

# offshore

YACHTING

## SHOWDOWN

THE BATTLE FOR PODIUM PLACES AND POINTS  
AT THE END OF THE SUMMER RACING SEASON



APR/MAY 2012  
\$7.95 (inc.gst)  
PP-255003/07968  
01  
9 771446 117003

OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA



*Out of the Ordinary®*

Corporate & Structured Transactions

Financial Markets

Investment Banking

Property Activities

Private Client Activities

# At the helm of opportunity

**We'll push the boundaries of your expectations.**

We understand that success stems from a combination of commitment, teamwork and innovative flair. Our distinctive range of services includes Corporate & Structured Transactions, Financial Markets, Investment Banking, Property Activities and Private Client Activities.

[www.investec.com.au](http://www.investec.com.au)

---



# Dehler 41

Designed for those  
who know ...



- ✓ Brand new judel/vrolijk & Co. design
- ✓ Highest stability for comfortable fast sailing
- ✓ Foldable bathing platform available

29 32 35 41 45 60

Team Windcraft

Pittwater | Phone 02 9979 1709 | [dehler@windcraft.com.au](mailto:dehler@windcraft.com.au)

Sydney | Phone 02 9960 6222 | [tim@windcraft.com.au](mailto:tim@windcraft.com.au)

Melbourne | Phone 1300 734 144 | [roger@windcraft.com.au](mailto:roger@windcraft.com.au)

[www.dehler.com](http://www.dehler.com)

**Dehler**   
*when passion meets reason*





## FEATURES

- 20 **Boat Show Preview**  
A preview of what's on offer at The Sanctuary Cove International Boat Show.
- 37 **Cruiser Racers**  
*Offshore* test-sails the latest designs to hit the water.
- 46 **No Barrier**  
As winter looms Queensland is hotting up for an exciting season of sailing.
- 56 **On Deck**  
A look at the latest in technical deck hardware from winches and furlers to sheets and lines.

## REGULARS

- 06 **At the Helm**  
Commodore Garry Linacre's column.
- 08 **Publisher's Note**
- 11 **Seamark**  
News from around the CYCA.
- 22 **Race & Regatta Round Up**  
All the major race results from Australia and around the world.
- 32 **Race & Regatta Preview**  
A look at what's coming up on the regatta circuit.
- 44 **Skipper**  
Victoire's Darryl Hodgkinson discusses the merits of a well planned campaign.
- 50 **Cruising Log**  
The growing popularity of rallies and a guide to upcoming events.
- 61 **Locker Room**  
All the latest gear for racing and cruising.
- 62 **Pin End**  
Chris Caswell shares the benefits of treating your boat like a good friend.
- 63 **Calendar**  
Race and regatta dates for your diary.

**FLEET OF CHAMPS**  
Crews from 10 nations converged on Sydney for the 2012 Etchells Worlds.



**A**t the time of going to press, many of the summer pointscore series are yet to be completed and there have been some great battles in the various and coveted pointscore series.

Julian Farren-Price and his ever consistent Cookson 12 *About Time* has secured his second consecutive Ocean Pointscore Series. At the time of going to print and with only one race remaining to complete the series, Farren-Price's remarkable seventh win (in the Port Hacking race) from the nine races sailed, makes him the undisputed winner. He also spearheads the chase for the PHS trophy and is in an enviable position to take the double.

David Champtaloup's 60 year old Robert Clark designed *Caprice of Huon* has secured her fourth consecutive IRC win in the Grant Thornton Short Haul Pointscore Series with a series scorecard of nine wins from 13 races with one race remaining in the series. In the PHS division, the top four boats are separated by four points (*MRX, Sinewave, Attitude* and *Sextant*) – down to the wire again!

Bob Steel and his TP52 *Quest* currently have a 3.4 point lead in the IRC Division 1 of the Grant Thornton Short Ocean Pointscore Series over the new Ker 40 *AFR Midnight Rambler*, owned by Ed Psaltis, Bob Thomas and Michael Benesik; yet in the PHS Division 1 *AFR* leads *Quest* by 3.1 points.

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

The CYCA's prestigious Blue Water Pointscore was decided at the conclusion of the Rolex Sydney Hobart and I would like to again acknowledge Darryl Hodgkinson (and his Beneteau 45 *Victoire*) as the 2011 Blue Water Pointscore Champion.

It is great to see just how close the competition has been this season throughout the Summer Sailing Calendar. Congratulations to all winners and placegetters in the respective series and I look forward to acknowledging your success at the Summer Series Prizegiving on 27 April.

Congratulations to Tom King and his *Iron Lotus* crew of Ivan Wheen, David Edwards and Owen McMahon who won the 2012 Etchells World Championship in late February.



Also, CYCA members David Clark and brothers Andrew and Alan Smith won the Zhik Etchells National Championship which was conducted in the lead-up to the Worlds.

This is an outstanding result for these members against Olympic and world championship sailors.

It is with great pleasure that I announce Stage 1 of the CYCA redevelopment has been completed. We now have nine additional marina berths on D arm to accommodate yachts up to 18 metres in length. I look forward to welcoming some new permanent berth holders and the visiting yachts that come to the club.

The slipway has now been filled and provides an additional 24 car spaces. It was anticipated that we would be able to offer an additional 12 car spaces in the area developed, however with adjustments to the size of each car parking bay we have managed to add 24 car spaces. That means we have increased our existing car parking capacity in the northern part of the site from 36 to 60 parking bays, and total car parking capacity for the entire club from 52 car parking

bays to 76 bays. This is an outcome well beyond our initial plans and one that will help alleviate significant frustrations shared by many members when visiting the club.

I would like to again note my thanks to members of the Site Redevelopment Committee, chaired by Rear Commodore John Cameron, for their tireless efforts in reaching the completion of Stage 1.

Stage 2 of the re-development is already in train. This stage will focus on the development of a new hardstand area and the joining of C Arm to the existing B Arm walkway. It is envisaged that works will commence on this stage sometime in April or May this year.

As we move towards the cooler months of the year, the club and marina is a hive of activity on Sundays for those crews competing in the Audi Winter Series. The series commences with the traditional Great Veterans Day for those yachts aged 30 years and over and that have competed in a Rolex Sydney Hobart and Ladies Day on Sunday 22 April.

The Audi Winter Series pointscore starts on Sunday 29 April with eleven races for nine spinnaker, two non-spinnaker and a Sydney 380D division. The pointscore series will consist of 10 races, with up to three drops allowed, if all ten races are completed. The race scheduled for Sunday 10 June will be a non-pointscore race. The opening and closing Ladies Day events on 22 April and 15 July do not count towards a yacht's overall series pointscore.

This year, the Audi Winter Series is sponsored by Audi Centre Sydney and each week divisional placegetters will go into the draw to win an Audi weekend drive. To further support the club, Audi Centre Sydney will donate \$500 (back to the club) for every car sold to a CYCA member. We hope to see Joe King and his team around the club. Please feel free to approach them if you are an interested prospective Audi owner.

The great tradition of The Breakfast Club will continue once again with a band of passionate volunteers that provide crews with a traditional bbq breakfast before the day's racing. Volunteers are always welcome to join this merry crew!

Winter is a great social time around our club. I look forward to seeing you on the water or around the Club in the near future.

GARRY LINACRE  
Commodore CYCA

**SUMMER RACING WRAPS UP**  
CYCA Commodore Garry Linacre marks the season change with the "down to the wire" end of an action packed Summer Series and the lead up to the 2012 Audi Winter Series.



The line of sight navigation and calm waterways of the Whitsundays provide the perfect conditions to set sail. So it's no surprise that Audi Hamilton Island Race Week is Australia's largest offshore yachting regatta. Join us for the 2012 event from 17 - 25 August, and experience some of the most competitive and enjoyable racing in the world. Or, if you'd prefer to leave the boat at home, select from a range of accommodation, an exciting on-shore social program and over 60 different activities, including sailing, of course. To register visit: [www.hamiltonislandraceweek.com.au](http://www.hamiltonislandraceweek.com.au) or call 13 7333.





Whether participating with the wind in your hair and bum on the rail, or just reading and watching the sailing action from the comfort of your lounge, afloat or ashore, there's more than ever to motivate you to get out and about in the great pastime of sailing.

As a woefully wet summer slips into our wake, there's better news ahead for yachties in the approaching cooler months of the year. This issue reports not only on the sailing action over the summer season, but also alerts you to the plethora of local and international racing and cruising events coming up, for all shapes and sizes of sailing craft.

Locally, at the club the CYCA Redevelopment plan is proceeding on schedule with a raft of new berths and car parking now available in Rushcutter's Bay. The CYCA's Ocean Pointscore has wrapped up with Julian Farren-Price's Cookson 12 *About Time* claiming both the IRC and PHS handicap crowns – for the second time! We report on the great work of the CYCA's Youth Sailing Academy – how to get involved and have your kids get aboard, as well as profiling a couple of the world-class winning graduates of the Academy. Editor-at-Large Peter Campbell's Rhumbline column this issue is a must-read, shedding light and sanity on the contentious issues facing race committees when dealing with protests, the rule-book and the real world of yacht racing.

Our Skipper interview is on the unassuming Dr Darryl Hodgkinson – Winner of 2011 CYCA Bluewater Pointscore and 2011 Ocean Racing Rookie of the Year.

In Race & Regatta Round Up this month, Di Pearson reviews the huge Sydney Harbour Regatta, its ongoing success due to the cooperation of so many Sydney yacht clubs working with host MHYC as one. The CYCA Ocean Pointscore is profiled over the recent few races including Port Hacking, Sydney Newcastle and concluding with the big breeze Lion Island Race. *About Time* (Cookson 12), *Jake* (J 111) and *St Jude* (Sydney

47) took the podium on IRC. We also wrap up the 38th Etchells World Championships, sailed off Sydney Heads with representatives from ten nations competing, and the top three places going to homegrown boats.

Our Race & Regatta Previews include the upcoming CYCA Audi Winter Series commencing on Sunday 22nd April with the traditional Ladies Day Race and Great Veterans Race – a tribute to those classic Sydney Hobart Yacht race yachts that sailed south in the 1940s through 1970s. The Audi Winter Series Pointscore officially starts April 29 with eleven races for nine spinnaker and two non-spinnaker, and a dedicated Sydney 38 OD division.

Our special Destination feature is on Queensland and its many sailing attractions. Races and regattas abound from Sail Paradise just held on the Gold Coast, the Brisbane to Gladstone, Etchells Australasian Winter Champs in June (Sunshine Coast), Audi Sydney Gold Coast Race in July, Brisbane to Keppel Tropical Yacht Race early August, followed by the Airlie Beach race week from August 10, Audi Hamilton Island Race Week from August 17, and closing off the winter race weeks season, Magnetic Island Race Week off Townsville from Sept 1st.

If cruising is more your scene, then don't miss our Yacht Rallies special feature – Strength in numbers, by Nancy Knudsen.

We hope you enjoy the read.



ANTHONY TWIBILL  
Publisher

# offshore YACHTING

## FLAG OFFICERS & DIRECTORS

**Commodore**  
Garry Linaere

**Vice Commodore**  
Howard Piggott

**Rear Commodores**  
John Cameron & Michael Cranitch

**Treasurer**  
Paul Billingham

**Directors**  
Geoff Bonus  
David Champaloup  
John Markos  
Anthony Dunn  
Nick Kingsmill  
Arthur Lane

## CHAIRMEN, CLUB COMMITTEES

**Rolex Sydney Hobart Yacht Race Planning Committee**  
Commodore Garry Linaere

**Audi, Planning & Risk Committee**  
Rear Commodore Michael Cranitch

**Sailing Committee**  
Vice Commodore Howard Piggott

**Marina & Site Committee**  
Rear Commodore John Cameron

**CYCA Rules Review Committee**  
Rear Commodore John Cameron

**Member Services Committee**  
Director John Markos

**Training & Development Committee**  
Director Anthony Dunn

**Site Redevelopment Committee**  
Rear Commodore John Cameron

**Archives Committee**  
Director David Champaloup

**Cruising Committee**  
Director David Champaloup

**Disciplinary Committee**  
Rear Commodore Michael Cranitch

**Subscriptions**  
One year (six issues)  
A\$48.00 inc gst  
Phone +61 (0)2 9566 1777  
subscriptions@oceanmedia.com.au



**Cruising Yacht Club of Australia**  
New Beach Road, Darling Point  
NSW 2027 Australia  
Tel: +61 2 8292 7800  
Fax: +61 2 9363 9745  
cyca@cyca.com.au  
cyca.com.au

**CEO**  
Mark Woolf

## EDITORIAL

**Publisher/Director**  
Anthony Twibill  
atwibill@oceanmedia.com.au

**Editor-in-Chief/Director**  
Hillary Buckman  
hbuckman@oceanmedia.com.au

**Associate Editor**  
Paige Kilponen  
pkilponen@oceanmedia.com.au

**Editor-at-Large**  
Peter Campbell  
peter\_campbell@bigpond.com

## DESIGN

**Creative Director**  
Lisa Cainero  
lcainero@oceanmedia.com.au

## ADVERTISING

**National Advertising Manager**  
Michele McCamley  
mmccamley@oceanmedia.com.au

**NZ Advertising Sales Executive**  
Claire Boggiss  
cboggiss@oceanmedia.com.au

**Advertising Production Assistant**  
Amanda Knoblauch  
aknoblauch@oceanmedia.com.au

## ACCOUNTS

**Accounts and Circulation Manager**  
Lisa Treen  
accounts@oceanmedia.com.au

## CONTRIBUTING PHOTOGRAPHERS

Ingrid Abery, Kurt Arrigo, Will Calver, Jennifer Crooks, Jeff Crow, Brad Davies, Ray Entwistle, Daniel Forster, Andrea Francolini, Craig Greenhill, Steve Holland, Christophe Launay, Kristine Lederis, Ian Roman, Ivor Wilkins, Howard Wright.

## CONTRIBUTING WRITERS

Chris Caswell, Jennifer Crooks, Kevin Green, Lesley Haslar, Craig Heydon, Tracey Johnstone, Ross Kilburn, Nancy Knudsen, Kristine Lederis, Tom Macky, Di Pearson.

**Printed in Australia by**  
SOS Print & Media Group

**Cover photography**  
Craig Greenhill  
Saltwater Images



**Ocean Media Pty Ltd**  
Suite 66, The Lower Deck,  
Jones Bay Wharf, 26 Pirrama Road,  
Pyrmont Point NSW 2009 Australia  
Tel: +61 2 9566 1777  
Fax: +61 2 9566 1333  
offshore@oceanmedia.com.au  
oceanmedia.com.au

ABN 21 050 535 754





**Audi**  
Centre Sydney

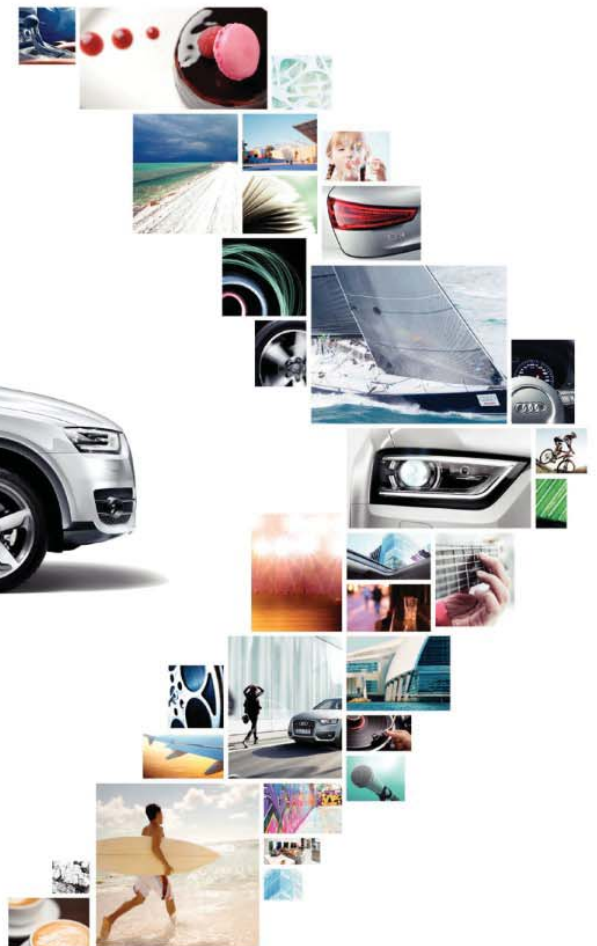
*Proud sponsors of the  
Audi Winter Series and the  
Audi Sydney Gold Coast Yacht Race*

# Destination n3xt.

**Introducing the new Audi Q3 urban SUV.**

Blending the strengths of an SUV with advanced technology, exceptional efficiency and coupé-inspired lines, the new Q3 is the urban SUV that only Audi could create. Perfectly attuned to a contemporary urban lifestyle, it is equally at home on busy city streets or a weekend adventure. Performance is also assured, with quattro® permanent all-wheel drive\* and dual clutch S tronic transmission\* that combines the sportiness of a manual with the convenience of an automatic. The new Audi Q3. It's the driving experience you've been waiting for - and Destination n3xt for progressive drivers.

**[www.audicentresydney.com.au](http://www.audicentresydney.com.au)**



**Audi Centre Sydney**  
895 South Dowling St, Zetland  
Telephone 9931 3400

\* Not available on 2.0 TDI manual. DL20745

where in the world will membership offer you...

excitement  
immersion  
inspiration  
enjoyment  
opportunity  
access



## only at the CYCA

- Experience the excitement of offshore and inshore racing
- Immerse yourself in the adrenalin pumping Rolex Sydney Hobart Yacht Race
- Be challenged by sailing with our ocean masters
- Access professional yacht services and reciprocal rights with international clubs
- Enjoy an awe inspiring nautical environment
- Savour inspired cuisine, fine wines and attentive service

**Belong to Australia's premier blue water yacht club.**

### Enquire about CYCA membership.

1 New Beach Road, Darling Point NSW 2027  
Phone: 02 **8292 7800** Email: [cyca@cyca.com.au](mailto:cyca@cyca.com.au)  
Visit: [www.cyca.com.au](http://www.cyca.com.au)



**CRUISING YACHT CLUB OF AUSTRALIA**

*Home of the Rolex Sydney Hobart Yacht Race*



# SEAMARK

SAILING NEWS ● YACHTS TO WATCH ● RISING STARS ● PROFILES ● INTERVIEWS ● CULTURE ● BOOKS ● OPINION



## CYCA REDEVELOPMENT

### Stage one wraps up

*As Stage 1 of the CYCA redevelopment concludes, the next phase begins.*

The CYCA Site Redevelopment Committee is pleased to announce Stage 1 of the CYCA redevelopment program is completed. Final approvals in obtaining a construction certificate were obtained in January 2012, with building works conducted through February until mid March 2012.

Stage 1 of the development has seen the expansion of arm D of the marina with the addition of nine berths capable of accommodating vessels up to 18 metres in length, as well as an additional 65 metres of casual berthing space. Practical completion of the extended part of the marina was achieved on 13 March 2012.

While the marina extension was being constructed, the redundant slipway was cleared and filled in, resulting in an additional 24 car parking bays being added to the existing car park area. Overall, there are now 76 car parking bays on the entire site.

As indicated in previous announcements, funding for stage 1 of the development was generated by drawing down existing cash reserves alleviating the need to establish a debt

facility. The committee is extremely pleased as both projects were delivered on time and within budget.

Work is now underway to deliver Stage 2 of the development, that being the demolition of the hardstand and riggers area, the C arm deck, and the construction of a new hardstand across the entire waterfront (not including the decking in front of the club house). Prior to this work commencing arm C of the marina will be disconnected from the C arm deck and the section that accommodates the CYCA YSA Elliotts and work berth will be re-oriented to connect with the current B arm walkway. When that occurs the only entrance point to the marina will be from the A arm ramp. The existing work berth will be relocated to the elbow of the D arm walkway.

More information on the stage 2 program will be communicated to members via *Offshore* and the weekly Onshore email newsletter.

Members can find details of the CYCA development and the staging plan at [www.cyca.com.au](http://www.cyca.com.au) in the "about us" section of the website. ↓

**NEW BERTHS**  
At completion of Stage 1 of the redevelopment project arm D now has nine extra berths capable of accommodating vessels of up to 18 metres.

## First aid skill drill

*The next CYCA Medical Management for Mariners course scheduled for May.*

Ready to update your first aid and expand your medical skills and knowledge? The CYCA MMM course is a great opportunity for both. The next CYCA MMM Course is to commence on Tuesday 8th May 2012. This course includes instructions on injections, information on drugs carried in YA medical kits, assessment of patients and longer term management of injuries and medical conditions. There is also a strong focus on developing skills to communicate assessment and management clearly over the radio.

A highlight and unique feature of the course is the use of hands on skills training and simulation to practice skills and put knowledge in to practice.

The next course will be held in May utilising a new format:

- Tuesday 8th May (6-9.30pm) at Don Harrison Simulation Centre, St Vincent's Hospital
- Saturday 12th May (full day) at Don Harrison Simulation Centre, St Vincent's Hospital
- Tuesday 15th May (6-9.30pm), at Don Harrison Simulation Centre, St Vincent's Hospital
- Tuesday 22nd May (6-9.30pm) at CYCA.

The cost of this course is \$600 for CYCA members, Yachting NSW Bronze and Silver members and \$650 for non-CYCA members.

Applications are now invited for those wishing to undertake the CYCA Medical Management for Mariners in May 2012. Applicants must hold a current Senior First Aid certificate.

Please register your attendance by completing the enrolment form on [www.cyca.com.au](http://www.cyca.com.au), under About Us and forward with payment to CYCA Reception via post or email the form to [reception@cyca.com.au](mailto:reception@cyca.com.au)





## CYCA YOUTH SAILING ACADEMY

## Training ground for new talent

*The Cruising Yacht Club of Australia's Youth Sailing Academy continues to develop and nurture Australia's future yachting champions.*

*By Jennifer Crooks.*

Nineteen years ago a few visionary CYCA members from the Training and Development Committee chaired by Vice Commodore Maurie Cameron, had the foresight to develop the Cruising Yacht Club of Australia's Youth Sailing Academy.

The CYCA Youth Sailing Academy (YSA) is one of the first full-time sailing academies in Australia and is sponsored by Audi Centre Sydney, together with individual Elliott boat sponsors and generous regatta sponsors.

The goals at its inception were to form a formal Junior Yacht Club, to generate sailing members for the CYCA, to provide a youth sail training facility that would be able to be used by the junior community at large, act as an additional facility for club members, and to be an income producing venture (source Formation Proposal developed by the Training and Development Committee – c1992).

Overseen by the Training and Development Committee, the policies of the committee are executed by the CYCA Sailing Office. Sailing Manager, Justine Kirkjian together with the sailing and youth sailing management

team, the operations team and a roster of experienced coaches and race management volunteers plan and conduct a comprehensive calendar of events ranging from introduction to keel boat racing up to national and international match racing regattas throughout the year.

Using a fleet of 10 identical Elliott 6.0m fixed keel yachts the YSA continues to achieve the objectives set by the Training and Development Committee. Many of the current YSA members as well as YSA alumni have successfully represented the CYCA at both national and international match racing and fleet racing regattas as well as becoming significant contributors to ocean racing teams competing in events such as the Rolex Sydney Hobart Yacht Race.

The CYCA Youth Sailing Academy provides a range of course options from basic sailing skills training during the school holidays through to advanced match racing courses and womens' squads. Over 2,500 students have graduated from the various courses and training squads.

