The *AFR Midnight Rambler* team, with Tom Barker, Matt Ramaley and Stewart Bardwell on board, took the first race from *Vanguard* (Adam "Barnsey" Barnes, Ian Quartly "Nugget", James Christian and Jack Hubbard), and team *Swish* made up of father and son duo Steven and Anthony Proud and Tom Scardifield.

It was these three boats at the top of the leader board all day – jostling each other for positions on the start line and throughout the course.

As competitors got more used to the boats, racing was close with only a few penalties called.

AFR Midnight Rambler had two bullets in the last two races taking them into second place on 17 points, but *Vanguard* was too hot with a scorecard of 2, 1, 2, 1, 2, 5 to finish the regatta on 13 points and be crowned the CYCA Top Jocks Champion of Champions. *Swish* rounded out the podium in third on 20 points.

"It has been three years since I stepped on an Elliott," said Barnsey after collecting the trophy. "I would have liked to see some more engagement out there today between the boats but it was still good fun – I just wish we could have more of this type of event."

At the presentation, all the podium placed teams were presented with bottles of Mount Gay Eclipse rum and the *Vanguard* team were presented with the trophy of "jocks" and bottles of Mount Gay Extra Old Rum.

Cyca.com.au



CYCA SUMMER SERIES

Cause for celebration

DICK CAWSE'S *VANGUARD* FINISHES IN FRONT.

BY DI PEARSON

Over 220 competitors entered the summer series with places tight at the top of the point score tables in two of the five series.

Dick Cawse and his Lyons/Cawse 60, *Vanguard*, won the 2009/2010 Ocean Pointscore series taking line and handicap honours in the Sydney Newcastle race, the final race of the seven passage race series.

One of *Vanguard's* standout performances of the series was a line and overall honours double victory in the second race, the 30 nautical mile Sydney Botany Bay return race. Included in the series were races to Lion Island and Port Hacking and the Australia Day Botany Bay race. The Sydney Newcastle race was the longest of the series and the only Category 3 race.

Having finished the OPS second overall under IRC and PHS last year, Cawse is thrilled with his line and handicap double win and OPS win under IRC. "It's fantastic," he said. "The OPS is my style of racing; it's a fabulous format for someone like me who doesn't particularly like long ocean races or racing around the cans. You get great variety," he said.

Throughout the series, Paul Clitheroe and his *Balance* crew, also from the CYCA, kept *Vanguard* honest and finished second on IRC. Clitheroe's drop was the Australia Day Botany Bay race, in which he was unable to compete.

Matthew Short's TP52 *Shortwave* rounded out the podium in third place. Noel Cornish's *St Jude* took out the PHS Division with *Vanguard* second and *Quetzalcoatl*, owned by the syndicate of Antony Sweetapple, James Lee Warner and Anthony Bruce finished third.

Cyca.com.au

LOUIS VUITTON TROPHY AUCKLAND

Home team advantage

KIWIS SETTLE THE SCORE IN AUCKLAND AFTER FIRST-ROUND LOSS IN NICE. BY MATTHEW HENRY

The home team has taken out the second stage of the Louis Vuitton Trophy in Auckland and avenged its shock loss in the final at the first round in Nice, France.

Emirates Team New Zealand beat *Mascalzone Latino Audi* – the team which will challenge *BMW Oracle* in the 34th America's Cup – in a shortened "best-of-three" final, besting the Italians 2-0.

Right after the finish, the normally controlled and contained Emirates skipper Dean Barker had a broad smile on his face as he soaked his veteran team with champagne from a jeroboam of Moët et Chandon, not even sparing an event photographer who had climbed aboard for the occasion.

On their way to the finals, Emirates survived by one second, a heart-stopping last-minute penalty turn in their match against *Azzurra*, the other Italian team. Leaving no doubts with a composed and clinical performance

that only saw them threatened once.

"On the first beat, it didn't look as though the right was going to come in early enough for us and it was amazing how the pressure came in and we had enough to be strong," Barker said. "The guys did an amazing job. The first downwind was the key moment for us ... to get the early gybe away and make a little gain there."

Noting that his team had lost two races in the two weeks, Barker added: "It's always satisfying when you feel that you're sailing your best on the last day, and today we were sailing really well."

The Louis Vuitton Trophy brings many of the world's best sailing teams together for action packed match racing in 80-foot America's Cup Class monohull yachts. The next round will see the teams head to La Maddalena, Sardinia, in late May.

Louisvuittontrophy.com

FROTH AND BUBBLE
Emirates Team New Zealand skipper Dean Barker celebrates a convincing win at the second round of the Louis Vuitton Trophy in Auckland.



HARKEN WOMEN'S
INTERNATIONAL MATCH
RACING REGATTA

Whitty wins in straight sets

AUSTRALIAN MATCH RACING ACE LUCINDA WHITTY TOOK THE FIGHT TO THE KIWIS IN THE GRAND FINAL. BY JENNIFER CROOKS

With Australia's highest ranked women match racers, Katie Pellew (nee Spithill) and Nicky Souter in New Zealand filling crew positions in the Louis Vuitton Trophy, the Harken Women's International Match Racing Regatta was up for grabs.

A strong international contingent of five teams turned up for the regatta, with Kiwis comprising 40 per cent of crews. The Australian Women's Match Racing team (formally known as Australian Sailing Development Squad) entered three teams skippered by Lucinda Whitty (RSYS), Jessica Eastwell (RPAYC) and Olivia Price (CYCA). Josie Roper and Keats Thomson represented the host club, the Cruising Yacht Club of Australia, having qualified through the Marinassess Regatta in late February.

Samantha Osborne was the highest ranked skipper (17 in the ISAF Women's Match Racing rankings) prior to the commencement of the regatta and was joined by fellow New Zealanders Stephanie Hazard (RNZYS, currently ranked 48th), Danielle Bowater (RNZYS) and Anita Trudgen (RPNYC).

Kim Stuart from Women's Sailing Association of Santa Monica Bay,

USA, made the trek down under for the second consecutive year, via the New Zealand Women's Match Racing Championship held the week prior to the Harken Regatta.

But it was local girl Lucinda Whitty, representing Royal Sydney Yacht Squadron, and her crew of Stacey Jackson and Nina Curtis, who took home the silverware, winning the Harken Women's International Match Racing Regatta 2010 in convincing style with three straight wins in the Grand Final.

Whitty came into the regatta in winning form having won back to back Marinassess Women's Match Racing titles and was the second highest rated skipper with an ISAF ranking of 18.

After three closely fought matches against Samantha Osborne in the final, Whitty was declared the winner. It was the last match of the day that had everyone talking. Whitty and Osborne displayed some of the best match racing skills and tactics; using obstructions on the course and 'dummy tacks' to try to outwit each other. Whitty was to win by only seven seconds after a tight spinnaker run to the finish line.

"We've used this regatta as a stepping stone to the team's

European tour and I am really happy with our performance. My thanks to Harken for their continuing sponsorship of the regatta and to all the race officials, umpires and the host club," Whitty said.

In the Petit Final, Price dominated the two matches against Eastwell.

"It was a very hard fought third place against fellow Australian Women's Match Racing Team members. I've found it really interesting to be on the helm this regatta – It's a totally different mindset to mainsheet or bow. Congratulations to Lucinda and her team," Price said.

For Keats Thomson, the youngest skipper of the regatta, aged 15 years, it has been a learning experience against tough competition.

"I am really happy we didn't finish in last place. As we sailed the regatta three-up we were a little light for the conditions," said Thomson.

Having sailed in the CYCA's Youth Sailing Academy Advanced Squad last year, this is only Thomson's second regatta as a skipper, returning to the Elliott 6.0m and match racing after a successful summer campaign on her Laser 4.7.

Cyca.com.au

WINNING WAYS
Lucinda Whitty came into the regatta in form and went home with the win.

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Boats to beat

The 2009 winners

DIVISION	BOAT/OWNER
A	<i>Broomstick</i> , Michael Cranitch and Ray Wallace
B	<i>Mr Beaks Ribs</i> , David Beak
C	<i>Icom Utopia</i> , Peter Messenger
D	<i>Crosshaven</i> , Justin Pelly and Sean Rahilly
E	<i>Sigurd</i> , Ian Dencker
F	<i>Syonara</i> , Greg Maughan
G	<i>Speedwell</i> , Colin Greeves
H	<i>Brawlee</i> , Brett & Karen Pearce
J	<i>Trim</i> , Shaaron Walsh
K	<i>Hubcap II</i> , Herman Heiligers
Sydney 380D	<i>Calibre</i> , Geoff Bonus

AUDI WINTER SERIES

Winter heats up

THE CYCA IS THE PLACE TO BE FOR WINTER RACING. BY JENNIFER CROOKS

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 Audi Winter Series commences each year with the traditional Ladies Day and Great Veteran's 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.

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, '50s, '60s and '70s, will be held on Sunday 18 April 2010.

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 but competitive 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.

The Great Veterans Race is sailed in conjunction with the opening race of the Audi Winter Series, a non-pointscore Ladies Day race for the Jill McLay trophy.

Rear Commodore and Chairman of the Sailing Committee Garry Linacre said, "The Great Veterans Race is a wonderful gathering on the water for these fine old boats that contested those early races to Hobart. We look forward to welcoming entries from these classic yachts for this race."

There will again be no non-pointscore races other than the opening and closing Ladies day

events on 18th April and 25th July, turning the pointscore into a 13 race series, but an additional race may be dropped.

The Audi Winter Series opening day also includes the Ladies Day Race for the Jill McLay trophy. All entrants in the Audi Winter Series can participate just by nominating a lady skipper on their entry form.

The Audi Winter Series pointscore starts the following Sunday April 25, with 13 pointscore races for eight spinnaker, two non-spinnaker and a Sydney 380D division.

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 for a highly competitive day's racing.

Sydney Harbour is the only place to be on a Winter Sunday, but it's equally pleasant back at the Clubhouse where the weekly prizegiving is held. Spending time in the Sydney Hobart Bar or Coaster's Retreat and enjoying the CYCA Bistro's quality snacks and main meals also complement the day's racing.

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

Owners interested in entering the Great Veterans Race and 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 Thursday 8 April from 6.30pm to 8.30pm for all owners, skippers and crew participating in the Audi Winter Series 2010.

Cyca.com.au



PHUKET KING'S CUP REGATTA

King's Cup

CHANGES AFOOT FOR THAILAND'S TOP KEELBOAT REGATTA IN 2010.

Now entering its 24th year, the organisers of the Kings Cup regatta in Thailand's Phuket have continued to update the format with plans to introduce sportsboat and cruising multihull divisions in 2010.

Sailed off Phuket in December each year, the regatta is now attracting over 2000 attendees each year across a variety of divisions including keelboats, multihulls and dinghies. Last year saw the introduction of a "Modern Classics" class and a monohull cruising class, which will continue as part of the regatta this year along with a few new classes.

Feedback from participants has led to the creation of two new classes for 2010.

"Already we are seeing a growth in the number of true Cruising Multihulls which are basing themselves in Phuket on a long term basis, and we will endeavor to create a custom class to cater for these boats," said race director, Simon James. "Similarly, there is a growth in the number of true Sportsboats in the region and we are working on a plan to attract these flying machines to our event."

Each year the King's Cup attracts a contingent from Australia and other countries. A provisional notice of race will be available by 1 May 2010, with the regatta scheduled for 4 to 11 December, 2010.

Kingscup.com

HOT AND COLD
Above: *Ichi Ban* enjoying some warmer waters at the King's Cup in Thailand. Left: The CYCA's winter series is just around the corner.



AUDI SYDNEY GOLD COAST
YACHT RACE

Gold rush

CELEBRATING ITS 25TH YEAR.
BY JENNIFER CROOKS

It's been 25 years since the Audi Sydney Gold Coast Yacht race was first sailed in 1986 following the construction of the \$40 million Gold Coast Seaway, which opened the sheltered waters of Southport's Broadwater and other coastal waterways with the open sea.

This year's race will commence in Sydney Harbour at 1pm on Saturday July 31.

The Audi Sydney Gold Coast Yacht Race is a category 2, 384 nautical mile race that marks the commencement of the CYCA's prestigious Blue Water Pointscore Series. The race is also the third event that forms part of the Audi IRC Australian Championship and regularly attracts fleet sizes of 70-80

yachts. Many yachtsmen use the 'Gold Coast' race as a precursor to the other winter regattas in Airlie Beach and Hamilton Island.

The inaugural race attracted a fleet of 86 of Australia's leading ocean racing yachts, with colourful owner Jack Rooklyn bringing his famous 80-footer *Apollo* out of retirement for the race. She went on to take line honours and first place on handicap under the IOR system. Among the famous yachtsmen who sailed in that first race was Jock Sturrock, who skippered *Gretel* in Australia's first challenge for the America's Cup in 1962.

The famous *Brindabella* holds the race record for the Audi Sydney Gold Coast Yacht Race with a time of 27 hours, 35 minutes and three seconds, set in the 1999 race.

goldcoast.cyca.com.au



GOING UP
Lahana
crewmember going
up the mast for the
final checks ahead
of last year's Audi
Sydney Gold Coast
Yacht Race.

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ROLEX FARR 40
WORLD CHAMPIONSHIP

Farr from finished

JIM RICHARDSON SHOOTING FOR FOURTH
WORLD TITLE. BY SAM CRICHTON

In April 2010 the 13th edition of the Rolex Farr 40 World Championship will take place at the Casa de Campo Resort and is being hosted by the Casa de Campo Yacht Club in the Dominican Republic. This Grand Prix One Design class has had the World Championship event hosted in a variety of locations across the globe and this will be the second time the event is held in the Caribbean, previously being held in Nassau, in the Bahamas in 2002.

Defending 2009 Rolex Farr 40 World Champion Jim Richardson and his team on *Barking Mad* will be there, bringing their "A game" to the race track as they aim for a fourth Rolex Farr 40 World Champion title.

Representing Australia at the regatta will be Lisa and Martin Hill's *Estate Master* and Guido Belgiorno-Nettis' *Transfusion*, who both raced at the 2009 Rolex Farr 40 Worlds in Porto

Cervo, Sardinia. These two teams will be using the time at the regatta for dual purposes – to win a Rolex Farr 40 World Champion title and to prepare for the 2011 Rolex Farr 40 Worlds, which will be held in Sydney.

Both teams have current winning form with *Estate Master* winning three regattas in a row recently in Sydney, taking home first in the Rolex Trophy in December 2009 and then backing it up to win the F40 Sprint Series in February and the F40 division at the Audi Sydney Harbour Regatta in March.

"We expect an Australian resurgence in the class leading into next year's worlds, and of course we'll have the usual strong support from overseas including HRH Crown Prince Frederik who has confirmed he'll be here along with the 2009 Rolex Farr 40 World Champion Jim Richardson," said Hill. He continued, "In preparation for next month's

worlds we are getting our on board communication organised and testing the same type of rig set up as the overseas Farr 40 we are using."

Transfusion was crowned 2010 Farr 40 Australian Champion in March and in doing, the crew secured back to back Farr 40 Australian Championships. This year they will again have Olympian Tom Slingsby calling the shots. Slingsby has been sailing with Belgiorno-Nettis on the Farr 40 over the last three seasons and finished in eighth place in Sardinia last June, one place in front of *Estate Master*.

"The *Transfusion* Team is looking forward to joining our international class colleagues again in a new sailing location in the Dominican Republic. We will be using this regatta to help us understand better the challenge for the Sydney 2011 Rolex F40 Worlds campaign. Since the 2011 Worlds will be on home ground for us, we need a good showing! Dreaming of getting onto the podium may be fantasy, but with a home crowd advantage, anything is possible!" said Belgiorno-Nettis.

farr40.asn.au

NOT FARR OFF
Above: the
Farr 40 World
Championship fleet
in the 2009 race,
sailed off Porto
Cervo, Sardinia.

it's cool sailing...

experience
learn
enjoy
challenge
compete
belong



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Building Pressure

LISA RATCLIFF WRAPS UP THE FIFTH AUDI SYDNEY HARBOUR REGATTA 2010 WHICH SAW SOME GUSTY CONDITIONS PROVIDE PLENTY OF THRILLS AND SPILLS ON SYDNEY'S SPECTACULAR POND.





