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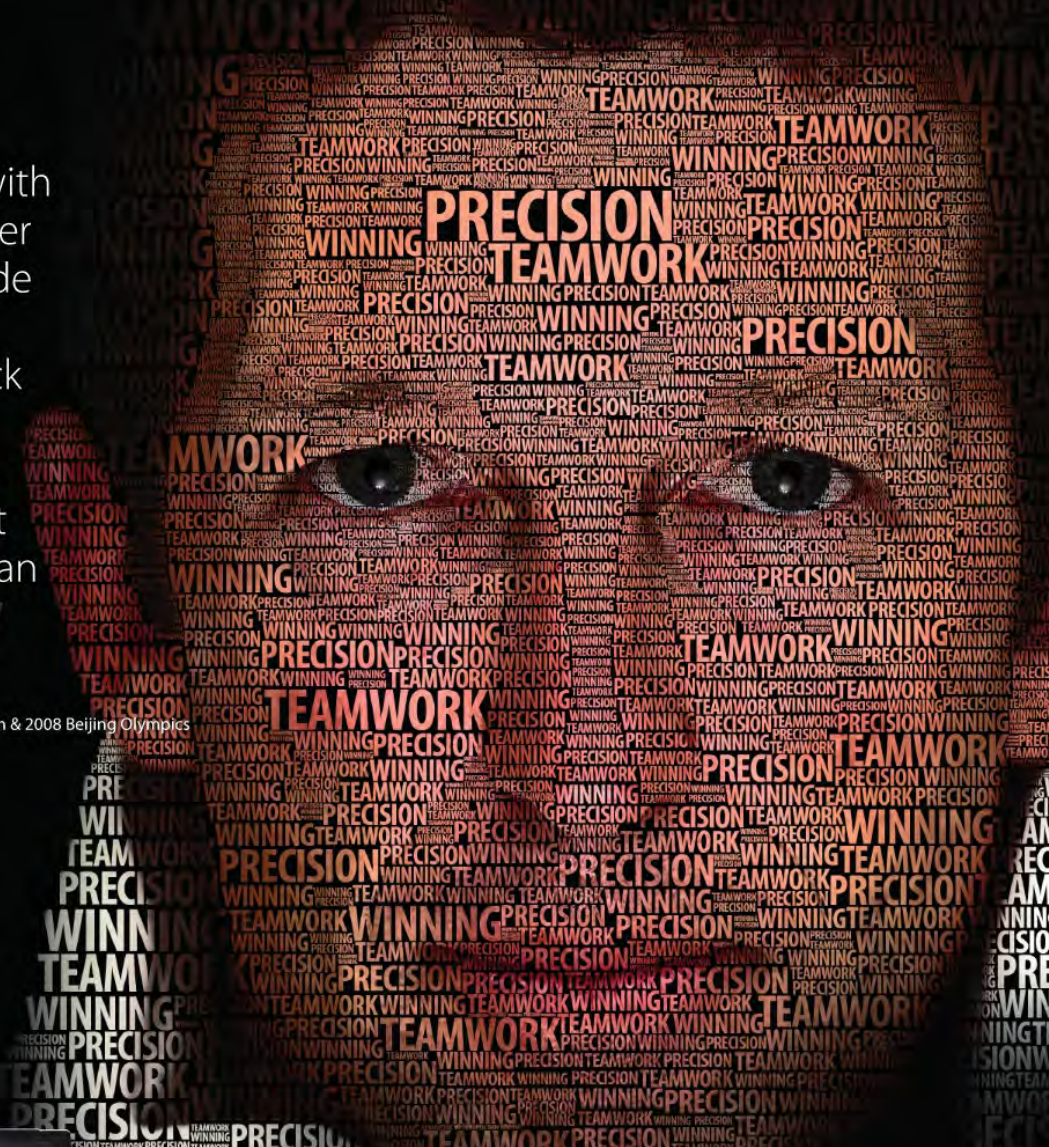