The Talented Sailor, Development Match Racing, and Advanced Squads

offered during the winter months are the perfect opportunity to further develop sailing and match racing skills. Limited positions are still available in the upcoming sailing winter squads. Contact the YSA via email [ysa.admin@cyca.com.au](mailto:ysa.admin@cyca.com.au) for further information.

These squads focus more on the advanced aspects of sailing including racing rules, tactics, physical fitness, campaign planning, sail trim and boat maintenance. Upon completion, students are encouraged to participate in Club events to acquire valuable experience in keelboat racing.

All squads are sailed on board the CYCA's ten Elliott 6 metre sports boats which carry a crew of 3 to 4. These boats allow the CYCA to offer internationally recognised youth match racing regattas and provides those learning to sail with fast, stable and fun open skiff style keel boats, which are easy to sail and great for teamwork development.

School Holiday Courses are also run throughout the year open to youth aged 12-18 years. The course teaches basic boat handling and maintenance and sail trim, with an overall focus on teamwork, perseverance and fun.

The YSA also runs specialist courses for school students who would not otherwise be exposed to sailing, generously supported by the Freedman Foundation.

The YSA also receives support from the Quiet Little Drink, an event which is part of Rolex Sydney Hobart folklore. Any funds raised at this annual event are used to support promising YSA students to make the transition into ocean racing.

In August 2006, Audi Australia signed on as overall sponsor of the YSA and in 2012, Audi's support continues through its premium dealership Audi Centre Sydney. Audi's sponsorship assists in the further development of young sailors through the Academy's training program and is providing more opportunities for the club's young talent to attend national and international ISAF regattas to gain greater experience.

Individual Elliott sponsorships are now available. Please contact [jennifer.crooks@cyca.com.au](mailto:jennifer.crooks@cyca.com.au) for further information

In 2013, the YSA will celebrate its 20th Anniversary. A number of activities are currently being planned which includes the establishment of a formal YSA Alumni organisation.

If you are a current member or graduate please find us on Facebook: CYCA Youth Sailing Academy Alumni.



**NEW GENERATION**  
The CYCA's Youth Sailing Academy not only generates membership to the club but is a vital training facility for a new generation of champions.





## CYCA YOUTH SAILING ACADEMY

## Spotlight on YSA alumni

*Coming up through the ranks of the Youth Sailing Academy gave Seve Jarvin and Sam Newton the winning edge in both match racing and offshore disciplines.*

*By Jennifer Crooks*

Having secured his fourth JJ Giltinan Championship in March, Seve Jarvin reflects on life at the CYCA Youth Sailing Academy with crew member and good mate Sam Newton.

The dynamic duo formed a friendship whilst training at the YSA in 2002, and have notched up some impressive match racing wins together including being the first CYCA team to win the Governors' Cup (2003) and the Australian Match Racing Championships in 2009. Since graduating from the YSA both have gone on to further sailing success including the Rolex Sydney Hobart Yacht Race, 18 foot skiffs and overseas. Here they share some of their success in a nutshell!

Jarvin and Newton agree that the match racing skills they learnt and honed at the YSA are key to their ongoing sailing success. "The most important thing I learnt (at the YSA) was Match Racing which has helped me in all kinds of sailing, especially the tactical side," Seve Jarvin said.

Sam Newton also confers "I learnt a lot of valuable skills from match racing. It is a very important skill to have that can be adapted into many

fleet race situations."

"You also learn to work with a variety of different crews and coaches. I think this is important as you can extract the best strengths from each individual that work with you," Newton added.

When quizzed on what some of the highlights and lowlights of match racing they have experienced, Jarvin said "competing at the 2005 XVII Cento Cup Match Racing event in Italy where we came fifth competing against America's Cup sailors and winning the International Youth Match Racing Championship in New Zealand (2005) were just two some of the highlights; whilst my lowlight was losing the Hardy Cup final (2005).

Newton added "Match racing is great sailing. I enjoy every minute of it. But at the end of the day, there is nothing better than winning. If you're not sailing on a fast boat, I would rather be match racing."

Both have tasted national and international success: Jarvin has won the 18ft Skiff World Championship (JJ Giltinan) four times as skipper and once as part of the winning crew. Newton has also shared in the glory of

four Skiff championship wins.

In their first few years at the YSA, Jarvin, Newton and crew won the 2003 Governor's Cup (Balboa Yacht Club, CA, USA), the first CYCA team to ever do so, won the Harken International Match Racing Championship twice; and the RNZYS International Youth Match Racing Championship (2005). Jarvin also won the 2009 Australian Open Match Racing Championship.

When asked to recall one of their memorable moments of the time spent at the YSA, for Jarvin it was his first match racing event win – Harken International Match Racing Championship in 2003 and for Newton, the opportunity to travel and represent the CYCA domestically and internationally..

Newton has competed in four Rolex Sydney Hobart Yacht Races and was part of the *Quest* (Bob Steel's TP52) crew when she won the race overall and is about to go overseas to further his sailing career.

Jarvin is often back at the YSA during the winter, coaching some of the Advanced Squad teams preparing for regattas.

Asked what the future holds for both of them and sailing is definitely in the mix, plus working to fund their many adventures, with Newton aiming to "Keep the sailing fast and fun – plus some holidays," whilst Jarvin would like to "Get back into match racing with a goal to compete in an America's Cup.

Stay tuned for more CYCA Youth Sailing Academy Alumni spotlights! To keep in touch with all the planning for the 20th Anniversary of the CYCA Youth Sailing Academy, find us on Facebook "CYCA Youth Sailing Academy Alumni." ↓

### YSA events

**16-19 April** School Holiday Course

**28 April** Launch of 2012 Training Squads (Talented Sailor, Development Match Racing and Advanced). Invitation only

**May – August**  
Ongoing Training Squads

**19 May** Kellett Shield  
Fleet racing – Advanced Squad

**2 June** Navionics Match Racing Regatta – Advanced Squad

**23 & 30 June**  
Captain John Piper regatta  
Match racing – Advanced Squad

**4-5 August** Club Marine NSW Youth Match Racing Championship

#### WINNING SKILLS

As part of the Youth Sailing Academy Seve Jarvin and Sam Newton learned from the best and have taken their skills to success in events such as the JJ Giltinan Championship.





## 2011 Rolex Yachtsman and Yachtswoman of the Year

*The 50th presentation of the USA's highest yachting honor was held for the first time on the West Coast at St. Francis Yacht Club, On The Marina, San Francisco on Wednesday, February 22, 2012.*

Anna Tunnicliffe from Plantation, Florida and Bill Hardesty of San Diego, California have been named 2011 Rolex Yachtsman and Yachtswoman of the Year.

Established in 1961 by US SAILING and sponsored by Rolex Watch, U.S.A. since 1980, the annual presentation of US SAILING's Rolex Yachtsman and Yachtswoman of the Year awards are considered the sport's ultimate recognition of an individual's outstanding on-the-water achievements for the calendar year.

Hardesty, the Etchells World Champion, is a first time winner of the award, and Tunnicliffe, the ISAF Sailing World Champion, is receiving her fourth consecutive award.

The selection process started from nominations submitted by members of US Sailing (the national governing body for the sport), with a shortlist of eight male and seven female sailors being evaluated by a panel of sailing journalists who selected these two sailors for their noteworthy distinction.

### CYCA SOLAS TRUST DONATION

## South Coast radio upgrade

*Boating safety is boosted by a project updating communications and coverage.*

A \$36,000 upgrade of marine communications equipment has significantly boosted radio coverage and safety for recreational and commercial boaters on the South Coast.

Marine Rescue NSW (MRNSW), in partnership with the Cruising Yacht Club of Australia Sydney Hobart Yacht Race Safety of Life at Sea (SOLAS) Trusts, installed a new marine VHF radio repeater at Cambewarra Mountain late last month.

MRNSW Commissioner Stacey Tannos said that with coverage from Kiama to Kioloa and at least 22 nautical miles seaward, the channel 81 repeater would allow vessels to talk to Marine Rescue bases from much further away.

"Marine repeaters are a vital safety tool in allowing boats to provide information about their movements and the safety of the boat and the people on board over a large area," Commissioner Tannos said.

"This repeater provides a real boost for our bases in the area, allowing them to talk to boats in areas they may never have been able to access before."

The project was jointly financed by MRNSW and the SOLAS Trusts, which provided a grant for \$18,300 for the vital work.

"Without the generosity of the

SOLAS Trusts, this project would not have been possible this year. SOLAS is a solid supporter of marine rescue all over Australia and we thank them for their support for this project," Commissioner Tannos said.

CYCA SOLAS Ltd Chairman Matt Allen said "this much needed upgrade to the marine communications network is a vital piece of infrastructure for recreational and commercial boaters. Many of our members pass through the operational boundaries of the network, whether racing or cruising, and the Trustees of the CYCA SOLAS Trusts view the investment support provided as a natural fit to the objectives of the trusts".

MRNSW Operational Communications Manager Ian Brown said the repeater was accessible to all vessels equipped with a marine VHF radio by dialling up channel 81.

"To check if you are able to access the repeater, press the push-to-talk button on your microphone and if you can hear an audible signal being transmitted after you have released the switch, then you are within the repeater's footprint," Mr Brown said.

"Because you can be heard over a large area, it is important to limit your conversation to about a minute – especially if it is between two boats.

**LOUD & CLEAR**  
Marine Rescue  
Ulladulla's flagship,  
*Encounter*.



# it's cool sailing...

experience  
learn  
enjoy  
challenge  
compete  
belong



## *at Australia's foremost youth sailing academy*

Internationally recognised as an innovator in ocean racing, the CYCA developed Australia's first full time Youth Sailing Academy in 1993. Since then, young people aged 12-25 years have had the opportunity to experience sailing at all levels. With courses from **introductory through to advanced level**, young sailors learn with **qualified coaches** under **recognised training schemes** in keelboats that are fast, stable and fun to sail. And, with the chance to be selected to represent the CYCA many of our students have gone on to excel in regattas nationally and internationally, as well as joining ocean racing crews. If your kids love the water, are young and enthusiastic, looking for excitement, new challenges, and the opportunity to be part of Australia's premier blue water yacht club, contact the Youth Sailing Academy.

Contact the Youth Sailing Academy  
on 8292 7806

1 New Beach Road, Darling Point NSW 2027  
[www.cyca.com.au](http://www.cyca.com.au)



**CRUISING YACHT CLUB OF AUSTRALIA**

*Home of the Rolex Sydney Hobart Yacht Race*





## 67TH ROLEX SYDNEY HOBART YACHT RACE

## Rani Trophy to yachtswoman

For the second year, the Rani Trophy for the most meritorious performance in the 67th Rolex Sydney Hobart Yacht Race, as judged by the Race Committee, has been awarded to a yachtswoman.

Mary Holley, co-owner and radio operator aboard the Newcastle yacht *Aurora*, received the prestigious award (named after the winner of the inaugural Sydney Hobart Race in 1946) for "outstanding seamanship... in assisting the Radio Relay Vessel JBW in the radio skeds during the race."

This was Mary's 15th Sydney Hobart, the 14th aboard the one-off Farr 40 *Aurora* she co-owns with her husband Jim, who completed his 24th Sydney Hobart in this race. They have sailed *Aurora* in every Sydney Hobart since 1998.

Two navigators were recognised at the 67th Rolex Sydney Hobart Yacht Race prize-giving – Michael Bellingham being awarded the Bill Owen Memorial Trophy as navigator of the winning yacht, *Loki*, and Jonathan Rees the City of Hobart Trophy as navigator of the first Tasmanian yacht on corrected time, *Whistler*.

The Alan Payne Memorial Trophy for the designer of the overall winning yacht, a wooden half-model of the Payne-designed 1959 race winner *Cherana*, was awarded to US naval architects Reichel/Pugh, designers of *Loki*.

**PRESENTATION**  
Left: Mary Holley, winner of the Rani Trophy for Seamanship, receives her award from the Governor of Tasmania, the Hon. Peter Underwood, AO. Above right: *Too True* placed equal third with *Lunchtime Legend* in the 67th Rolex Sydney Hobart Yacht Race.



### Final standings

In the Feb-March 2012 edition *Two True* was omitted from the IRC Division 4 results of the Rolex Sydney Hobart Yacht Race. *Two True* placed equal third with *Lunchtime Legend* with an official corrected time of 04:09:31:15. (See table below). Additionally two Awards were left out of the trophies and Awards section:

#### Rolex Sydney Hobart Yacht Race Meritorious Service Awards

These awards were introduced in 2011 to recognise individuals who make a significant contribution whether as a volunteer or a paid contributor to the event that covers many years of service, dedication and advocacy. Two awards were presented in 2011 to two individuals from Tasmania who had recently retired from their positions.

#### Scott Dunn

Scott Dunn who recently retired from Tasmania Police (Marine Division) has exercised his supervision and monitoring of the finish for 25 Rolex Sydney Hobart Races. It was Scott's decision to implement the exclusion zone for the line honours winner due the popularity of the finish which attracts many spectator craft. Some of whom did not display appropriate seamanship. Scott in his inevitable way was able to give them a stern warning without being overly officious.

#### Alderman Rob Valentine

Since the death of the late Premier Jim Bacon, Rob Valentine as Lord Mayor of the City of Hobart has been the face of Hobart in welcoming the line honours yacht, the announcement of the overall winners and prize giving for the Rolex Sydney Hobart Yacht Race. Rob was never fussed about the early morning calls to travel out on the water to greet the first yacht.

IRC DIV 4	YACHT	DIV LINE	ELAPSED TIME	H'CAP	CORRECTED TIME	OWNER/SKIPPER
1	<i>Wild Rose</i>	4 40	04:02:26:28	1.037	04:06:05:00	Roger Hickman, NSW
2	<i>Whistler</i>	4 45	04:02:52:44	1.062	04:09:00:34	David Rees, TAS
3	<i>Lunchtime Legend</i>	4 36	04:01:36:51	1.081	04:09:31:15	Robbo Robertson, QLD
3	<i>Two True</i>	4 33	04:01:26:02	1.083	04:09:31:15	Andrew Saies, SA





### Rolex Sydney Hobart Thank You Reception

Over 70 people attended the annual Rolex Sydney Hobart Thank You reception last month. CYCA Commodore Garry Linacre paid tribute to the dedicated team of volunteers that supports the CYCA in conducting the Rolex Sydney Hobart Yacht Race including the race information centre team in Sydney, the race finishing team from Royal Yacht Club of Tasmania, led by race finish coordinator Robert 'Biddy' Badenach, the Emergency Management and Radio Relay vessel teams, the International Jury, the race management team and the community of Eden. Commodore Linacre also made special mention of the support received from the NSW and Tasmanian Governments, in particular NSW Roads and Maritime Services, Marine Rescue NSW, Tasports and the support of the media who brought the race into peoples' homes throughout the world.

1. Niel & Pam Burling, Paddy and Ross Garlan, Brian McMahon. 2. Chris Bolton (NSW Roads and Maritime Services) and CYCA Commodore Garry Linacre. 3. Some of the Radio Relay Vessel team: Bruce Gould, David Kellett, Andrew 'Steak' Copley and Richard Winning. 4. Dick and Gail Bearman. 5. John Brooks, Andrea Treleaven, Bruce Gould and Ian Treleaven. 6. Tania Peitzker and Helen Chapman. 7. Sandy Broadhurst, Gail Lewis-Bearman, Celeste Roderick & Shaaron Walsh.

survitecgroup

RFD  
RFD AUSTRALIAN PFD LTD

150N

www.survitecgroup.com

## CYCLONE

### FORM

Premium ultra-compact design for maximum comfort.

### FIT

Easy adjustable straps, easy close buckles, manual or auto inflate models.

### FUNCTION

Designed to exceed the new Australian standards, uncompromising on quality.



See your local marine dealer for the RFD product range

www.rfd.com.au  
1800 646 086





## In praise of showing patience under protest

*The non-sailing and largely uninformed media last Christmas went into a frenzy of criticism of the Race Committee for its handling of a protest against Investec Loyal, the line honours winner of the 67<sup>th</sup> Rolex Sydney Hobart Yacht. By Peter Campbell.*

The media claimed such action greatly detracted from the euphoria that always surrounds the arrival of the first super maxi at the end of the great race. Delaying a decision for 24 hours was even worse, they claimed... detracting from the sport and confusing the public (and of course, them, the general media).

They (the general media) demanded change, despite the fact that it gave them a great news story for a couple of days.

Firstly, let me tell you, there will be no change to the long-standing and totally correct manner in which protests, penalties or redress applications are lodged and heard following the Sydney Hobart or, for that matter, any other yacht race.

Secondly, as far as the delay in confirming a winner, be it line honours, overall or divisional corrected time results, the time taken to handle recent protests, while they have certainly concerned high profile yachts, are miniscule compared with what happened to *Gipsy Queen* in the 1954 Sydney Hobart.

Back in those days, protests were

heard in Hobart by a protest committee set up by the Royal Yacht Club of Tasmania, one of whom was current Life Member David Peacock, now in his 80s. David gave me a copy of an interesting report he wrote in 1996, recalling the *Gipsy Queen* incident.

"An interesting incident arose during the (1954) Sydney Hobart Race when due to a set of circumstances somewhat influenced by RYCT's patrol boat *Robert Nettlefold*, the yacht *Gipsy Queen* owned



**LINE CALL**  
Above: *Investec Loyal* sailed into stormy waters in the 67<sup>th</sup> Rolex Sydney Hobart Yacht Race. Left: David Peacock, a Life Member of the Royal Yacht Club of Tasmania and a long-standing protest committee member.

by Mr AC Eden, touched the finishing line buoy as she finished under spinnaker in a good breeze.

"*Gipsy Queen's* performance gave her second place in the race (on corrected time) and no competitor protested. However, the staff in the finishing line box at Castray Esplanade quite properly lodged a report, and the Protest Committee, of which I was a member, had to deal with the matter."

David explained that at the time, yacht racing in Australia was conducted under the rules of the Royal Yachting Association, based in England. The RYA Rule 28 required that any yacht which touched a mark "unless wrongfully compelled to do so by another yacht" had to be disqualified.

David recalled that "after long and serious consideration, the protest committee could see no alternative except disqualification." He added that the facts were easy to establish and were not disputed by the parties, "a matter most rare in cases we have dealt with over the years."

David went on to tell me that the Protest Committee had not been comfortable with their decision and, "with some encouragement from Mr Eden (the owner of *Gipsy Queen*), advice was sought from the Royal Yachting Association in London.

"The reply was some time in coming, but proved to me that there was also some unhappiness at the appeal level," David recalled. "Sadly, I cannot find the letter from London, but I can remember it was a masterpiece of compromise; it did not uphold the appeal, but neither did it dismiss it."

David said the Protest Committee met again and, after considering the RYA's reply, decided it had enough latitude to re-open the matter and, subsequently reinstate *Gipsy Queen*. She was confirmed as being second overall on corrected time to the Halvorsen brothers' *Solveig I*.

This was a protest that took months to determine, but it was a decision that, as David Peacock wrote back in 1996, shows the "complexities of administration and the age-old problem of arriving at an equitable and just decision while complying with the inflexibilities of written laws and rules."

Fortunately, those inflexible rules that applied in the early years of the sport have been eased and today, *Gipsy Queen* could have exonerated herself by taking a prescribed penalty turn after crossing the finish line.

Nevertheless, strict rules still apply, including so-called "outside assistance" as the *Investec Loyal* incident demonstrates. Rightly so, too. ⚓



*There is life after sail.*



*The Fleming 55*



Every new Fleming now comes with an Apple iPad "eFIT" (Fleming Information Tablet) preloaded with an owner's manual, schematics, parts lists, Navionics charts, VENTURER magazine and more.

It's a fact that around half of our customers used to own sailing yachts, indeed many are still keenly involved in sailing activities of all kinds. But now they also possess what many boating journalists & Fleming Owners around the world believe to be the ultimate cruising motor yacht. If you've ever considered it might be time for a change, visit us at [www.flemingyachts.com](http://www.flemingyachts.com) and see how we can help you enjoy the best of both worlds.

CE CAT A  
**NMMA**  
CERTIFIED  
using ABYC standards



*Celebrating Our 25th Anniversary!*



**FLEMING**  
THE ULTIMATE CRUISING YACHT.

Fleming Yachts Australia Pty Ltd, Unit 9, 1 Bradly Avenue, Kirribilli, NSW, 2061 • Tel: +61 (2) 8920 1444. Email: [info@flemingyachts.com.au](mailto:info@flemingyachts.com.au)  
New Zealand Agent, PO Box 42265, Orakei, Auckland 1745, NZ • Tel: + 64 (9) 280 1050. Email: [jason@orakeimarina.co.nz](mailto:jason@orakeimarina.co.nz)

Also available: 65' & 78' Models





## On sail at the Cove

THIS YEAR'S SANCTUARY COVE INTERNATIONAL BOAT SHOW WILL CELEBRATE AUSTRALIA'S BOATING INDUSTRY WITH EXHIBITORS SHOWCASING THE LATEST YACHTING PRODUCTS.

As the end of May approaches, the marine industry will converge on Queensland's Gold Coast for the annual Sanctuary Cove International Boat Show. For four days from May 24 – 27, over 300 exhibitors from all over Australia and some international players will showcase their products, entertain show goers with demonstrations and hands-on exhibits and celebrate Australia's boating industry. Here we offer a taste of what to expect from some of sailing's biggest brands.

### WINDCRAFT

Windcraft will be displaying two of their new 5 Series from Hanse Yachts at Sanctuary Cove. The Hanse 385 and the Hanse 495. The Hanse 385 has only recently arrived in Australia and this new model is proving incredibly successful for the Hanse Group in Europe with sales of 150 expected for this production year alone. Windcraft has taken ten percent of this production with many recent handovers in Australia and Auckland. This Judel/Vrolijk design is quite "cruisy" with all lines being led aft to the helm enhancing the

ease and comfort of sailing solo. This layout creates what is almost a "guest cockpit" ideal for families.

The Hanse 495 "Phantom", owned by Nick Robson, will stop over to wow the Sanctuary Cove boatshow crowds on its way to Hamilton Island. Described by many owners as a "rocket ship" the 495 is for those who take their fun seriously. If you revel in the sheer joy of sailing the 495 offers answers from every angle – uber cool style and comfort both on deck and below, relaxed family sailing or an adrenalin filled ride. [www.windcraft.com.au](http://www.windcraft.com.au)

### SEAWIND

Australia's Seawind Catamarans is set to unveil a brand new, entry level coastal cruising catamaran at the Sanctuary Cove International Boat Show. The new 30ft design labeled the "Seawind 950", combines an amazing package with two large double cabins, another smaller double cabin plus a child bunk. There is a spacious shared shower / head, very generous galley configuration and a large open living space with Seawind's signature Indoor / Outdoor



**ON SHOW**  
Above: Windcraft's Hanse 385. The Seawind 950 sail plan. Opposite page from the top: Harken Plain top aluminium Performa winch. GME AIS Receiver. Navico Triton and Pilot. Raymarine E Series Group and CP450.

saloon & cockpit with a saloon table that converts into a bed plus a full time day bed. An optional charter configuration offers two large cabins and two separate bathrooms.