SYDNEY TRAFFIC

Main: Paul Billingham's *Elusive ducks* behind the Sydney Harbour swells in PHS Division 0 racing. **Bottom left:** Paparazzi treatment for *Zephyr* and crew, as Audi's TV crew captures the action from the air. **Bottom right:** Spectators pack the historic *James Craig* as she awaits the IRC fleet outside the Sydney Heads.

AUDI/ANDREA FRANCOLINI



Just a few days out from the Audi Sydney Harbour Regatta 2010 and the weather forecasters were painting an ominous picture for the fifth running of this growing event. The ASHR has become a popular fixture on the east coast sailing calendar but each year the conditions seem to be as hard to predict as the ultimate winner of the Audi car on offer as the major prize. The threat of wet was again on the cards, perhaps reminiscent of the torrential downpour which drenched the fleet in 2009. But what started as a dull, overcast and muggy Sydney autumn Saturday morning eventually had the photographers rubbing their hands as 300 plus boats fanned out across the spectacular Sydney Harbour under sunny skies, and with a building nor'easterly.

The IRC and PHS division 0 fleet headed offshore for the first of two passage races, leaving a little more room to play in the harbour for the remaining 20 divisions, although they

still had to dodge each other as well as the regular traffic including Navy and tall ships, Manly Ferries, jet cats and jet boats.

"The breezes were brilliant, to have nor'easters in Sydney at that time of the year was fantastic and made for exciting racing, particularly where courses were overlapping. It meant the strategists had their work cut out for them," said Principal Race Officer Denis Thompson.

Course areas stretching from North Head to Rushcutters Bay often intersected, classic boats cutting through Etchells starts and the ultra modern IRC fleet with their brightly coloured oversized carbon fibre wheels gliding past the historic 18 foot skiffs, with their timber tillers and rope tiller extension.

The breeze kicked up on the Sunday producing some rockin' 'n rollin' spinnaker rides with plenty of white water over the decks, ripped kites and some gear damage on a day that separated the men from the boys. One competitor described it as "ego-breaking" as the gusty ENE breeze funnelled in through Sydney Heads and smacked into the short, sharp sea.

In the open air offshore, the IRC and PHS division 0 fleets enjoyed the best breezes of the weekend. Stephen Ainsworth's RP63 *Loki* scoring the double handicap IRC division 1 win and first home on the Saturday following the retirement of Bob Oatley's *Wild Oats X* with generator issues.

Paul Clitheroe's IRC division 2 win with his Beneteau 45m *Balance*, could have ended differently, the Sydney financial whizz admitting on the deciding day: "We were feeling

comfortable that we could win when we suddenly lost control and the pointy end of the mast was pointing downwards. We saw the jellyfish and the remnants of *Wild Oats*' spinnaker."

There were many familiar names at the top of the final divisional leaderboard including two-time Audi IRC Australian Championship winner Rod Jones leading the SB3 fleet with *Club Marine Blue*.

David Pescud's Lyons 53 *Sailors with disabilities* took out the PHS division 0 win while Olympic coach and former J24 title winner Doug McGain successfully defended with *Code Violation*, once again finishing ahead of Stephen Girdis' *Convicts Revenge*, which failed to avenge for last year's loss to McGain.

In the Super 30 division, Guy Stening, world and Australian Farr 30 champion who was steering the Melges 32 *Optimum*, beat Vaughan Stibbard and Heath Walters' *The Business*.

Stening's chief threat for the Farr 30 Nationals later in the month, Bruce Eddington's *K2* from Victoria's Sandringham Yacht Club, used the two-day regatta as a shakedown for the national titles and like Stening, the three-time Australian champion took a huge psychological boost away with his Farr 30 divisional win.

Andrew Bristow's Flying Tiger, named *Hello Tiger*, successfully defended its Audi Sydney Harbour Regatta stranglehold, sailing a near perfect series of five wins and one fourth, while in the 11-boat X Yachts division, former MHYC Commodore and regatta chairman Ian Box's *Toybox* finished triumphantly with the perfect scorecard.

A number of Australian Farr 40s used Audi Sydney Harbour Regatta as a shakedown for the April Rolex Farr 40 Worlds in the Dominican Republic, and for next year's world championship in Sydney.

MHYC Commodore and president of the Australian Farr 40 class, Martin Hill, left nothing to chance for his tilt at the world title, pulling together a crew of some of Australia's best and launching their assault with a one-design win with *Estate Master*. After staging a thrilling two day match race with Guido Belgiorno-Nettis' *Transfusion* the difference was just half a point.

For the first time in the regatta's five year lifespan the historic 18-foot skiffs joined in for their Australian Championship, a number of crew sporting rugby jerseys as the class has done since the 1930s when league players would load up on the weighty skiffs during their off-season.

There were some legendary names on the starter's list, Harold Cudmore, the famous British America's Cup and Admiral's Cup yachtsman, joining the fray with *Mistake* and Sydney yachtsman John Winning racing his replica historic skiff *Australia IV*.

This year's Audi Sydney Harbour Regatta belonged to the small boats. They took the lead in the Audi IRC Australian Championship from the bigger boats and the divisional winner of the International Dragon division, Robert Alpe, won the Audi Final Challenge and drove away in a brand new Audi A4 Avant 1.8 TFSI multitronic. ⚓

For full results visit sydneyharbourregatta.com

SMOOTH SAILING

Main: Regatta living can take its toll... one competitor lets out a yawn from a comfy perch on the rail. Bottom left: *Yendys* and *Shockwave* storm up the harbour in a solid nor'easter. Bottom middle: Plenty of pressure for a cruise downwind leg. Bottom right: Rugby uniform clad classic skiff sailors ready for a ruck at the next mark.



AUDI/ANDREA FRANCO/AMI



"We were feeling comfortable that we could win
when we suddenly lost control and the pointy end
of the mast was pointing downwards. We saw the
jellyfish and the remnants of *Wild Oats*' spinnaker."



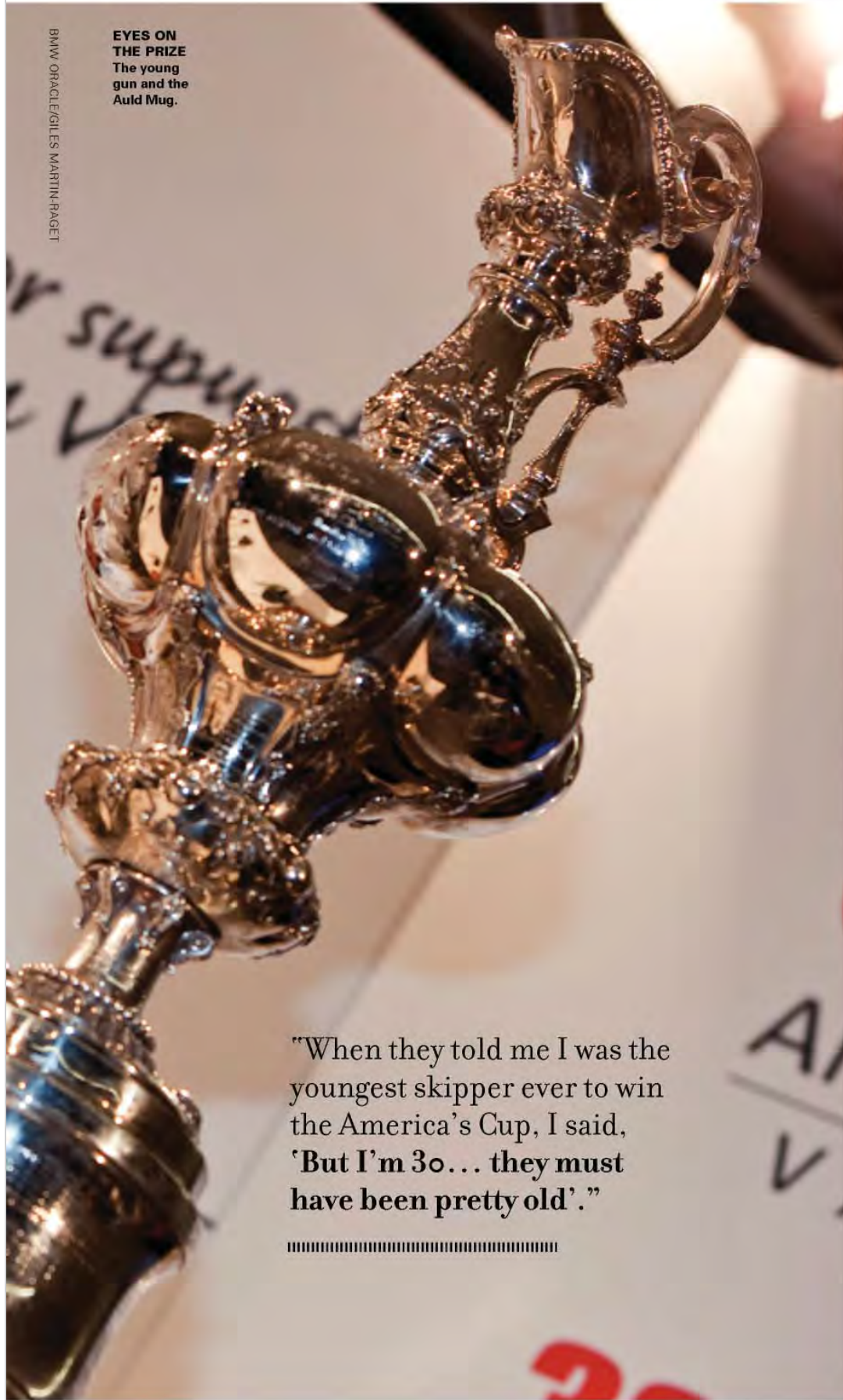
HE'S GOT A REPUTATION AS THE GUN-SLINGING MATCH RACER TO MAKE COMPETITORS FAINT. BUT AUSSIE HELMSMAN JAMES SPITHILL, WHO RECENTLY BECAME THE YOUNGEST SKIPPER TO RAISE THE AMERICA'S CUP ALOFT, IS A VERY DIFFERENT MAN WITHOUT A HELM IN HIS HANDS. BY PETER CAMPBELL

JESSE JAMES SPITHILL

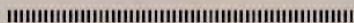


BMW ORACLE/GILES MARTIN-PAGET

EYES ON THE PRIZE
The young gun and the Auld Mug.



“When they told me I was the youngest skipper ever to win the America’s Cup, I said, ‘But I’m 30... they must have been pretty old’.”



When he was just seven years old, James Spithill had already mastered a Hobie Turbo 14 catamaran sailing in his backyard of Pittwater, north of Sydney. Twenty-three years later, now aged 30, the guy the Americans call “Jesse James” after the legendary gun slinger of the Old West, has turned his extraordinary sailing ability to steering the giant trimaran *USA* to victory in the 33rd Challenge Match for the America’s Cup, sailed recently off Valencia, Spain.

Spithill and his BMW Oracle Racing crew combined the incredible boatspeed generated by the tri’s revolutionary 70-metre-high wingsail rig in combination with aggressive match racing tactics to outsail *Alinghi 5*, the Swiss defender’s equally huge catamaran, in two straight races. Syndicate head Larry Ellison, a Californian software mogul, sailed aboard *USA* in the second and final race to regain the world’s oldest sporting trophy for the Americans for the first time since 1992, when *America3* defeated *Il Moro de Venezia* off San Francisco.

For syndicate CEO, Russell Coutts, this was his fourth America’s Cup win – twice with his native New Zealand, once at the helm of the Swiss Alinghi team and now masterminding the success of Larry Ellison’s BMW Oracle American team.



In steering *USA* to victory, James Spithill became the youngest winning skipper in the history of the America's Cup, as well as joining John Bertrand as the only Australians to helm a yacht to victory in a Cup Match. Bertrand steered the 12-metre class yacht *Australia II* to beat the US defender *Liberty*, skippered by Dennis Conner, off Newport, Rhode Island, in 1983. Spithill has regained the Cup for the US.

"When they told me I was the youngest skipper ever to win the America's Cup, I said, 'But I'm 30 ... they must have been pretty old'," Spithill said in an exclusive interview with this magazine. He was also the youngest skipper of an America's Cup challenger when he steered Syd Fischer's *Young Australia* in Auckland back in 1999. Somewhat prophetically, *Young Australia* beat the Swiss yacht in several Louis Vuitton Cup races that year, but did not progress to the America's Cup regatta itself.

French yachtsman Bruno Troublé introduced him to the media as, "This is James Spithill, he will one day win the America's Cup!"



Spithill is literally bubbling over with enthusiasm about his Valencia victory and was eager to tell his story of the 33rd Match to Australians. He began this at his home club, the Royal Prince Alfred Yacht Club – across the waters of Pittwater from his boyhood home in Elvina Bay – with a presentation to members, which was also a fundraiser for the club's Youth Development Program, of which James was a teenage graduate.

Spithill described the 33rd America's Cup Match as "awesome ... sailing on the edge all the time," because of the power-to-weight ratio of the trimaran with its revolutionary wing-mast. "It is an amazing and complex boat, with such speed and massive loads, and the remarkable thing is that the first race of the America's Cup Match was actually the first time we had raced the boat," he added.

"We won the America's Cup on the water with a great design, but it was also won by the intensive preparation



WHITE NOISE
Facing page: Is there any bigger moment for a racing sailor than this? Spithill celebrating an America's Cup win. Left: Arthur Spithill is justifiably one proud parent, and sent us a scan of this letter. Kudos to Ian Craig for spotting potential early on. Above: An office with a view... Spithill works while the awesome *USA* tri flies a hull.

and ongoing maintenance by the shore team," he stressed.

"We were on a steep learning curve as the goal posts were moving all the time, and we had to maintain total discipline in our approach to the Challenge. However, once we launched the trimaran we realised the sailing skills required were fundamentally the same.

"Nevertheless, once we went to the bigger rig we realised that a key factor was to get the boat back in one piece from sail training," he said. "In fact, our sailing time in the big trimaran was limited because of maintenance factor."

Spithill said that once he knew that the America's Cup would be raced in multihulls he did some serious sailing in smaller racing catamarans, including contesting, and finishing sixth, in the A class world



championships, and also sailing high-performance F18, wing-sail C-class and Extreme 40 catamarans.

Spithill was quick to point out that the Valencia victory was the result of a huge team effort, not just the crew but designers, engineers, sailmakers and coaches. "New Zealander Russell Coutts, the syndicate CEO, and American tactician John Kosteki were key members of the crew, but also sailing was Australian Joey Newton as a trimmer. Joey and I have been sailing together around the world since the *Young Australia* challenge," he said.

"In fact, there were quite a few Aussies involved in key positions in the syndicate team," James said. "In addition to Joey and myself, Ian 'Fresh' Byrnes was the design co-ordinator, Craig Phillips was a sailmaker while world champion A class sailor Glenn Ashby, the 'King of the Cats' coached me and the crew."

Despite his outstanding career in sailing, notably in match racing, James Spithill remains a modest bloke, giving great credit to those who have helped develop his sailing career over the past 25 years. His first sailing boat was a mini windsurfer he was given as a Christmas present as a five-year-old so he could get on the water with his dad, Arthur Spithill. The proud parents were at Valencia to watch their son's greatest sailing achievement, winning the America's Cup. "Remember that James was fortunate enough to be a small (but

significant) cog in an incredible machine comprising designers, builders, sailors and, let's not forget the lawyers of the owner!" Arthur joked.