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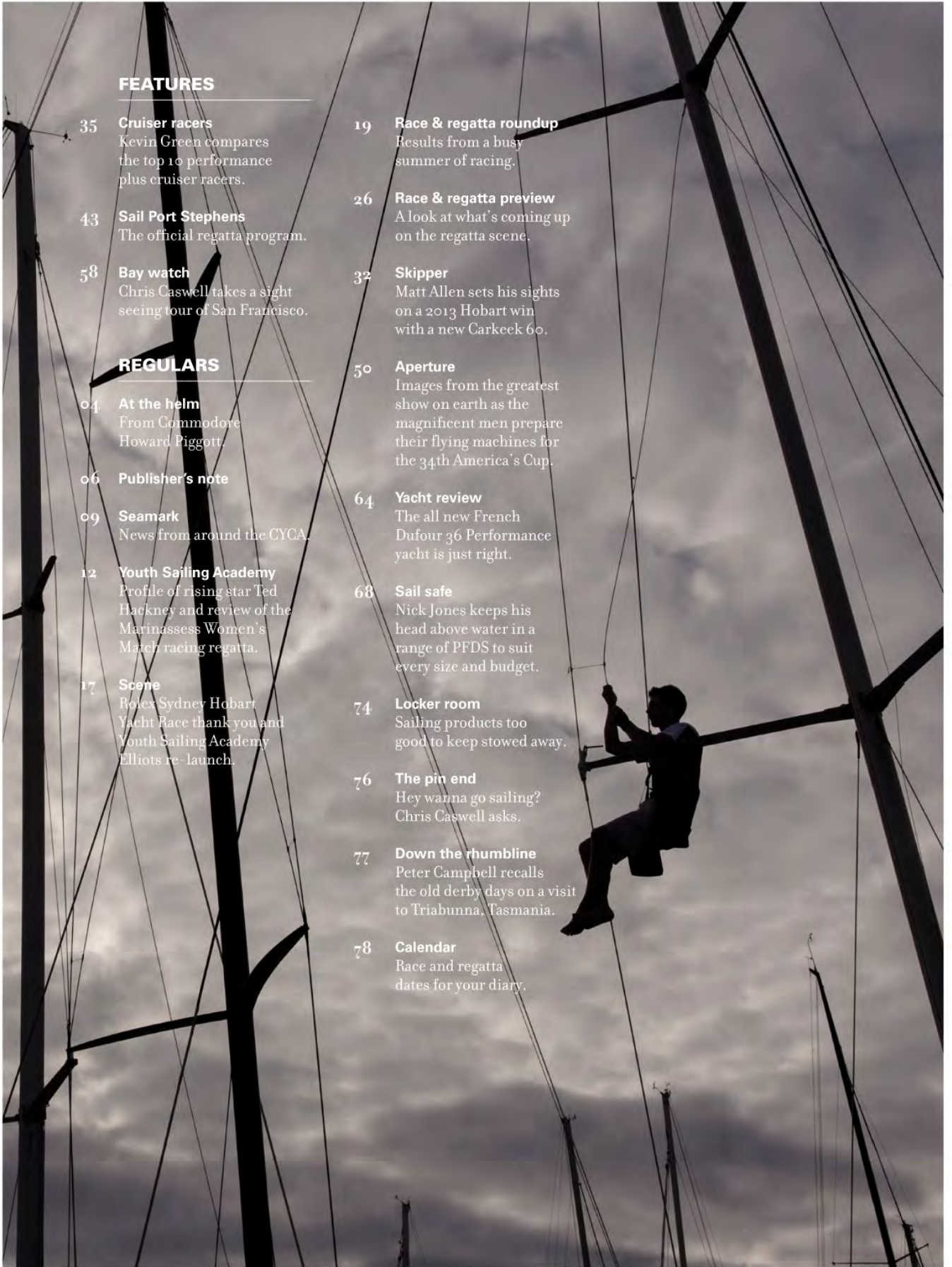
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At the time of going to press, the summer season is drawing to a close and the keenly contested pointscore series are being decided. Julian Farren-Price and his ever-consistent Cookson 12 *About Time* has secured his third consecutive Ocean Pointscore Series. Farren-Price's series scorecard shows five wins and two second places with his worst results, a third and a fourth, able to be discarded. He also won the ORCi division of the Ocean Pointscore series, the first time this division has been scored in this series. Tim Cox's DK46 *Minerva* won the PHS division on countback from Matthew Prentice's Beneteau 40.7 *Ticket of Leave* with Noel Cornish's Sydney 47 *St Jude* third.

In the Grant Thornton Short Haul Pointscore Series, *One More No More* (Ian and Shane Guanaria's Beneteau First 35) maintains a narrow lead from *MRX* (Jon Short and Miles Bastick's Farr 34) and *Elusive* (Paul Billingham and Pete McGee's Bavaria 42 Match) third. In the PHS division, Paul O'Connell's Cole 35 *Katinka* has a commanding lead from *InCahoots* (Patrick and Roberta Easton) and *MRX*.

There is great competition in the Grant Thornton Short Ocean Pointscore leaderboard with Bob Steel and his TP52 *Quest* currently leading IRC, three points ahead of *AFR Midnight Rambler*, Ed Psaltis, Bob Thomas and Michael Bencsik's Ker 40 (last season's series winner), with *Imagination* (Robin and Annette Hawthorn's Beneteau 47.7) in third. The same three are also the top three in PHS Division 1, with *Imagination* leading from *AFR Midnight Rambler* and *Quest*.

Philip Bennett's *King Billy* holds a two point lead over *Limelight* (Alan Husband) and *Marigot Bay* (Meryl Semple) in PHS Division 2.

Congratulations to *One More No More* for their IRC win in the Mount Gay Monday Twilight Series and to *Bennie and the Jets* (John Griffin) for winning PHS Division 1 with *Superfine* (George Waldthausen) taking PHS Division 2 honours.

Stephen Ainsworth capped off a stellar season when he was crowned Blue Water Champion at the conclusion of the 2012 Rolex Sydney Hobart Yacht Race.

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 at the club on April 12.

As autumn and winter approach we now look forward to our popular CYCA Winter Series. This series commences with the Parade of Sail, the Blessing of the Fleet, the Great Veterans Race and the Ladies Race, all to be held on Sunday 21 April 2013.