The boat is designed to fit into two 40ft containers and shipped anywhere in the world, to be easily assembled in a few days by just two people. The Seawind 950 comes standard as a cruising model with fixed mini-keels, but there is also an optional racing model with a lowering centerboard for higher pointing performance. A self-tacking jib and fully battened mainsail are standard on either model, along with twin 9.9hp Yamaha Outboards. An overlapping genoa is also optional. [www.seawindcats.com](http://www.seawindcats.com)

### MUSTO

Musto's 2012 technical sailing range is set to expand at Sanctuary Cove this year with the launch of their BR1 Race Collection in Women's and Men's styles. The new collection, will see the launch of a new Race Jacket from the brand's breathable range, providing an ideal inshore sailing, racing, and onshore piece. Exclusively available in a Women's cut in Platinum, together with a Men's style in Platinum and Black.

In addition, the BR1 Race collection sees the launch of the BR1 Race Shorts. 100% waterproof with taped seams, these shorts provide the perfect choice for the warmer days ensuring you stay dry and comfortable. Further complementing the range, Sanctuary Cove will also see the launch of the Sardinia Trousers, a perfect lightweight waterproof layer for warmer climates.

Musto's 2012 technical offering for the new season sees three new pieces added to its hardcore HPX range as well as several new additions to its men's breathable, middle layer, base layer, evolution and accessories collections. Several other styles, including the HPX ocean jacket and the BR1 inshore jacket, have undergone major revamps in time for the new season.

[www.musto.com.au](http://www.musto.com.au)

### HARKEN

This year Harken will be featuring the latest lines from both Spinlock and Edson as well as their extensive range of quality sailboat hardware and accessories. The Sanctuary Cove International Boat Show brings the debut of Harken's brand new Performa winch.

The Performa is designed for



racer/cruisers using high-tech line who don't wish to invest in a carbon winch, or who need winches in smaller sizes. The Performa design combines the efficiency of Harken Radial® winches with the sandblasted grip of its Carbon Fiber racing winch for a powerful hybrid. Performa winches transfer high loads to the winch with fewer wraps, allowing crew to trim and ease sails quickly and repeatedly as wind strength and directions change. Available in sizes 40 to 60 to complement Harken's Carbon Fiber line.

[www.harken.com.au](http://www.harken.com.au)

### GME

With their new range of small boat AIS solutions, Australia's GME has certainly raised the bar when it comes to performance, ease of installation and affordability with their soon to be released Automatic Identification Systems. Debuting at the Sanctuary Cove International Boat Show, the GME product line consists of a Class B transceiver, Receiver and Antenna Splitter.

The GME AIST120 Transceiver, as are the receiver and splitter, is housed in a compact, weatherproof box with an internal GPS patch antenna and has provision for connection to an external GPS antenna for installation scenarios without a clear view of the sky. Also provided are dual NMEA 0183 and NMEA 2000® interfaces for true plug and play installations, a "silent mode" option is available whereby transmissions may be turned off.

For boaters requiring an AIS message receiver only, GME offers the dual channel AISR120: incorporating two ultra sensitive receivers coupled to a sophisticated processor with RMax™ technology. Ideally suited for installation on leisure boats such as ocean-going yachts where collision avoidance is the primary concern, the AISR120 can be interfaced to a PC, notebook, or a GME chartplotter for greater situational awareness.

[www.gme.net.au](http://www.gme.net.au)

### NAVICO

High-end sailing electronics brand, B&G will launch it's new Triton range of instruments and autopilots to the Australian market at the Sanctuary Cove Boat Show this year.

With a focus on display visibility, low power consumption and ease of use, Triton incorporates the same advanced technology as B&G's world-renowned race-orientated products.

Triton's full-colour 10.4cm (4.1") sunlight viewable screen is around 40

per cent larger than most traditional models, and incorporates B&G's unique LCD bonding process to provide unrivalled contrast with zero risk of condensation. The super-durable display also consumes half the power of other typical instruments on the market.

Navico's new Broadband 4G™ Radar is set to change marine navigation and will also be displayed at the upcoming Sanctuary Cove Show.

Available across the Lowrance, Simrad Yachting and B&G brands, Navico's latest FMCW radar boasts a huge 36nm range, unmatched resolution and clutter reduction to deliver a crystal clear image, extremely low emissions (less than 1/5 than that from a mobile phone), InstantOn technology and low power consumption, along with simple installation and incredible ease of use.

[www.navico.com](http://www.navico.com)

### RAYMARINE

Raymarine has launched two exciting new products recently and both will form the centerpiece of Raymarine's exhibit at Sanctuary Cove this year. The new mid and large format e series multifunction displays, the e95 and e125 follow on from the tremendous acclaim received by the compact e7. The two larger screen options have been eagerly awaited by Raymarine users, looking to enjoy the advanced power, expanded networking, and wireless connectivity of the HybridTouch™ e series, whose technical innovation and intuitive access to information and on-board system control has caught the imagination of boat owners. The two new screen sizes are also set to be available in a non-touch screen display; all the connectivity via button control heralding the new c series.

The new CP450C ClearPulse™ CHIRP sonar, a cutting edge black box fishfinder option for the all new Raymarine e-Series and c-Series line of multifunction displays is also expected to impress boat show visitors.

The CP450C goes beyond high definition and offers up to 10 times the resolution of traditional fishfinders. ClearPulse™ CHIRP technology takes advantage of a wide spectrum of sonar signals to deliver amazing detail and accuracy. The CP450C also features TruZoom™ mode for a precise and magnified view of fish targets, bottom structure, and baitfish without any loss of resolution seen with traditional fishfinder zoom mode.

[www.raymarine.com.au](http://www.raymarine.com.au)







## Sydney stunner

INTERSTATE ENTRIES, NEW DESIGNS, ONE-DESIGNS AND SOME OUTSTANDING VICTORIES WERE THE HALLMARKS OF THE SEVENTH EDITION OF THE SYDNEY HARBOUR REGATTA, SAILED ON THE WEEKEND OF 10-11 MARCH, BOTH ON THE FAMOUS HARBOUR AND OFFSHORE. BY DI PEARSON

As the Sydney Harbour Regatta grows, so does its diversity, and the 2012 event highlighted the growing popularity of one-design classes and PHS racing, which has fewer constraints than the IRC rule.

There were 89 entries in the various PHS divisions out of a total 237 regatta entries competing in an Ocean Passage and spinnaker and non-spinnaker divisions, along with 13 Cavalier 28's racing their NSW Championship.

Winners came from 16 classes and 24 divisions. A lot of interest was focused on the IRC classes, where the majority of yachts were checking out the opposition for the upcoming Audi IRC Championship.

Making their racing debut were two brand new MC38's: *Cone of Silence*, with Mike Green at the helm, and

*Dark Star*, skippered by John Bacon. They are the latest in technology from McConaghy Boats in Sydney and raced in PHS Division 1, finishing fourth and fifth in turn.

Bacon (RPAYC) purchased one of the first MC38's built and called on friend Cameron Miles to steer *Dark Star*.

"It's like a big Melges 24," Bacon declared of his new boat. "This is our first regatta and we're really enjoying ourselves. Our next goal is the IRC Championship at Hamilton Island," he said.

Miles added: "The boat's awesome; it's good to see a one-design that's fun to sail. They accelerate so fast the rig shakes."

Green was equally enthusiastic: "We got to 18 knots boat speed – does it get any better than that?"

Matt Allen and Walter Lewin's new *Ichi Ban* also whet the appetite of

rivals. Allen, keen to get an idea of the new Farr 400's offshore potential, sailed their first race in the PHS Passage Series and finished seventh.

Interstate entries were big winners in the IRC divisions. Rob Hanna (RGYC) brought his recently purchased TP52, *Shogun V*, from Victoria for the IRC windward/leeward racing off Sydney Heads.

At the forefront of Hanna's mind was to even the score with fellow TP52, *Hooligan* (Marcus Blackmore), which beat *Shogun V* by three points in the Rolex Trophy in December and is highly regarded as the top TP52 in Australia.

Hanna was not disappointed, scoring Division A victory, winning four of five races, with *Hooligan* (NSW) finishing five points behind in second place, not where Blackmore is used to being.




 SYDNEY HARBOUR  
REGATTA

*Black Jack*, Peter Harburg's RP66 with Mark Bradford skippering, was third. *Wild Oats X* – Bob Oatley's RP66 – broke gear on the second day, so her racing was over. The two boats were having a great match on Day 1.

In Division B, initially the spoils went to the David Lambourne / Barry Cuneo Farr 40, *Lambourдини/Envy Scooters* (RQYS), but a protest involving other yachts changed the landscape.

Instead, *Exile*, the DK46 owned by Rob Reynolds (MHYC) won on countback to the Queenslanders, with Phil Dash's Beneteau 40, *Justadash*, finishing on the same points for third on countback.

In Division C, a Victorian boat came up with the goods. David Ellis trucked his Archambault 31, Penfold Audi Sport to Sydney with high hopes, but unsure of his potential in a hot

fleet that included two-time Audi IRC Australian champion, Peter Sorensen and his Sydney 36CR, *The Philosopher's Club* (MHYC).

Ellis (RYCV) was thrilled to take the series with three wins from four races. "Sailing in Sydney is very different to Port Phillip, so we were more than happy to beat the likes of *The Philosopher's Club* and *L'Altra Donna* (Andy Kearnan's Summit 35 from the CYCA); they were always going to be hard to beat," he said.

Along with everyone else, Ellis was at the mercy of very light, fickle and unstable breezes that strengthened and oscillated by late afternoon on both days. Starting around 6 knots, winds built to 12 knots and a little more, depending on the course area, causing delays as officials tried to make racing as fair as possible. But at least a warm sun was shining and there was no sign of rain in the blue skies.

Ellis said: "Although we recently won the Club Marine Series and the Victorian IRC Championship, I was a little unsure how we were placed in the Australian scene as a whole."

Warwick Rooklyn (CYCA) won all six races in the increasingly popular Melges 24 one-design sports boat. His nearest rival, *Aerri*, was sailed by Kevin Nixon and his family.

"We're blessed to come together as a team," said *Bandit's* owner/skipper Rooklyn, a proponent of the class.

"Going to the world championship in Texas helped us understand each other's strengths and weaknesses. We came back with a lot of knowledge about the boat," he said.

"Conditions were testing all weekend; the morning light shifty breeze on the first day, followed by the light north-easterly on the second left a lot of wash and made it choppy on the course," said Rooklyn, who has scored four wins from four Melges events, including the National Championship in January.

"Middle Harbour Yacht Club does an awesome job to cater to so many classes on Sydney Harbour. We all enjoyed it – and to win six from six – we're over the moon."

The Melges 32 one-design class was dominated by 2*Unlimited SevenStar*, owned by Greg Prescott from Tasmania. In his absence, the boat was steered to five wins from six races by Sydney Farr 40 guru and MHYC Past Commodore, Martin Hill.

Olympian, Bobby Wilmot was on mainsheet and Darren 'Twirler' Jones called tactics. There were two regular Tassie crew aboard; Mark Jeffrey and Ollie Nicholas.

In the Adams 10, it was not surprising to find Ben Nossiter in top place. The MHYC sailor has competed at every Sydney Harbour Regatta since its inception and finished eight points ahead of his nearest competition after six races.

The Cavalier 28 NSW Championship was won in convincing fashion by Greg Purcell and his *Scuttlebutt* crew from the Royal Sydney Yacht Squadron. As expected, the racing was tight all weekend, but Purcell's three out of five race wins sealed the deal.

"We had a pretty amazing couple of days on the Harbour," Purcell said. "The Club did a great job with the courses, there were 13 very keen crews racing and it was tight racing."

Commodore Julie Hodder of the host Middle Harbour Yacht Club said: "This was a fantastic regatta. It's a time when all yacht clubs get together and celebrate how lucky we are to have the best sailing facilities in the world."

Unique to NSW's largest regatta, were two 'over 85' skippers; former America's Cup helm Gordon Ingate (86) was at the helm of the *Dragon*, 'Whimsical' (RSYS) and 89 year-old former ocean racer, John Walker (MHYC), steered his Peterson three-quarter tonner, *Impeccable*.

Age is no barrier, and it is always a thrill to see the historic 18 footers (won by John Winning) and the vintage yachts take part too.

Mariner Boating's Trevor and Maggie Joyce were onsite to draw a trip for two in the 2013 'Italian Job Yacht Rally' along the Amalfi Coast, valued at \$15,000, which they donated. The only stipulation being the winner had to be present at the prizegiving.

Brad Newton from Ian Box's *Toybox* (MHYC) won the prize. It was Newton's lucky night, as only minutes earlier he won \$1500 worth of Helly Hansen sailing clothing.

MHYC ensured a fun weekend for all, on and off the water. Atomic and The Wolverines kept all entertained at the beach parties, along with a Helly Hansen fashion parade and barbecue.

Middle Harbour Yacht Club thanked their fellow Sydney clubs for assistance in running the Sydney Harbour Regatta, including the Cruising Yacht Club of Australia, Manly Yacht Club, RANSA, Royal Prince Alfred Yacht Club, Royal Prince Edward Yacht Club, Royal Sydney Yacht Squadron, Sydney Amateur Sailing Club, and Sydney Flying Squadron. ⚓

[www.shr.mhyc.com.au](http://www.shr.mhyc.com.au)

**THRILL OF THE CHASE**  
Marcus Blackmore's TP52 *Hooligan* wasn't able to catch Rob Hanna's *Shogun V* in the IRC division and came in in second place.





CYCA OCEAN  
POINTSORE

## Double Time

SYDNEY YACHTSMAN JULIAN FARREN-PRICE HAS WON THE CRUISING YACHT CLUB OF AUSTRALIA'S OCEAN POINTSCORE SERIES (OPS) UNDER BOTH IRC AND PHS CATEGORIES, FOLLOWING MORE TOP RESULTS WITH HIS COOKSON 12, ABOUT TIME, CONCLUDING WITH THE BIG-BREEZE LION ISLAND RACE SAILED IN MID MARCH BY DI PEARSON.

**S**ydney yachtsman Julian Farren-Price paved the way to win the CYCA Ocean Pointscore Series by taking out the Port Hacking Race in February sailing his Cookson 12 *About Time*. The third last race of the OPS was sailed in light south-westerly breezes. Back at the CYCA, Farren-Price was laughing about the fact that last time he contested this race, in November, he did so in heavy fog and missed seeing the mark, which cost him dearly. "I had to retire – so this was quite a different result," the jeweller said.

*About Time* beat *AFR Midnight Rambler* overall, with *St Jude*, Noel Cornish's Sydney 47, third overall.

"We were out to get revenge on Ed (Psaltis – *AFR Midnight Rambler*), because he beat me by 12 seconds the last time we raced," said Farren-Price, admitting the 30 nautical mile race was like being on the slow boat to China.

"It was a long light race. We worked

all the way to Port Hacking in a sou' wester, with the breeze slowly going left. We pulled up the spinnaker at Port Hacking and had a lovely ride back. The most excitement was a bit of a pile-up leaving South Head in very light breeze," he said.

*St Jude*'s third overall under IRC, translated to second overall, as *AFR Midnight Rambler*, a Ker 40, is a casual entry in IRC, entered in the PHS pointscore instead. But *St Jude*'s result kept her in the running for a podium place come the end of the Series.

The Ocean Pointscore Series winner was decided in a spinnaker ride up the New South Wales coast in the Sydney Newcastle Race. Julian Farren-Price became the irrefutable winner of the CYCA's Ocean Pointscore Series (OPS) after his Cookson 12, *About Time*, was declared the overall winner of the penultimate race of the series.

With only one race remaining to

complete the series, Farren-Price's remarkable seventh win from the nine races sailed, made him the undisputed winner. The Sydney jeweller and CYCA member will retain the OPS title he won last season, decided under the IRC rule. He also spearheaded the chase for the PHS trophy with the Newcastle race putting him in an enviable position to take the double.

Immediately below *About Time* on the overall IRC scoreboard, the remaining podium places came down to *Jake*, Ray Entwistle's J111, and Noel Cornish's Sydney 47, *St Jude*, which finished the race second and third respectively. So close on the points table, the final race would decide their fates.

The 63 nautical race to Newcastle, the longest in the OPS, was sailed in a strengthening southerly breeze, that gave the 24 yacht fleet a lovely spinnaker ride all the way up the Central Coast, but as they say, when things are looking too good, they are too good, and by 3.00pm the breeze, which clocked either side of south as the day progressed, fizzled.

"Up till then it was fantastic; we sailed in 13 to 18 knots until it dropped off to 5 knots and by 6.00pm it had petered out completely and we had a glass-out," Ray Entwistle said from the Newcastle Cruising Yacht Club, where many other yachts camped overnight.

"We always get such a great welcome there, they're so hospitable," Entwistle said of the Club, whose race officials conducted the sked and finished the race, making it a long day and night for them.

"The breeze filled in again around 7.00pm – a really light south-westerly," said Entwistle, who divulged their tactics were to hug the coast to stay out of the current, where they were joined by *St Jude* and *About Time*, among others.

"Noel (*St Jude*) got through us north of Pittwater and we sailed gybe for gybe to Nobby's Head with the new *Occasional Coarse Language* (Warwick Sherman's GTS43), so I'm exceedingly happy with our little boat – we're one of the smallest in the fleet.

"The last part of the race was extremely hard, with the last hour turning into four," acknowledged Entwistle, who originally expected to finish the race early afternoon, instead of shortly before 9.30pm, as they did.

*Brindabella*, Jim Cooney's perennial Jutson 80, was first over the line at 18.17.32, in the time of 9hrs 17min

**RIGHT ON TIME**  
Above: Defending champion *About Time* positions herself at the top of the OPS table again.



32sec, well outside the record time of 5h 26m 15s set by CYCA member Dick Cawse in 2006 with *Vanguard*.

In the end, six yachts retired when lightening winds got the better of them, and the last of the fleet was still dribbling home towards 11.00pm; a very long day for all.

But the breeze was to well and truly come in for the final race of the Ocean Pointscore Series, the short offshore Lion Island Race sailed mid March.

Although *About Time* was beaten overall by the new Ker 40, *AFR Midnight Rambler* (Ed Psaltis), and the Beneteau First 45 *Balance* (Paul Clitheroe), both were casual entries and did not affect *About Time*'s place in the IRC pointscore, which Farren-Price had already unequivocally won after the Sydney-Newcastle Race earlier in February.

Ray Entwistle's J111, *Jake*, was second overall in the IRC series, with Noel Cornish's Sydney 47, *St. Jude*, third placed. *St. Jude* also finished second to *About Time* in the PHS pointscore, after the two kept each other honest throughout both pointscore divisions. John Griffin's *Bennie and the Jets*, a Beneteau 40, was third overall.

*Vamp* (Garry Linacre/David Fuller), *Quetzalcoatl* (Antony Sweetapple) and *Balance* were the top three finishers in the race under PHS.

Having won the IRC title for the second season in succession and taking PHS overall as well, Farren-Price was naturally ecstatic: "It's fantastic – and a big finish to the series," he said at the CYCA.

"We had a fantastic ride to Pittwater – there were a few spectacular Chinese gybes – and we did one too!" he said. "*Jake* flew past us going to the Island – she almost lifted out of the water – we could see her keel. *St. Jude* and *Balance* were behind us, but they were flying too; I was surprised at how quick *Balance* was downwind," he added.

Farren Price said it was blowing around 13-14 knots, but once they were around Lion Island, the breeze freshened to 21-23 knots, gusting to 28.

"We were doing pretty good speeds – we hit 16 knots, and *AFR Rambler*'s crew said they were doing 23 knots at one stage. I think it's the most breeze and highest boat speed we've had all series."

However, the Sydney jeweller admitted it was not a bed of roses once the fleet rounded Lion Island, north of Sydney. "It was hard work in a sloppy seaway and was hard to keep the boat straight. Of course *Balance*



overtook us on the return and well done to Paul as he sailed a great race".

Of winning both pointscores, which he has done in the past, Farren-Price said: "Obviously I'm delighted. I've got a great bunch of guys on board; nothing fazes them and they're very competitive. *St. Jude* was great competition for us today, as it has been throughout the series."

**PLACE GETTERS**  
Top: *Jake*'s crew had the ride of a lifetime to finish second overall in IRC. Above: *St. Jude* reached the podium in both IRC and PHS.

Signing off, *About Time*'s owner said: "We'll see if we can do it again next season."

Ray Entwistle was equally enthusiastic of his second place overall under IRC. "For a 36 foot boat, we are absolutely thrilled with our second in IRC. I'd like to thank the CYCA and combined clubs for a great series."

Entwistle said conditions meant sailing the course both ways close to the coast. "It was best to stay out of the tide," he commented.

Like the rest, he most enjoyed the quick kite ride to Lion Island. "We peaked at 19.1 knots – it was incredible – and we had a little broach too. When the wind died down at one stage, one of the crew said it felt like we'd stopped. I looked at the instruments and we were doing nine and a half knots!"

Like Farren-Price, Entwistle will be back for the next OPS, but with a different boat. "We're selling the J111 and going down a size to a new J70 for a short time, then we'll get another J111 – they're just too good!" he said, before adding: "I want to congratulate both Julian and Noel (Cornish) on their

great results – all the best to them."

Jim Cooney's Jutson 80 *Brindabella* took line honours and was followed over the line by *Vamp*, *AFR Midnight Rambler* and *Merlin*.

For full race results and provisional Ocean Pointscore Series standings log on to: <http://www.cyca.com.au/sysfile/downloads/2011-2012summer/2011-OPS/series.htm> ⚓




 ETCHELL WORLD  
CHAMPIONSHIPS

## Swell for Etchells

AN INTERNATIONAL FLEET OF CHAMPIONS WAS FACED WITH TRICKY CONDITIONS OFF SYDNEY HEADS. TRACEY JOHNSTONE REPORTS ON SOME CLOSE RACING IN THE ETCHELLS WORLDS.

**H**osted by Royal Sydney Yacht Squadron, racing was held offshore through Sydney Heads as representatives from 10 nations vied for the 38th World Championship title. Teams included America, Great Britain, New Zealand, Singapore, Bermuda, Arab Emirates, Italy, Switzerland, Hong Kong and Australia.

The winners were Sydney's *Iron Lotus* skippered by 2000 Olympic Games 470 class gold medallist, Tom King, and crewed by fellow Olympians Owen McMahon and David Edwards, and Sydney fleet member Ivan When finishing with 38 points

*Magpie's* Mornington and Sydney crew of Graeme Taylor, Grant Simmer and Steve Jarvin finished in second place with 52 points. In third place on 58 points was John Bertrand's *Triad* racing with Olympians Tom Slingsby and David Giles.

Competition among the 74 boat

international fleet was fierce, the difference often being a small wind shift or managing the offshore swell. The Australian competitors admitted there was little local knowledge advantage to the nine race series. It was about being able to read the conditions and make them pay.

By day five 2010 Etchells World Champion John Bertrand still found the conditions tough. He described his day as being, "one where you could easily get a bullet in one race and a feather duster in another." Even after winning the first heat of the day finishing over two minutes ahead of his rivals, Bertrand remained frustrated. "I don't think that anyone today could lay claim to knowing exactly what was happening out there... even in race one," Bertrand said.

On the last day the podium places were still open. Luckily the top skippers kept out of the BFD list and sailed conservative races to cement their names on the trophy list. ⚓





**LOCAL HEROES**  
Australia dominates  
at the 38th  
Etchells World  
Championships  
off Sydney Heads  
with the top three  
places all going to  
homegrown boats.



# Everything you need



## and more.

Introducing the  
new AIS series.

See and be seen.