Arthur is modest, too, about his contribution to James' sailing career, but I know personally that his constant support of James in his earlier years of national and international sailing has been a key factor in his son's success. Arthur has given similar support to James' siblings, Katie, a champion women's match-racing sailor, and Tom, also a fine dinghy sailor who now is a sailing administrator with the Royal Prince Alfred Yacht Club.

The Spithill family moved to a waterfront property in Elvina Bay on Pittwater when James was a three-year-old and lived there for about 15 years. The only access was by boat. Arthur had previously raced a three-quarter tonner called *Ventura* with the CYCA but, as the family expanded, he downsized to windsurfers and dinghy sailing on Pittwater.

One wise piece of sailing advice Arthur passed on his son came from his own mentor as a young man, Greg "Grog" Gilliam, when he sailed with Greg and his father on their two tonner *Aggression*. "Greg was a gifted sailor and had a fantastic manner on a boat, always calm and helpful under stress," Arthur recalled. "He told me early on that 'a quiet boat is a fast boat' and 'if people start yelling, get off that boat quickly.' I stressed Greg's advice with all three of my kids and it has served them well since," he added.

James' first race as a skipper was in an old timber Manly Junior at Avalon Sailing Club as a nine-year-old with his six-year-old sister Katie as crew – a race they won, prompting the club's then hon. secretary Ian Craig to write a letter of congratulations: "A win in your first race must be like scoring a century in your first Test Match...the club can expect great things of you in the future."

James and Katie would sail across from Elvina Bay to Avalon and, if the racing was cancelled because of strong winds, they would sail back home.

Although a big lad for his age in junior and intermediate classes, James notched up a fifth in the Manly Junior nationals and a third in the Flying Eleven nationals. At Pittwater High, he was among other talented young sailors and the school dominated the Australian schools team racing scene for a number of years.

A significant step forward in James' sailing career was when he completed the "Alfreds" Youth Development Program (then a six months, every weekend match and fleet racing program) in 1995. The following year he began dominating youth match racing in Australia and New Zealand, twice winning the Cruising Yacht Club of Australia's youth match racing, the Royal New Zealand Yacht Squadron Coke Cup and the Royal Prince Alfred Yacht Clubs' Harken Youth International.

"The training and support of the RPAYC was instrumental in raising his skills to the point where he was chosen as NSW Youth Yachtsman of the Year while still at school," his father recalled. At the presentation he was introduced to noted ocean racing yachtsman Syd Fischer who invited him to sail on *Ragamuffin* in a short offshore race the following Saturday.

Arthur remembers the day clearly as it was big thing for a young sailor to be invited to sail on such a boat as *Ragamuffin*. "I dropped him off at nine o'clock at Syd's boathouse at Mosman and arranged to come back for him at five. When he got back in the car that afternoon, the discussion went like this:

"How did you go, James?"

Good.

Did you get a steer?

Yeah, I steered the whole race.

How did you go?

We won.

What did Syd say?

9 o'clock next week."

WING MAN
Early days of multihull sailing on the Pittwater and (right) achieving what this catamaran sailing youngster could barely have imagined.



The storm-battered 1998 Sydney Hobart Race was a baptism of fire for the 19-year-old, sailing as a helmsman on *Ragamuffin* which finished fourth across the line and third overall. He was also aboard *Ragamuffin* in winning the Kenwood Cup in Hawaii.

That led to James' involvement in Syd Fischer's *Young Australia* America's Cup campaign and, although they only won a few races in Auckland, he was in among the big boys of international yacht racing, albeit the youngest skipper in the regatta. Rob Brown was the team coach and he had a big influence on James' development. At the end, famous French yachtsman Bruno Troublé introduced him to the media as, "This is James Spithill, he will one day win the America's Cup!" Bruno recalled his prophesy when he and Arthur Spithill met again in Valencia.

Since then he has concentrated on honing his match racing skills, ranking second in the 2002-2003 Swedish Match Tour and winning the Nations' Cup in 2003, 2004 and 2005. In 2005 he won the World Match Racing Championships, the Melges 24 World Championship and the Bermuda Gold Cup, both fleet racing events.

His next America's Cup involvement was with fellow Australian Peter Gilmour in the OneWorld syndicate, reaching the semi-final of the Louis Vuitton Cup, where he was beaten by BMW Oracle Racing. Italian Francesco De Angelis, whom he had beaten in the 2003



"It is an amazing and complex boat, with such speed and massive loads, and the remarkable thing is that the first race of the America's Cup Match was actually the first time we had raced the boat."



CUP WINNERS
Spithill with John Bertrand, Australia's other America's Cup winning helmsman from the 1983 match, at the recent Louis Vuitton Trophy, Auckland.

Louis Vuitton quarter-finals, then chose him as his heir as helmsman of the Luna Rossa Challenge in the 2007 America's Cup.

Spithill was a mainstay of the Italian team in reaching the finals of the Louis Vuitton Cup 2007 after beating one of the favourites, BMW Oracle Racing, 5-1 in the semi-finals.

James admits that during his time with the Italian syndicate he earned the nickname of "James Pitbull" among Italian fans because of his aggressive tactics in the pre-start manoeuvres of the match races. His more recent, US-based nickname has been "Jesse James". James laughs at both, but concedes that his reputation as a fearsome competitor is close to the mark. In fact, James was the main protagonist in arguably one of the greatest pre-start clashes in the history of the America's Cup, forcing two penalties on USA skipper, New Zealander Chris Dickson, in race five of the 2007 Louis Vuitton Cup, causing Dickson's resignation a few days later. Spithill went on to lose 5-0 to Emirates Team New Zealand in the Louis Vuitton final.

James says that three yachtsmen in particular have moulded and developed his international match racing career: Australians Syd Fischer and Peter Gilmour and New Zealander Russell Coutts.

"Syd gave me the opportunity to become an America's Cup helmsman, Peter guided my development as an aggressive and tactical match racing helmsman, and Russell has been a great mentor leading up to and throughout the 2010 America's Cup campaign. He told me to forget about all the legal arguments and just concentrate on sailing – which we did!"

Of the next America's Cup, James Spithill is unsure as to where it will be sailed, or in what type of yachts. "Originally, I thought we must get back to some sort of monohull boats, but right now I'm not so sure," he said.

"Two things are certain – it must be a demanding boat to sail to give it the status of an America's Cup boat and it must have that 'wow' factor to command international interest," he added.

Of a future Australian challenge, he says: "We have the right people for a challenge: the designers, the engineers, the sail designers and the sailors, but we would need positive and large scale resources before a challenge is feasible."

One thing's for sure, Australia can tick helmsman off the crew sheet. ⚓

THE YOUNG & THE RECKLESS

WITH THE RECENT RUSH OF TEEN SOLO SAILORS SETTING OUT TO CONQUER THE GLOBE, **NANCY KNUDSEN** ASKS, IS IT AS DANGEROUS AS IT SOUNDS?

There's a dense crowd in the sunshine around one of the boats in the Darling Harbour marina. I stop on the Pyrmont Bridge above, and peer down at the backs of hundreds of shoulders, becoming curious, alarmed. I have joined others who have gathered, staring. It's the time of the Sydney Boat Show and the boardwalks are busy with the yachting crowd, but nothing like the seething mass pressing around this boat.

"What has happened?" I ask the next person, a skinny bicyclist in shiny green gear leaning over the bridge rail. "Was there an accident?"

"Hah!" he says without a sideways

glance, "No! Well, yes, I guess so. It's that girl from Queensland that sailed into a container ship."

"Oooh, Jessica Watson, of course," I mutter. Now I can detect lolly-pink paint on the yacht where the crowd is pressing.

"Why is she getting all this fuss?" Shiny-green-gear goes on, "She hasn't DONE anything except make a moron of herself." He throws a leg over the bike in practised fashion and rides off without once looking at me.

Sixteen-year-old Jessica Watson had been practising for years for her planned circumnavigation, trips to New Zealand, the South Pacific and the Southern Ocean, sometimes with



Abby Sunderland's journey begins



*Laura Dekker
grounded in Holland*



*Jessica Watson's
Circumnavigation*

crew, sometimes as a solo sailor with chaperones. But it wasn't until she fell asleep and hit that cargo ship on her debut solo journey in her new boat that the worldwide media went hysterical. I remember it well. I was overseas and, while my publisher had alerted me early in the morning to the incident, it was only a matter of hours before the beat-up version was showing worldwide on CNN and BBC News, and international newspapers followed suit in a splattering of languages.

None of her fellow solo sailor predecessors – Jesse Martin, Zac Sunderland or Mike Perham – had attracted so much publicity

even after they had achieved their circumnavigations. It was a Public Relations dream, and Jessica's just acquired PR team at 5Oceans Media had landed a bonanza.

Then the plot started to thicken. As if on cue in California, Abigail Sunderland, also 16, but a little younger than Jessica, announced that she too wanted to sail around the world solo. Here was another story that had the media panting. Abby is the little sister of Zac Sunderland, who had just sailed his own cruising circumnavigation, becoming the youngest sailor ever to circumnavigate. His glory was short-lived, however, as over in Britain the

slightly younger Mike Perham had started off later, but in a much faster boat, wresting the title from him just six weeks later.

Now the tables would be turned. Abby was the younger sailor, starting later, but in a much faster boat. The hare and the tortoise story all over again.

For those who like numbers, Abby is 154 days younger than Jessica, but started 111 days later. Jessica, in the slower yacht, must complete her journey in 212 days to reach home before her stated goal of her 17th birthday. This gives Abby, in the more slippery boat, 255 days to finish to become the youngest ever.

Their blog sites experienced millions of hits, and everyone had an opinion. "It's disgusting!" said one camp, "They should be in school." (Were they jealous? Was there an element of "If I can't leave my conventional rut, why should she?") Then there were the libertines: "Free them to be what they want to be." (These gloried in the vicarious adventure, and seemed to give little thought to ideas of dismastment or drowning). Then there was a third camp. These believed that the young teens were being pushed by their parents for the money, the fame, and to compensate for their own failed lives.

But wait, there's more. Now that the media were frothing at the mouth for more stories on teenaged sailors, word came that a Dutch court had ruled that 13-year-old Laura Dekker had been prevented from sailing away solo (with her father's approval) and put under the jurisdiction of the court. Laura then played into the hands of the international media by running away from home. She flew to the Caribbean, where she intended, she said, to buy a boat and start from there. Dragged back to face the court again, Laura is now languishing in Holland until July 2010 when her court-imposed school year is finished.

So what is the truth behind the media hype? Is this suddenly-flowering crop of teenage sailors prodded by their parents, passionately in love with sailing alone across oceans, or driven by the desire for money and fame? Which is which, and how dangerous is it anyway?

CRUISE YOU LOSE

Of the six teenagers so far mentioned, four set out for solo non-stop and unassisted voyages – Jessie Martin, Mike Perham, Jessica Watson and Abby Sunderland. To achieve



FLYING SOLO
left: A girl's best friend ... Jessica Watson with her lolly pink S&S 34, *Ella's Pink Lady*. Below: Seventeen-year-old Mike Perham reaches the finish line for his 2009 circumnavigation.



this, one must sail a goodly part of the voyage in the Southern Ocean where 100-knot gales and swells measured in tens of metres are common. It's lonely, it's tough, and rescue could be impossible. Such journeys are usually (but not always) undertaken to seek a record.

Jessie Martin was successful and still holds the non-stop unassisted record: but Mike Perham was forced to stop in the Canaries with autopilot problems, and then stopped at several other ports for maintenance – and didn't go round the Horn. Jessica and Abby have not yet finished, but Jessica has passed two of the big milestones, Cape Horn and the Cape of Good Hope, and is looking good for an on-time arrival which is forecast to bring her millions in future sponsorships.

Zac Sunderland and Laura Dekker had quite different dreams in mind.

Zac, in a boat he bought himself with his own saved money, always planned a cruising journey, stopped for weeks in some places, and said later his experience of other lands and cultures was a rewarding part of his adventure.

Laura Dekker, when her court order is lifted, is also planning a cruising voyage like Zac's. In her newly acquired Jeanneau *Gin Fizz*, *Guppy*, she intends to depart July or August this year, and still plans a two-year cruising voyage. This wouldn't indicate a desperation to break records, but two years from July she will still be two months short of her 17th birthday.

On the face of it, the non-stop unassisted passage seems much more challenging, much more difficult – but is it? There's an old nautical saying: "It's not the ocean that kills you, but the hard bits at the edges." And it's true that many more sailing boats come to grief on reefs and rocks than are ever lost at sea. With a well-found boat that is tough enough to survive breaking waves and knockdowns, could the non-stop journey be the safer one?

There's another issue. For the very young – particularly female – sailor, experienced in sailing, but not perhaps in life's dangers, stopping at ports can carry its own risks.

It was significant that Abby Sunderland's mother said recently, "When Abby was here, we didn't let her walk her dogs round the block by herself! So why are we letting her go around the world by herself? Because she's not stopping anywhere!"

HARE VS TORTOISE

So what of the 'well-found' boat? How do these teens choose their boats and how wise are the choices? A favourite with the young Australians is the Sparkman & Stephens 34, chosen by both Jessie Martin and his predecessor David Dicks. It's also the boat that Australian adventurer Don McIntyre gave to Jessica Watson for her voyage, because of, he explains, "...the KISS principal. It has a sound hull, strong rig and good rudder, reliable keel, and can sail forever on its windvane without power."

Michael Perham, clearly out for a record, chose the more complex Open 50, a high performance racing yacht designed for short- or single-handed sailing. He garnered the "youngest" record, but because of autopilot problems, missed out on the "non-stop and unassisted" prize. Like Mike, and unlike her brother Zac, Abby Sunderland has also chosen



a fast racing boat, the slightly smaller Open 40. Like Mike, she had to stop for changes to the boat only a week into her journey, but restarted the "non-stop" attempt in Cabo San Lucas in Mexico. Fast is good when you're outrunning a storm, but as Don McIntyre comments, "the boats are power-hungry and a handful to sail, creating more opportunities to overload and stress rigs, rudders and keels during unplanned gybes, broaches etc." The hare and the tortoise again...

But what of the teenagers themselves? What makes someone at such a tender age dream dreams so different from their peers?

Looking into the backgrounds of these adventurous teens can be illuminating. Zac Sunderland's first home with his family was for many years a 56-foot Tradewind sailing boat, and his father was a boat builder. The sailing bug was swallowed by his sister Abby for the

...one must sail a goodly part of the voyage in the Southern Ocean where 100-knot gales and swells measured in tens of metres are common. **It's lonely, it's tough, and rescue could be impossible.**



same reasons. For almost six years of Jessica Watson's childhood, her family lived on a motor boat. She started sailing at eight years, and started dreaming when her mother read her the story of Jesse Martin's circumnavigation. As for Laura Dekker, she was also born on her parents' boat when they were cruising in New Zealand, and had herself completed a circumnavigation with them before she was 11.

One interesting aspect of the Sunderland siblings and Jessica Watson is that both sets of parents claim that their children are dyslexic, and all three and Laura Dekker were home schooled for at least long periods of their childhood.

On the contrary, Michael Perham went to a conventional school, but his father was a keen sailor and introduced Michael at an early age to sailing. In Michael's first ocean crossing of the Atlantic at the age of 14, he was trailed closely by his father in another yacht.

Are these factors significant? Solo circumnavigating teenagers are too rare a breed to answer definitively, but what is fascinating is that now that both girls are doing well in their voyages, and Jessica is on the home run, their critics, so loud previously, seem to have gone quiet.