The CYCA Parade of Sail and Blessing of the Fleet will include boats that were built or designed prior to 1975. At 10.30am, those participating in the Parade of Sail will assemble at Blackburn Cove, Double Bay for the Blessing of the Fleet by the Royal Australian Navy Chaplain. All

SUMMER SALUTE
Commodore Howard Piggott congratulates the winners of the summer pointscore series and sets out the plans for CYCA's winter schedule.

members are welcome to participate in this event.

At 10.50am the cannon will be fired from the famous 110-year-old 73 foot classic Edwardian Schooner *Boomerang* which will signal the commencement of the sail past for the review salute by the CYCA Flag Officers. The fleet will then sail or motor round Fort Denison before returning to the CYCA.

Parade of Sail entrants will be judged for the Ship Shape and Bristol Fashion Awards, including a best dressed crew award for all boats that participate. I encourage all members to participate in this spectacular event and I thank the Associates Committee and their President Pam Messenger for the organising of this popular event.

Following the Parade of Sail there will be the Great Veteran's Race for those yachts aged 30 years and over, that have competed in a Rolex Sydney Hobart. This race is sailed in conjunction with the Ladies Day race for the Jill McLay Memorial trophy, which always attracts spirited competition.

The CYCA Winter Series pointscore racing starts on Sunday 28 April consisting of 10 races. Racing will be in divisions including spinnaker and non-spinnaker, with up to three drops allowed if all ten races are completed. The race scheduled for Sunday 9 June will be a non-pointscore race. The opening and closing Ladies Day events on 21 April and 14 July do not count towards a yacht's overall series pointscore.

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

This year we celebrate the 20th Anniversary of our Youth Sailing Academy, and a number of functions are being organised to celebrate this milestone. Our new fleet of 10 Elliott 7 metre boats are due to be shipped to Australia in April with the christening to take place on 25 July at the CYCA. They will make their regatta debut in the Club Marine NSW Youth Match Racing Championships in August. The boats have been constructed to a high standard and will be a wonderful asset to the Youth Sailing Academy.

I wish all members an enjoyable and successful Winter Series.

HOWARD PIGGOTT
Commodore CYCA

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Autumn has arrived in the wake of some of the wettest and wildest summer weather for years. As we head into the cooler months, the silver lining for sailors is clearer, less congested waterways and (hopefully) more stable sailing conditions.

The perfect scene for racing your boat, without the added pressures of the cut and thrust of dodging summer fleets of pleasure craft out for the day, or when enjoying the simple pleasure of cruising, finding that idyllic anchorage devoid of summer crowds fighting for mooring space.

If you can't quite decide between either pursuit – racing or cruising – this issue may help you, containing our annual Yacht Comparison feature, lining up ten of the most popular cruiser/racers on the market (from 30 to 50 feet). We also sail Dufour's 36 Performance yacht for our Yacht Review feature, and find this mid-sized C/R packs plenty of punch, whether racing under IRC or PHS, to take the fight right to the bigger boats in the club-racing scene.

We bring you the latest race and regatta news from Julian Farren-Price's commendable third win of the CYCA's 2012 Ocean Pointscore series, to the super sailing seen during March's Sydney Harbour Regatta, to the great progress being made by the club's own Youth Sailing Academy, which is eagerly

anticipating the arrival of 10 all-new Elliot 7's in July to celebrate its 20 year anniversary.

Other features to delve into are our 'Bay Watch' spotlight on San Francisco for those of you heading across the Pacific in September to watch the thrills and inevitable spills of the 34th America's Cup. Closer to home, this issue of *Offshore Yachting* also includes an event program section for the Sail Port Stephens regatta held on the NSW coast from mid April, for which many CYCA members are sailing north to compete.

And when offshore, to get there as safely as possible, don't miss our now regular Sail Safe feature, this issue profiling the latest lifejackets / PFD's (personal floatation devices) to protect lives at sea.

ANTHONY TWIBILL
Publisher

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CYCA SOLAS TRUSTS

Donation to Westpac Rescue

CYCA SOLAS Trusts provides a third grant to Westpac Rescue Helicopter Service.

CYCA SOLAS Trusts has provided a third grant to Westpac Rescue Helicopter Service (Hunter Region) of \$4,775, which will fund five aircrew vests and four survival vests to continue the vital community work that the service does.

Richard Jones, General Manager of Westpac Rescue Helicopter Service (Hunter), said "These vests are an integral part of our safety equipment for our crew and for those who we are rescuing.

"We are very pleased that CYCA SOLAS Trusts could assist us with funding on this occasion through the purchase of life vests. The vests are of the highest quality and latest technology, allowing our operational staff to be at the top of their game," said Jones.

Westpac Rescue Helicopter Service is a community owned and operated aeromedical search and rescue service serving the Hunter, Central Coast, Mid North Coast, New England and North West regions. It is one of six helicopter services contracted by NSW Health to perform emergency services

in the New South Wales community.

The Helicopter Service provides a free service to over one million people, covering a region of 132,000 square kilometres. Each year the Helicopter Service performs over 1200 missions, rescuing people from accident scenes and transporting critically ill patients.