See us at the Sanctuary Cove Boat Show  
Stand 118, Pavilion A

For further information visit our website [www.gme.net.au](http://www.gme.net.au)  
or contact your nearest GME branch:

SYDNEY	(02) 9879 8888	MELBOURNE	(03) 9798 0988
BRISBANE	(07) 3278 6444	PERTH	(08) 9455 5744
ADELAIDE	(08) 8234 2633	AUCKLAND	(09) 274 0955



CLIPPER 11-12 ROUND THE WORLD YACHT RACE



## Clipper drama

THE TWO AUSTRALIAN TEAMS TAKING PART IN THE CLIPPER 11-12 ROUND THE WORLD YACHT RACE HAVE CONTINUED TO DOMINATE IN THE LATEST STAGE OF THE EVENT.

**G**eraldton Western Australia took line honours in the leg from Singapore to Qingdao in China, a result that earned them second place on elapsed time, while *Gold Coast Australia* staged a remarkable comeback after suspending racing for a medical evacuation of two of their crew members to finish in third place. It means the Queensland team has featured on the podium in every one of the eight individual stages since the world's longest yacht race set off from the UK in July 2011.

Race 8 of the 15-race series was won by Dutch entry, *De Lage Landen* whose crew had stood by to assist *Gold Coast Australia* when round the world crew member, Tim Burgess, from Petersham, NSW, broke his leg during a headsail change as the yachts raced north of Taiwan.

The conditions in the South China Sea were particularly rough and visibility poor which meant the rescue helicopter dispatched to rendezvous with the 68-foot ocean racing yacht was unable to airlift Tim from the deck.

Tasmanian yachtsman, Richard

Hewson, skipper of *Gold Coast Australia*, explained, "Unfortunately the helicopter could not effect a successful rescue and so a Taiwan Coast Guard vessel was dispatched. After attempting to come alongside the Coast Guard vessel I made the decision that the transfer would be too dangerous due to the wind, swell and sea state."

*Gold Coast Australia* diverted to Taiwan and put in to port where they



**RACING ON**  
Friendly rivalry between *Gold Coast Australia* and *Geraldton Western Australia* continues despite the fleet being hampered by injuries and medical evacuations.

were met by an ambulance.

Without the added risk of an airlift skipper, Richard, from Hobart, also decided as a precaution to evacuate another round the world crew member, Nick Woodward. The Brit had sustained a head injury when he was thrown across the crew accommodation in rough seas.

"The force with which Nick hit his head on the lockers beside the bunk was enough to crack the plywood," explained Richard.

Thankfully Nick was given the all clear after an MRI scan and was able to head to Qingdao where he was on the dock to meet his crew as they arrived in China's sailing city. He has re-joined the yacht and is now racing across the Pacific Ocean.

Tim, too, is on the mend, but his road to recovery will be much longer after X-rays revealed a displaced fracture which required surgery. He is following his team's progress from dry land and hopes to be well enough to re-join the race before it returns to Southampton, on the south coast of England, this July.

*Geraldton Western Australia's* convincing performances in the last two races, where they have finished third and second respectively, have helped them climb the leader board from ninth place leaving the Gold Coast on Christmas Eve to sixth place leaving Qingdao at the beginning of March.

Juan Coetzer, *Geraldton Western Australia's* skipper was both jubilant and reflective as he arrived in the Chinese Sailing City, Qingdao. He said, "We managed to get line honours and next time we want line honours with first place."

He added, "The crew knew this race was a tough challenge and they bonded really well, helped each other out and got the reward in form of a second place. Once you have a sniff of the podium, when you start from the bottom there is only room for progress, and next time we want a first."

With camera shutters from the massed international press whirring and television cameras trained on the crews, the welcome festivities in Qingdao were on an unparalleled scale. Drummers, lion dancers and fireworks all added to the cacophony and colour of the spectacle.

"It's quite emotional and overwhelming to be received this way by the Qingdao people after a tough race," said Juan.

The UK based South African yachtsman and his crew have found



their battle rhythm – and it is adding to the rivalry between the two cities on shore as well. In a friendly wager the mayors of Geraldton and Gold Coast agreed that if *Geraldton Western Australia* finished ahead *Gold Coast Australia*, Gold Coast City Council would fly the City of Greater Geraldton's flag outside their civic offices and vice versa. After the last two races it is honours even.

Uniquely in the sport of global yacht racing the Clipper Race is 'raced by people like you', a proposition that has been taken to the heart of the people of China where it is seen as 'the people's race'. Crew members were given a rock star welcome. Qingdao residents clamoured for autographs and to have their picture taken with the sailors.

There are more than 40 nationalities represented by those taking part in Clipper 11-12, including more than 20 Australians. They transcend language and cultural barriers to form friendships that will last a lifetime.

Of the 490 people taking part around a quarter have signed



up for the full 40,000-mile circumnavigation. Others tackle one or more of the individual legs.

The next edition of the race, Clipper 13-14, looks set to break records for the number of Australians who will take part. Already more than 40 have signed up for the ninth edition of the race which will see the introduction of a brand new fleet of 70-foot yachts. The Clipper 70s, designed by renowned naval architect, Tony Castro, are currently under construction in China and the first of them is due to enter service

**COLOURFUL LINE UP**  
Race 8 of the 15 race series brought the Clipper fleet into Qingdao, China.

later this year.

Not only will the yachts be bigger, so will the fleet. There will be 12 yachts contesting Clipper 13-14 and race organisers, Clipper Ventures, have an option to order four more. It will be the world's largest matched fleet of ocean racing yachts. They are identical, from the shape of the hull to the number of sails and the galley equipment.

Demand for berths on the race has never been higher and places are being snapped up fast.

There is no requirement for any sailing experience at all. Indeed almost half of those who take part have never set foot on a boat before they embark on their rigorous and compulsory pre-race training programme. Even experienced sailors go through the same training programme as the values of the Clipper Race are founded on safety.

In addition to the exhilarating challenge of taking on the world's oceans, the race also provides a unique platform for sponsors to develop trade, tourism, cultural and educational links. ⚓



**50% OFF R.R.P OF ALL NO SKIDDING ANTI SLIP DECK TAPES**  
**ALL BOATS UNTIL 1<sup>st</sup> May 2012**

No Skidding® Anti Slip Tapes are being widely used throughout the sailing community on six continents and thousands of boats worldwide. Try out new Carbon 5200 Series, reduces weight and is extremely durable.

**Some Current Users**

-Wild Oats XI - Wild Oats X - Loki - Shogun - Southern Excellence - Living Doll - Transfusion - Malaghai - Ragamuffin – Hooligan-

**A RANGE OF SIZES AND COLOURS AVAILABLE!**

**www.noskid.com.au – 1800 NO SKID – 02 9939 0708**

Southern Environmental Services Pty Ltd (ABN:96 000 653 823) Distributors for No Skidding® Products, Inc. Canada







**TIGHT RACING**  
The star IRC boat at this year's Bay of Islands Racing Week was the Ker 40 *Ice Breaker*. Below: The crew of V5 enjoy some down time.

**BAY OF ISLANDS  
SAILING WEEK**

## Racing the bay

NINE DIVISIONS SLUGGED IT OUT IN A PROTEST-FILLED BUT FRIENDLY REGATTA. LESLEY HASLAR REPORTS FROM NEW ZEALAND'S BAY OF ISLANDS.

Sunshine, blue skies and a light breeze set the scene for Bay of Islands Sailing week's tenth anniversary in January. Opua Marina was the tropical meeting place for sixty racing yachts which engaged in a class bout of speed versus tactics. Four days of competition offered a display of crisp white sails and multi-coloured spinnakers to thrill even the most jaded of spectators.

Nine divisions accommodated the 'big boys' through to Cruising Divisions (Island Passage) and Sports Boats. Two Divisions, Young 88 and Elliott 5.9, each raced for an additional prize of new spinnakers sponsored by Westpac. For the second year boats strived for the honour to 'fly the spinnaker', a nod to the Tour de France concept conceived in

1919 where the daily winner wears the yellow jersey for the next race. *War Machine* (Young 88) and *Bandit* (Elliott 5.9) accepted the rewards at Prize Giving with beaming smiles.

Traditionally, It's been a friendly regatta for the past two years without any protests, but the Jury was busy this year dealing with nine. A Division in particular was intense out on the race track, with close encounters galore resulting in a few differences of opinion.

New kid on the block *Ice Breaker*, a Ker 40 built in China by McConaghy, was the star IRC boat. She certainly went head to head with *Wired*, *V5* and *Kia Kaha*. *M1*; *Sea Harmony*, *Starlight Express* and *Carrera* balanced the division resulting in very tight racing overall. ⚓  
[www.bayofislandssailingweek.org.nz](http://www.bayofislandssailingweek.org.nz)







## Keel boat battle

THE 2012 NZ KEEL BOAT CHAMPIONSHIPS ATTRACTED SOME QUALITY COMPETITORS REPORTS TOM MACKY.

**T**he 2012 NZ Keel Boat Championships were run on March 3-4, by Royal Akarana Yacht Club in the one design Farr MRX Fleet.

Unfortunately the racing was compressed when a weather bomb hit NZ on the Friday night and sailing had to be abandoned on Saturday when

south westerly's gusted to 40 to 50 knots in the race area for most of the day. Fortunately Sunday brought an ideal shifty 10 to 20 knot south easterly breeze off the land which provided challenging racing conditions with plenty of passing opportunities in the closely matched fleet.

With just 6 races able to be sailed

**GUSTY & SHIFTY**  
With wild weather interrupting racing at the 2012 NZ Keel Boat Championships the challenging conditions made for some highly competitive racing.

and the closeness of the fleet, there was intense competition at the starts and mark rounding's, resulting in a number of protests needing to be resolved before the final placings could be settled.

Results were evenly spread with four crews sharing the six guns. Will Tiller's crew, however, sailed a stand out series, winning three races and never dropping below fourth place showing a unmatched ability to recover from a poor first lap to finish in the top three. South Island Young 88 Champion Anthony Leighs finished second, quickly recovering from a slow start to the regatta. Andrew Wills crew sailed consistently this year to finish third.

Just six points separated the next five crews led by Alan Quere's New Caledonian team who finished fourth in their fourth appearance in this regatta.

Judging by the enthusiasm of the sailors at the barbecue prize giving after racing, the quality of the competitors and the close racing this year should lead to a revival of importance of the NZ Keel Boat championships in NZ's national keel boat sailing calendar. ⚓

**FARR400**  
ONE DESIGN

**Grand Prix Racing is now available to Everyone**

**FARR400 - The Next Generation, All Carbon, One Design Racer.**

[www.farr400.com](http://www.farr400.com) • [sales@farr400.com](mailto:sales@farr400.com)

Dubai Investment Park • PO Box 282777 • Dubai U.A.E. • T: + 971 (0) 4 886 8555 • F: + 971 (0) 4 886 8500 • [info@pct.ae](mailto:info@pct.ae) • [www.pct.ae](http://www.pct.ae)

**PREMIER**  
COMPOSITE TECHNOLOGIES LLC





## Winter warm up

WITH ENTRIES OPEN FOR THE 2012 AUDI WINTER SERIES, OVER 140 YACHTS ARE EXPECTED TO TAKE PART IN A COLOURFUL SEASON OF RACING  
REPORTS JENNIFER CROOKS.

**E**ntries are now open for the popular Audi Winter Series, which has been part of the Cruising Yacht Club of Australia's sailing calendar for almost as long as the Rushcutters Bay clubhouse has been operating.

The CYCA together with naming rights sponsor Audi Centre Sydney have announced an exciting programme which is already attracting some high calibre entrants. The Audi Winter Series commences each year with the traditional Ladies

Day and Great Veteran's Race, (22 April) followed by the pointscore races and concluding with the final Ladies Day race (15 July) before many of the boats head north in the Audi Sydney Gold Coast Yacht Race and other east coast races.

The Great Veteran's 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 22 April 2012.

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 and is sailed in a competitive but fun atmosphere around the harbour.

Entries are now open for eligible veteran yachts to compete for the historic Windward Trophy. The Great Veteran's 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. All entrants in the Audi Winter Series can participate in the Ladies Day race but must complete a separate online entry.

The Audi Winter Series pointscore starts on Sunday 29 April with eleven races for nine spinnaker, two non-spinnaker and a Sydney 380D division. The pointscore series will consist of 10 races, with up to three drops allowed, if all ten races are completed. The race scheduled for Sunday 10 June will be a non-pointscore race. The opening and closing Ladies Day events on 22 April and 15 July do not count towards a yacht's overall series pointscore.

CYCA Commodore Garry Linacre invites yacht owners to participate in this great Winter tradition. "I would like to encourage owners to enter. It is one of the longest ongoing series' on Sydney Harbour that attracts over 140 boats every week.

"I would also like to acknowledge the sponsorship of Audi Centre Sydney of this fantastic Audi Winter Series, the Youth Sailing Academy and the Audi Sydney Gold Coast Yacht Race. Audi is one of the largest corporate sponsors of competitive yachting in Australia and has been sponsoring the CYCA since 2007," Commodore Linacre added.

Audi Centre Sydney Dealer Principal, Joe King, said "We look forward to working closely with the CYCA to bring the Audi brand even closer to the Club's members. Audi has been a keen supporter of competitive sailing for some years now as we see clear parallels between the automotive industry and sailing in terms of technology, competitiveness and progressive thinking. We are excited to again support 'anchor' events such as the Audi Winter Series and the Audi Sydney Gold Coast Yacht Race," Mr King said.

The Audi Winter Series Launch Cocktail party will be conducted at Audi Centre Sydney on Wednesday 18 April from 6.30pm to 8.30pm. ⚓

[www.cyca.com.au](http://www.cyca.com.au)

**WINTER SERIES**  
The Audi Winter Series has become a great tradition and attracts over 140 yachts every week. Racing begins on April 22 and promises to deliver some exciting moments.



## 2011 Divisional Winners

- Division A1** *Quest*, Bob Steel  
**Division A2** *Ichi Ban*, Walter Lewin and Matt Allen  
**Division B** *Mr Beaks Ribs*, David Beak  
**Division C** *Solahart Rum Jungle*, Tony Johnson  
**Division D** *Eye Appeal*, John Markos and Michael Delaney  
**Division E** *Skeeter*, Sandor Tornai  
**Division F** *Perfect Match*, Alun Lewis  
**Division G** *New Territories*, James Francis  
**Division H** *The Holy Gale*, Jason Klaas  
**Division J** *Elusive*, Paul Billingham and Pete McGee  
**Division K** *MRX*, Jon Short and Miles Bastick  
**Sydney 38 Division** *Wild One*, Larki Missiris

## Harbour safety

*Sydney Harbour is a busy waterway and competitors in the Audi Winter Series will be sharing it with large commercial vessels, ships and ferries.*

Large vessels are restricted to particular channels and are also restricted in their ability to alter course due to their size and need a large area to turn and stop.

Competitors must maintain a minimum distance of 200m from the bow of any ferry and 500m from the bow of any ship, and no less than 30m from the sides and stern of any ship or ferry underway, except for warships which require 200m and no less than 60m from the sides and stern. Always be aware of their wind shadow.

Additionally, some commercial ferries on Sydney Harbour display an orange diamond shape which grants priority (right of way) over sailing vessels. This is an exception to the 'power gives way to sail' rule.

Recreational boats, both power and sail, should keep well clear of large vessels and ferries and:

- Do not cross ahead of large vessels or ferries unless well clear. Even when hundreds of metres away, your boat may disappear from the ship master's view from the bridge.
- Always keep to the starboard side of a channel.
- Do not cross a channel if you are going to impede a vessel which has to use the channel.

Shipping Sound Signal Meanings:

- One short blast – I am altering course to starboard (right).
- Two short blasts – I am altering course to port (left).
- Three short blasts – I am operating engines astern (stopping).
- Five (or more) short blasts – I'm unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision.

NSW Maritime provides more information regarding big ships and small boats on its website, including map sections showing the shipping channels.

Visit [www.maritime.nsw.gov.au](http://www.maritime.nsw.gov.au)

or call the info line 13 12 56.

NEW OFFICE  
IN AUSTRALIA



member of  
the  
spliethoff group

## AUSTRALIA

Sevenstar - Australia Agencies  
20 Sarah Street, Mascot NSW 2020

Phone:  
+ 61 2 9693 2100  
Email:  
[info@sevenstar-australia.com](mailto:info@sevenstar-australia.com)

## NEW ZEALAND

Navigator Shipbrokers Limited

Phone:  
+ 64 9 302 3753  
Email:  
[yachts@navship.co.nz](mailto:yachts@navship.co.nz)



Head Office  
THE NETHERLANDS





## Sunshine Coast set

AN EXCITING RACE PROGRAMME FOR SAIL MOOLOOLABA IS DESIGNED TO ATTRACT A WIDE RANGE OF AGES AND CLASSES.

**S**ail Mooloolaba has announced a change to the 2012 week-long celebration of sailing and racing will now take place from June 23 to July 1.

Event Organising Committee Chair, Tracey Johnstone, explained that it was important to place the event within a set of dates that would be both sustainable within the Queensland and national sailing calendar and would not clash with other existing Sunshine Coast sailing events.

"The new and long-term dates are based on capturing a greater number of youth sailors to the Dinghy division of the event allowing them to compete in Mooloolaba in the first part of the school holidays before heading south to Brisbane for the youth events conducted at Royal Queensland Yacht Squadron.

"For the older sailors we are still offering a number of dinghy classes along with the exciting big boat events, match racing and radio controlled yachts," Tracey says. "This is our second year under the banner of Sail Mooloolaba. In our first year we hosted over 570 competitors, volunteers and supporters from Queensland, NSW, Victoria, West

Australia and Tasmania. In the Dinghy division we had 106 boats competing.

"The concept of a week of celebrating sailing through different disciplines came about through the desire of the Sail Mooloolaba partners wanting to place Mooloolaba back on the map as the venue for all things sailing and of course, increase our participation numbers. The partners are Maroochy Sailing Club, Mooloolaba Etchells Fleet, Mooloolaba Yacht Club, Noosa Yacht & Rowing Club and the Australian Sports Boat Association," Johnstone said.

Sail Mooloolaba is a series of sailing events that incorporate several different classes and styles of sailing. The week starts with the Keel and Sports Boat Regatta on Saturday 23rd and Sunday 24th June, hosted by Mooloolaba Yacht Club and the Australian Sports Boat Association. This event will include IRC, Performance Racing, Cruising Spinnaker and Cruising Non-Spinnaker classes. There will even be a Franco-German Challenge on the Saturday.

President of the Australian Sports Boat Association, Darren Spence, has scheduled Sail Mooloolaba as the

venue for the 2012 Queensland ASBA Sport Boat Championship. "I expect at least 20 sports boat, including SB38s, will take advantage of the great Mooloolaba venue, both on and off the water," Spence said.

The final weekend on Saturday 30th June and Sunday 1st July will see a return to serious racing with the Dinghy division and its 15 invited classes competing on Mooloolaba Bay. The Dinghy division's Event Manager, Maroochy Sailing Club's David Thomson, has extended an invitation to Laser, Laser Radial, Laser 4.7, Optimist, Moth, 420, 505, Heron, Sabre, Sharpie, 29er, Hobie 16, A Class, Contender and Sabot classes to compete.

"Out of the list of invited classes we are expecting at least six classes including the spectacular Moth class," he says. "Depending on the weather, we could see up to 150 boats on the water on the dinghy weekend. There has been a lot of enthusiasm for the event with people saying that they love the convenience of the venue and the quality race management.

"There's still opportunity for further classes to enter," Thomson said. ⚓ [www.sailmooloolaba.yachting.org.au](http://www.sailmooloolaba.yachting.org.au)

**CALLING ALL CLASSES**  
This year's programme for Sail Mooloolaba is expected to bring up to 250 boats competing in a variety of classes and events from dinghies to big boat match racing.





**CLIPPER**

**ROUND THE  
WORLD**

**13-14**

**RACED BY PEOPLE LIKE YOU**

**YOU?**

**MECHANIC**

**TAXI DRIVER**

**CEO**

**NURSE**

**STUDENT**

**HOUSEWIFE**

**FARMER**

**VET**

**CREW  
WANTED**

**CLIPPER 13-14  
12 NEW YACHTS  
40,000 MILES  
1 GLOBAL YACHT RACE**

Compete in the challenge of a lifetime and race across oceans in the world's longest yacht race. Crew selection is on for our brand new fleet of ocean racing yachts that will sail from the UK next year, in the Clipper 13-14 Race. No sailing experience necessary.

Our comprehensive training programme will prepare you for an extraordinary race over five oceans. You can sign up for a single leg, combine several or complete a full circumnavigation. Discover more and get your application pack today.



[www.clipperroundtheworld.com](http://www.clipperroundtheworld.com)





**BENETEAU**

Be **FIRST** - Back to the Club

Be **FIRST** to the Anchorage

**SPECIAL OFFER:** First 30,35 & 40: Genoa furler, Bowsprit, 12v fridge, Water heater, 220v circuit, Battery changer, Cockpit shower H/C all these equipments **FREE OF CHARGE** Talk now to your local dealer!

**First 21.7 S | First 25.7 S | First 30 | First 35 | First 40 CR | First 45 | First 50**

**Western Australia**

Squadron Marine Brokers  
T : 08 9386 9200  
squadronmarinebrokers@bigpond.com

**New South Wales**

Vicsail Pittwater  
T : 02 9999 0944  
info@vicsailpittwater.com.au

**Victoria**

Sundance Marine  
T : 03 9598 8999  
info@sundancemarine.com.au

**Queensland**

Ensign Ship Brokers PTY LTD  
T : 07 5532 1122  
tony@ensignbrokers.com.au

**New South Wales**

Vicsail Sydney  
T : 02 9327 2088  
info@vicsail.com

**Tasmania**

Sundance Marine  
T : 03 6244 6068  
info@sundancemarine.com.au

**New Zealand**

Yachtfinders global Auckland  
T : 64 9 377 3328  
info@yachtfindersglobal.co.nz

**New Zealand**

Yachtfinders global Picton  
T : 64 3 573 8194  
picton@yachtfindersglobal.co.nz

\*This offer is valid until 31/05/2012 and can not be combined with other sales offer.



**D**riven by competition and fuelled by technological advances, which in turn reduces manufacturing costs, your hard earned dollar buys a lot more boat nowadays in this sector. Also, the strong Aussie dollar means there's never been a better time to import a yacht, especially where the Greenback's concerned.

Money of course plays a large part in decision making and the cost of campaigning, if you get serious, is another component. Ranging in price from around the \$250-\$400k mark, our selection illustrates the variety of quality and performance available in the hottest sector of cruiser racers – the 36-42 foot category. But I've also thrown in a couple of noteworthy boats at either end of the spectrum with the Aquila RP45 a grand prix level boat and the exciting Archambault A27, perhaps a mini prix option.

Defining the modern cruiser racer – something that blokes leaning on yacht club bars with Bundy and Cokes are partial to doing – gets interesting, depending on who you talk to or which yacht dealer wants your business. After all, a heated up cruiser with carbon sails and folding propeller will only take you so far; it just depends on how far you want to go.

For fast passage making an efficient sailing boat, typically a slippery hull with enough keel to hold up a decent set of sails, does the business. But once you start playing with the cruiser racer trade-off things become complicated. "Every yacht racing to a rule in the modern era including IOR, CHS, IMS, IRC and ORCi is penalised for stability," says Andrew Parkes from X-Yachts Australia. "The reason for this is because stability makes the boat faster but at the end of her racing life stability also makes the boat safer, faster for cruising and passage making, and more comfortable at sea".