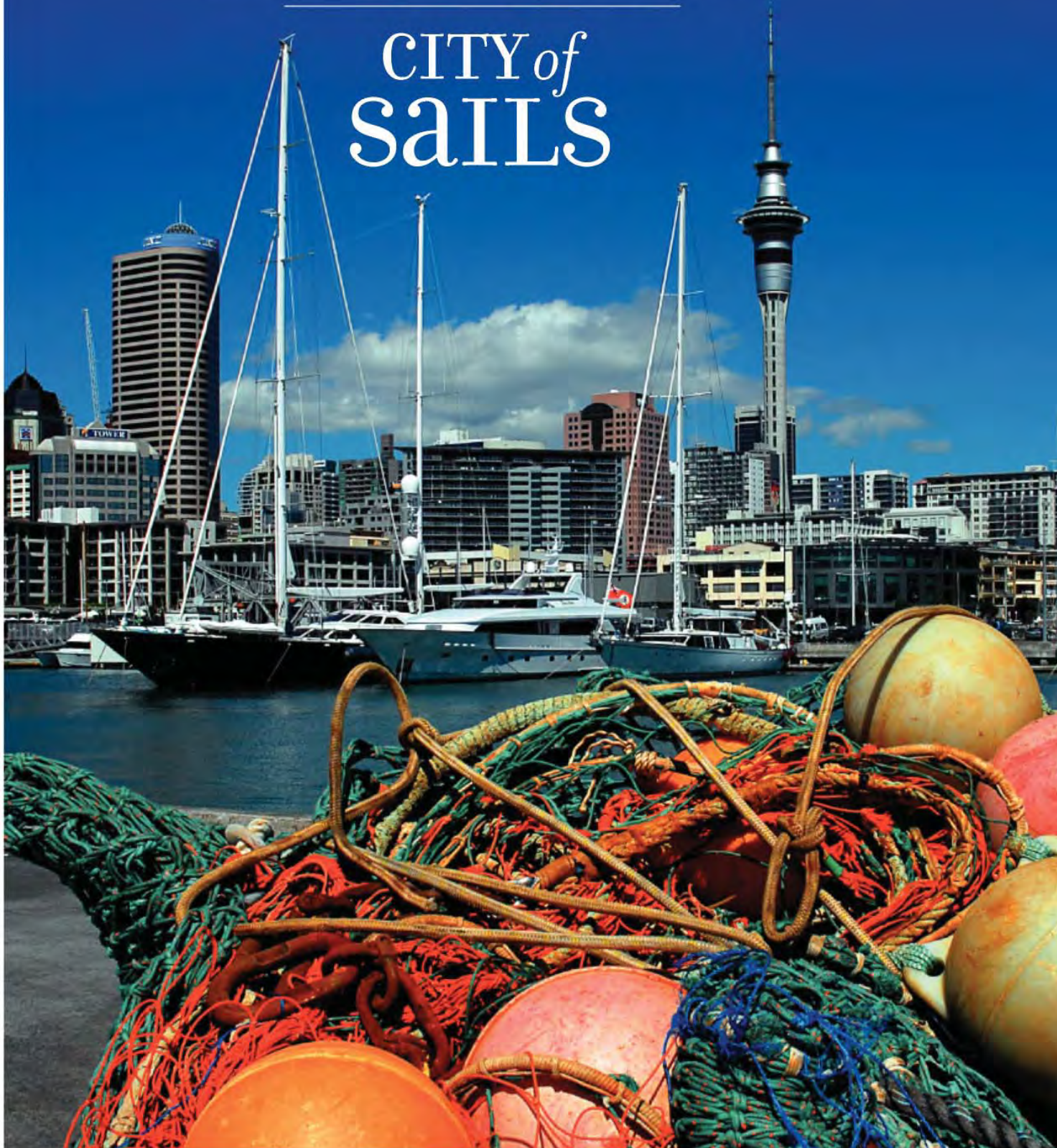
Quiet, not dead. It would probably take only one tragedy to bring them from their hiding holes with flags waving. Since seven-year-old pilot Jessica Dubroff set off in 1996 in a blaze of publicity to fly across America and become the youngest flyer to do so, then crashed, killing herself, her father and her instructor, there have been no copy-cat attempts.

Everybody loves a winner. ⚓

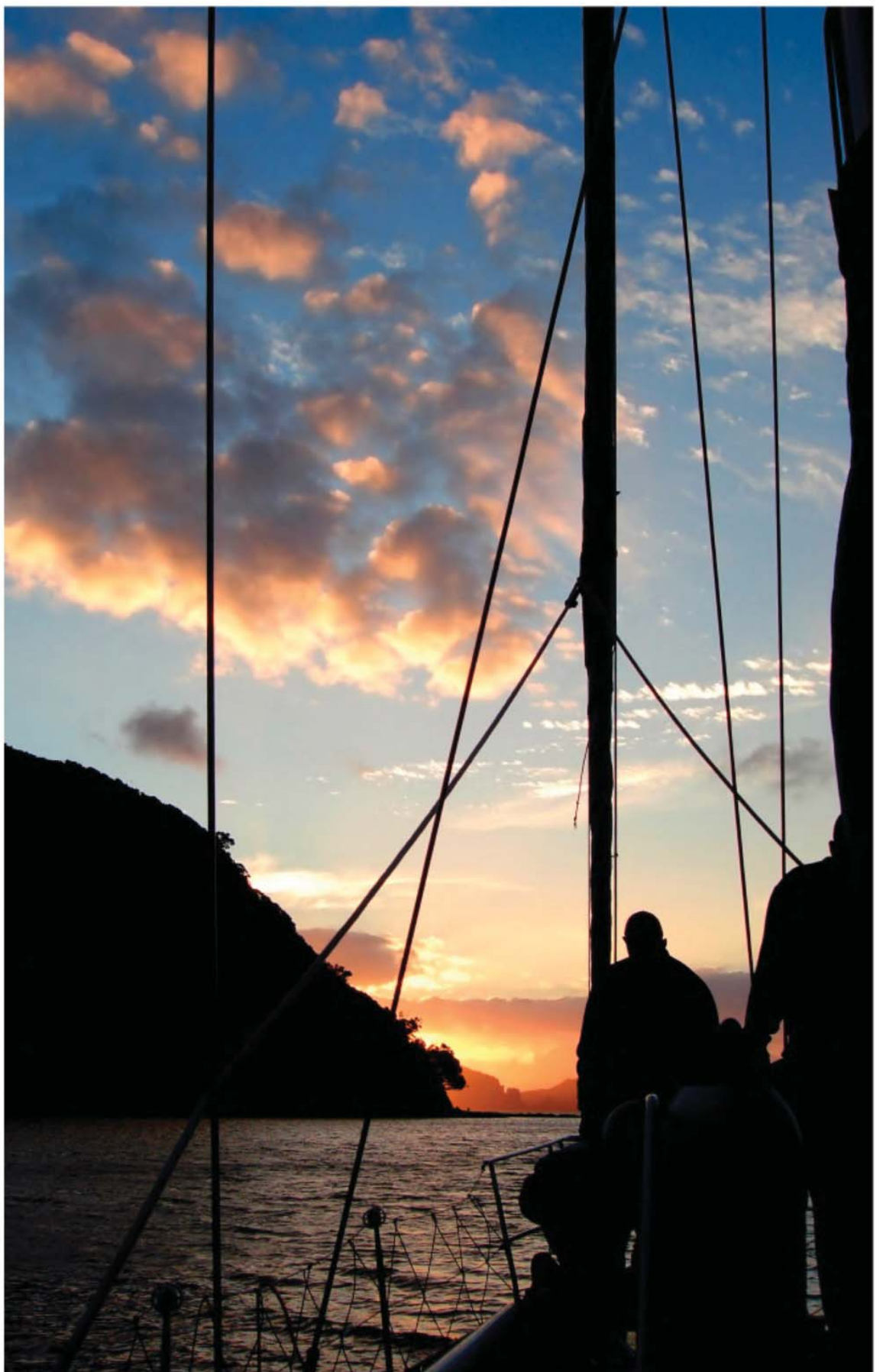
FOREVER YOUNG
Abby Sunderland (top) is out to make her mark on the record books, while Mike Perham (above) moves on to his next adventure, joining the *Bounty* Boat expedition in Sydney.

WITH TWO NATURAL HARBOURS, EXCELLENT YEAR-ROUND SAILING AND THE LARGEST MARINA IN THE SOUTHERN HEMISPHERE, AUCKLAND IS A YACHTIE'S DREAM. WALTER GLASER DROPPED ANCHOR TO SAMPLE THE DELIGHTS OF NEW ZEALAND'S LARGEST CITY.

CITY *of* SAILS



SAILORS
PARADISE
Auckland
Harbour in New
Zealand. Right:
Sailing around
Great Barrier
Island, New
Zealand



As you step off the plane at Auckland International Airport, one of the first things you see is a sign reading, "Auckland, the City of Sails". And the more you get to know this, the largest city in New Zealand, the more you will agree that it's an apt description. Aucklanders seem to take to boating and sailing like a baby to mother's milk, and this is backed up by the fact that New Zealand has the highest proportion of boat owners per capita of any country on earth. After all, it was little New Zealand, with a population of just over four million, that beat the mighty United States for the America's Cup – twice.

New Zealand stunned the world in 1995 by defeating Dennis Conner's America's Cup team off the waters of San Diego, California, and then backed up its claim to sailing's most prestigious honour by winning the Auld Mug for a second consecutive time in 2000, this time at home on Auckland's Hauraki Gulf.

More recently in 2009 at the Louis Vuitton Pacific Series, this nation of diehard yachties proved they continue to punch above their weight on the world stage. Emirates Team New Zealand defeated Switzerland's Alinghi and a host of world-class teams America's Cup Class boats from the USA, France, South Africa, Italy, the UK, China and Greece.

So what makes Auckland such a paragon of yachting achievement?

Put succinctly, the city is a sailor's paradise. Built on a narrow stretch of land, Auckland has two superb, natural harbours on both sides – the Waitemata to the north and east and Manukau to the south. So the visitor to the Kiwi capital will find



ISLAND PLAYGROUND
 Above: Queens Street Auckland.
 Left: Auckland Harbour New Zealand. Above right: The incredible Kawau Island, just one of many destinations within sailing distance north of Auckland.
 Right: Maori art wood carving.



marinas in almost every small inlet, with the main Auckland marina being the largest in the southern hemisphere. Built especially for the 2000 America's Cup, the Viaduct Harbour in the heart of Auckland was home base for the fleet of AC Class yachts and their respective teams. Today you will find it filled with every conceivable size and shape of luxury sailboats and motor yachts. From here, the yachting enthusiast can enjoy harbour cruises, either on tourist boats, or on actual racing yachts that competed in both the America's and the Louis Vuitton Cups. No visitor to the City of Sails should miss out on this experience, let alone sailors.

Around the Viaduct Harbour, developers have built luxury apartments that match the world's best, and the waterfront on one side is a continuous row of outstanding bars, gourmet restaurants, and entertainment venues. The landmark Hilton Hotel, an Auckland icon, looks like a large cruise ship and is perched at the end of the city's main pier so that the giant ocean liners docking alongside look like sister ships of the hotel.

On the other end of this marina

are all the yacht-servicing facilities which, when major yacht races take place here, become the hubs for all the international participants. Between these races they service visiting superyachts and those of wealthy owners from around the world.

The stunning Hauraki Gulf is home to many islands. The harbour is relatively sheltered by its 80 or so islands, making this one of the cruising capitals of the world. It provides excellent year-round sailing conditions with average wind strengths of 10-25 knots.

The best sailing season is over the summer months of December to February, and this is the season when many of Auckland's regattas are held. The must-see areas around the harbour are in the Gulf bounded by Great Barrier and Coromandel. A popular sail is up to Kawau Island, anchoring in Mansion House Bay, where you can either visit the historic homestead on the island or just enjoy the stunning views from your yacht. Another famous New Zealand sailing area, the Bay of Islands, is about three or four hours drive north of Auckland and there are charter companies operating there. The Royal



Auckland Marinas

West Park
westpark.co.nz
Westhaven
westhaven.co.nz
Bayswater
bayswater.co.nz
Orakei
orakeimarina.co.nz
Half Moon Bay
hmbmarina.co.nz
Pine Harbour
pineharbour.co.nz
Gulf Harbour
gulf-harbour.co.nz

Sailing Clubs

Murrays Bay Sailing Club
murraysbay.org
Devonport Yacht Club
dyc.org.nz
Howick Sailing Club
howicksailingclub.co.nz
Point Chevalier Sailing Club
sailptchev.org.nz
Royal Akarana Sailing Club
rayc.org.nz
Buckland's Beach Yacht Club
bbyc.org.nz

Contacts

Auckland Anniversary Day Regatta
regatta.org.nz
Tourism Auckland
aucklandnz.com

HOLE IN ONE
Try your hand sailing through the natural arch at "Hole in the Rock" in the Bay of Islands, New Zealand.

New Zealand Yacht Squadron website is a great source of information as is Tourism Auckland.

LEAVE THE YACHT

If you'd like to spend some time away from the yacht, here's a few ideas. We started exploring Auckland's two glittering harbours by taking a "coffee cruise" on the first day, following this by taking a lunch cruise and a dinner cruise to historic Devonport at other times. Even a short ferry trip is a great way to enjoy the harbour.

Beyond the harbour is the Hauraki Gulf. With over 20 islands as destinations, we chose the 35-minute cruise to Waiheke Island with its fantastic beaches and native forest reserves, cafes, vineyards and art shops. But if the getting there plays a big part in your travelling, it is possible to hire a kayak and paddle over.

Rangitoto Island, with its weird rock formations and strange, primeval vegetation, is another popular destination. Though it is only half an hour from downtown Auckland, it's an environment of extremes. Since this volcano was only pushed up from the sea 600 years ago, there has been no time for soil to

form. Yet the island is covered with thick vegetation of the type that is usually found in primeval rainforest canopies. We were completely enchanted by our walk to the top of the extinct volcano on this island, followed by a tour through a cave of lava. Our guide explained that two animal species bought from Australia – the kangaroo-like wallaby and the possum – had begun to endanger the fragile environment and vegetation, but that these two pests were being successfully eradicated.

There is so much sightseeing to do around Auckland's harbour. We took a relaxing two-hour cruise to Great Barrier Island and its magnificent kauri forests, through which walking tracks led us to picturesque dams and secluded natural hot-springs. Another trip took us to Tiritiri Matangi Island, known affectionately as Tiri, which will delight naturalists and conservationists. It is home to around a dozen species of endangered birds including the rare Takahe, as well as the lizards and insects that live in a specially planted three-million native-tree sanctuary.

Back in Auckland harbour another surprise awaited us at Kelly Tarlton's

Antarctic Encounter and Underwater World. Here hungry sharks, rays and moray eels swam over and past as we stood safely in a giant underwater perspex tube. We could also see King and Gentoo penguins in an authentic environment of ice and snow specially created for them.

Returning to the Viaduct Harbour area, picturesquely located right next to the city's CBD, it was impossible not to be reminded that this city is a sailor's paradise. Few other harbours have mooring opportunities with such stunning views. On our left we could look across to the Auckland Bridge and then visually follow the shore line to the opposite side of this photogenic harbour.

On the right we found a waterfront abuzz with action, with wall-to-wall people enjoying a waterfront outing, and watching yachts that had competed in some of the most prestigious races and regattas of the South Pacific being prepared for today's sailings.

During the 2000 America's Cup preparations, clever architects redeveloped the waterfront, resulting in superb and luxurious apartments that looked right across the yachts, the marina, and the main pier where

international ocean mega-liners frequently docked and disgorged their 2000 to 4000 inhabitants for Auckland sightseeing. A local friend told us that Auckland's richest citizen then brought his four-storey high megayacht and moored it right in front of a block of luxury apartments for over three months, effectively blocking out the whole view for the apartment owners and nearly causing a not-so-civil war. The megayacht still comes in to this mooring from time to time, but the apartment owners and the yacht-owner appear to have come to some kind of satisfactory arrangement.