CYCA SOLAS Trusts Chairman Matt Allen announced the third grant, which follows funding that amounts to \$34,402 provided in 2010 and 2009 for the purchase of an EAM Aviation T4S Sam series Life Raft for the Service's existing BK117 Helicopter and ten floatation collars, as well as a Roaring Forties SMA 8000 Series Aviation Life Raft.

"The CYCA SOLAS Trusts is delighted to provide the funding for this request. We trust this grant will allow the Westpac Rescue Helicopter Service to continue to provide the vital service required to cover the area that falls under their responsibility," Mr Allen said.

"The CYCA SOLAS Trusts continues to contribute to marine, search and rescue organisations," he added. ⚓

SAFETY FIRST
Matt Allen, CYCA SOLAS Trusts Chairman (centre) presents a cheque to Chad Griffith (left) and Richard Jones (right), General Manager of Westpac Rescue Helicopter Service.

NEWS IN BRIEF

Wireless winds

AUSWinds, a weather reporting application that uses data captured from the Bureau of Meteorology and presents it in either searchable/sortable tabular data or on a map, giving the user the best realtime view of weather observations and forecasts for the entire country, has agreed to donate \$1.00 of every app downloaded from the Apple iTunes Store to the CYCA SOLAS Trusts. The application costs \$2.99. Go to <https://itunes.apple.com/au/app/auswinds/id586891722?mt=8> to view and download the app.

Prizegiving

Come and celebrate the end of another successful summer season for the Blue Water, Ocean Pointscore, Grant Thornton Short Ocean Pointscore, Grant Thornton Short Haul Pointscore and Mount Gay Rum Monday Twilight fleets at the annual summer series prizegiving dinner, to be held on Friday 12 April starting at 7pm. Tickets are \$80 per person which includes a two course meal, coffee/tea and petit fours, beer, wine, soft drink for three hours with a cash bar thereafter. Bookings are essential and must be made no later than midday 10 April 2013.

MMM course

The next CYCA MMM course will be held in April/May 2013. The aim of the course is to enhance the skills and knowledge of sailors in the assessment and management of a crew member who sustains an injury or experiences a medical condition while at sea. The course is delivered by health care professionals and assumes prior knowledge of first aid principles and sailing experience. To undertake the Medical Management for Mariners course, participants must hold a current (or recently expired) first aid certificate and be members of the sailing community.

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HOT SEAT
Sean Langman
(below) and his
crew flew across
Bass Strait.

PASSAGE RECORD

CYCA member blown away

CYCA Member Sean Langman has set a new passage record from Sydney to Hobart in his 60-foot trimaran TEAM AUSTRALIA.

TEAM Australia's record smashing passage took just 29 hours 52 minutes and 23 seconds, and has been added to the World Sailing Speed Record Council's (WSSRC) list of sanctioned passage records.

The passage was 12 and a half hours quicker than *Wild Oats XI's* 2012 Rolex Sydney Hobart Yacht Race record – however the 100 foot super maxi's time of 42 hours 23 minutes and 12 seconds still stands as the official race record.

Howard Piggott, Commodore of the Cruising Yacht Club of Australia contacted Sean to congratulate him, saying "I would like to congratulate Sean Langman and his *Team Australia* crew on their achievement of a new passage record from Sydney to Hobart. Sean is a great competitor and sailor. It's a testament to his passion for sailing that he can transition from racing an 80 year old wooden boat in last year's Rolex Sydney Hobart to claiming records in his trimaran."

A press release published by *Team Australia* when Sean and his crew arrived in Hobart on Saturday night said: "Ahead of a 12-15 knot NE breeze, *Team Australia* coasted past the Castray Esplanade finish box, recording an unofficial finish time of



16:51:20. This time will be verified by the recording device installed on the boat by WSSRC representative John Brooks prior to leaving Sydney Heads last Friday morning." The time has since been verified.

Team Australia's start time from between North Head and the Hornby Lighthouse on South Head was 10:58:57 Friday morning, February 22, and an average speed of 21 knots was maintained.

The crew consisted of Sean Langman, son Peter Langman, Larry Jamieson, Shaun McKnight, James Ogilvie, Aaron Hampo and Josh Alexander.

Arriving in Hobart, an exhausted Sean Langman said they never took their wet weather gear or lifejackets off: "We were always on the edge, that's what sailing these boats is like." The multihull's top speed was recorded at 39.6 knots.

The crew had the help of world renowned marine forecaster Roger 'Clouds' Badham to hand pick the start time.

Langman thinks there is still potential to take the record even lower. "We'll have another go when someone else breaks ours," he said. ⚓



PHUKET KING'S CUP

Full time

CYCA members aboard several iterations of ICHI BAN came home from Thailand's King's Cup with a spring in their step.

PROLIFIC ocean racer and past CYCA Commodore David Fuller has scored a king hit, winning the IRC Division 1 class in the prestigious 2012 Phuket King's Cup raced in Thailand during early December. Racing with his crew aboard Beneteau 44.7 *Ichi Ban* chartered from Matt Allen – a more recent past Commodore of the club – Fuller swept the fleet for a convincing IRC 1 series win. Not to be outdone, Allen himself clinched the win for IRC Division 2 in his Adams 10, also named *Ichi Ban* (appropriately translating from Japanese as “number one”).