"How does she rate?" is a good question asked regularly by potential owners. In reply designers cite the characteristics of the relevant rating rules which leads to what's called 'typeform' or common characteristics of best design. For instance the current IRC rule has been accused of favouring smaller cruiser racers in the 40 foot range with good TCCs. Simplified rigs with swept spreaders, short-footed headsails and generous spinnaker area work well under IRC as do stubby hulls with maximised waterline. But the plot thickens, as competing with this is the ORCi rule, another that is likely to affect designs but this is an open rule unlike the secretive IRC.



## HORSES FOR COURSES

THE CRUISER RACER MARKET IS ONE OF THE MOST EXCITING SECTORS OF OUR SPORT RIGHT NOW, REPORTS KEVIN GREEN.

### HULL

Hull shape is another interesting area, continually being refined with computer controlled fluid dynamics models nowadays. Managing beam and volume is a never ending struggle in the cruiser racer world because what works for the weekend family trip doesn't necessarily work when going hard to windward or indeed running at an angle with large asymmetric flying. For instance too fine a forward section with too much beam aft can put a boat bow down so a wet boat is the last thing you

**FIRST & FOREMOST**  
Three cabins, dual head access and a fully fitted interior are all reasons why the Beneteau First 40 is a best seller with cruisers as well as dedicated racers, with a price tag that won't upset your accountant.

want when in cruising mode. Hard chines and swept up stern sections are popular ways of minimising beam where it's not wanted. Another option for getting the family boat hard to windward is to stiffen the hull while lightening it and increasing the bulb weight as Dehler Yachts has done on its new 41.

"The cruiser racer is designed from the keel up to be fast and nimble on the race course with well shaped foils, narrow entry at the waterline and a modern rig plan," says Dehler importer Windcraft. The new model Dehler 41 illustrates this point pretty clearly with its focus on weight and stability – removable cockpit furniture and lead keel – ticking some important boxes.

Hull construction varies among these GRP built boats with some using the latest vacuum infusion methods which ensures consistent density and offer a superior strength to weight ratio.

Returning to the point of slippery hulls, minimised skin fittings and of course foils can play a major part which leads certain designers to incorporate twin rudders across some models. Originally a feature for single hand racers and big race boats, twin rudders are available on the new Archambault 27 while Elan's performance range, such as the 350, has long favoured them. Designer Rob Humphreys is a strong proponent. His recent tank testing found twin rudders to have four times the force of a skeg rudder. "Much of the distinction comes from the fact that the twin rudders are operating in clean water whereas centreline rudders – of whatever denomination – are operating in a disturbed 'second-hand' flow coming off the keel," said Humphreys. Hanse Yachts favour them on some of their cruising range and here the advantages include built-in redundancy but the downside of course can be going astern.

Rig design is yet another key area and a variable in the power-weight equation. Most of the boats in this selection offer optimised rigs ranging from lightweight alloy with rod rigging to full carbon spars and shrouds. Interestingly in recent design work Argentinean designer Juan Kouyoumdjian focused on stabilising a boat's centre of effort resulting in last year's Beneteau First 30 which has the mast directly above the keel. The result is very a balanced boat (and in cruising mode, one that can be steered with minimum amps from the autopilot).



**DECK**

Deck gear is the area that often unravels the hotted up-cruiser with pretensions to race hard. Race loads are typically much heavier especially combined with the latest and flattest carbon sails on heavier hulls. Take the owner I met last year who'd bought a very expensive cruising boat and then wanted to race it seriously. He was advised to fit the latest North Sails 3DLs and to manage them, non-stretch sheeting was run. Despite the high quality of this boat most of the deck fittings failed under the greater loads.

Apart from oversize winches, heavy backing plates and quality fittings, other good features on serious cruiser racers can include pop up cleats (as on the new Xp38), flush topside fittings such as hatches and plenty of length in car tracks, not to mention tweaking gear like barber haulers. Retractable bowsprits also give the flexibility of good angles to fly an asymmetric combined with the ease of handling in marinas.

**INTERIORS**

If you want your family long weekend cruise to be more than a one-off event some real creature comforts are necessary. These might include a fully fitted bathroom with showerhead (and enough tankage), cabins with doors and a fully equipped galley. Small items can make a big difference like opening side hatches in the saloon, as on the First 40CR, and an engine with a big enough alternator to run an inverter for the kids' portable DVD player. Bunks with thin cushioning will suffice for comatose off-watch crew but not your guest with a dodgy back so visco mattresses are good. Versatile interiors are useful as well such as on the brand new Dufour 36 Performance. Its forward cabin has twin doors and both rooms can be split into separate sleeping bunks which makes the Dufour 36 Performance one of the most versatile layouts in this selection. We have presented these nine new cruiser racer selections alphabetically for your perusal. They all offer different attributes from a range of designers and yards. But all share the ability to race hard and fast when needed, and cruise leisurely in comfort on that weekend escape.

**MINIMALIST**  
Right: The Reichel Pugh designed Aquila RP45 keeps the emphasis on the racer part of the cruiser-racer equation. Aquila RP45 is fitted for racing but does have twin burner stove, sink and proper bunks for cruising.



*The Reichel Pugh designed Aquila RP45 is at the performance end of the cruiser racer spectrum.*

**AQUILA RP45**

The result of a collaboration between Reichel Pugh and Chinese Olympic builder Sino Eagle Yachts, the Aquila RP45 looks to have lots of potential for serious racers and is very much at the performance end of the cruiser-racer spectrum.

Builder Sino Eagle Yachts did the pre-preg carbon work and the Olympic rowing shells are builders of the new Aquila power cats as well as Leopard and Sunsail 38 sailing catamarans. The vacuum bagged hull is made of e-glass/epoxy/foam core composite construction with carbon reinforcements for all chainplate connections, mast collar, keel head area, bottom, hull stiffeners, rudder bearing, and bowsprit bonding.

On deck she has a grand prix layout with a modern open transom, shallow cockpit floor and low windage geometry from the cabin. Eight Harken ST50s are used to control the lines, including two at the transom for the running backstays. Aloft is a Southern Spars carbon double spreader, single backstay and fixed forestay rig. The bowsprit makes the design modern but also optimized for racing and spinnaker handling (the RP45 has a provisional IRC rating of 1.253).

Below decks is minimalist with moulded recesses and bare bulkheads. There's a double V-berth and double bunks on either stern quarter with bench seating in the saloon with starboardside dinette and table. Jean Raas from Sino Eagle has told us they are looking for an Australian dealer. They have a fully optioned boat for sale in Annapolis right now for USD \$499,000. [www.aquilasailingyachts.com](http://www.aquilasailingyachts.com)

MODEL	Aquila RP45
DESIGN	Reichel Pugh
LOA	13.3 m
LWL	-
BEAM	4.20 m
DRAFT	3.10 m
ENGINE	29Hp
SAIL AREA	mainsail & genoa 120 m <sup>2</sup> , main / assymetric 265 m <sup>2</sup>
WATER CAPACITY	88 litres
FUEL CAPACITY	88 litres
DISPLACEMENT	6350 kg
PRICE	US\$499,000 ex-factory China





**CROSSING OVER**  
Left: Described as a 'cross-over boat', the Archambault A27 has several keel options including lifting. Right: The First 40CR is an iconic modern cruiser-racer and a regular on the Rolex Sydney Hobart podium.



*The Archambault A27 is a serious cruiser racer with versatility and a predicted favourable IRC rating.*

*The First 40CR boasts the higher stability of a lead bulb keel and a tall regatta rig.*

## ARCHAMBAULT A27

The A27 is now in production and is described by the French builder as a 'cross-over', which we take to mean multipurpose. The A27 takes her place in the range between the Surprise and the A31. "We are evolving in a niche market, so we do not have many direct competitors, especially in this size of boats," said MD Camille Dumalanède.

Built as a serious cruiser racer with strong emphasis on the go-faster aspect of the boat this 27 footer looks versatile and can expect a favourable IRC rating like her siblings. Given the pedigree and local success of its bigger siblings, including winning the Audi Championships here, this boat should excite.

Dumalanède told us that the aim of the new boat is provide sailors with fun, performance and comfort. Down below either a racer or cruiser layout is available. The latter includes a closed head, galley, saloon table and up to six berths. Keel options include fixed with lead bulb or swing and both single and twin rudders are available. For power either an outboard or inboard can be optioned.

The first hull debuted at the Paris Boat Show in December and looked to have a lot of sports boat attributes including flared top sides with an elongated cockpit, dominated by the large tiller. Hull and deck are vacuum infused polyester.

The alloy rig supports a furling genoa with masthead asymmetric running off the retractable alloy bowsprit. Harken deck gear, including four winches control the lines and the mainsheet track runs just behind the tiller.

[www.archambault-boats.eu](http://www.archambault-boats.eu)

MODEL	A27
DESIGN	Joubert-Nivelt
LOA	8.35 m
LWL	-
BEAM	2.98 m
DRAFT	2.1 m swing or 1.75m fixed
ENGINE	Outboard or Yanmar 29Hp / 21Kw
SAIL AREA	mainsail 24 m <sup>2</sup> , genoa 18.50 m <sup>2</sup> , asymmetric 71 m <sup>2</sup>
WATER CAPACITY	-
FUEL CAPACITY	-
DISPLACEMENT	4800 Kg (10,582 lbs)
PRICE	TBC

## BENETEAU FIRST 40CR

The Farr designed First 40 replaced one of the French company's biggest sellers – the 1000 boat selling First 40.7 a few years ago and has gone on to distinguish itself in its own right. On the race track locally it's been a regular on the podium at Rolex Sydney Hobarts. Favourably optimised for IRC (TCC: 1.090), a major selling point for serious racers, buyers usually opt for the higher stability and stiffness of the lead bulb keel and the taller regatta rig. This includes rod rigging, symmetrical spinnaker gear and barber haulers. Further increasing stability and performance would include carbon spars. The good news is that much of this is now standard in this latest CR – Club Racer version. Further optimisation to this well established cruiser racer has included an upgraded monolithic GRP hull which shows a very clean underwater profile with narrow bulb keel, deep spade rudder and maximised waterline.

A single large wheel dominates the cockpit with mainsheet track near the binnacle while removable lockers gives a race crew more working space to operate the six Harken winches.

Below decks, a three cabin layout has the owner's V-berth with ensuite head – which has a second door for crew use. The fully fitted saloon, by Nauta Design, seats a full race crew while the two burner stove/oven can cook for them as well. A competitive basic price is reached by minimising internal cruising gear so fridges and hot water are among the options.

[www.beneteau.com](http://www.beneteau.com)

MODEL	First 40CR
DESIGN	Farr Design
LOA	12.58 m
LWL	10.67 m
BEAM	3.89 m
DRAFT	2.45 m
ENGINE	40 HP
SAIL AREA	-
WATER CAPACITY	200 litres
FUEL CAPACITY	130 litres
DISPLACEMENT	7,900 kg
PRICE	\$295,000 (CR with deep lead keel)





**DUAL PURPOSE**  
**Left: The Dehler 41** is built with IRC optimisation, with options of a lead keel and carbon rig. The interior offers either two or three cabins with Mahogany finishes throughout.  
**Right: The Dufour 36 Performance** covers both sides of the cruiser racer equation at a competitive price.



*The Dehler 41 is built with IRC optimisation, with options of a lead keel and carbon rig.*

*The Dufour 36 Performance on paper covers both sides of the cruiser racer equation at a competitive price.*

## DEHLER 41

These German built boats have a 50 year history and are well known for quality and performance. With the takeover by Hanse, the brand increases its impetus with the stylish looking Dehler 41. Along with the new Dehler 32 these boats score highly in aesthetics as well as quality.

John Cowpe from dealer Windcraft has supplied two of these boats to Australia so far this year along with a Dehler 32 (\$188,000) and says customers can take two distinct paths. The performance cruising orientated path has a flush mounted furler, cockpit table, folding bathing platform, microwave, inverter and moderate draft. With IRC/ORCi racing in mind the second path would be a deep lead keel, carbon or alloy rig with movable bowsprit, open cockpit and forestay taken right to the stem. The 9/10 fractional rig comes with two swept back spreaders, no runners and non overlapping headsails of 106% with symmetrical spinnaker.

The hull layup is vinylester foam core and built using the infusion process. Attached can be a T-shaped racing keel or for cruising, the L-shaped keel with less draft.

Below decks accommodation can be either three or two double cabins with bathroom near the companionway. The lustrous wood fitout gives both a quality and classical look while key cruising needs are well met in the form of opening side hatches and visco mattresses. The saloon dinette wraps around a full sized table with keel stepped mast adjoining while a two burner stove/oven and plenty of locker space should ensure happy cooks in the galley.

[www.windcraft.com.au](http://www.windcraft.com.au)

MODEL	Dehler 41
DESIGN	Judel / Vrolijk
LOA	12.40 m
LWL	11.50 m
BEAM	3.93 m
DRAFT	(std / racing): 2.15 m / 2.40 m
ENGINE	40HP Yanmar
SAIL AREA	mainsail 55.0 m <sup>2</sup> , genoa (105% furling) 37.0 m <sup>2</sup> , spinnaker: 149 m <sup>2</sup>
WATER CAPACITY	295 litres
FUEL CAPACITY	110 litres
DISPLACEMENT	8195 kg
PRICE	\$351,000

## DUFOUR 36 PERFORMANCE

The brand new Dufour 36 Performance looks to be an ultramodern design from this iconic French builder, filling the gap between the 34 and the 40. The Umberto Felici GRP hull comes with contemporary chine astern, steep topsides and a race-orientated cockpit with open transom. Versatility in the cockpit is good thanks to removable lockers and six winches while the twin wheels give both control to the racing steer with access to the drop down swim platform.

The interior features useful sized settees in the dinette which has a cruising style table behind the keel stepped mast. Moabi woodwork provides warmth and functionality. Accommodation looks good with a double forward and aft. Twin doors open into the forward cabin and both rooms can be split into separate sleeping bunks which makes the 36 one of most versatile layouts in this selection. In the portside galley a stove oven and plenty of work surfaces with fridge ensure good cruising credentials.

Hull construction is hand laminated GRP with PVC foam core while the deck is injection moulded with foam and Balsa core. A slippery underwater profile should ensure the 36 is quick to windward aided by deep bulb keel and spade rudder.

Hull shape aft, as per convention, has plenty of volume with flatness for aiding running with gennaker or asymmetric kite. Outside shrouds with hull chainplates supports the alloy rig while up front the retractable prodder deploys for an asymmetric kite.

[www.dufour.com.au](http://www.dufour.com.au)

MODEL	Dufour 36 Performance
DESIGN	Umberto Felici
LOA	-
HULL LENGTH	10.99 m
BEAM	3.61 m
DRAFT	2.20 m
ENGINE	Volvo 30hp Saildrive with 40HP option
SAIL AREA	-
WATER CAPACITY	220 litres
FUEL CAPACITY	90 litres
DISPLACEMENT	6400 kg
PRICE	\$245,000





**CLASS AND COMFORT**  
 Left: The Elan 410 has a three cabin layout with option of ensuite forward and at stern. Right: The J/111 has already proven itself as a racer in Australia



*The Elan 410 has a three cabin layout with option of ensuite forward and at stern.*

*The J/111 is a 36 footer with a high aspect rig, big racing-style cockpit and a functional saloon.*

## ELAN 410

The Elan 410 is another well established cruiser racer that's proven itself well internationally and has some local runs on the board. English designer Rob Humphreys described his creation of the Elan 410 as having the very best in fast and comfortable cruising, with enough racing pedigree to quicken the pulse of any sailor looking for some excitement out on the start line. The fractional rig has three mast options; standard, club performance and carbon grand prix. The standard sailplan has a symmetrical spinnaker and a non-overlapping headsail which favours both ratings – and sail handling in cruising mode. A single large wheel is specified, as opposed to the contemporary twin wheels on a boat of this size. Six Harkens take care of the running rigging in the well protected cockpit.

Below decks the Slovenian company's attention to detail is evident in a well fitted out interior. The dinette can double as day bunk while the galley with stove/oven will satisfy most cruising families. Storage space looks tops throughout the three cabin layout and the 40 HP engine will do more than simply get you out of the marina.

Down below crew are well looked after with a choice of three double cabins and even two heads if optioned. Below the waterline a clean hull form is stabilised strongly with the use of a lead keel bulb which also stiffens the boat upwind on the racetrack and allows plenty of sail to be held in stronger conditions.

[www.navsail.com.au](http://www.navsail.com.au)

MODEL	Elan 410
DESIGN	Rob Humphreys
LOA	12.27 m
LWL	11.28 m
BEAM	3.91 m
DRAFT	2.20 / 2.45 m
ENGINE	40 hp
SAIL AREA	mainsail 50.47 m <sup>2</sup> , genoa 41.28 m <sup>2</sup> , spinnaker 129.35 m <sup>2</sup>
WATER CAPACITY	355 litres
FUEL CAPACITY	145 litres
DISPLACEMENT	8,300 kg
PRICE	\$350,000 (includes Club Racing Pack)

## J-BOATS J/111

The American built J-Boats continue their reputation for toughness and performance in the shape of the J/111, a 36 footer with a large one-design fleet, mostly based in the US but with representation in Europe as well; and more recently in Australia.

In its first year of production the "one-eleven" has sold 76 boats globally, according to Australian dealer Ray Entwistle from Yachtspot. His Sydney based J/111, Jake, has campaigned strongly (2nd overall in the Spring series Div 1 SOPS and OPS on IRC, behind Bob Steel's TP52 *Quest*; 2nd again in the recent Sydney Newcastle race behind a Cookson 12).

Featuring a powerful new 56 foot Hall Spars carbon rig (that is six feet longer than the older J/105's yet has a VCG two feet less) the rig also comes with a carbon bowsprit.

The high aspect rig has non-overlapping headsails as favoured by IRC and the E-glass/vinylester vacuum infused laminated hull has little overhang with plenty of stability and stiffness thanks to the light rig and deep keel.

The big cockpit is dominated by a 60 inch diameter stainless wheel, giving fine control for the skipper and the mainsheet track is just ahead of the solidly built binnacle. There are four deck winches in total.

The saloon clearly favours functionality over style however, the practical open plan layout has an L-shaped galley, forward facing navigation station, a wet locker and two full length settee berths with option for additional fold-up sea-berths. Two aft quarter berths are standard, as well as a private forward head and removable V-berth.

[www.yachtspot.com.au](http://www.yachtspot.com.au)

MODEL	J/111
DESIGN	Alan Johnstone / J Boats
LOA	11.00 m
LWL	9.97 m
BEAM	3.29 m
DRAFT	2.19 m
ENGINE	21 HP
SAIL AREA	100% sail area (rig triangles) 61.6 663, mainsail & genoa 69.8m <sup>2</sup> , mainsail & asymmetric 167 m <sup>2</sup> , spinnaker (asymmetric) 130 m <sup>2</sup>
WATER CAPACITY	-
FUEL CAPACITY	-
DISPLACEMENT	4,216 kg
PRICE	\$320,000 (includes Hall Carbon mast)





**STABILITY**  
Left: The first Salona 38 is a performance optimised model with a versatile interior. Right: The Xp-38 is a quality high stability boat with the ability for serious racing.



*The Salona 38 is heading to Australia with a taller mast, rod rigging and a high-performance Ker keel.*

*The Xp-38 shows quality and strength for both serious racing and comfortable family cruising.*

## SALONA 38

Croatian based AD Yachts are building some interesting boats and their design house, J&J has involved Englishman and America's Cup designer Jason Ker in some recent builds including the 2011 launched Salona 38. Ker was brought in to design the performance keel with a lower centre of gravity and improve the ballast weight-ratio and other big names brought in include Dean Barker who tested the prototype off the Croatian coast.

On paper the Salona 38 looks to be a serious cruiser racer with a fully fitted interior and plenty of go-faster options. The Australian bound boat is coming with the performance pack of a taller mast with rod rigging and the Ker keel.

The GRP hull (with vacuum infusion an option) is strengthened with carbon fibre and a stainless steel internal frame integrates the mast step and shroud tie rods while high topsides give plenty of internal volume.

On deck the sheltered cockpit has a full set of six Harken winches and twin wheels while the mainsheet is right at hand for the steerer. Twin (adjustable) backstays further add to the clean transom and the sailplan relies on most power coming from the mainsail, aided by a small semi-overlapping jib – that can be roller furled.

Below decks a traditional wooden interior with either two or three cabin layout has one of the best fit outs in this selection thanks to double galley sinks, copious locker space and options for two heads.

[www.northsouthyachting.com.au](http://www.northsouthyachting.com.au)

MODEL	Salona 38
DESIGN	J&J design
LOA	11.50 m
LWL	10.15 m
BEAM	3.62 m
DRAFT	1.75 / 1.98 / 2.28 m
ENGINE	21.3 kW (29.1 HP)
SAIL AREA	mainsail (full batten) 45.50 m <sup>2</sup> , genoa (furling) 42.90 m <sup>2</sup>
WATER CAPACITY	180 litres
FUEL CAPACITY	100 litres
DISPLACEMENT	(Empty): 6,300 kg
PRICE	\$254,118

## X-YACHTS XP-38

Launching its new range of performance boats (the Xp-44, now the Xp-38 and later this year the Xp-50) the Danish builder is focusing on what it does best: fast offshore yachts. For the premium price tag you acquire a genuine dual purpose yacht with quality and strength to enjoy serious racing while the composite interior is lavishly fitted out.

The cockpit features bench seats, twin wheels and six winches to give true cruiser-racer functionality yet with plenty of weather protection and even a swim platform.

On the race track a high ballast-to-weight ratio means a stiff hull while also giving plenty of stability for comfortable family cruising. The 38 footer has an IRC rating of 1.075 as standard (1.090 with carbon rig and deep keel).

The new breed of Xperformance yachts has replaced the old steel internal grid with reinforced carbon to better take the loads from keel and mast. The flared hull with chine is epoxy foam sandwich, cured with vacuum infusion.

The two cabin interior combines hardwood finishes with composite bulkheads with the keel stepped mast dominating the front section of the airy saloon. A full sized rear facing navigation is portside and incorporates a sliding navigation station and navigator's seat.

Future orders include versions specified for racing under both IRC and ORC, for which the Xp 38 has been optimized, with options including a Southern Spars carbon mast, grand prix deck layout and deeper keel to add a further performance boost to this Danish performer.

[www.x-yachts.net.au](http://www.x-yachts.net.au)

MODEL	Xp 38
DESIGN	X-Yachts Design Team
LOA	11.58 m
LWL	10.36 m
BEAM	3.70 m
DRAFT	2.10 m (std), 2.40 m (deep)
ENGINE	Diesel 21.6 kW 29.0 HP
SAIL AREA	mainsail 46.2 m <sup>2</sup> (alloy), 48.0 m <sup>2</sup> (carbon) genoa (106%) 39.5 m <sup>2</sup> , spinnakers 130 m <sup>2</sup>
WATER CAPACITY	260 litres
FUEL CAPACITY	150 litres
DISPLACEMENT	6,410 kg
PRICE	\$410,000



# Xperformance

# NEW

## Xp 38



Xcruising 38 42 45 50

Xperformance 34 **38** 44 50 55 65

Xracing 35 41

x-yachts.com

### Pure Sailing Pleasure

The all new Xp 38 is launched and is the second member of X-Yachts' 4th generation Performance-Cruiser range.

The first, the Xp 44, was launched in April, and has been praised by the international yachting press, as well as being nominated for the European Yacht of the Year.

Both the Xp 38 and the Xp 44 are built with cutting edge technology to achieve superior sailing qualities.