CHARTERING AND REGATTAS

There are many opportunities to charter excellent yachts of all types and sizes for those who want to sail with friends but haven't got time to bring their own yacht. One of the best charter companies is First Light Travel, who have yachts, catamarans and motor cruisers available. And here's an insider's tip for those with sailing in their blood: there is a magnificent two-day sailing trip on a maxi yacht Lion New Zealand, which was Sir Peter Blake's 1985 Whitbread Round-the-World challenger and a

Rolex Sydney Hobart line honours winner. The trip includes on-board crew style dorm accommodation and will add a whole new dimension to your New Zealand visit.

Regattas are usually closed to all but members of the sailing clubs who organise them, with the exception of the best and biggest which is open to all – the Auckland Anniversary Day Regatta, which is an annual event. The regatta is New Zealand's oldest sporting event. Since 1840, the event has been held on the Waitemata Harbour, which comes alive in celebration of New Zealand's maritime history. It sees hundreds of craft, from centreboards, tall ships, keelers and sailing dinghies to a fleet of historic, restored classic vessels and the roaring vintage tugboats, all competing in their different classes for line honours in a full day of racing.

Of course, the harbour and yachting are only the tip of the iceberg for those coming to the City of Sails. Auckland is a kaleidoscope of fabulous restaurants, fascinating museums, world-class shopping and wonderful day trips to enjoy, and then there is the whole of this magnificent Land of the Long White Cloud* to explore.

But that's another story. ↓

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First sailing experience...

The first time I remember sailing was in a Manly Junior with my dad when I was about three. I have been told that I had been sailing many times before that on my family's yacht. After a couple of months of learning how to sail with my dad he gave me the tiller and by the time I was four I told him that he was slowing me down and to let me sail it with one of my mates. From then I have had the tiller firm in my hand.

First job...

First job was probably a coaching role. After winning the Sabot Nationals at age of 12 I was then asked back the following year to coach the NSW Junior team at the Nationals.

First car...

Amazingly I have never owned a car. When I finished school and started sailing full time I had no money so I had to borrow my parents' car when they weren't using it. As you could imagine after a couple of years of doing this they told me I had to go out and get one myself. For the next couple of years I was fortunate enough to have a job working to Deck Hardware in Sydney and had a company car. At the end of 2006, Audi became a sponsor of the Australian Sailing Team so ever since then I have been driving around in one of their very nice Q7s. This is by far the best car I have ever driven and perfect for me as I spend many hours towing boats to and from events.

First race you ever won...

It must have been a two-up Sabot club race at Wangi Sailing Club. We had a strong fleet and I remember one race where I beat all the one-up Sabots.

First time you knew sailing would be your career...

From a young age all I wanted to do was sail. I was always told that there was no way that I could just sail and that I needed a job to pay for all my sailing. I probably realised that sailing was going to become my career during 2006 in my first year sailing 49ers in Europe where we placed sixth at the worlds. This result was significant for many reasons. Firstly, it qualified me for funding from the Australian Sailing Team. Secondly, it put me in a strong position for 2008 Olympic selection, and I also proved to myself that I could compete with the best in the world at an international level. Since those

worlds I have been sailing full time with the main focus on Olympic level sailing, but I have recently started doing some yacht racing with my last role as the youngest tactician at the 2009 Rolex Farr 40 Worlds.

First big disappointment/setback...

The biggest setback of my life so far happened in 2005. I had just started sailing the 49er and was driving to Sail Melbourne to compete and had a car accident on the trip down. I suffered a spinal injury and spent five weeks in hospital and a further nine



NATHAN OUTTERIDGE

FIRST THINGS AND LAST THINGS WITH AUSTRALIAN OLYMPIC 49ER SAILOR AND YOUNG GUN, NATHAN OUTTERIDGE.

BY MATTHEW HENRY



months out of sailing. Amazingly I was able to get back into 49er sailing and within nine months of getting back in the boat came sixth at the 49er worlds. The biggest disappointment I have had in my sailing career was capsizing in the medal race at the Olympics while in gold medal position with only 300 metres to the finish line, and ending up fifth overall. Having spent three years preparing for this event and to come so close yet fall short is very tough and it remains a major motivator in my preparations for the 2012 Olympics.

First impressions of the Olympics...

It's a great event, very different to any World Championships or international event. The added pressure definitely makes people do very strange things. After being to one I can see why so many people want to keep going back. Even though I didn't get the result I wanted I still enjoyed it and can't wait to have another good crack at winning a gold medal.

First thing that comes to mind when you hear it's blowing 20 knots...

It's time to go try and set a speed record in either the 49er or the moth, or if it's getting over 25 knots I go kitesurfing of windsurfing.

QUICK PROFILE

Age: 23
Years sailing: 18
Currently sails: 49er, Moth, Farr 40
Grew up at: Wangi (Lake Macquarie)
Now lives at: Narrabeen (Sydney)
Sponsors: Australian Sports Commission, Australian Institute of Sport & Australian Sailing Team sponsors, Hamilton Island, Audi, Slam, Ronstan.
Other sponsors include: Advantage Constructions, CST composites, Velocitek.
 I'm always looking for more....

Last race you won...

Last heat of the 2010 49er worlds.

Last sport you did which wasn't sailing...

Does kitesurfing count? I haven't competed in another sport from sailing since I was about 14 years old. I was playing AFL until I was about 14 but once I start traveling overseas I couldn't risk getting any injuries so I had to stop.

Last time someone misspelled your name...

Happens regularly, but people find it harder to pronounce than spell.

Last time you made a mistake which cost a race...

Capsizing in heat seven of the 2010 49er worlds. But it made from some good footage.

Last time you felt an overwhelming desire to win...

When I woke up this morning.

Last sailing experience you had which was purely for fun...

Whenever I go moth sailing, Nothing beats the feeling of flying one metre above the water doing 25 knots.

Last time you were frustrated...

I don't often get frustrated but having done a lot of moth sailing lately it can be quite frustrating. Especially when I spend five hours working on the boat for every hour sailing, and yet things still break. The last time was when I was out sailing and broke my mast on Sydney Harbor right in the Manly Ferry lane, luckily they didn't run me over but I was then getting blown out the Heads, if it wasn't for the Aussie Laser group training that day I would still be drifting out to sea now.

Last person who inspired you...

Every time I hear Victor Kovalenko speak to a group I am inspired by his passion for the sport and winning.

Last time someone cooked you your favorite meal (what was it?)...

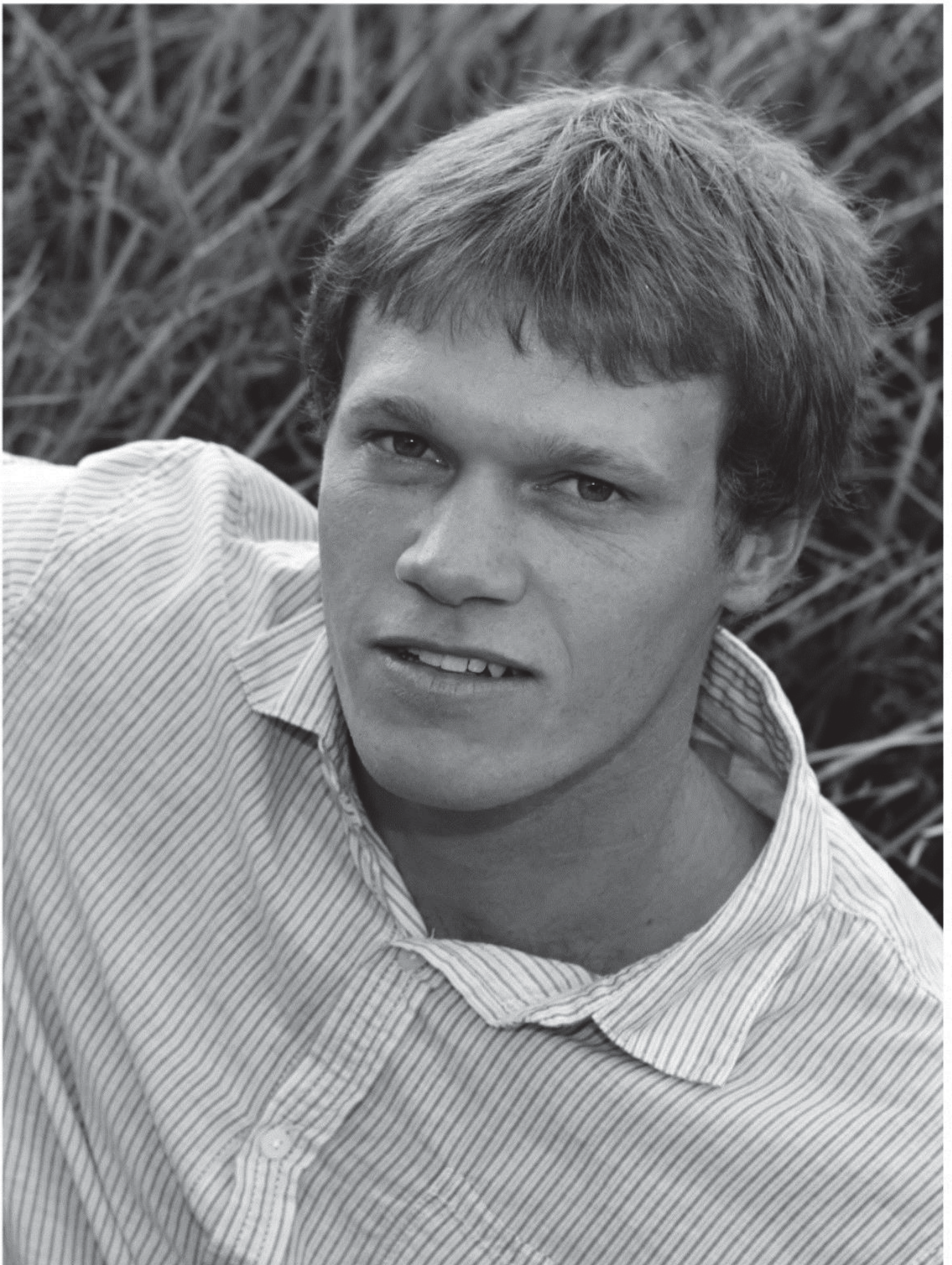
Last week my girlfriend cooked me homemade pizza. Nothing beats that!

Last impulse buy...

Stand-up paddleboard.
Great investment.

Last thing you want to be remembered for...

For being one of the best sailors of all time. ⚓







THE MIGHTY J-CLASS CUTTERS SHINE LIKE DIAMONDS IN THE TREASURE CHEST THAT IS THE HISTORY OF THE AMERICA'S CUP. JOHN JULIAN DELVES INTO THE HISTORY OF THE CLASSIC J'S AND THE REPLICAS THEY HAVE INSPIRED.

The Solent is a temperamental body of water that lies between Hampshire on the south coast of the English mainland and the Isle of Wight. If you ask anyone who grew up on its shores about the J-Class, don't be surprised if they get a little misty-eyed.

To their devoted fans around the world, the heyday of these majestic sloops was also the high-water mark of large yacht racing. These days it's hard to find anyone who might have served aboard the likes of *Shamrock V*, *Velsheda* and *Endeavour* in the 1930s, or helped build them at Camper & Nicholson's in Gosport. Sadly most – if not all – of these men will have crossed the proverbial bar by now.

But if you grew up on the Hamble and Medina rivers during the 1960s, you may recall the melancholy spectacle of *Velsheda* and *Endeavour* lying dismasted in their mud berths. On the Hamble the 127-foot *Velsheda*, once owned by Woolworths magnate William Lawrence Stephenson and named after his three daughters Velma, Sheila and Daphne, was being used as a houseboat and therefore in relatively good shape. The 129-foot *Endeavour*, which lay up the Medina River upstream from Cowes and the Royal Yacht Squadron (under whose burgee she had challenged the American J-Class *Rainbow* for the

America's Cup in 1934), wasn't so lucky, and would eventually sink into her muddy grave. In those days the idea of anybody attempting to salvage, let alone restore and race either of these vessels would have been quickly dismissed as fantasy. And yet there was a haunting quality about them, a timeless nobility and grace in their ruined appearance that could not be forgotten or ignored.

Even in their heyday the J-Class yachts were unique. Yacht racing rules were in a muddle at the end of the 1920s, so for simplicity's sake it was agreed that while the International Rule should apply to boats rated at 12 metres and under, Nathanael Herreshoff's Universal Rule should be used for large boats. And so the mighty J-Class was born.

There have been larger and faster yachts but no one class has fired up the public imagination like the J-Class. Only 10 original Js were built and they raced for a mere eight seasons between 1930 and 1937. Yet these big cutters and their high-society owners (Lipton, Sopwith, Fairey, Vanderbilt,



Astor, Morgan et al) made an impact like no other racing yacht before or since. As a British magazine summed up at the time:

"...their photographs adorn almost every back page; the most domestic doings of their owners are news

and we are made aware of their size compared with Trafalgar Square and St Pancras Station."

The J-Class combination of size and speed, mast height and sail area was unprecedented, and they reigned over the yachting scene until their

HEAVE HO
Top above: Hoisting the sails on the J-Class yachts was hard work, as demonstrated here by the *Endeavour* crew in 1934.

fantastic cost and the advent of the Second World War put paid to racing on this scale for 60 years.

Of the original 10 J-Class, four were British: *Velsheda*, *Endeavour*, *Endeavour II* and *Shamrock V*. Despite never actually challenging for the America's Cup, *Velsheda*'s story is a fascinating one. After languishing for years on the Hamble she was rescued from the mud by Terry Brabant, who rigged and refitted her as best he could on a tight budget. Still without an engine, she plied for charter along the south coast of England before sailing to the Mediterranean and then the Caribbean. Bought by Philippe Bommer, a former owner of the three-masted schooner *Shenandoah*, she returned to Camper & Nicholson's for a further refit. Again the money ran out, and little was done until one January day in 1995, when Dutch yacht owner Ronald de Waal came to inspect *Velsheda* where she lay, just off Camper's Gosport yard. It was a bitterly cold morning and there was snow on the old yacht's temporary plywood decks. De Waal's wife saw the rapt expression on her husband's face and feared for his sanity; he had clearly fallen in love. He shook hands on the sale and the refit right there on the spot.

De Waal appointed Gerard Dijkstra of Dykstra & Partners to



The J-Class combination of size and speed, mast height and sail area was unprecedented, and they reigned over the yachting scene until their fantastic cost and the advent of the Second World War put paid to racing on this scale for 60 years.

the restoration project, and hired John Munford to design a traditional interior in keeping with the vintage character of the vessel (Dijkstra and Munford also worked on restoring *Endeavour* and *Shamrock V*). There was an urgency to the project, as *Velsheda* and *Endeavour* were due to race again, over 60 years after their last meeting. This time it was to be in Antigua waters, rather than the Solent, at the annual Classic Regatta in April of 1998. During the final months of the refit, yard personnel worked triple shifts to finish the yacht

on schedule. The effort paid off; the rebuilt *Velsheda* won her race, beating her sister and all other yachts in her class. Happy endings don't come much better than that.

Perhaps even more captivating is the story of *Endeavour*. She was launched in 1934 under the ownership of Sir Thomas Sopwith, the aviation pioneer who lent his name to the famous Sopwith Camel biplane. Sopwith might have done better to keep hold of her; he took a couple of races off Vanderbilt's *Rainbow* despite being crewed mostly by amateurs

PLANE SAILING
Left below: *Ranger* and *Endeavour II* square off in 1937. Above: Sir T.O.M Sopwith, inventor of the Sopwith Camel biplane, at the helm of *Endeavour* in 1934.

Origin of Species

With many of the original J's gone, the class is still evolving through modern replicas.