The Phuket King's Cup is Asia's biggest and most popular regatta, inaugurated in 1987 to celebrate the 60th birthday of the King of Thailand. A fleet of 168 entries from over 35 countries participated in the 2012 event, among them 78 ocean-going racing and cruising yachts, accompanied by competition among a broad range of sports boats, multihulls, dinghies and even windsurfers. Aptly named, the King's Cup is now considered the jewel in the crown of the Asia yachting circuit, with its growth in diversity of racing classes adding to its international appeal.

Preceding the King's Cup, Fuller and crew ‘warmed up’ in November by comprehensively winning the Malaysian Raja Muda regatta for starters, which was to see Fuller's CYCA team go on to make a clean sweep of both major Asian regatta events. For many years CYCA teams and sailors have had a strong presence in the Asian regattas with a great deal of success. ⚓



FOUR IN HAND
Right: Four past Commodores of the CYCA enjoying a day on Sydney Harbour in 2007. Left to right: John Messenger, Bill Psaltis, Les McClean and Graham Evans. Les passed away late last year and Graham died in early March this year.



EIGHT BELLS

Graham Evans, past Commodore CYCA

By Peter Campbell

BACK in the 1970s, Graham Norman Evans B.Eng (Sydney), MBA (Wharton) made a significant contribution to the status and development of the Cruising Yacht Club of Australia; as a flag officer, as an international yachtsman and as a notable navigator of the ‘old school’.

Graham passed away on 2 March 2013, just three days short of his 85th birthday, ending a lifetime of active interest and participation in yacht racing, including membership of the CYCA and the Royal Sydney Yacht Squadron dating back about four decades.

Graham's vast knowledge of the many aspects of yacht design and especially navigation were a great insight to me. I sometimes ran into Graham at the RSYA, as he lived virtually next door, from where he enjoyed his later years of sailing aboard *Swish*. In 2007 he joined several other past Commodores of the CYCA on the Harbour for the start of the Sydney to Gold Coast Race.

Graham began sailing in the early 1950s and owned various racing and cruising yachts, including *Windover*, *Shanco*, the fast racing One Tonner *Pilgrim*, the lovely cruising ketch *Lady Caroline*, *Andiamo*, *Mandalay* and *Nyora*.

A successful businessman with an engineer's insight for detail, Graham made a significant contribution to the CYCA, serving as a flag officer in 1974 and being elected Commodore in 1976. He was also a very active offshore racing and cruising yachtsman.

“Graham was a wonderful navigator of the breed who could genuinely shoot the sun,” recalls his stepson, Walter Carpenter. “He was an acclaimed racing sailor and as runner-up with *Pilgrim* in the One Ton Cup in 1972 came within the closest of margins, just 0.125 points off the world championship.”

Pilgrim also sailed as a member of the New South Wales team in the 1971 Southern Cross Cup alongside *Polaris* and *Ragamuffin*.

Graham competed in many Sydney Hobarts as well as representing Australia in the Kenwood Cup in Hawaii and competing in the 1977 Sydney to Noumea Race. He also sailed *Pilgrim* to victory, weathering a hurricane, in the 1972 Brisbane to Gladstone Race.

“He often told the story of making 12 knots under bare mast, with the boom removed and strapped to the deck...those were the days,” adds Walter Carpenter.

A true navigator, he was always his happiest when ‘making a passage’, as he would say.

Graham Norman Evans is survived by his wife Carole, children Brad and Debbie and step-children Walter and Tracey Carpenter.

KING'S MEN
Above left: *Ichi Ban* racing to a win in IRC 1. Left: Matt Allen (*Ichi Ban*, IRC 2 winner) left, and David Fuller (*Ichi Ban*, IRC 1 winner) at the 2012 Phuket Kings Cup presentation.



PROFILE

Nurtured talent

After showing early signs of sailing ability, Ted Hackney honed his skills at the CYCA Youth Sailing Academy. He is living proof that sailing can, and will, take you anywhere.

TED Hackney is a passionate sailor and his love for the sport is clear. Hackney first stepped onto dinghies at the Vaucluse Sailing Club and has an early childhood memory of building boats (albeit toy boats) at the tender age of three.

Today, Ted is an in-demand sailor having honed his skills at the Cruising Yacht Club of Australia's Youth Sailing Academy (YSA) for the last eight years. His first introduction to the YSA was through a school holiday development course he enrolled in after showing promise in school racing Sabots and Flying 11s.

From there, Ted was invited to participate in the Advanced Match Racing Squad and he hasn't looked back. Hackney now divides his time between Sydney and overseas. He is a crew member of Jim Richardson's Farr 40 *Barking Mad*, Gennadi Timchenko's RC44 *Katusha* and is also a team member of *Objective Australia*, who will be competing in the Youth America's Cup in September.

"The key things I learnt during my time at the YSA were work ethic: turn up on time, ready to train; organisation: learning how to fit everything in and do everything well; and sailing skills:

learning positions on boats, tactics and boat handling," Hackney said.

"I'm still continuing to learn – even a few days ago I stepped onto *Accenture Yeah Baby* for a twilight race sailing with fellow YSA graduate Evan Walker and I still learnt things," he added. "I love twilight racing – it's competitive but fun. Everyone is in a great mindset – they come to the CYCA after a hard day in the office and just want to unwind by enjoying the sport they love."