Xp yachts are for those who don't want to compromise on "Pure Sailing Pleasure".

Contact Andrew Parkes to inspect and sail the new Xp 38 in Sydney.

X-Yachts Australia Pty. Ltd. +61 (02) 9719 9411 · x-yachts.net.au

**X-Yachts**  
WORLD CLASS SINCE 1979









It's been a big year for Darryl Hodgkinson and his Beneteau First 45, the aptly named *Victoire*. As if winning the CYCA's coveted Blue Water Pointscore for 2011 wasn't enough, Hodgkinson was also named the club's Ocean Racing Rookie of the Year.

"A lot of people have told me I'm the oldest rookie they've ever met," laughs the 63 year old Sydney plastic surgeon. "I wasn't really sure what it meant and then Steve Ainsworth from *Loki* came over and said 'I won that a few years ago too' and I said 'oh okay, that's good'. It gave me quite a boost."

Hodgkinson's journey to the podium has been a long and winding one. He started sailing Sharpies on Sydney's Georges River as a teenager and then developed his love of sailing when he moved to the United States in the 1970s. "I was in Minnesota and I got involved in sailing on the lakes on a little boat called a Force 5 which is a bit like a Laser. Then I went and lived in Virginia on the Chesapeake Bay and did a lot of cruising around there. Then I started sailing J24s which was great training."

When Hodgkinson returned to Sydney in 1990, not only had he been through medical school and won a scholarship to the prestigious Mayo Clinic but the sailing bug had bitten hard. Buying a racing boat was on his agenda. "I was sitting in the surgeon's lounge one day and someone had an Endeavour 24 for sale and I bought it for \$5000," he recalls. "That was in 1991. I did the Endeavour nationals and all that kind of stuff and sort of got into it."

## SWEET VICTORY

DARRYL HODGKINSON CREDITS THE SUCCESS OF HIS ENIGMATIC BENEteau FIRST 45 *VICTOIRE* TO CAREFUL PLANNING HE TELLS PAIGE KILPONEN

Hodgkinson's love of racing led him to move on to a Farr 31, then a J35 and a Sydney 38, all of which he campaigned steadily through the 1990s and early 2000s but after winning the 2008 Rolex Trophy Sydney 38 division, he felt the pull of ocean racing. "I thought 'do I really want to keep going around cans'? Maybe I want to do some ocean racing, so I decided I needed to be in a bigger boat that could handle the sea."

Enter *Poppy of Portland*.

Hodgkinson's hunt for a Beneteau 45 ended when he found the perfect, race-ready contender in the UK. He brought her back to Australia, charged former *Yendys* manager Danny McConville with preparing the boat for the 2010 race circuit and renamed her *Victoire*.

"It was a little bit presumptuous calling it *Victoire*," he smiles "but I thought 'I think I can win in this boat'. We started the campaign and it's just rolled on. We came second in the 2010 BWPS and we did well in the 2010 Rolex Sydney Hobart, winning our division and coming fifth overall. So we

sat down and said 'why don't we put in the effort to try and win the BWPS?'"

Explaining the strategy he and McConville conceived, it is apparent that Hodgkinson's approach is as much about commitment as it is about technical prowess. "We just kept rolling along and turning up. After the 2010 Hobart, the Audi IRC Australian Championships started off in Geelong, so we did that and came third and then we got second in the Audi Sydney Harbour Regatta. Then we came first in the Audi Sydney Gold Coast Yacht Race so that set us up to win the Audi IRC Australian Championship. We did a lot more miles in that boat than I did in my car."

*Victoire's* 2011 BWPS campaign culminated in the Rolex Sydney Hobart Yacht Race and, as Hodgkinson explains, the battle for points was always going to be hard fought. "We had *AFR Midnight Rambler* which was so hot – she's a very good boat with a very good crew, great sails and Ed's such an amazing campaigner. And then of course we had *Loki* and *Ragamuffin*. I mean they're pretty intimidating for somebody who has come up from a modest background and hasn't been big into serious ocean racing other than for three or four years."

Hodgkinson is reluctant to accept too much credit for his newfound status as 'one to watch'. For him it's all about the boat, his crew and planning. "I didn't just accidentally go and buy a boat. I thought about it carefully and engaged good sailors and had them committed to me."

I've known some of them a long time. Some of them have been going since day one but most of them have been with us for 3 or 4 years."

"We stepped up the navigation when Phil Eadie came along and we must give him credit. We've only ever had one professional and that's Sean Kirkjian (tactician) and he's somebody you have to admire. The way he can get a team going deserves a lot of credence. Danny McConville has a fabulous reputation and he works very well with the treasury department – my wife."

In terms of *Victoire's* role in Hodgkinson's success, he speaks of her like a trusted friend. "People have knocked *Victoire* because it's a bit of a caravan but it holds together. She's tough; she's stiff and pretty bulletproof. She's a truck not a caravan," he laughs. "I'm quite attached to her. Some championship boats have their own mystique about them and why they've done so well. Maybe *Victoire* has a little bit of that now." ⚓

### DOCTOR'S ORDERS

The success of *Victoire* hasn't happened by chance. Owner/skipper Darryl Hodgkinson has built a steady campaign through careful planning and a committed crew.





As winter creeps its chill into the southern states of Australia, Queensland is gearing up for yet another action-packed season of sailing. Yachting adventures from racing regattas to coral reef catamaran charters and bareboat charters attract a steady influx of boaties of all skill levels. There's something for everyone, whether it's taking in a world-class sailing event, escaping for a holiday on the water, or staying on the coast with easy access to day trips and cruises.

You don't need to be a professional sailor to enjoy the range of great-value packages on offer. Whether it's learning to sail on a bareboat adventure or joining a crewed charter, there is an experience that is sure to suit.

Charter boat experiences ranging from catamarans to racing yachts, tall ships to luxurious cruise ships, have long attracted visitors to Queensland. Jump aboard a day sail to the reef or around the islands, or watch the sun go down on a peaceful sunset cruise. Check out the sail and stay packages

## NO BARRIER

THE PRISTINE WATERS OF THE SOUTHERN PACIFIC OCEAN MEET THE QUEENSLAND COAST AND IT'S NEIGHBOURING STRINGS OF SUB TROPICAL ISLANDS TO CREATE A SAILING DESTINATION LIKE NO OTHER.

that include accommodation at some of Queensland's most popular tropical island resorts and luxury beachfront apartments.

Not only does Queensland offer some of the most idyllic sailing conditions to be found, there's also the attraction of warm waters and tropical islands, the Great Barrier Reef, and hundreds of attractions and activities easily organised during a boating adventure.

**COASTAL CRUISING**  
The islands and inlets of Queensland's coast attract sailors of all experience levels from seasoned sailors to first time bare boaters.

Stretching from the Gold and Sunshine Coasts to Townsville, the Whitsundays and Southern Great Barrier Reef, there is a thrilling line-up of maritime events, regattas and activities all year round.

Sail Paradise Gold Coast returned again in March this year and the Brisbane to Gladstone race in April is another hot ticket on the regatta calendar. The line-up of great sailing events continues right through to September, including the Etchells Australasian Winter Championships on the Sunshine Coast in June.

Head north in August for RQYS' signature offshore event, the Brisbane to Keppel Tropical Yacht Race. It's the perfect excuse to explore the wonders of the Capricorn region – from the peaceful Keppel Group of islands to Rockhampton.

Next up the Whitsundays host the Airlie Beach and Hamilton Island Race Weeks. Both are popular events for sailors, their friends and families, and there are some attractive Season of Sailing packages available.

While the final event on the calendar is Magnetic Island Race Week (1-6 September), you can choose your own Queensland sailing adventure over the summer months, as the 2012 Season of Sailing packages continue on into 2013 (see box of event dates opposite).

Grab a crew of family and friends for a fulfilled break in Australia's premier holiday sailing destination. The 2012 Queensland Season of Sailing brings together a calendar of spectacular sailing events.

### QUEENSLAND RACE WEEKS

#### GOLD COAST

Southport Yacht Club is the Gold Coast's premier sports club and plays host to Sail Paradise Gold Coast every March. Sail Paradise is becoming one of Australia's premier east coast yachting events. It will be sailed on courses set just off the surf-line of the Gold Coast's magnificent beaches. The entire concept has been based on a plan to provide the highest level of competitive and satisfying summer sailing for crews of a wide range of yachts – from Grand Prix to Cruising – and at the same time present the sailors, their families and friends the chance to enjoy the many holiday pleasures to be found on the Gold Coast.

#### BRISBANE TO GLADSTONE

This is an opportunity to see some of Australia's top offshore racing yachts start in Queensland's premier





## Races & regattas

**21 – 25 March**

**Sail Paradise Gold Coast**  
Gold Coast

**6 – 8 April**

**Brisbane to Gladstone Yacht Race**  
Gladstone

**7 – 10 June**

**Etchells Australasian Winter Championships**  
Sunshine Coast

**28 July**

**Audi Sydney Gold Coast Yacht Race**  
Gold Coast

**3 – 6 August**

**Brisbane to Keppel Tropical Yacht Race**  
Brisbane, Capricorn

**10 – 16 August**

**Airlie Beach Race Week**  
The Whitsundays

**17 – 25 August**

**Hamilton Island Race Week**  
The Whitsundays

**1 – 6 September**

**Magnetic Island Race Week**  
Townsville



offshore passage race, the Qantaslink 64th Brisbane to Gladstone Yacht Race from April 6-8, 2012.

Peter Harburg's RP 66 *Black Jack* skippered by Mark Bradford will be chasing Peter Millard's *Lahana* and Grant Wharington's *Skandia* who holds the race record of 20 hours, 24 minutes and 50 seconds. With Rob Hanna's Melbourne based TP52 *Shogun V*, Rod Jones Welbourn 50 *Audi Sunshine Coast Alegria V*, and Roland Dane's Corby 36 *Jessandra 11* entered this year, it should be an exciting contest to see who can claim the Courier Mail Cup with the lowest corrected time.

### SUNSHINE COAST

It's all about the people, the place and the competition on the June long-weekend. The annual Etchells Australasian Winter Championship attracts the best one-design sailors in Australasia to Mooloolaba on the Sunshine Coast for four days of intense sailing competition from June 7-10.

The strictly controlled one-design Etchells is one of the most competitive classes to race, with Olympians, World Champions and America's Cup sailors competing regularly in the class and in the Mooloolaba event. Add in warm winter weather, the welcome of the friendly locals, loads of accommodation choices, fun entertainment for the family, great food, and for the sailors easy access to the open water competition area right in front of Mooloolaba Beach, and you have the right mix for a great long weekend for the sailors, their supporters and all the spectators.

### BRISBANE TO KEPPEL TROPICAL YACHT RACE

The Brisbane to Keppel Tropical Yacht Race is hosted by Royal Queensland Yacht Squadron (RQYS) and is the club's signature offshore event. This year the race will take place from August 3-6.

The race was launched in 2007 and the inaugural event finished at Great Keppel Island. However this finish line would be short lived with the island closing for major reconstruction and the difficulty in anchoring boats in the shallows around the island.

In 2010 the race attracted high performance yachts *Black Jack* (Reichel Pugh 66), *Wild Oats X* (Reichel Pugh 66) and *Lahana* (98' Maxi). With these key entries, the race is set to become one of the biggest offshore races on the east



**ISLAND LIFE**  
Hamilton Island is the perfect base for exploring the Whitsundays. Audi Hamilton Island Race Week has become a hot ticket on the yachting calendar attracting spectators and yachties from around the globe.

coast of Australia.

The 348 nautical mile race will start just east of Green Island on Brisbane's beautiful Moreton Bay. The yachts will cruise along the shorelines of the world famous Fraser Island before crossing the Tropic of Capricorn bound for Keppel Bay Marina.

### AIRLIE BEACH RACE WEEK

Airlie Beach Race Week, from August 10-16, is a colourful regatta which attracts competitors, supporters and spectators from around Australia and

overseas to the sailing mecca of the Whitsundays. The event has grown in the past 22 years to become the largest keelboat sailing regatta held on the Queensland mainland coast.

Airlie Beach Race Week is a flagship event of the Whitsunday region, and with Audi Hamilton Island Race Week, showcases one of the world's greatest sailing playgrounds. Despite the very competitive nature of the racing, the Airlie Beach regatta is particularly popular for its relaxed, laid-back atmosphere. As the



humpback whales start their annual migration north from the Antarctica every year so do the keen southern sailors looking for warmer weather and perfect sailing conditions.

#### AUDI HAMILTON ISLAND RACE WEEK

Spectators and yachties from around the globe sail to Hamilton Island in August for Audi Hamilton Island Race Week, Australia's largest annual offshore keelboat regatta.

This year's Race Week will be held from August 17-25 and, as one of Australia's favourite yachting events, is now a firm fixture on the international sailing calendar. Competitors, family and friends come together to enjoy

You won't want to miss the Race Week Street Party with live music, kids entertainment, scrumptious food and a chance to mingle with the competitors. Sunferries Magnetic Island Race Week has something on offer for the whole family, whether its watching the racing from the beautiful beaches or enjoying the atmosphere of the island.

Magnetic Island is the place to be over the first weekend in September with something happening all over the island every day during Sunferries Magnetic Island Race Week. Children are welcome to join the festivities of the Magnetic Island Street Festival on Sunday 4 September.



the convivial atmosphere and unique camaraderie of the event's on and off-water carnival.

Racing is split into various categories, from Grand Prix class for top-class racers, to IRC Passage class, performance racing and sports boat classes. More recently, the introduction of a Superyacht and SB3 divisions has added yet another dynamic to the event.

The Hamilton Island Yacht Club and marina are home to the regatta during the excitement of Race Week. Join in the festivities and lively calendar of events, including gourmet meals prepared by celebrity chefs, fashion shows, golfing competitions and wine tastings.

#### MAGNETIC ISLAND RACE WEEK

Sailor, spectator or passerby, Sunferries Magnetic Island Race Week is sure to leave a lasting impression this September 1-6.

### SAILING DESTINATIONS

#### GOLD COAST

Sailing on the Gold Coast will give you a memorable and unique experience as you cruise through the Gold Coast's beautiful and tranquil Broadwater. There are many things to do when sailing on the Gold Coast, including swimming, sun basking, walking along the white sandy beaches of South Stradbroke Island and watching the wildlife both in the water and on the islands. The sailing sunsets are superb with the sun setting over the Gold Coast hinterland.

#### SUNSHINE COAST

The Sunshine Coast is Australia's one-stop sailing shop, accommodating all levels from novices to the seasoned sailor. Imagine cruising along with a warm breeze in the clear blue waters of

the Coral Sea, the sandy shores of the Sunshine Coast in the background. Sit back, relax and soak up the sunshine.

#### THE WHITSUNDAYS

Sailing through the famous 74 islands of the Whitsundays gives you a new perspective on a spectacular area. Visit secluded bays and inlets to experience the beauty of nature with hardly another soul in sight. Enjoy stunning sunrises and sunsets over uninhabited islands, and visit spectacular locations and famous landmarks amongst the islands of the Whitsundays.

Crewed yachts provide those with no sailing experience an opportunity to enjoy the pleasures of sailing in the Whitsundays while someone else does the work for them. Take part in any of these adventures from hoisting the sails to feeling what it's like to be at the helm of one of these graceful sailing classics, or if you prefer, you can lie back and relax and let the crew do all the hard work for you.

*Australian Traveller* readers have voted 'Bareboating in the Whitsundays' as the best cruise / yachting experience in Australia! With bareboating, you skipper yourself on your own private yacht charter and explore the magic at the Whitsundays at your leisure.

You can hire a fully equipped, and generally rather luxurious, vessel for a week or so of sailing in the Whitsundays, where you get to skipper yourself and choose your own course for the duration of your holiday. Bed linen, cooking equipment and utensils, TV/DVD player, navigational aids, spray jackets and stinger suits are often included. All you really need to do is provide the food, and even then, most companies can help you arrange provisioning so it's all there when you arrive to check in.

#### TOWNSVILLE

Townsville, in Tropical North Queensland, is the gateway to the Great Barrier Reef. Discover Magnetic Island and 13 other unspoiled and secluded islands of The Palms group all from aboard your yacht. If you are looking for a unique holiday destination and a way to escape the crowds, then the serenity of sailing these spectacular waters will not disappoint. Lush tropical rainforests, deserted sun drenched beaches, Aboriginal culture, pristine fringing coral reefs and fascinating historic ruins makes this one of Queensland's most exclusive and exciting holiday destinations. ⚓

[www.queensland.com/sailing](http://www.queensland.com/sailing)

**TAKE THE PLUNGE**  
A cruising catamaran is a popular choice for a boating holiday. Taking a relaxed approach leaves plenty of room for serious fun.



THE GROUP DYNAMIC OF YACHT RALLIES IS ATTRACTING A GROWING NUMBER OF CRUISERS. NANCY KNUDSEN HITCHES HER DINGHY TO THIS YEAR'S MOST POPULAR EVENTS.

STRENGTH  
IN NUMBERS



**OYSTER PARADE**  
Seasoned rally organisers Oyster Marine are branching out from smaller rallies to stage their first World Rally from January 2013.



**T**he night was dark, instruments glowing, HF crackling on a listening watch, the scent of coffee in the cabin, scuds obscuring the moon outside. We hardly spoke in our familiar routine of changing watch.

But the pan-pan broke us into instant alertness. We both raced to turn the HF volume up. The skipper of the yacht in question with four POB, two of them children, had discovered both the port and starboard shrouds were parting at the swage fitting. He was in danger of losing his mast.

We were 1400 nautical miles from the nearest land, halfway across the Atlantic in the Atlantic Rally for Cruisers. How could anyone sail that distance with compromised shrouds?

But, he did. Perhaps he did because he was in a rally, and three boats were close enough to be of assistance. One had enough correct wire and fittings to jury rig a repair to one of the shrouds, another had fuel to augment their supply, and a third escorted them for those last eleven careful days. Miraculously, with deft sailing and without severe storms the yacht reached St Lucia in the Caribbean with a mast still standing.



## Rallies

- 30 March 2012**  
**Port Phillip Bay Seawind Rally**  
[www.seawindcats.com](http://www.seawindcats.com)
- 30 March 2012**  
**Swan Rally**  
[www.australia.nautorswan.com](http://www.australia.nautorswan.com)
- 17 May 2012**  
**Tahiti Pearl Regatta**  
[www.marinerboating.com](http://www.marinerboating.com)
- 18 May 2012**  
**Aegean Yacht Rally**  
[www.marinerboating.com](http://www.marinerboating.com)
- 08 June 2012**  
**Croatia Beneteau One Design Rally**  
[www.marinerboating.com](http://www.marinerboating.com)
- 16 June 2012**  
**Whitsundays Seawind Rally**  
[www.seawindcats.com](http://www.seawindcats.com)
- 29 June 2012**  
**French Riviera Rally**  
[www.marinerboating.com](http://www.marinerboating.com)
- 14 July 2012**  
**Darwin Dili Rally**  
 Government of Timor-Leste  
[www.darwinambonrace.com.au](http://www.darwinambonrace.com.au)
- 28 July 2012**  
**Sail Indonesia**  
 Kementerian Kelautan dan Perikanan  
[www.sailindonesia.net](http://www.sailindonesia.net)
- 25 August 2012**  
**Darwin Ambon Race and Rally**  
 Dinah Beach Cruising  
 Yacht Association  
[www.darwinambonrace.com.au](http://www.darwinambonrace.com.au)
- 31 August 2012**  
**Komati One Design Yacht Rally Croatia**  
[www.marinerboating.com](http://www.marinerboating.com)
- 15 September 2012**  
**Louisiades Rally**  
 Ecosustainability (Guy Chester)  
[www.louisiades.com](http://www.louisiades.com)
- 21 September 2012**  
**Lycian Coast Rally Turkey**  
[www.marinerboating.com](http://www.marinerboating.com)
- 26 October 2012**  
**Pittwater Seawind Regatta**  
[www.seawindcats.com](http://www.seawindcats.com)
- October – November 2012**  
**Port2Port (South Pacific to Bundaberg)**  
 Bundaberg Cruising Yacht Club  
[www.bcyc.net.au](http://www.bcyc.net.au)
- 23 November 2012**  
**Moreton Bay Seawind Rally**  
[www.seawindcats.com](http://www.seawindcats.com)
- December 2012 – January 2013**  
**Rendezvous Cruise to Hobart**  
 Cruising Yacht Club of Australia  
[www.cyca.com](http://www.cyca.com)
- 6 January 2013**  
**Oyster World Rally**  
[www.oystermarine.com](http://www.oystermarine.com)
- 13 February 2013**  
**Van Diemen's Land  
 Circumnavigation Cruise**  
 Royal Yacht Club of Tasmania  
[www.ryct.org.au](http://www.ryct.org.au)





ways – instigated by the local sailing club, the sailing boat builder, an entrepreneurial individual or group or even a government anxious for yacht tourism. The ‘brand’ rallies, run by organisations such as Oyster, Seawind, Beneteau or Swan, are a soft-core way of building their brand, offering more than merely the provision of a boat or a bare-boat charter. The success of this kind of rally is evidenced by the fact that the owners keep happily returning year after year.

Australian catamaran builder Seawind started organizing rallies 14 years ago and are running an amazing eight rallies a year for owners. All their rallies – in local destinations like Pittwater, Moreton Bay, the Whitsundays and Port Phillip Bay, or as far away as the Abrolhos Islands, Mexico and the Bahamas – run for between three to seven days.

**H**ad the yacht described in the previous anecdote not been in reliable contact with colleague yachts could he have reached shore safely? We’ll never know, but the immense security in knowing there are other yachts in regular contact is always cited as one of the chief reasons why yachts join rallies.

Not that it’s the only reason, and the exploding popularity of rallies here in Australia and around the world is tribute to that. Australia and New Zealand’s yachting scene is teeming with groups of boats going places and having cockpit soirees together in exotic anchorages.

So who are they and what motivates them?

The rally concept, which implies collaboration rather than competition, forms in different



In contrast, Oyster Marine, makers of British luxury cruising yachts and in their fortieth year of operation, are branching out from smaller events to operate their first ever World Rally. The ambitious rally departs next January from the Caribbean and will take a full fifteen months to complete the circumnavigating itinerary.

Swan, that unique brand of seductively shaped yachts originally designed by Sparkman and Stephens, has been running successful rallies and regattas in the Northern hemisphere for many years. However, 2012 will see the first small rally in Australia – a purely daytime jaunt around Sydney Harbour. But according to spokesman Ian









purpose of alleviating bureaucratic difficulties involved in getting an Indonesian cruising permit, while being an ideal introduction to the cruising grounds of South East Asia.

Rallies organised by Australia's sailing clubs are also a way of getting their non-racing members together. Probably the most experienced and successful is Pittwater's Royal Prince Alfred Yacht Club, who had twenty member boats sail a three-month-plus cruise from Broken Bay to Queensland's Coral Coast last year. In the last few years they have run three Mediterranean rallies – to the Aegean, Croatia and Sardinia – achieving over 60 participants each time. They typically use their favourite Beneteau chartered yachts and the overseas rallies are organised by Mariner Boating.

The success of rallies with a solely Australian focus is mostly dictated by

“It’s a golden rule that we don’t tell skippers how to sail or navigate their yacht, although in rare circumstances we have found it necessary to tell the odd skipper where to go.”



getting the season right and choosing a destination with enough allure.