NAME	ORIGIN	LAUNCHED
Enterprise	US	1930
Shamrock V	UK	1930
Endeavour	UK	1934
Endeavour II	UK	1937
Ranger	US	1937
Rainbow	US	1934
Yankee	US	1930
Weetamoe	US	1930
Whirlwind	US	1930
Velsheda	UK	1933

REPLICAS

Ranger	Denmark	2004
Hanuman	Netherlands	2009
Atlantis	Netherlands	2010
Lionheart	Netherlands	under construction
Rainbow	Netherlands	under construction
Svea	Netherlands	in design



Lipton's record of glorious defeats in the America's Cup earned him a specially designed trophy for "The Best of all Losers", and sure enough *Shamrock V*, his fifth and final attempt at the Cup, lost to Vanderbilt's *Enterprise* in 1930.



after Sopwith's professional sailors left following a pay dispute. *Endeavour* ended up as a hulk on the Medina, and then at Calshot, and might have stayed that way if it hadn't been for the intervention of one Elizabeth Meyer.

Many threads run through the story of the J-Class renaissance, but none are brighter or more enduring than that of Elizabeth Meyer. The owner of a design and construction firm specialising in classical New England architecture and restoration, Meyer sold up her business in 1983 to buy *Endeavour*, which she had seen during a visit to England. Moved by the plight of the vulnerable old yacht and enchanted by her beauty, Meyer began the daunting task of rebuilding her, first in a temporary shed at Calshot, where Southampton Water joins the Solent, and then at the renowned Royal Huisman yard in Vollenhove, Holland, under the supervision of Dykstra & Partners.

Endeavour was reborn in pristine

condition in 1989, and crossed the Atlantic to race the rebuilt *Shamrock V* over the old America's Cup course in Newport. The sight of the famous blue cutter at sea once again was at once incredible and deeply moving for all who had known her in glorious youth or during the decades of dereliction that followed. Spurred by her success, Meyer founded J-Class Management to provide design, engineering, charter and brokerage services for *Endeavour*, *Shamrock V* and other large yachts. Marcia Whitney joined her in 1990 and the International Yacht Restoration School, which Meyer founded in 1993, has since restored nearly 200 classic yachts.

Sopwith's 1937 America's Cup challenger was *Endeavour II*, 135 feet in length and arguably the prettiest of the Js. She had a short life compared to her predecessor though, losing to Harold Vanderbilt's *Ranger* and being unceremoniously sold for scrap in 1941.

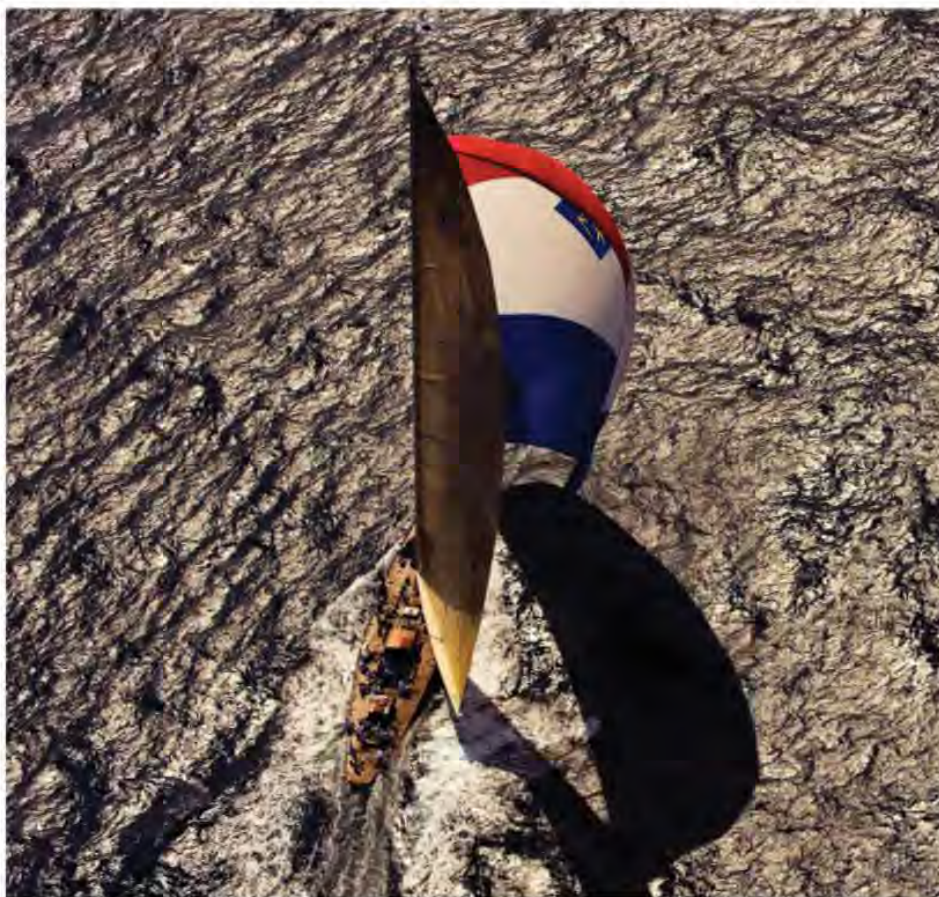


GRAND DESIGNS
Above: *Cambria*
(left) and *Velsheda*
racing to winward.

The first British yacht to be made to the J-Class rule was the 119-foot *Shamrock V*. Built in 1930 for Glaswegian tea magnate Sir Thomas Lipton, she was the first and only J to be constructed from wood. Lipton's record of glorious defeats in the

BORN AGAIN
Launched in 2004,
the new *Ranger*
now is a regular
competitor in
Mediterranean
regattas. Pictured
(this page and top
left) leading the
cruising division in
the 2008 Maxi Yacht
Rolex Cup, Sardinia.





in 1893 and converted in 1931; *White Heather II*, built in 1907, converted in 1930 and scrapped to cast the lead for *Velsheda*'s keel in 1932; *Astra*, built in 1928 and converted in 1931; *Cambria*, built in 1928 and re-rated as a J-Class in 2003 and *Candida*, built in 1929 and converted in 1931. *Astra*, *Candida* and *Cambria* sail to this day. In America only two yachts were altered in this way: *Resolute* and *Vanitie*, although the latter actually rated at the bottom of the 'I' Class.

As you'd expect from a yacht class with so much history behind it, the J-Class has inspired many modern-day replicas. John Williams' reincarnation of *Ranger* emerged in 2004, and 2009 saw *Endeavour II* reborn in the form of James H. Clark's *Hanuman*. Under construction or consideration at the time of writing are *Lionheart* (another *Ranger* type), *Atlantis* (from a Frank Paine design very similar to *Yankee*), *Rainbow*, and *Svea*, a recently discovered Swedish J-Class design from Tore Holm dating from 1937. Of the six new Js, five are Dutch projects with *Lionheart*, *Atlantis* and *Svea* to come from Andre Hoek and the completed *Hanuman* and forthcoming *Rainbow* from Dykstra & Partners. The latter's J-Class

LIQUID GOLD
Velsheda's powerful spinnaker casts a curvaceous shadow over a gilded ocean.

credentials already include the rebuilding of *Shamrock V*, *Endeavour* and *Velsheda*, as well as the refit of *Ranger*.

The huge interest in the re-emergence of the J-Class owes much to those who nurtured the survivors. *Shamrock V* never stopped sailing, which is the key to an old yacht's survival. *Velsheda* and *Endeavour* knew very hard times and their presence at sea today is thanks to the courage and commitment of Terry Brabant and Elizabeth Meyer (not forgetting the support of subsequent owners) who refused to let those yachts die. It is unfortunate that none of the original American Js survived. Some say they were built simply to race rather than to cross the Atlantic Ocean to challenge for the America's Cup, although Elizabeth Meyer has other thoughts on the matter:

"There are mud berths in England and not in the United States," she said in January 2010. "A J could be stuck in the mud and would not cost anything as she sat there. This is not possible in the US. The American J-Class syndicates sometimes expected to get a bit of money back from the scrap value of the hull. The US Js were bronze plated (except *Whirlwind*

and *Ranger*) and so had a lot of scrap value compared to the British Js. Lastly, I think the British are more sentimental and caring about old things than Americans are. Brooke Heckstall-Smith said: "Did I love the old *Endeavour*? The darling jade nearly broke my heart."

In his excellent history of the J-Class, *From Enterprise to Endeavour*, author Ian Dear suggests that American owners foresaw the end of large-scale yacht racing, not least because of the advent of the Second World War. He cites the example of Gerard Lambert, who according to Capt. George Monsell of *Ranger*, gave "Yankee to the knackers for the money to build a Spitfire for knocking over one Fritz or two." In his autobiography, however, Lambert maintained that he donated the proceeds to: "Queen Mary of England, to be used at her discretion in the London Hospital. I happened to know that this hospital was her favourite activity. I sent it to her as money coming from the yacht in memory of the courtesies shown *Yankee* by King George V and herself."

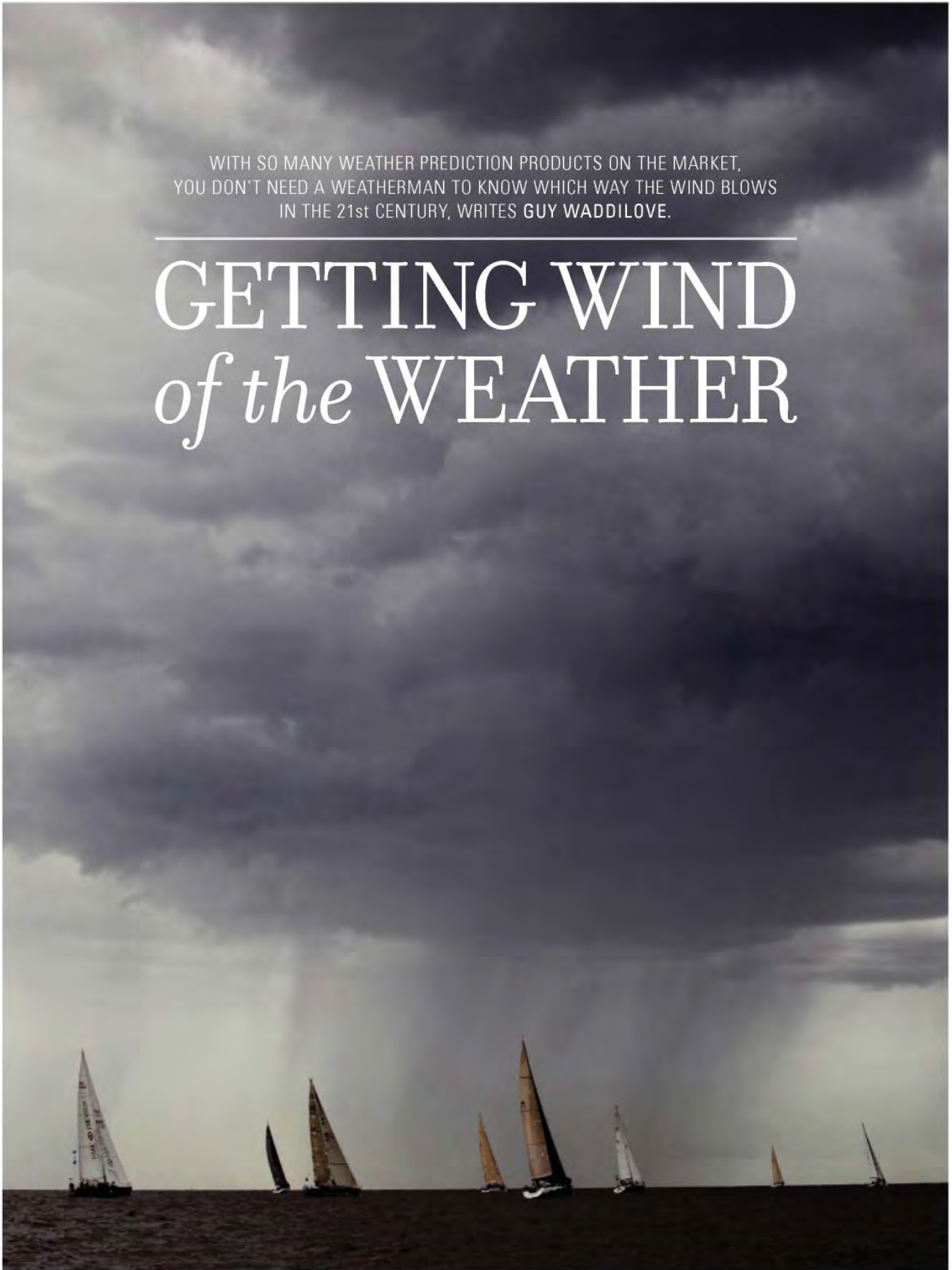
As far as many competitors and spectators are concerned, the J-Class cutters continue to be the most impressive racing yachts ever built. Like their predecessors, the modern Js feature the very latest in sail, spar and hull technology, from the new *Ranger*'s carbon-fibre mast (the original was duralumin) to the replica *Endeavour*'s composite genoas (which replace her namesake's quadrilateral jib). Carrying the J-Class name means nothing but the latest and the best will do, and just like in the 1930s the racing is as close as ever. Ian Dear's book contains the following rhyme, originally published in *Redbook* in 1937. With the notable exception of the numbers, the same could be written today:

*My mast is duralumin,
but it's costlier than gilt.
The wind that fills my riggin'
is a million dollar breeze.
From my bowsprit to my topsail,
I am wholly Vander-built
And I only go a-sailing
in the most exclusive seas.*

*The nations mourn the income tax,
for bread the countries cry.
But whistle the Endeavour out,
and run the pennants up-
Three quarter million dollars
will be racing in July
For a mid-Victorian trophy,
for a silver-plated cup. ⚓*

WITH SO MANY WEATHER PREDICTION PRODUCTS ON THE MARKET,
YOU DON'T NEED A WEATHERMAN TO KNOW WHICH WAY THE WIND BLOWS
IN THE 21st CENTURY, WRITES GUY WADDILOVE.

GETTING WIND *of the* WEATHER



STORMY WEATHER
Rain clouds roll in to drench the Circuito Atlantico Sur Rolex Cup fleet, off the coast of Buenos Aires, Argentina.

It doesn't matter how quick your boat is, if you haven't got any wind you are not going far, and however well built your yacht is, you really don't want to be caught out in the "perfect storm". So whether you are crossing an ocean or inshore racing around the cans, the ability to know what the weather is doing and put this information to practical use is of utmost importance for skippers.

The advent of the internet has made sourcing information many times easier than in decades past, and for the sailor this means there's a veritable smorgasbord of weather maps and data readily available at the click of a button, and often free of charge. Couple this with the capabilities of contemporary satellite and 3G communication systems and the latest weather updates can be beamed to your boat in an instant.

It is not too long ago that the main sources for weather information for mariners were limited to either recorded telephone services: VHF and HF radio forecasts which were often crackly and sometimes unintelligible; and weather fax broadcasts which produced sporadic and often sketchy pictures that relied on a healthy HF radio signal, familiarity with the characteristics of radio propagation and careful manipulation of the receiving unit to get any kind of legible weather map. Radio forecasting is still used aboard many yachts and weather fax is still used aboard some yachts travelling internationally, although normally in a more modern format where the HF radio is connected into the yacht's PC to provide a digital image. Hopefully most mariners have moved on from the days of finding metres of blackened thermal paper hanging out the bottom of the weather fax machine when the timer has been wrongly set.

FREE WIND

The internet has now become most sailors' principal source of weather forecasting information because of its ease of use and the amount of accurate data that can be found. There are many thousands of websites worldwide providing weather information, each with different characteristics and degrees of usefulness. So which one is for you?

One of Australia's most comprehensive free sources of weather information is of course the government's BUREAU OF METEOROLOGY website, normally referred to simply as "BOM". The site has an easily navigable marine weather area with weather warnings, forecasts, weather charts, tidal information, and historical and statistical information for all areas of Australia and the high seas offshore areas surrounding the continent. Coastal and offshore sailors should find the BLUELINK OCEAN FORECASTING initiative on the BOM site useful as it maps out the sea temperature and direction and strength of currents around Australia's coastline.