One of the key reasons the CYCA Youth Sailing Academy was founded 20 years ago was to develop young

STANDING TALL
Above: Hackney (centre) sailing to second place in the 2008 Governor's Cup. Below: With Will Ryan (left) and Sean O'Rourke (centre) receive the trophy.



sailors into crew members for CYCA members' boats. And it is this founding statement that has ensured the YSA is one of the leading youth sail training facilities in Australia today.

"The training we received at the YSA ensured that we sailed with a variety of different people and we all knew how to sail in each other's position if we needed to. It's taught me to adapt really quickly to whatever boat I step onto and to do my job on the boat to the best of my abilities. If you do your job well then everything goes smoothly," Hackney said.

"There is no other training squad like the YSA – the support we get from the members at the Club is invaluable. I love going out on different boats and I've been able to experience a few at the CYCA from a Sydney 38 to a super maxi."

Ted had the opportunity to represent the CYCA at many national and international match racing regattas including the Governor's Cup three times and numerous national titles.

"My first overseas trip was to the Governor's Cup when I was 15 and we finished eighth. I was sailing with Tom Barker and Will Ryan. I hadn't done much competitive racing before then so it was a huge learning curve."

One of the best results overseas was Hackney's third Governor's Cup in 2008 – and although the team didn't win, they finished second – it was the self-management and team dynamics that was important.

"The team – Will Ryan, Sean O'Rourke and myself all went to university together and we'd been training at the YSA together. Neville Wittey was our coach and I gained a lot of knowledge from him about preparing for a campaign. We trained together and did everything we could have done to be in the best position possible to win but unfortunately it didn't come off for us," Ted recalled.

Another great success for Hackney was winning the Warren Jones International Youth Regatta and the Colin Mullins International Youth Regatta in 2011. "Everything just worked – we all knew our roles. It was a relatively new team but Evan showed great leadership. I came home absolutely exhausted but really satisfied as we got the result that we'd been training for."

From this result, Hackney trained with David Gilmour in Perth and got into competitive match racing, which saw him compete in the World Match Racing tour with Keith Swinton's Black Swan racing last year. The team finished fourth, having been beaten by



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the eventual champions. He still has a tour card for the upcoming season and will continue to pursue match racing as well as his keelboat sailing and of course, the Youth America's Cup.

"I'd like to take the step up to the America's Cup – I think it's every sailor's dream. Sailing in the RC44s is such fun – they are fast and technical," Hackney said. "I'm also really enjoying the Farr 40s. It's hard work – you're hiking a lot of the time but when you have 10 people on a boat working all as one unit, it's awesome. We recently won the Farr 40 division in the Key West regatta."

"The Youth Sailing Academy is the main reason I've got to where I am in my sailing career. I've met so many people – many of whom I now classify as good friends. The camaraderie of this sport (and the CYCA and YSA) is what makes you want to keep participating.

"The YSA really helps lay the foundations of sailing and match racing skills – that's why I come back and coach. As long as you love the sport – the skills just develop. You can't teach the love of the sport – so it's really great to see the development of the younger YSA students. The quality of the coaches at the YSA is outstanding and there is continuity throughout the training squads," Ted added.

"I just have to figure out how to combine my mechanical engineering degree with sailing and keep making myself the best sailor I can be." ⚓

YSA 2013

Key dates

May 4 Winter Squads commence

July 25 Launch of the ten new Elliott 7m boats.

August 3-4
Club Marine NSW Youth Match Racing Championship.

September 20-24
Australian Open and Womens Match Racing Championships.

September 25-29
Australian Youth Match Racing Championship.

September 27 Alumni party.

School Holiday Courses
will be conducted in April, October and December.

www.cyca.com.au/youth



NEARLY THERE
The Elliotts are getting the finishing touches applied before shipping to Australia.



NEW BUILDS

The big build

Excitement is building as construction of a new fleet of Elliott 7m boats for the Youth Sailing Academy nears completion.

CHAIRMAN of the Training and Development Committee Anthony Dunn is pleased to report that one of the major milestone events to celebrate the 20 year anniversary of the CYCA Youth Sailing Academy, the construction of the Youth Sailing Academy's new training fleet of ten Elliott 7.0m boats, is well underway.

Construction commenced on the Elliotts in September last year at the McConaghy Boats factory in China.

A few weeks ago, lamination of most of the components was completed, including 10 decks, eight hulls, eight rudders, seven keels and 10 sets of internal structures (foot chocks and tabernacles). The deck fittings, which have been supplied by Harken, have also been installed.

Greg Elliott from Elliott Marine has been supervising the production and assembly on behalf of the CYCA.

"I am pleased to report that the

production quality is of a very high standard and all 10 yachts are due to be ready for shipping to Australia in April."

Once the boats arrive in Australia, Noakes Shipyards will step the masts, antifoul the boats and sponsor branding will be installed.

"The Training and Development Committee is very pleased with the progress of the construction of our fleet of Elliott 7m boats. The standard of construction is high and the design fits the CYCA Youth Sailing Academy's needs perfectly. I can't wait to see them in their berths at the CYCA marina and being used in their first regatta," Dunn said.