Guy Chester is an unusual example of an individual operator. In September – October each year he runs a rally from Cairns to the Louisiades, the chain of islands at the end of New Guinea's 'tail'. The reason for the success of the Louisiades Rally is, according to Guy, the 'cultural experiences not available to the independent cruiser.' To join this rally you have to get your boat to Cairns first, but the magic of being able to visit such remote islands is an obvious draw card. It's a two-way street, says Guy, as yachts which have visited the Louisiades in the past have provided vital assistance to the Louisiades communities. "Everything from regional clinics, marine ambulance and water tanks to soccer boots and school supplies," he says with satisfaction.



Next summer the Cruising Yacht Club of Australia (CYCA), best known (despite its name) for high profile racing, will operate its third Rendezvous Cruise to Tasmania. The numbers are expected to increase dramatically over those of the 2010 / 2011 rally, which proved remarkably successful despite little forward promotion. This rally is not an official CYCA event, however, as rally organiser David Champaloup hastened to tell me, there are no departure dates, merely 'rendezvous' dates.

In fact, responsibility in all rallies falls on the individual skipper. With all the rallies mentioned in this article, whether they be commercial, brand-sponsored or organised by a club, the organisers are clear that while they hand out cruising information, weather reports and meeting locations, the full responsibility lies utterly with the skipper of the boat.

**ANCHOR & EXPLORE**  
Rallies are an opportunity to explore and experience a true cultural exchange.



Even when a rally follows a comparatively strict schedule organisers make sure that the yacht skippers understand that the responsibility is theirs alone, usually put into writing. The behaviour of the club officials must, of course, match the spirit of the given indemnity. The Royal Yacht Club of Tasmania has so far run eleven rallies entitled the Van Diemens Land Circumnavigation Cruise around Tasmania in high summer when the weather is sweetest and numbers are at capacity.

Rally organiser Jeremy Firth shares the attitude of all of the rally organisers I spoke to. "Cruise officials never tell anyone what to do," he told me. "It's more a case of 'If it were me, I would do... because...'"

"No action," he adds, "by any of the officials must reduce or dilute the skipper's sole responsibility."

Guy Chester puts it differently. "It's a golden rule that we don't tell skippers how to sail or navigate their yacht, although in rare circumstances we have found it necessary to tell the odd skipper where to go."

So it's plain that rallies are not only here to stay, in their various forms,



but are experiencing a marked surge in popularity. I asked rally organisers why this is so. While all consistently mentioned 'safety in numbers' and the camaraderie of spending time with 'like-minded' people, CYCA's David Champaloup summed up the recent explosion in popularity of the rally concept in three points – the baby boomer effect with many baby boomer sailors now approaching retirement; the relatively wide distribution of increasing wealth in the beginning of the 21st Century; and technology – GPS, AIS, satphones etc – which encourages more sailors to venture to cross the bar, both physical and metaphorical, into the ocean.

While many an organiser has described trying to organise a group of sailing yachts as similar to 'herding cats', most yachties, at the end of the day's sailing, are pretty sociable people. So if you're ready to skip racing and just enjoy the ocean, or to take your boat further than your home sailing grounds for the first time, there are sure to be other like-minded sailors who would like to join you – and that, fundamentally, is what makes a rally. ⚓

# Why go on a Mariner Boating yacht rally? **Because**

- You don't need to own your own boat
- We sail the best cruising grounds in the world
- Our hosts ensure you have the best possible holiday
- There is a social dimension not generally available to bareboat charterers
- We have a local technician with us 24/7
- You benefit from our extensive local knowledge
- Included dinners feature local cuisine
- You meet our friends of the past 25 years
- We usually sail a one-way itinerary not always possible on bareboat charters
- We run five or six fun races
- There are plenty of lay-days to explore and relax
- We issue regular newsletters with suggestions on how to spend your lay-days
- Some shore excursions are included
- We can access emergency help if required
- Berthing on race days is pre-booked and pre-paid
- We include pre and post rally hotel nights

***If you need more reasons to join a Mariner Boating Rally – give us a call today.***

**Call today**

**1300 131 724\***

Ph: 02 9966 1244 Email: [info@marinerboating.com.au](mailto:info@marinerboating.com.au)  
[www.marinerboating.com.au](http://www.marinerboating.com.au)

\*Outside Sydney metro. Travel agents license 2TA 5348

 **MARINER**  
BOATING HOLIDAYS



WINCHES

The benefits of powered winches speak for themselves. Its push-button sail handling that takes the hard yards out of yachting. Electric winches make it possible to sail with fewer (or less experienced) crewmembers and are particularly popular with cruising couples to improve ease of handling on larger yachts. For owners of larger production racers in the 50 to 60-foot range, a popular option is to install a single pair of powered winches for halyard and mainsheet operations. These are typically one-speed units, but the major brands also offer two-speed models just like a manual winch. Winches with rewind or backwind functions are also finding their way onto the market, featuring a reverse gear for slackening off tension without having to manually release the sheet from the self-tailer.

Manufacturers may be spending considerable time and treasure on developing their powered product ranges, but they have not neglected the manual segment. Manual winches are still the number one choice for the majority of mid-size monohulls and multihulls and major manufacturers agree that for the foreseeable future, manual winches are here to stay. When buying new manual winches, its a good idea to investigate the ease with which the model can be upgraded to electric in case you want to 'power up' at a later date. Lots of manufacturers are offering simple upgrade kits for their new models and even kits to motorise older versions.

Winches range in price from \$600 to well over \$4000 for serious grand prix racing yacht gear so budget is often a factor in deciding on what size and spec will work best for you. Manufacturers all have their own guides to match their winch models to your rig and sail plan. Here is a selection of the newest winches on the market.

**HARKEN**

The Harken Rewind Radial is the first electric winch to both ease and trim and is now available in mirror-polished chrome or lightweight black aluminum to match boat aesthetics and sailing style. Operated by push button, the Rewind rotates and self-tails in both directions for the ease that makes cruising and shorthanded sailing a pleasure.

"The Rewind Radial electric winch is exactly what cruisers have

been looking for in push-button sail control," says Harken Italy Engineering Manager, Michele Cazzaro. "Rewind works no differently than a standard Harken electric 2-speed winch—fast trimming in first gear and more power in second. But turn the red knob at the bottom of the winch and you activate the patented Rewind function. Now this winch will ease out and trim in the sheet without going to the winch and manually releasing the line from the drum."

The Rewind is used to trim highly loaded jibs and mainsheets and to raise and lower halyards on boats from 10.6 m to 14.6 m (35 ft to 48 ft). The investment cast stainless steel arm keeps lines captive and load-carrying



ON DECK

AN ORDERLY DECK MAKES FOR A SMOOTH SAIL. WHETHER RACING OR CRUISING, KEEPING LINES IN CHECK AND HOISTING SAILS EFFICIENTLY IS ALL ABOUT HARDWARE. FROM WINCHES AND SHEETS TO FURLERS AND JAMMERS, PAIGE KILPONEN BRINGS YOU THE LATEST IN HIGH-TECH DECK HARDWARE.

gears and pins are 17-4PH stainless steel for strength and durability.

New Performa PT (plain top), ST (self-tailing), and Quattro winches complement Harken's carbon racing line with a lower-cost alternative in smaller sizes. The Performa features a sandblasted drum optimized for halyard and sheeting applications using smaller high-tech racing lines.

Performa winches offer a solution for teams when carbon fibre performance is beyond budget requirements or winches are needed in a smaller size. Michele Cazzaro explains. "The Performa hybrid builds on the research that went into the Radial line but is optimized for the high-strength fibres you now see on sport boats and performance cruisers."

Aluminum drums feature an integral skirt. Strong, lightweight composite roller bearings have excellent corrosion resistance and don't require lubrication. Composite thrust ball bearings let the drum spin easily under light loads and

the snap-fit design keeps bearings captive when the drum is removed for maintenance. Load-carrying gears, pins, and pawls are 17-4PH stainless steel. Minimal space between upper and lower self-tailing jaws on the ST and Quattro versions ensures superior holding power on small-diameter line.

The patented Quattro model is an innovative all-in-one winch used on boats that require extremely fast winches to handle large asymmetrical spinnakers, but also need power to trim the genoa upwind. The 2-speed Quattro features two drum diameters for four line speeds.

[www.harken.com.au](http://www.harken.com.au)

**LEWMAR**

Lewmar has introduced a complete range of electrically operated, backwinding winches. With the touch of a button, sailors are able to trim sails both in and out. Push one button and the winch sheets in quickly to the working load limit. A well-specified motor removes the added complication of switching between slow and fast forward gears. Simply push another button to electrically backwind the winch, while the insertion of a winch handle automatically changes to a familiar two-speed manual operation.

Available in Sizes 40 to 65, the versatile Revo winch is an effortless revolution in sail control. Features on the Revo include: No modification to the standard bolting pattern and deck cut-outs, direct size for size upgrade from a standard electric Evo winch to a Revo winch, simple two button operation, one to pull rope in and another to pay rope out, and it operates as a normal two speed manual winch when a winch handle is inserted.

[www.lewmar.com](http://www.lewmar.com)

**POSITIVE SPIN**  
From the top: Harken New Performa Plain Top winch. Harken Quattro Rewind. Below: Lewmar EVO winch. Bottom: Muir anchor winch



**MUIR**

Muir has been busy assessing their current anchor windlass range to ensure that they are meeting the current market expectations. As a result of this review there have been some exciting new winches developed and improved. The Atlantic 2500, 3500 and 4000 chrome bronze range has had some developmental improvements and is now offered in 316 stainless steel (as an addition to the current Storm range) which makes them harder wearing and better looking than previous designs.

The new horizontal H900 Easyweigh windlass has a



stainless steel housing, simple installation, rope and chain capability and is a compact anchoring system to suit boats from 6m to 11m.  
[www.muir.com.au](http://www.muir.com.au)

LINE LANGUAGE

**S**heets and lines have become a highly technical element in deck hardware. Long gone are the days of coils of jute cluttering the decks and in their place is a vast range of super high-tech fibres in a multitude of twists and plait options. Robyn Yeomans from Deck Hardware Marine Solutions untangles some of the confusion surrounding which lines and sheets will best suit your needs.

Understanding the different types of covers and cores developed over recent years has almost become a science. Most manufacturers have technical information on their websites to assist in understanding this minefield. Make sure you do your homework before you replace your equipment whether DIY or supplied by a rigger. Think about what you are replacing, the construction of the rope,



workload, tight bends, UV protection, clutch/inch use, ease to splice, diameter, purpose and creep.

Terminologies such as Aramid/ Technora/ Kevlar, PBO, Spectra/ Dyneema make it difficult for the end user to decide what to buy. Some of these are registered trademarks and the others are scientific terminology.

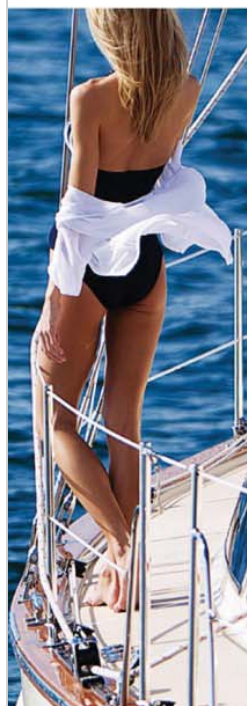
Dyneema DSM has been continuously improving their polyethylene fibre. Its latest SK90 is designed for the highest level of performance with weight and breaking strengths outperforming its predecessors SK60, SK75 and SK78. Spectra is an alternative trade name for polyethylene fibre. These fibres are supplied to many manufacturers including Liros GmbH. Other fibres such as Aramid AR are supplied under different brand names Kevlar, Twaron and Technora.

Applications where there is high abrasion require fibres with the ability to carry high loads with low stretch. Tight braided covers with a mix of Technora (Aramid) and Polyester created for this environment are available with Dyneema (SK90)

WHETHER YOU'RE TRAVELING 'AROUND THE HARBOUR,  
 AROUND THE ISLAND OR AROUND THE WORLD,  
**SUNBRELLA IS ON IT.**

On the water – that's where we all really want to be. And Sunbrella, the number one performance fabric in the world, plans to keep you there, day after day, year after year. With increased water repellency without the loss of breathability and a 10-year, best-in-class warranty, it's simply the best value in the industry. No wonder so many boat owners insist on Sunbrella. For more information, visit [www.sunbrella.com](http://www.sunbrella.com)

SAIL COVERS - BIMINIS - DODGERS - FURLING STRIPS - CUSHIONS - SALONS

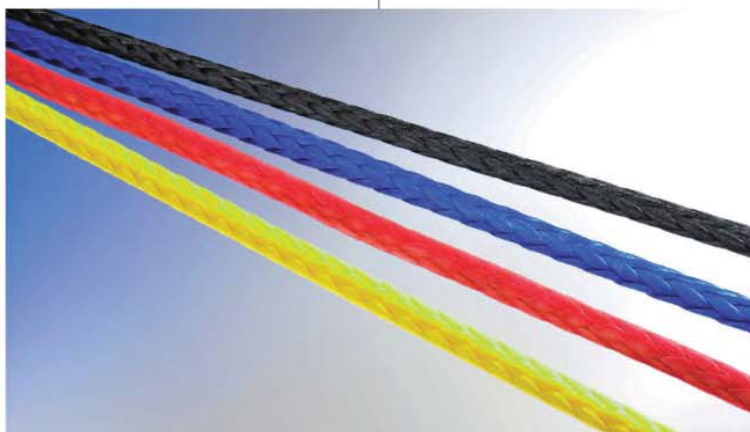




cores creating ropes suitable for use in sheets and halyards. The same technology of rope using Technora with a special grip fibre can be used where grip in clutches on winch drums are required.

New Generation Ropes are demanding on line speed because you are effectively sailing them like a dinghy downwind. With this line speed burning and scoring of the cases is common. Tightly woven Aramid cases seems to be the most durable solution.

With manufacturers trying to keep up with new developments in rope you may find that your clutch may



need an upgrade. Sometimes all that is needed is a new cam or even by checking the rope to clutch sizing. Another tip to stop innercore slippage is to stitch through the line used in the clutch area.

#### TWISTED OR PLAITED ROPES?

Twisted rope is still being put to many uses even today. Despite the improvements made by modern technology in manufacturing twisted rope, it nevertheless remains inferior to plaited rope when used under certain conditions. Simple spliceability, low prices, well-grooved surfaces with a good grip will ensure that twisted rope will continue to hold its position in the market of the future. Sailors using twisted rope must, however, ensure that the built-in twist is not lost during use. The rope must not come undone; if however the ends come undone the rope can be repaired by manually twisting the individual strands and then twisting the strands together. This is especially important with smooth finishes, such as Polyester, Polyamide or Polypropylene. Plaited ropes, on the other hand, can be engineered in a great many different ways. All plaited rope, beginning

with the 3-plait, to the traditional 8-plait, 12-plait and 16-plait, as well as the elaborate joined core-cover construction in various materials, is constructed in such way so that it can be put to best use. As a result, splicing rope of this type creates no difficulties today.

#### NATURAL OR SYNTHETIC FIBRES?

The properties of natural fibres are limited by nature and their use in rope construction is, therefore, also limited. As a result, there has been a steady decrease in the use of natural fibre rope from the marketplace. Recently, however, we have observed

a growing awareness of natural fibres – as a result of the increased concern for the environment by the consumer.

Synthetic fibres, on the other hand, have proven to be far superior to natural fibres and they are being continuously improved. Their properties are so varied that choosing the right material is difficult for the purchaser.

#### WHEN TO USE SYNTHETIC FIBRES?

Polyamide PA (brand-names: Perlon, Nylon, Nylsuisse, Enkalon) combines high tenacity and high elasticity. However, it swells slightly in water and is not completely resilient to certain acids and UV light.

Polyester PES (brand-names: Diolen, Trevira, Dacron, Tersuisse) offers good tensile strength and little stretch; while it is relatively heavy, it is very resilient to all kinds of weather conditions, as well as against most chemicals.

Polypropylene PP (brand-names: Leolene, Softlene, etc.) is relatively low priced, very light and buoyant. It is, however, not very resistant against abrasion nor very resilient against temperature changes. It does offer good resilience against chemicals.

Aramid AR (brand-names: Kevlar, Twaron, Technora) is one of the outstanding chemical fibres and is

being put to a great many uses in the industry. In addition to high tensile strength, Aramid demonstrates excellent heat resistance, its dimensions remain stable, and it has little stretch. Aramid does not corrode and doesn't react to abrasive chemical solvents. It is heat resistant and inflammable, and is not a conductor.

Polyethylene, high tenacity PE (brand-names: Dyneema, Spectra) is a new, highly tensile Polyethylene fibre with a very low specific weight. It is, moreover, five times as strong as Polyamide or Polyester with the same weight. For this reason Dyneema is buoyant and has the lowest tensile stretch of all synthetic yarns. Of all chemical fibres it offers the highest resilience against chemicals.

A straightforward decision as to which rope to choose may still be difficult even after comparing corresponding properties such as tenacity, stretch, resilience to temperature changes and price of the various products on the market. For this purpose, it might be quite useful to compare the technical details and salient properties and to plan carefully where a specific rope is to be used. This will best help to make the right choice.

PBO (brand-name: Zylon) is the material with best tensile strength and lowest stretch characteristics of all high performance fibres. PBO has essentially no creep and offers highest heat resistance of all chemical fibres. It is very resistant against acids and offers a high temperature abrasion resistance. However, the UV protection is bad so it is not ideal for long term use.

LCP (brand-name: Vectran) is a material with high tensile strength, low stretch characteristics with nearly no "creep" and excellent heat resistance. For long term usage, it should be covered with an outer cover, because of bad UV resistance. Tapering is only allowed for racing use in a limited period.

Liros HSS (Heat Stretch System) is the unique Liros pre stretching system which is controlled with great accuracy in relation to temperature and tension which will reduce to a minimum the stretch in all ropes.

The Liros NCS (Nano Coating System) process has improved the resistance to abrasion (on winches and blocks) as well as offering resistance to the effects of UV. The Nano particles improve the characteristics of abrasion and UV resistance by up to 50%.

[www.deckhardware.com.au](http://www.deckhardware.com.au)



**FURLERS**  
Above: Harken.  
Below: Contender.





## FURLING

### SELDEN FURLERS

**M**anaging headsails, jibs and spinnakers has become a whole new proposition with the introduction of increasingly efficient furlers. There are a number of different types on the market and here are just a few.

In light winds you can have the furled Cruising sail hoisted, ready for action. Once you are off the wind you simply release the furling line and pull on the sheet and the asymmetric spinnaker unfurls while you remain in the safety of the cockpit. You can enjoy this type of sail from about 70° apparent wind angle and when sailing dead down wind you pole it out to windward, preferably with a telescopic whisker pole. So, with a jib and an asymmetric spinnaker your performance is optimized for all wind angles. At the end of the day the furled sail is a neat, tight roll which is simple to bag and stows easily.

A racing asymmetric spinnaker with a mid girth of a minimum 75% of the foot length measures as a regular down wind sail. This means you can combine it with your regular spinnakers without penalty within the ORCi and IRC rules. Just imagine what difference this will make to your sailing performance in the borderland between jib and spinnaker.

A top-down-furling sail can be attached to the freely rotating tack swivel on the drum and to the halyard swivel while the luff is free flying. A rigid anti-torsion line connects the drum and the halyard swivel. When turning the drum the anti-torsion line makes the top of the sail furl first, while the tack is independent on its swivel. This makes for a tightly furled sail from top to bottom.

For every sailor who is thrilled by boat speed in combination with fast and easy sail handling, a Selden GX furler is a new extra member of the crew. Unfurling an asymmetric spinnaker will give you instant gratification in terms of sailing performance and true sailing pleasure.

The furling line is endless and runs over a line driver, as already used on the popular Selden CX furlers. A narrow line guide fitting leads the line on to the line driver and gives a good grip. The sail is attached with a Dyneema loop surrounding the tack swivel. Tack swivel with Torlon ball bearings and metal teeth make for a good grip on the line when furling the sail.

[www.contender.com.au](http://www.contender.com.au)

### HARKEN FURLERS

Harken's new MKIV hydraulic furler is smaller, more compact, and up to 45% lighter weight than before. Developed for cruisers and performance racers from -22 to -320 rod, this powerful furler's streamlined silhouette blends seamlessly with your boat's profile.

Harken's hydraulic furling systems have been aboard high-end yachts for years. "We applied everything we learned to the design of the MKIV with impressive results — a powerful furler that's more compact, 45% lighter weight, and easier to service" says Senior Engineer, Greg Hartlmeier.

To engage and disengage the motor and manual gear socket, the MKIV features a standard transmission rather than a diverter valve. This reduces mechanical friction and hydraulic pressure losses for efficient manual and power operation.

MKIV fullers are now offered with Hardcode-anodized aluminum housing and aluminum foils for performance or classic yachts. Fewer parts make MKIV furlers easier to assemble and service. Hard shackles are used on the Unit 3. Soft shackles on units 4 through 8 are lashed on with Spectra line. An optional hydraulic cylinder can be installed below the unit to adjust the headstay so luff tension remains constant.

[www.harken.com.au](http://www.harken.com.au)

# THE NEW PERFORMA™

Grind out a winning edge  
With Harken Performa™ winches

All the technology and bold styling of Harken Carbon Fiber winches now in smaller sizes and at aluminum prices.



Composite bearings reduce friction



Sandblasted grip & ribs optimized for racing line



Strong, one-piece aluminum drum & skirt



Plain-top sizes 40-50  
Self-tailing sizes 40-60  
Quattro sizes 40-46

**HARKEN®**  
INNOVATIVE SAILING SOLUTIONS

#### Harken New Zealand, Ltd.

30-36 Fanshawe St, PO Box 1951,  
Auckland 1010, New Zealand

Tel: (64) 9-303-3744 • Fax: (64) 9 307-7987

Email: [sales@harken.co.nz](mailto:sales@harken.co.nz)

Website: [www.harken.co.nz](http://www.harken.co.nz)

#### Harken Australia Pty, Ltd.

1B Green Street,  
Brookvale, N.S.W., 2100, Australia

Phone: 61-2-8978-8666 • Fax: 61-2-8978-8667

Email: [info@harken.com.au](mailto:info@harken.com.au)

Website: [www.harken.com.au](http://www.harken.com.au)

Go to [harken.com/performa](http://harken.com/performa) to see how Performa™ winches deliver the ultimate performance



In the past 4 years Spinlock's focus on rope holding has been on improving performance of its products to work with newer rope designs and smaller diameter lines and on yacht designs whose loads have been steadily increasing. This has also been coupled with the desire for lighter products, more aerodynamic products and products capable of working with higher line speeds.

Cruisers will typically use ropes with a Dyneema core and a Polyester cover along with club racers, whilst performance yachts moving towards ropes with Dyneema Cores and covers made from a blend of materials, such as Poly/Technora and Poly/Kevalr, enjoying the benefits of heat resistance and resistance to abrasion. As well as being harder to hold, line diameters have tended to reduce, which also reduces the load holding in any given product.

At the top end of the load holding graph using Spinlock ZS Jammers, new jaws have been introduced to offer more consistent holding for longer. New jaws are digitally profiled following hundreds of test cycles to produce the best performing rope



holding surface, replicated perfectly every time. These jaws are now available coated in ceramic, which offers faster engagement on the loaded line and significant resistance to abrasion, coupled with high load holding. All ZS Jammers are available in a variety of mounting options to offer designers and builders the ability to reduce weight and windage.