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There are a number of other online weather websites that have been set up for coastal sailors, surfers, windsurfers, kitesurfers and other water users giving wind strength and direction forecasts and wave forecasts. Each of these sites has its devoted followers and critics based on their confidence and experience with the websites' accuracy. WINDFINDER and WINDCURU are websites that produce forecasts for hundreds of locations around the world based on a number of weather forecasting models put out by various weather forecasting bodies, for example the Global Forecasting System (GFS) model from the American Weather Service NOAA and the North American Mesoscale (NAM) model also from NOAA. I have heard criticism that the local accuracy of these forecasts can be sometimes questionable as they do not take into account factors such as coastal features or high land that can affect the local weather conditions.

On the local front, Australian site SEABREEZE, a firm favourite with kitesurfers and windsurfers, is gaining some traction with local sailors too. Seabreeze produces a graphical seven-day wind and wave forecast for the more populated coastal areas around the country and also displays live weather readings from a large number of weather stations located around the coast. The live forecasting with up-to-the-minute wind direction and strength provides a good reference against the forecast: you can quickly see how accurate the forecast is. Site administrator Laurie would not divulge his sources of raw data for his forecasts, he did however point out that in a poll on a popular fishing website (www.nuggetfishing.com.au) 54 per cent of those who responded voted Seabreeze as the most accurate source for a weather forecast.



HIGH AND DRY
Top: The right weather info can make sure you don't end up here. Bidawee stranded on Dobroyd Head, Sydney. Above: Looks like the head from a decapitated robot ... the Racer's Edge weather prediction system.

Another free source of wind information, particularly for coastal and offshore sailing is from GRIB.US, which produces the freeware application UGRIB. Ugrib allows the user to select the area which they require a forecast for, which can be anything from the whole of the Pacific to a short section of coast, and download wind arrows which indicate strength and direction as well as rain and pressure information for three-hour intervals for the next seven days. The information is displayed in a digital map format giving a clear picture of what is going on and what is likely to happen weather-wise in the chosen region.

PAID PREDICTIONS

If you are prepared to spend some money, another option is to get a forecast prepared personally for you by a weather forecasting service. The first time I came across this sort of service was on one of many transatlantic crossings on a sailing yacht in the dark ages before the internet. Run by Herb Hilgenberg, SOUTHBOUND 2 is a voluntary weather forecasting service over the HF radio covering the Atlantic and part of the Pacific oceans. Herb was, and apparently still is, as legendary for his devotion to his hobby as he is for his sometimes abrasive dealings with less competent radio operators. Herb accepts donations for the upkeep of his equipment.

At a slightly higher level are professional paid forecast services such as COMMANDERS' WEATHER and FLEETWEATHER. Commanders Weather has over 5500 clients worldwide and specialises in sail race forecasts and forecasts and routing for deliveries and cruisers. Among the company's higher profile clients are Dame Ellen MacArthur on her round-

the-world record, Steve Fosset for many of his record-breaking sailing attempts, and the Puma Ocean Racing team which came second in last year's Volvo Ocean Race. Commanders also provide forecasts at many of the big races such as the America's Cup, the Rolex Sydney Hobart, the Trans Pac and Newport to Bermuda races, among others. Commanders provide forecasts by email, fax or voice for deliveries, and passages indicating favourable weather windows during which to depart as well as routing along the way to avoid unfavourable or dangerous conditions. Fleetweather's yacht division, **Yachtweather**, provides weather forecasting and weather routing to yachts on anything from one-day excursions to transoceanic voyages. Fleetweather was established in 1969 and employs 25 meteorologists on its staff. You can subscribe to various plans and packages with the choice of verbal and/or hardcopy forecasts. The company also offers a round-the-clock live service and emergency report, so if you find yourself in developing heavy weather or in trouble you can get immediate assistance with forecasting and routing.

A more immediate solution to the racer's continual quest to find more pressure was showcased by the BMW Oracle team in their recent victory at the 33rd America's Cup. BMW employed the RACER's EDGE laser wind sensor from Catch the Wind Ltd to spot wind in real time on the course. The sensor uses fibre-optic laser wind sensing technology to measure horizontal wind speed and direction data at varying ranges of up to 1000 metres ahead of the sensor location. The Racer's Edge unit looks like an oversized pair of binoculars and likewise allows you to "see further ahead" by reading wind shifts ahead on the race track before you reach them. This amazing piece of technology allows sailors

Many of the advantages of accurate weather forecasting are obvious: helping to win a race; deciding whether to depart on a passage or postpone; or merely deciding whether to go sailing or not.

to avoid or take advantage of wind shifts or dying breeze and could be the first glimpse of future technologies to make their way into the kit bag of every racer.

Many of the advantages of accurate weather forecasting are obvious: helping to win a race; deciding whether to depart on a passage or postpone; or merely deciding whether to go sailing or not. The less obvious advantages that could affect your decision on whether to pay for weather forecasts and routing are fuel savings and wear and tear or damage to sailing equipment. Accurate forecasts are like an insurance policy; if the weather stays favourable and nothing happens it can seem like a waste of money, but the money you save by avoiding damage in a heavy storm or motoring around a particularly nasty weather system could be a fraction of the cost of damage repairs. ⚓

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GOING OVERBOARD IS NOT JUST EMBARRASSING, IT'S DOWNRIGHT DANGEROUS AND POTENTIALLY LIFE THREATENING. IS YOUR CREW TRAINED AND READY TO DEAL WITH THE SITUATION THE NEXT TIME A CREWMEMBER GOES FOR AN UNPLANNED OCEAN SWIM?
BY OWEN THOMAS AND PACIFIC SAILING SCHOOL

Fear of FALLIN



g

SPLASH DOWN

The last thing you want going through your mind at the point of falling overboard is the knowledge that your crew has never trained for your retrieval. Don't leave it to chance.

Nobody ever wants to hear the cry of "man overboard" when at sea, but it does happen and we have to be prepared to manage the situation. The National Marine Safety Commission in the UK tells us that 80 per cent of MOB events occur in conditions other than heavy weather. This calls to mind the wise advice of our fathers, "Beware of the three Ds – the Dark, the Dinghy and the Drink."

The best way to prevent this possible disaster is to make sure your crew doesn't fall off. The obvious way to start is with education. A new member of the crew may have been sailing in skiffs for years but nobody has told him to hold on. "One hand for the boat and one hand for yourself," as the old adage goes, may be slow but if it avoids going back to pick up a swimmer it's relatively quick. Harnesses should be worn and clipped on before coming on deck in heavy weather; the tether should be clipped onto the jack stay before going forward. Remember that double-ended tethers are particularly useful when negotiating jib sheets on the deck.

Boat policy should include having and wearing the right kit. At night, sailing south off Sydney I will have my thermals on with my Stormy Seas wet weather gear which has built in inflatable PFD, whistle, reflective tape, built in harness and tether. My top right pocket has a luminous stick, heliograph and strobe light. In my left top pocket is my new EPIRPB with GPS. In another pocket I carry my mini six-pack hand distress flare kit supplied by Pains Wessex. In my inside pocket is my mobile with a couple of little bottles of medical Bundie. Did I forget the knife?

WHAT IF...

In the event of MOB the crew should immediately SHOUT "man overboard, all hands on deck". At night turn the torch on and throw it; dolphin torches are good, and they float. POINT and PRESS the MOB button on the GPS, then start your engine. Be aware that in the Racing Rules of Sailing, 42.3 (f) says: "Any means of propulsion may be used to help a person or another vessel in danger."

You may want to deploy your life ring, danbouy and light when you are closer to the MOB. Practice, practice, practice, and do it in different sea

conditions. Different boats require different skills and types of MOB procedures; a heavy displacement yacht will have different procedure to a modern carbon fibre maxi yacht. The person who has practiced the most should be at the helm to take charge and direct the crew. If this gets you and your crew arguing about MOB, that is good. A good evening can start with a half dozen yachties at the bar talking about MOB. Entertaining as it can be with the stories of past experiences and the best way to do it, (no one will agree) only through going offshore to practice many times will your crew be confident in you and your nominated helmsman if the situation arises. A scary fact: we train with students most weekends offshore and we still get it wrong 60 per cent of the time. Relate that to YOUR amount of practice times and the chance of a successful MOB recovery.

The Maritime Accident Investigation Branch in the UK has recorded 11 deaths following MOB events over 18 months during 2007-2008. Incredibly, nine of these victims were not wearing lifejackets. With the availability of compact inflatable PFDs, which do not obstruct deck work, more crew now wear them all the time on board. They are becoming easy to wear and fashionable, so keep the family happy and put them on when you leave home and take them off when you get back.

COMING ALONGSIDE

At night with no light or PFD, the realisation that your crew hasn't practiced MOB for years is again scary indeed. We need to recover the person quickly to reduce the risk of hypothermia and exhaustion. If you're the goose in the water because you were not clipped on inflate your PFD, turn on your strobe light and, if out of site of the yacht, activate your EPIRPB. Remember your Safety and Sea Survival course skills – go into the huddle position, grab your whistle, start blowing and pray!

There are a few common methods of recovering a man overboard.

Quick Stop. This method involves immediately putting the vessel head to wind and going about while lowering the headsail. The vessel then runs down wind with the mainsail sheeted hard in to pass the swimmer before carrying out a gybe turn to stop the vessel with the swimmer close on



the leeward side.

Figure 8. This method involves putting the vessel onto a beam reach and going about to reach back to pass down wind of the swimmer, before turning head to wind to stop the vessel with the swimmer close on the leeward side.

That all sounds so easy on paper, but let me assure you, it ain't! It requires lots of practice offshore using a heavy dummy so that you really do have to stop without dropping 10,000 kg of yacht on the swimmer's head.

The new preferred method is the Quick Stop. We have tried it on many boats including J24s, Beneteau 47.7 and a Farr 50. It's a great system; our MOB drills are getting much better, but they will never be 100 per cent all the time. That's scary too. You will need all help you can get so if your engine is still working, start it! Be sure not to put it in gear unless you are sure there are no ropes over the side and the swimmer is nowhere near the propeller.

GETTING THEM ON BOARD

Many modern yachts have open transoms and this has been used successfully to pull people back on board over the stern. This method carries the risk in heavy weather of the stern of the yacht striking the swimmer's head, but it has been shown to work and requires a strong crew. Dropping the headsail with the sheet on tight has been successful offshore when several crew went for a swim.

The most successful recovery system we have found has been using a "Seattle Sling" style of product, which allows a sling to be deployed and towed behind the yacht. The swimmer passes the sling around the chest under the arms when it comes within reach. The remaining crew can then pull the swimmer aboard over the side of the yacht using a winch with halyard or block and tackle system. The limitation of this style of apparatus is that it requires the swimmer to take an active part in the rescue, which may be difficult if the person is suffering from hypothermia or exhaustion. A swimmer who has been in the water for some time may have reduced blood volume and may have inadequate blood flow to the brain when lifted out of the water in a vertical attitude.

A relatively new product is the Seascoop. This device comes in models suitable for use aboard large yachts, working power boats or small



WOMAN OVERBOARD
The girls at the Harken Womens International Match Racing Regatta 2009 demonstrating good seamanship in picking up an MOB.

inflatable boats. A weighted net is extended from the side of the vessel using telescopic poles. The vessel moves slowly towards a swimmer who may be completely passive. The swimmer is scooped into the net and is then rolled horizontally up onto the deck of the vessel. It may be the best device available but it probably requires a recovery under motor with the attendant propeller risks. It's not cheap but it definitely works.

Raymarine LifeTag is a wireless crew monitoring and man-overboard alert system. Utilising the latest in RF wireless technology, the LifeTag base station can monitor up to 16 different LifeTags simultaneously. In the event a tagged person falls overboard, the RF link between tag and base is broken, and an onboard audible alarm is sounded. The LifeTag system will also activate if a tag moves out-of-range of the base station (typically 35 feet.) These cost around \$800 at Whitworths.

Several years ago a man overboard occurred during a Rolex Sydney Hobart race. Several yachts and an oil tanker searched for the swimmer for many hours. The tanker spotted the swimmer about 4am and broadcast the position on channel 16. The searching yacht had already been dismasted but proceeded to the position of the sighting aware that the tanker was unable to carry out a rescue. All the yachts crew were called on deck and found the swimmer by listening for his shouts. A line was successfully thrown to the MOB and it required the entire crew to get him on board.

On another occasion a member of a crew who weighed 145 kilograms went overboard wearing a harness. A Dolphin torch was turned on and thrown to the MOB which he retrieved enabling the yacht to find him quickly. The harness did not have crotch strap so it was impossible to get him on board until the one of the crew rigged a jury strap.

The equipment made both rescues less hazardous, but equipment is not always enough. Sailing a 12-foot dinghy on a lake in northern Europe I experienced the shock of immersion in ice cold water when the tiller extension broke causing a capsize to windward. The over confidence of youth was rapidly replaced by an awareness of how dangerous hypothermia can be and having the right kit.

On a beautiful evening just before dark I came across three guys in the water in the middle of Sydney Harbour. They had hit a ferry wash and flipped their runabout, and with no lifejackets they were close to exhaustion. On this occasion we were not sailing but were under motor, and we wrapped them in blankets and called the Water police; lucky guys. We practice under motor now as well. Which brings me to the point of this article: practice MOB – lots. And above all, hook on and stay on the boat. ⚓

SNAPSHOT
Singularity has been sailing on Sydney Harbour and turning heads wherever she goes.



Singularity

McCONAGHY'S *SINGULARITY* SAILS INTO THE PUBLIC DOMAIN. BY MATTHEW HENRY

McConaghy's is one of those boat builders Australian yachties should be proud of and, frankly, it's a name more people beyond yachting circles should know by now. Based in a quiet industrial backwater on Sydney's northern beaches and surrounded by homes overlooking Mona Vale beach, it's a nice quarter of the world. McConaghy's far-reaching influence on the sport was brought into sharp focus during last year's Rolex Sydney

Hobart when the top three line honours contenders, *Alfa Romeo*, *Wild Oats XI* and *ICAP Leopard*, slugged it out in one of the great meetings of maxis seen in our sport. All three were built at McConaghy's and shipped out to different corners of the globe. One project keeping the yard busy in 2009 was the Lutra 80 design, an 80-foot carbon fibre cruiser/racer recently christened *Singularity* by its Russian owner. Keen to keep a tight reign on official reviews, the owner has not released photos to the media.

But Sydney-based photographer Christophe Launay was at hand to snap a few shots of *Singularity* from a distance during her maiden voyage on the harbour before heading for the Mediterranean.

Singularity is what you might expect from the combination of a leading builder, cutting edge design firm and a wealthy owner – a no-expense-spared experiment in custom cruiser/racer design. Everything is carbon fibre – even the toilet bowl. It's a unique and exciting boat, and one we were able to step onboard while she was still on the hardstand during the recent launch party. It was a night of torrential rain and she could almost have sailed down Pittwater Rd to the harbour instead of being loaded onto a semi-trailer the next morning.