The fleet will be officially christened on Thursday 25 July 2013 at the CYCA, and will make their first regatta debut in the Club Marine NSW Youth Match Racing Championships, conducted from 3-4 August. ⚓

a new generation...

experience
learn
enjoy
challenge
compete
belong



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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 12-24** 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 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.



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CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race



MARINASSESS WOMEN'S MATCH RACING REGATTA

Stroinovskiy blitzes the field

A competitive fleet vied for the Marinassess Women's Match Racing Regatta last February 9-10.

KATHLEEN Stroinovskiy and her crew of Lucinda Whitty, Samantha Boyd and Kate Brown, representing the Royal Sydney Yacht Squadron, won the Marinassess Women's Match Racing Regatta in convincing fashion – losing just one match in the two day regatta.

The regatta, hosted by the Cruising Yacht Club of Australia Youth Sailing Academy, is sailed on Elliott 6m boats, with the winner being determined after the completion of two round robins.

After the races, Stroinovskiy said, "My crew really held me together. It's great to come away with the win. It's also good to see the big improvements that the other teams made throughout the regatta. I remember what it was like when I was in their shoes approximately five years ago."

For Lucinda Whitty, the London 2012 silver medallist in Women's Match racing, this regatta was plenty of fun. "I've really enjoyed this regatta – it's been sailed in really good spirits. It has been great to see the other girls enjoying match racing and keeping the class alive. There was lots of talent out there and we were kept on our toes," she added.

Rayshela Martin and her crew of Ali Sutherland, Erica Kirby and Charlotte Holliday, representing the CYCA, finished second overall.

"I'm pleased with our result, we

sailed well in the light airs this morning and it was tougher in the afternoon with the shifty breeze. Our toughest matches were with Stroinovskiy and McCall which we lost," Martin said.

"Thanks to Marinassess for sponsoring this regatta which allows us to put all our training from the Women's Squad into practice and gives the up and coming match racers a chance to develop their skills in a competitive but friendly environment," Martin added.

For Erica Kirby, this was her first match racing regatta as a competitor – she is an experienced umpire who has numerous regattas under her belt. "It's tough going out there – I think I prefer to be in the umpiring position – you don't get as wet!"

FINISH LINE

Above: Kathleen Stroinovskiy wins the Marinassess Womens Match Racing regatta.

Right: Milly Bennett scored the upset of the day, beating Stroinovskiy.

Below: One of Martin's tough matches against fellow CYCA clubmate Tara McCall (boat 2).



Final standings

1st Kathleen Stroinovskiy (RSYS)
11 wins 1 loss.

2nd Rayshela Martin (CYCA)
8 wins, 4 losses.

3rd Milly Bennett (RPAYC)
8 wins, 4 losses.

4th Tara McCall (CYCA)
7 wins, 5 losses.

5th Emma May (CYCA)
4 wins, 8 losses.

6th Greta Quealy (CYCA)
4 wins, 8 losses.

7th Rosie Lee (CYCA)
0 wins, 12 losses.





Rolex Sydney Hobart Yacht Race Thank You

Over 80 volunteers and contributors to the Rolex Sydney Hobart were officially thanked for their contribution to the 2012 Rolex Sydney Hobart Yacht Race on Tuesday 29 January by Commodore Howard Piggott. John Kirkjian was also presented with the Rolex Sydney Hobart Meritorious Service Award by Commodore Piggott. Kirkjian was one of four men awarded the Rolex Sydney Hobart Yacht Race's highest honour. John Honeysett, Rowan Johnston and Peter Campbell were each presented with the Rolex Sydney Hobart Yacht Race Meritorious Service Award at the annual race prize giving ceremony in Hobart.

1. John Kirkjian is presented with the Rolex Sydney Hobart Meritorious Service Award by Commodore Howard Piggott. **2.** Gail Lewis-Bearman (RSHYR Liaison Centre Coordinator) and Mark Hollingsworth. **3.** Richard Cawse and Amanda Wilmot. **4.** John Woodford, Bruce Gould and John Harris, Radio Relay Vessel team. **5.** Ann Penty, Val Mallett, Bob Penty, Evelyn Lane, Rear Commodore Arthur Lane. **6.** Richard Cawse, Gail Lewis-Bearman, Mike Fletcher and Amanda Wilmot.



Youth Sailing Academy Elliotts re-launched

Two of the Youth Sailing Academy Elliott 6.0m boats have recently been re-launched with their new sponsor's livery. Marcus Anketell, CEO of new sponsors d'Albora Marinas said "d'Albora Marinas is delighted to be a sponsor of Youth Sailing in Australia through the CYCA Youth Sailing Academy. This is a fantastic initiative to give young people the skills and early passion for this tremendous leisure activity and sport." Another new sponsor, Ricoh Australia's Managing Director, Les Richardson, said "The CYCA has a prominent and long-standing history within the Australian yachting community and Ricoh is proud to have joined the team as a sponsor of the CYCA Youth Sailing Academy."