In 2011 a new version of the XX0812 Powerclutch was introduced, the XXCTiC Powerclutch. Spinlock's highest load clutch with the ability to release under load with a handle was engineered using Carbon, Titanium and Ceramic to offer load holding of 2300kgs on 12mm line. As well as standard mounting options, versions include the ability to bond the XXC into place anywhere on board, into

the structure, reducing weight, improving crew efficiency, being placed exactly where needed, as well as the ability to be operated remotely.

At the same time a MK3 version of the standard XX0812 Powerclutch was introduced with new jaws to offer improved holding on modern performance small diameter lines.

Spinlock's new ZR1014 Jammer recognises the general increase in size of the average production yacht, which may not actually require the ability to release ropes under load offered by the XX0812 Clutch. The ZR1014 is designed specifically for production yachts in the 40-50ft sector who generally have most lines held permanently unadjusted on furlers or less frequently adjusted and whose crews can benefit most from the security and safety of a jammer, where the load must be taken safely on a winch before it can be released.

At the low to mid load holding level of yachts, up to 36ft, focus has been improving performance on smaller diameter lines, reminding owners that upgrades and accessories exist to ensure the best possible performance. ⚓  
[www.harken.com.au](http://www.harken.com.au)

**SUPER CLUTCH**  
Spinlock's XXCTiC Powerclutch is engineered with carbon, titanium and ceramic to offer load holding of 2300kgs.

## Sparkling marina berths...



### Marina Berths for Sale

Boasting state-of-the-art facilities and deepwater ocean access, it is also Cairns' only cyclone rated, fully secured and managed marina. With a 99-year lease, Bluewater is the perfect place to drop anchor.

The marina currently has 12m, 15m and 18m berths and 12m catamaran berths available.

Discover Bluewater for yourself.

[www.facebook.com/BluewaterMarina](https://www.facebook.com/BluewaterMarina)

MARINA BERTHS – 99 YEAR LEASE FROM \$129,000



BLUEWATER MARINA  
TRINITY PARK - CAIRNS

A BROOKFIELD  
RESIDENTIAL  
PROPERTY

Display Sales Suite  
68 Reed Road, Trinity Park  
07 4055 6040

Mon-Fri 9am-5pm | Sat-Sun 10am-4pm

[www.bluewaterliving.com.au](http://www.bluewaterliving.com.au)

BLUEWATER LIVE. LOVE. LIFESTYLE.





1.



2.



3.



4.



5.

**1. CAMPAIGN HOMME SWIM SHORTS**

The line between land and sea just got blurred by the ever-smart Campaign Homme swim shorts. Tailored, sophisticated and water-friendly, these poly cotton men's shorts have been designed as acceptable "out-and-about" apparel with the double bonus of being board shorts. No more awkward hunts for a change room, gentlemen. RRP \$89

[www.campaignhomme.com](http://www.campaignhomme.com)

**2. ENSEARCH RIB CLEANER**

The Ensearch RIB Cleaner is non-abrasive and is simply applied, then lightly agitated to help loosen dirt before being washed off, leaving your RIB clean and bright. The product works by gently lifting out dirt and stains caused by fuel and oil spills. The RIB Cleaner is also formulated and manufactured specifically for marine use, so it is gentle to the environment when it gets washed off into the waterways. RRP \$37.30

[www.ensearch.co.uk](http://www.ensearch.co.uk)

**3. HARKEN SPORT PADDED BALLISTIC ECO PANTS**

Reinforced in the knees and rear with ballistic nylon that stretches, these exclusive eco-friendly pants made from an environmentally friendly blend of antimicrobial bamboo charcoal and odor-fighting carbon deliver the utmost in comfort and durability. They have a soft-brushed interior that helps regulate temperature. RRP \$159

[www.harken.com](http://www.harken.com)

**4. GME FIRST AID BONUS PACKS**

Safety first, says GME, with their new GX600 and GX300 first aid packages. The GX300 will include the highly popular Trafalgar Fishing First Aid Kit. The 68-piece kit is considered a must for all boaties and is supplied in a distinctive compact pouch for easy storage aboard any boat. The GX600 is comprised of a Trafalgar Boating First Aid Kit. The custom 85-piece kit is the perfect companion for all families that love their boating. The contents are securely housed in a weather resistant plastic case that can be conveniently mounted onto a vessel's bulkhead or stowed. RRP GX600: \$249.00 incl GST, GX300: \$169 incl GST

[www.gme.net.au](http://www.gme.net.au)

**5. PLATINUM MARINE CHILDREN'S PFD**

Sometimes it's easy to forget children's safety needs on board. Fortunately, Platinum Marine Accessories view the safety of a child as top priority when sailing. Their latest range of Personal Flotation Devices (PFDs) includes nine models for children, and the sizing lists a weight range – making it easy to match the right size to each child. The Platinum Excalibur PFD1 and Apollo PFD1 ranges both offer three sizes: Child X-Small (10-15kg), Child Small (12-25kg), and Child Med (22-40kg), all of which are licensed products that meet the strictest Australian safety standards. They also have clever features such as bright visible colours, reflective strips, a whistle and easy grab points.

RRP \$39.95 – \$49.95

[www.platinummarine.com.au](http://www.platinummarine.com.au)



**A** word of warning. Everything you are about to read is absolutely true. You may choose not to believe it, to raise your eyebrows askance, to scoff at the validity of such a concept. I am not here to argue with you or try to sell you an unproven theory. I know this works. Believe it or not.

## THE BOAT WHISPERER

TREATING YOUR BOAT (OR CAR) LIKE A FRIEND MIGHT SEEM SLIGHTLY MAD BUT AS CHRIS CASWELL EXPLAINS, IT'S THE PET NAMES, SWEET TALK, AND OCCASIONAL STROKING THAT MAY KEEP YOU SAFE WHEN YOU REALLY NEED IT.

When She Who Must Be Obeyed came into my life the second time around (we were high school sweethearts who parted and didn't return to our senses for 30 years when we married), she brought a lifetime of baggage. Not just the physical possessions (which, I will say in my application for sainthood, filled seven storerooms), but mental presets as well.

Some were a little, ahem, odd. Like keeping a Christmas tree up all year, with the decorations rotating through a half-dozen holidays from Valentine's Day through Thanksgiving.

But the one to which this column is dedicated has to do with naming her cars. Every car she has ever owned has had a name. There was *Red*, her yacht-sized red convertible. There was *Darth*, a huge black SUV. And then there was *Aquanetta*, which is a fine example for this concept.

*Aquanetta* was a station wagon from the '80s, when full-sized should have been spelled FULL-SIZED. Its, sorry, *her* name came from the fact that she had been repainted by someone with a sense of humor: she was the exact iridescent blue of a spray can of AquaNet hair spray. Go figure.

Nevertheless, *Aquanetta* was a stalwart companion early in our relationship, and she carried us tens of thousands of miles across the country to regattas and yacht clubs, back and forth to marine hardware stores, to boatyards and launching ramps.

All without a problem.

And that's the point here. She Who Must Be Obeyed always spoke to *Aquanetta* as if she were a living creature. She would pat her on the dashboard in the morning, talk to her while washing her windows, and see that she was fed regularly at the gas pump.

And here's the weird thing: *Aquanetta* responded to her.

There was the time when we found ourselves 50 miles from the nearest gas station with about 20 miles of gas left (I am notorious for not paying attention to the fuel gauge). SWMBO patted *Aquanetta* on the dashboard and spoke quietly to her as we plodded onwards, hoping against hope to even get close enough to civilization to call Auto Club.

And *Aquanetta* got us to an all-night Rob-All store with a gas pump.

There was the time that we hit a huge chunk of ragged metal at full tilt on a crowded freeway and, instead of having a catastrophic blow-out, *Aquanetta* simply went soft on one corner and got us to an off-ramp. Even the Auto Club mechanic shook his head on that one, wondering how air stayed in a tire with a five-inch slash.

Thank you, *Aquanetta*.

Now, lest you start wondering if Caswell has totally lost his mind and forgotten that this is a sailing magazine, let me say that I have learned this also applies to boats as well.

After thinking about SWMBO's

dictum that cars treated as equals will take care of you as well, I realized that I have done this with boats, too.

Back in the day, I raced a gorgeous mahogany Flying Dutchman. She hadn't been gorgeous when I bought her: she was tired and rotted and covered with white house paint. But I spent every evening and weekend for one winter stripping and patching and laying on a dozen coats of loving varnish. And then I christened her *Sabre*, as in the duelling sword.

And so I found myself on the starting line one day having made an immense mistake: I thought I could port tack the entire fleet and, about one second after the gun, realised I couldn't make it. But I patted the varnished deck and, to this day, my crew says I was begging, "Oh, please, *Sabre*, help me here, help me."

And I crossed the entire fleet.

So how did that happen? Was it a last minute shift that I didn't notice? Was it a fleet of hackers? Was it a bunch of people who took mercy on an obvious half-wit and ducked my stern?

No, I think it was *Sabre*, sailing high and fast to pay me back for those endless sheets of sandpaper and cans of varnish.

Another time, I was about to depart the harbour aboard my little ketch, *Royalty*, which I had practically rebuilt from an empty shell. I was sitting by the mizzen when... ping! I heard something hit the deck next to my foot. Looking down, I saw a cotter pin lying by the cap rail. It had to come from somewhere, so I gave the nearest shroud a good shake. And it came loose in my hand! With the pin gone, the shroud was in place only by habit and, within seconds of hitting the first sea, the whole tree would have come down.

But *Royalty* warned me beforehand.

I could go on and on with examples of how a boat saved my sorry rear, but the point is a simple one. We all name our boats, or most of us do, anyway. If you don't, it's time to get with the program.

But more important, you need to talk to your boats as a friend. Make sure they know you care. Wash them and polish them and patch their sails and paint their bottoms. Because you never know when you will need them to give you something impossible. Something unachievable.

You can trust She Who Must Be Obeyed on this one: boats (and cars) listen to you and will respond to your affections. ⚓



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



# RACES AND REGATTAS

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

## INTERNATIONAL DATE COUNTRY

### APRIL

Les Voiles de Saint Barth	2-7 Apr	Gustavia, St Barthelemy
Rolex China Sea Race	4 Apr	Hong Kong
Intn'l Paints Auckland Tauranga Yacht Race	5-6 Apr	New Zealand
Farr 3.7 National Championships	6-9 Apr	New Zealand
Optimist National Championships	7-13 Apr	New Zealand
Easter Laser Regatta	7-8 Apr	Austin, TX, USA
Subic Bay Commodore's Cup	10-14 Apr	Philippines
Starling Nationals	11-14 Apr	New Zealand
Y88 National Championships	14-15 Apr	New Zealand
Secondary Schools Team Sailing Nat. Champs	15-20 Apr	New Zealand
Extreme Sailing Series Act 2 Qingdao	19-22 Apr	Qingdao, China
Farr National Championships	20-22 Apr	New Zealand
ANZAC Day Race	25 Apr	New Zealand
Sail Malaysia (Passage to the East Yacht Rally)	26 Apr	Malaysia
Women's Keelboat National Championships	28-29 Apr	New Zealand

### MAY

Annapolis Sperry Top-Sider NOOD Regatta	4-6 May	Annapolis, MD, USA
Top of the Gulf Int'l Regatta & Coronation Cup	4-8 May	Cholburi, Thailand
59th Annual Mug Race	5 May	Jacksonville, FL, USA
Portofino Rolex Trophy	10-13 May	Genova, Italy
Seattle Sperry Top-Sider NOOD Regatta	18-20 May	Seattle, WA, USA
J/2 Rolex Volcano Race, Gaeta-Aeolian Islands	25-29 May	Cannigione, Arzachena, Italy
North Shore FreshWater Championship	19-20 May	New Zealand
Volvo Ocean Race: Leg 7 - Miami to Lisbon	20 May	Miami, FL, USA
Sawadee.com Regatta Samui	28 May - 2 Jun	Koh Samui, Thailand

### JUNE

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

### JULY

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

## AUSTRALIA DATE CLUB

### APRIL

64th Brisbane to Gladstone Race	6-8 Apr	QCYC
Melbourne to Port Fairy	6 Apr	ORCV
Australian Open Cup	6-9 Apr	NYRC
Access Class Combined World & Int'l Champ	7-13 Apr	MHYC
Sail Port Stephens	16-22 Apr	CPSC
Audi Winter Series Opening Ladies Day Race		CYCA
- Jill McLay Trophy / Great Veterans Race	22 Apr	CYCA
2011/2012 Summer Season prize giving	27 Apr	CYCA
Audi Winter Series Race 1	29 Apr	CYCA

### MAY

2012 Double Handed Bay Race	6 May	ORCV
Audi Winter Series Race 2	6 May	CYCA
Audi Winter Series Race 3	13 May	CYCA
Audi Winter Series Race 4	20 May	CYCA
Audi Winter Series Race 5	27 May	CYCA

### JUNE

Sail Noumea	2 Jun	RQYS
Etchells Australasian Winter Championship	7-10 Jun	MYC
Audi Winter Series Race 6	3 Jun	CYCA
Audi Winter Series Race 7	10 Jun	CYCA
Winter PS Series Sailing	16 Jun	MHYC
Audi Winter Series Race 8	17 Jun	CYCA
Centreboard Divisions Sailing	17 Jun	MHYC
Winter PS Series Sailing	23 Jun	MHYC
Audi Winter Series Race 9	24 Jun	CYCA
Centreboard Divisions Sailing	24 Jun	MHYC
Winter PS Series Sailing	30 Jun	MHYC

### JULY

Audi Winter Series Race 10	1 Jul	CYCA
Melbourne Winter Series	1 Jul-8 Sep	ORCV
Laser Radial Youth World Championship	1-7 Jul	RQYS
YA Special Regs Cat 1-4	1 Jul	MHYC
Audi Winter Series Race 11	8 Jul	CYCA
Westward Cup Big Boat Race	11-16 Jul	RYS
Laer Radial Men's World Championship	11-17 Jul	RQYS
Audi Winter Series Closing Ladies Day Race		
- Chris Lee Trophy	15 Jul	CYCA
Audi Winter Prize Giving	20 Jul	CYCA
Asia Pacific Championship	20-25 Jul	RQYS
Audi Sydney Gold Coast Yacht Race	28 Jul	CYCA
Sail Indonesia	28 Jul	DSC
Centreboard Divisions Sailing	29 Jul	MHYC

### AUGUST

Brisbane to Keppel Tropical Yacht Race	3-6 Aug	RQYS
Airlie Beach Race Week	10-16 Aug	WSC
Audi Hamilton Island Race Week	17-25 Aug	HIYCA

### SEPTEMBER

Magnetic Island Race Week	1-4 Sep	TCYC
Blue Water Pointscore Briefing	19 Sep	CYCA
Blue Water Pointscore Race - Bird Island	22 Sep	CYCA

### OCTOBER

Blue Water Pointscore Race - Flinders Islet	5-6 Oct	CYCA
Pittwater Seawind Regatta	26 Oct	RMYC

To have your event added to the calendar please email [aknoblauch@oceanmedia.com.au](mailto:aknoblauch@oceanmedia.com.au)



# nannidiesel

energy in blue



**ADVANCED TECHNOLOGY  
SUPERIOR QUALITY**

Phone: (02) 9319 5222  
[www.nannidiesel.com.au](http://www.nannidiesel.com.au)

## The perfect place to study

### Maritime

Superyacht Crewing  
Commercial licences  
STCW certification  
Recreational tickets

### Royal Yachting Association Training



**MAHURANGI**  
TECHNICAL INSTITUTE



+ 64 9 425 8493 [office@mti.net.nz](mailto:office@mti.net.nz) [www.mti.net.nz](http://www.mti.net.nz)

# Southern Pacific

QUALITY NEW ZEALAND INFLATABLES



MADE IN NEW ZEALAND • LIGHTWEIGHT ALLOY TENDERS • PVC & HYPALON MATERIALS

Call AUS: 1800 353 089 or NZ: (09) 309 9111 for your local dealer  
[sales@southernpacific.co.nz](mailto:sales@southernpacific.co.nz) [www.southernpacific.co.nz](http://www.southernpacific.co.nz)

## The Trusted Name in Sailmaking



### SAILMAKERS

Racing & Cruising Sails  
Furling Systems  
Quality and Service

19 West St, Brookvale N.S.W. 2100  
Ph:(02)9905 0800 Email: [sails@hoodaustralia.com.au](mailto:sails@hoodaustralia.com.au)  
Fax:(02)9905 0900 Website: [www.hoodaustralia.com.au](http://www.hoodaustralia.com.au)

## BAKEWELL-WHITE

YACHT DESIGN LTD.



P.O. Box 34-569 BIRKENHEAD, AUCKLAND 0746, NEW ZEALAND  
PH +64 9 480 6800  
EMAIL: [INFO@BAKEWELL-WHITE.COM](mailto:INFO@BAKEWELL-WHITE.COM)

**WWW.BAKEWELL-WHITE.COM**

## Burmese Teak Specialists

30 years of supplying the marine industry with:

- Mini decks & supa decks
- Margins & King planks
- Quarter sawn planks
- F.E.Q grade
- In-house machining facilities

Marine & interior timbers available ex stock:

- |                       |               |
|-----------------------|---------------|
| • Iroko               | • Anegre      |
| • American Cherry     | • Oak         |
| • American Hard Maple | • French Oak  |
| • Walnut              | • Purpleheart |
| • White Ash           | • Greenheart  |
| • White Oak           | • Oregon      |
| • Steamed Sapele      | • Rosewood    |
| • European Beech      | • Cedar cores |

PO Box 1407, Whangarei  
New Zealand 0140  
Phone: +64 (9) 438 9358  
[shipping@bbstimbers.co.nz](mailto:shipping@bbstimbers.co.nz)  
[www.bbstimbers.co.nz](http://www.bbstimbers.co.nz)



WORLDWIDE SHIPPING



# EMERGENCIES CAN HAPPEN ANYWHERE



For the producers of TV's Biggest Loser, safety was paramount when contestants sailed from Sydney to Hobart. They chose super tough Great Circle Life Rafts for both the pre-sail safety training and their passage across the notorious Bass Strait.



Masterfully engineered & exceptional value for money



ISO & NSCV certified  
Yachting Australia  
compliant



Explore Great Circle

[www.greatcircleliferrafts.com.au](http://www.greatcircleliferrafts.com.au)

**1300 306 381**

Check out our Chandlery for repairs, refits, sailmakers and more. Only approved service providers feature on our notice board, so you know you're getting the best for your boat.

**LOUISIADES RALLY 2012**  
Cairns to PNG  
15 September 2012

*Cruise spectacular islands, meet wonderful people and support their community.*

Coral Sea passage in company, cruise the Calvados and Louisiades Islands. Safety, navigation and weather briefings. Customs and quarantine arrangements. Events include: Cairns farewell, skull cave, mumus (BBQs), cultural festival, traditional canoe regatta, handicraft workshop, canoe making, village visits, singing, hospital visit, school visit, waterfall trip, sports day and a party!

SAIL, POWER, SMOKE, BRUSH - ALL WELCOME - JOIN US!  
[www.louisiadesrally.com](http://www.louisiadesrally.com)  
LouisiadesRally@EcoSustainAbility.com  
07 40558132 0407 391211  
CREW & RALLY VOLUNTEERS ALSO WANTED!

*Paperia New Guinea*  
A MILLION DIFFERENT JOURNEYS

## Safety at Sea

your dedicated safety supplier



- Quality safety equipment
- AYF packages & upgrades
- Dealers and Service agents Australia wide

**JON BUOY**

**BALTIC**  
LIFEJACKETS SWEDEN



Phone: 1800 353 089  
sales@safetyatsea.co.nz  
www.safetyatsea.co.nz



# Dream, Discover, Explore!



Throw off your bowlines, slip out of the harbour and catch the wind in your sails.



450 Yachts and Counting  
33 Bases World Wide

Dream Yacht Charter,  
Everywhere You Want to Sail

Bareboat Charters  
Skippered Charters  
Fully Crewed Luxury Charters  
By The Cabin Vacations  
Yacht Sales and Management

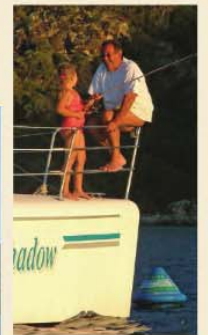


## Experience

and discover great sailing, walking on the historical Ngaro trails to amazing views, snorkel amongst pristine coral & curious tropical fish and squeak the silica sand of Whitehaven Beach between your toes. Just a few of the highlights of the Whitsundays.

Turn your dream of chartering in the Whitsundays into a reality. Whether a romantic escape, a family getaway or a catch up with friends - there is something for everyone.

Discover our Dream Yacht Worldwide locations where we have a fleet of modern, well maintained monohulls and catamarans from 32ft up to 65ft available for charter.



## Sail The Places You've Only Dreamed Of

Asia Pacific | Caribbean | Indian Ocean | Mediterranean | USA  
Book or Enquire about your next Whitsunday or overseas sailing holiday:  
Ph: 07 4946 7400 or Email: [reservations@yachtcharters.com.au](mailto:reservations@yachtcharters.com.au)

**QUEENSLAND YACHT CHARTERS**

**[www.yachtcharters.com.au](http://www.yachtcharters.com.au) | Call 1800 075 013**



visit QYC online



Fergusons Marina  
The Spit, Mosman NSW 2088  
Office: 02 9960 6222

Tim Vine: 0412 382 538  
John Cowpe: 0405 409 686  
Greg Cockle: 0450 311 190  
sales@yoti.com.au

# yoti

SAILING AS IT SHOULD BE



**BENETEAU FIRST 40.7**  
\$169,000 VIEW ON OUR DOCK



**SECRET MENS BUSINESS 3.5**  
\$795,000 HOBART WINNER



**BENETEAU OCEANIS 43**  
\$237,000 STUNNING



**HANSE 461**  
\$325,000 VIEW ON OUR DOCK



**IRC VOLVO 70**  
\$750,000 OFFERS CONSIDERED



**COOKSON 50**  
\$895,000



**BENETEAU ST 42**  
\$495,000



**OPEN 66**  
\$295,000



**RADFORD 50 SINGLE HANDER**  
\$280,000



**BENETEAU FIRST 44.7**  
\$285,000 VIEW ON OUR DOCK



**FARR 40 EX-ICHI BAN**  
\$189,000 VIEW ON OUR DOCK



**SYDNEY 32**  
\$139,000 VIEW ON OUR DOCK



**DUBOIS 36**  
\$42,500



**SYDNEY 38**  
\$122,000 READY TO TWILIGHT!



**SYDNEY 36**  
\$139,000 IN FLEET



**SWAN 48**  
\$565,000 VIEW ON OUR DOCK

Australia's best exclusive yacht listings. [yoti.com.au](http://yoti.com.au)





# LIVE FOR GREATNESS

EVERY ROLEX IS MADE FOR GREATNESS. THE YACHT-MASTER II HAS BEEN DESIGNED TO MEET THE NEEDS OF PROFESSIONAL SAILORS. IT IS THE WORLD'S FIRST COMPLICATION BUILT WITH A PATENTED PROGRAMMABLE COUNTDOWN AND MECHANICAL MEMORY, ENSURING PERFECT SYNCHRONISATION WITH THE START TIME OF ANY REGATTA.

## THE YACHT-MASTER II



Boutique

Sheraton on the Park, Sydney +61 2 9267 9500  
The Star, Pyrmont +61 2 9518 9499  
Crown, Melbourne +61 3 9686 7900

[www.lkboutique.com](http://www.lkboutique.com)



ROLEX