To begin with, the yacht's central cockpit is set up for entertaining and underlines that when *Singularity* is not racing she will be slipping into the role of an accommodating host. However, this outdoor entertaining space certainly comes at the expense of interior volume, which is surprisingly small for an 80-footer. There's a spacious main saloon with exquisite leather couches and interior work by Queensland-based Marxcraft. The master suite is forward in the bow, but a large storage space and the anchor windlass further forward curtails living space. This is largely because the bench seats molded into the hull above – which will no doubt provide a brilliant outdoor entertainment area seriously lacking on many other supposed "cruiser" racers – splits below decks space into two sections. Aft of the companionway steps is a centrally-located engine room with a galley facing on the starboard side (with carbon fibre sink of course), and further aft is the nav station and crew bunk area, which is accessed through its own companionway from the racing cockpit. It's certainly an innovative take on the cruiser/racer, with the highest level of attention paid to crafting a lightweight racing weapon which also acts as an entertainer when the race is done. For regattas in the Med, it's surely the best of both worlds. More details will have to wait until we can get onboard for an official review. But rumour also has it McConaghy's is also building a revolutionary 42-footer with a lifting and canting keel for a famous yachting family, so stay tuned for further information on that too. Expect plenty of news to keep coming out of Mona Vale in 2010. ⚓



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1. BURKE SOUTHERLY JACKET

Just listing off the features Burke has built into its Southerly jacket seems to transport you to a cold, wet night of offshore racing: two-way storm flap with drainage channel, extended face guard, fleece-lined hand warmer pockets (chest and tummy), high visibility adjustable peaked hood with drainage gutter, reflective tape, Buoyancy loops, fast draining PLB pocket... you can almost hear the ocean. RRP \$445. burkemarine.com.au

2. ROLEX PERPETUAL SEA DWELLER DEEP SEA

Given that the best freedivers in the world barely crack 100 metres depth, it's likely you and I won't ever explore anything like the underwater capabilities of Rolex's Deep Sea in anything less than a submarine. With 3,900 metres depth resistance, this stylish diver's watch is capable of some serious down time. RRP \$12,310. rolex.com

3. STORM POLO

It's just a really nice looking polo, what more is there to say? Available in black, blue, white and red in sizes small to XXL. RRP \$129. sailracing.com

4. RAYMARINE E SERIES

Apparently some sailors using touchscreen displays are finding raindrops can trick the sensor when they hit the panel with enough force, so Raymarine has introduced the HybridTouch interface on the new E Series widescreens combining touchscreen and traditional button controls. It's a clever integrated unit for all your mapping needs and, when the weather turns, won't mistake a downpour for your digits. RRP \$5629. raymarine.com.au

5. HENRI LLOYD OCTOGRIP STEALTH

When the skipper calls a surprise tack you need to hurl yourself across the deck, it's nice to know your shoe won't let you down in the scramble for traction. Henri Lloyd's Octogrip shoes have sticky rubber-moulded outsoles, plus they are light, flexible and quick drying. RRP \$155. henrilloyd.com.au

6. HARKEN BALLISTIC ECO SHORTS

There was a time when the only people claiming "eco-friendly shorts" were hippies in hemp threads, but Harken is bringing renewable materials to its sailing shorts with the Ballistic Eco range. They're durable and feature a reinforced seat with removable foam pads. RRP \$129. harken.com



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7. GARMIN GPSMAP 7015

Garmin has made a name for itself in in-car GPS but the company is also producing some quality marine navigation products, such as its new 7015 chartplotter. The 15-inch screen is daylight readable but also dims to 0.5 nits for easy viewing at night, aided by its backlit keyboard. You can also plug in a DVD player or computer to get more use out of the screen. RRP \$8699. garmin.com.au

8. HENRI LLOYD TP2 COASTAL TROUSER

The TP2 Coastal Hi-Fit trousers are made using the same TP2 fabric as the jacket with nylon seat and knee reinforcement for extra durability. The ladies version has a drop seat with an inconspicuous zip opening. The all-important cruising sailors' chest hand warmer pockets are also zipped and have a Rentex mesh lining. RRP \$260. henrilloyd.com

9. HENRI LLOYD VENTURA JACKET

Designed for women who enjoy inshore and coastal cruising, the TP2 Ventura gear incorporates many of the Henri Lloyd trademarks like the Optivision Hi-Vis hood allowing peripheral vision, fleece lining and reflective patches. RRP \$350. henrilloyd.com

10. GILL RACE JACKET

So many sailing jackets are built to withstand the most intense offshore racing conditions that they're suffocating when the sun comes out or the racing heats up. So Gill set out to design the perfect jacket for hot and sunny days and came up with its Race collection. RRP \$399. gillaustralia.com

11. DUBARRY COMPASS

These three-eye moccasins will look pretty svelte in the bar, but with Dubarry's patented non-slip, non-marking outsole and fast drying leather finish they're also built for serious sailing. The tough leather laces have a 30kg breaking strain and the eyelets are all rust-proof, so don't be afraid to get them salty. RRP \$249. stormperformance.com.au



Small talk

THE THRILL FACTOR OF SAILING IS NOT PROPORTIONAL TO THE LENGTH OF THE HULL, SAYS **CHRIS CASWELL**, AS HE CONSIDERS MAXI FUN ON MINI BOATS.

Small boats are a giggle. There is, quite simply, no better way to have serious fun on the water than in a small boat.

But the very definition of "small boat" is one of perception. When I was a youngster, my eight-foot pram seemed enormous. It was my magic carpet to adventure, my daydream in maths class.

A few weeks ago, I was looking at the pram I'd built for my mother decades ago so she could sail in the Ladies Series at our club. To my much older, much heavier, and much less nimble perspective, it seemed tiny.

I'm used to the husky blocks on larger yachts, but those on the pram seem jewel-like, as though you could use them as dangly earrings. The mainsheet and boom vang are mere string to hands calloused by one-inch sheets, and even the hiking stick seems the size of a cocktail swizzle.

But, to steal a phrase, if it looks like a sailboat and acts like a sailboat, then it is a sailboat. After half an hour of feeling like a circus elephant riding a tiny bicycle, decades-old memories kicked in. I remembered how to tack by ducking the boom and sliding my rear, how to jibe with a fistful of mainsheet, and the fine art of setting

the traveler, which looked like the track of a child's toy train.

I also realised that I'd become a sloppy sailor. One of the best things that small boats teach is concentration: let your mind wander and you can find yourself in serious trouble. Or swimming.

On larger yachts, secure in the knowledge that the keel will keep the tree pointed upwards in most conditions shy of a gale, you can gather posies in your mind. Taking your eye off the luff of the sail just isn't critical.

The dinghy, on the other hand, is so responsive that you can – and should – chase those little shifts, especially if you're racing. Even if you're just daysailing, there's a satisfaction to the constant trimming of small boat sails, always watching for that little bobble of yarn.

There have been arguments for years about the advantage of learning to sail in a small boat, but there's never been any question in my mind that a small boat sailor is always better than one who learned on a larger boat.

First, there's that matter of survival. A capsize is a bit like having the teacher rap your knuckles with a ruler: you won't make the same mistake twice. Second, the feedback is instantaneous and unmistakable. Overtrim the sail in a breeze and you'll capsize to leeward. Let the mainsheet pop out of the cleat when you're hiked out, and you'll capsize to windward. Cause equals effect – immediately.

On a larger boat, there's always a lag time between cause and effect. Turn the rudder and wait a moment for the

bow to start to swing. Overtrim the sail, and you'll eventually feel the boat slow down or heel more, but it could have been the result of several things. Release the mainsheet suddenly and the worst that happens is you spill the potato chips.

The British have a lot of quirks, not the least of which is cruising in small boats. They happily spend week-long vacations crunched up in boats the size of a Laser, sharing space with sleeping bags, tins of food, and tarps to keep the rain off at night.

They use them to explore the waterways and estuaries and I give them great credit for being a hardy breed. I spent two nights cruising a dinghy and I remember three things with clarity: wedging myself into a sleeping bag on bumpy floorboards; waking up with the outline of a jamb cleat embossed on my forehead; and wondering why I was doing it. It answered the question of why Brits drink warm beer and tolerate cars with Lucas electrics: they are a nation of masochists.

But small boats also breed a form of companionship that you don't find in larger craft – a dependence on each other that is probably shared by circus high-wire performers who must trust implicitly in each other.

We had been the closest of friends. Dave and I, when we were hot-blooded young journalists but we moved to opposite sides of the country, and it wasn't long before contact was a Christmas card with a note.

Knowing that I had sailed trapeze classes, someone offered me a Fireball for a championship regatta and, for some reason, I thought of Dave. He wasn't a great sailor but he was an ex-commando, immensely capable, and I thought we might have fun. He accepted with delight.

We spent a week crashing and burning our way through the regatta, never capsizing but coming oh-so-close, never winning a race but coming not-so-close, and wringing a lot of cold salt water out of our socks.

It was a week of hard racing and serious partying, and the years of distance between us dropped away like road grime in a car wash. We had a few "What-were-you-thinking?" moments but most of the week was concentrated fun. At the end of the regatta, we weren't a couple of guys who hadn't seen each other in two decades; we were the closest of friends we'd once been.

There is a restorative factor in small boats, too. ⚓

HIGH FLYERS
Moths might well be the definition of fun.

Helming with James Spithill

America's Cup winning skipper and helmsman, James Spithill, shares his top five tips on how to helm a better race.

1. Focus. The most important part of the helmsman is to drive the boat fast! Sounds simple but it's amazing how easy it is to get distracted by another boat or other things going on around you. So when I drive, I make sure I am completely locked in with the set up of the boat and doing my job.

2. Anticipate. To help you go fast, anticipation is the key – especially about the conditions: bad waves, a lull, a gust coming, whether the gust will be a lit or a header. It's important to have someone feeding this

information into you and the trimmers.

3. Be smooth. Especially in a close situation, if you're in a tough spot, keep everyone still and hiking and really concentrate on living in a tough spot, or rolling someone if you need to. Once again important info from the tactician is key here as to the mode you are sailing and more importantly whether it is working.

4. The first tack after the start. This is one of the biggest mistakes made in fleet racing: you come off the

start, find a lane to tack and do an ordinary tack. The next thing you go from just crossing to dipping the fleet and sailing in dirty air. Before the tack, really focus on doing a good one and don't rush it.

5. Think ahead. Always try to be a step ahead of the game; communication with the tactician and the crew is key here. The more you are all on the same page with what you are thinking, the less chance of a mistake at the next intersection or turning mark.

Each issue, 5 of the Best will feature a world-class sailor sharing five tips to help you sail better.



Mr Kite

FOR SALE - POA



"Mr Kite" is a Cape 40 Canting Keel Raceboat in superb condition and meticulously prepared for sale. Built by Boatspeed Performance Sailcraft (NSW) with a carbon hull, mast and boom. A major refit in 2009 has transformed her into a very competitive and exciting yacht to sail. Extensive racing inventory including full Cat 1 safety gear. Could also be easily setup for short handed sailing. 2007 Noakes Trophy Winner Sydney to Southport Race. 2009 Line Honours Winner Launceston to Hobart Race.

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Race dates

Clear your schedule, here's all the the up and coming races and regattas from Australia, New Zealand, Asia Pacific and around the world to get you out on the water.

INTERNATIONAL	DATE	COUNTRY
APRIL 2010		
Rolex Women's Match	8-11 Apr	St Petersburg, USA
Antigua Classic Yacht Regatta	15-20 Apr	English Harbour, ANT
Rolex Farr 40 World Championships	21 Apr – 24 Jul	Casa de Campo, DOM
Antigua Sailing Week	24-30 Apr	Antigua, ANT
MAY 2010		
XII International Women's Match Race		
Criterium	4-8 May	Calpe, ESP
Rolex Capri Sailing Week	26-29 May	Capri, ITA
Portofino Rolex Trophy	13-16 May	Portofino, ITA
Tahiti Pearl Regatta	8-22 May	Tahiti, PYF
JUNE 2010		
Giraglia Rolex Cup	2-19 Jun	St Tropez, FRA / Genoa, ITA
Rolex Baltic Week	30 Jun – 4 Jul	Kiel, DEU
Dubois Cup	6-8 Jun	Porto Cervo, ITA
Audi Invitational	18-21 Jun	Porto Cervo, ITA
Horus Superyacht Cup	23-26 Jun	Palma, SPA
JULY 2010		
Volvo Youth Sailing ISAF		
World Championship	8-17 Jul	Istanbul, TUR
New York Yacht Club Race Week	17-24 Jul	Newport, RI, USA
Cowes Week	31 Jul – 10 Aug	Cowes, GBR
Six Senses Phuket Race Week	21-35 Jul	Phuket, THA
Marina Del Ray to San Diego Race	4 Jul	Los Angeles, USA
AUGUST 2010		
Rolex Commodores' Cup	15-21 Aug	Cowes, UK
Etchells World Championships	19-28 Aug	Dublin, IRL
SEPTEMBER 2010		
Maxi Yacht Rolex Cup	5-11 Sep	Porto Cervo, ITA
Rolex Swan Cup	13-19 Sep	Porto Cervo, ITA
Rolex Big Boat Series	16-19 Sep	San Fransisco, USA
Les Voiles de Saint-Tropez	26 Sep – 3 Oct	Saint-Tropez, FRA
OCTOBER 2010		
Rolex Middle Sea Race	23-30 Oct	Valetta, MLT
Velux 5 Oceans Race	17 Oct	La Rochelle, FRA
NOVEMBER 2010		
ISAF Rolex World Sailor of the Year Awards	9 Nov	Athens, GRE
Transatlantic Maxi Yacht Cup	23 Nov – 12 Dec	Porto Cervo, ITA
Loro Piana Round the Island Race	Nov	Hong Kong, CHI

AUSTRALIAN	DATE	CLUB
APRIL 2010		
Brisbane Gladstone Race	2 Apr	QCYC
Sail Port Stephens	12-18 Apr	CYCA
Summer Prize-giving	16 Apr	CYCA
Audi Winter Series Opening Day	18 Apr	CYCA
MAY 2010		
Audi Winter Series continues	May	CYCA
JUNE 2010		
Audi Winter Series continues	Jun	CYCA
Interclub Challenge	21 Jun	RSYS
JULY 2010		
Audi Winter Series prize-giving	23 Jul	CYCA
Audi Winter Series Closing		
Ladies Day race	25 Jul	CYCA
AUGUST 2010		
Meriden Marinas Airlie Beach Race Week	12-19 Aug	WSC
Audi Hamilton Island Race Week	20-28 Aug	HIYC
Australian Women's Match Racing Champs	30 Aug – 3 Sep	CYCA
SEPTEMBER 2010		
Magnetic Island Race Week	2-7 Sep	TCYC
Lion Island Race	11 Sep	SASC
Sydney Harbour Islands Race	19 Sep	CYCA
Bird Island Race	24 Sep	CYCA
OCTOBER 2010		
Flinders Islet Race	8 Oct	CYCA
Peppers Anchorage F40 Port		
Stephens Regatta 1	6-18 Oct	
Two Islands Race	Oct	SSAA
X Yachts & Bavaria Sydney		
Harbour Regatta	Oct	CYCA
Gascoigne Cup	Oct	RSYS
Gosford Lord Howe Island Race	Oct	
NOVEMBER 2010		
Beneteau Cup – Peugeot Regatta	Nov	CYCA
Cabbage Tree Island Race	20 Nov	CYCA
Rotary Charity Regatta	12 Nov	CYCA
Morna Cup	Nov	RSYS
Pittwater to Sydney	14 Nov	CYCA
Musto – Int. Youth Match Racing Champs	Nov	CYCA
Sail Brisbane	Nov	
Australia Cup	25-28 Nov	
DECEMBER 2010		
David Burke Memorial	4 Dec	CYCA
Rolex Trophy One Design	10-12 Dec	CYCA
Sail Melbourne International Regatta		
Olympic & Invited Classes	14-19 Dec	AUS
Rolex Trophy	12-21 Dec	CYCA
SOLAS Big Boat Challenge	14 Dec	CYCA
Rolex Skippers party/		
Ocean Racer of the Year Awards	15 Dec	CYCA
Rolex Trophy Rating Series	16-19 Dec	CYCA
Rolex Sydney Hobart Yacht Race	26-31 Dec	CYCA
JANUARY 2011		
Pittswater Coffs Harbour Race	2 Jan	CYCA

To have your event added to the calendar please email editor@oceanmedia.com.au

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