1. Champagne ready for the christening. **2.** Paul Dutch, Ricoh State Manager, christens the Ricoh Elliott. **3.** Students participating in the school holiday course enjoy the d'Albora Marinas Elliott. **4.** Marcus Anketell shows off the new Elliott. **5.** The Ricoh sponsored Elliott. **6.** Scott Kennan (Ricoh) (far left) and Paul Dutch, State Manager Ricoh (centre) are presented with a half model by Vice Commodore John Cameron, and CYCA Commodore Howard Piggott (far right). **7.** CYCA Commodore Howard Piggott presents Marcus Anketell with a half model at the launch of the d'Albora Marinas Elliott.

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Andrea Francolini



New World Sailing
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passage record set
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Sean Langman
Skipper – Team Australia
Managing Director – Noakes Group

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For the second year running, the Sydney Harbour Regatta, hosted by Middle Harbour Yacht Club, was blessed with beautiful conditions, with both days raced in winds of 8-10 knots early on and reaching 16-17 knots by late afternoon.

Over 220 boats in 26 classes on 10 courses contested the event, which MHYC ran with plenty of assistance from clubs CYCA, MYC, NCYC, RANSA, RPAYC, RPEYC, RSYS, SASC, and SFS, as well as sponsors Helly Hansen and Sydney Ports, Robert Oatley Vineyards and Sydney City Marine.

Grant Wharington and his 100-foot-long *Wild Thing* took line honours in the Ocean Passage series, but it was Jack Stening's Sydney 36 *Stormaway* from the host club that claimed overall victory with two wins from the two races sailed over the weekend.

While victory in the Premier IRC class windward/leeward six-race series seemed to be in the hands of Rob Reynolds and his DK46, *Exile*, 'Money Man' and CYCA member Paul Clitheroe pulled out all stops on the Division 1 offshore course on the Manly Circle. Clitheroe's three wins from three with his Beneteau 45, *Balance*, left no doubts as to his intentions, resulting in a three and a half point win over *Exile*, and nine points over third placed *Obsession*, the new MAT 1245 owned by Ray Roberts, who made a successful return to competitive racing at the regatta after a break to concentrate on business.

Roberts' new boat is the first of its kind in Australia, and it made its debut at this regatta. It did not take the yachtsman long to get his eye back in, but with years of winning practice in Australia and overseas, it is no surprise.

Phil Dash and his Beneteau 40, *Just A Dash*, caused a major upset in Division 2, beating the much fancied Peter Sorensen skippered *Philosopher's Club* (a Sydney 36 CR) in a Middle Harbour Yacht Club stoush for victory in IRC Division 2. Dash came away with a solid six point win, with near sistership *Onya*, Andrew Hurt, third, making it a treble for MHYC.

The 10-race Sydney 38 National title started out in the hands of Bruce Ferguson's *Whisper*, and finished up there as well, nothing Mark Griffith and his much touted *Old School* crew could do changed the end result, the Royal Prince Alfred Yacht Club pair fighting it out to the finish to end with just a point separating them.

In his Melges 32, Greg 'Enzo'



Stunning Sydney sailing

The 220 boats competing in the Sydney Harbour Regatta enjoyed a weekend of sun, fresh breeze and tight racing on a harbour chock full of boats, reports DI PEARSON.

Prescott and his 2 *Unlimited* crew from Tasmania cleaned up, winning every single race and successfully defending the Melges 32 title they won at the event last year.

Prescott, whose crew comprises of Darren Jones, Oliver Nicholas, Tristram Eldershaw, Julian Salter, John McCullum and Mark Jeffery, all from Tasmania, and the lone NSW crewmember James Corrie, certainly left nothing to chance.

The Tasmanians won all six races of the series. Their most serious challenge came from a newcomer to the class, NSW's Chris Way, whose campaigns in the Sydney 38 and Farr 40 One Design classes on *Easy Tiger* helped ease him into the smaller and sportier Melges.

One of Tasmania's leading sailors, Prescott was thrilled with their win. "This is great for us going into the nationals on Pittwater in four weeks," he said.

"We haven't sailed since the East Coast Championship, so we thought we were a bit rusty," he said from Middle Harbour Yacht Club, which hosts the Sydney Harbour Regatta, which, in its eighth year, is NSW's largest regatta.

Warwick Rooklyn, whose name is synonymous with sailing, emulated

Prescott's results with his Melges 24, *Bandit*, winning every race of that series, some with ease, while others were very close.

Rooklyn's crew, particularly his foredeck hand, had to have nerves of steel, with their skipper throwing in short sharp tacks and gybes at mark roundings surrounded by others from three classes. Knowing the rules of sailing is always useful.

The *Bandit* crew overcame challenges from nearest rivals *Huey II* (Damian Huon), and renowned sports boat sailor Paul Heyes on *Amigos*, who finished on equal points, to win by 14 points. ↓ www.mhyc.com.au

RUSH HOUR
Above: The Etchells class racing it out on a busy Sydney Harbour. Below: *Wild Thing* on her way to line honours in the Ocean Passage Series.





Farr 40s brave the breeze

One of Sydney's wettest and wildest weekends in recent memory was the stage as a fleet of brave Farr 40s vied for the John Calvert-Jones Trophy.

Guido Belgiorno-Nettis' *Transfusion* was declared the winner of the John Calvert-Jones Trophy and named the Aberdeen Asset Management Australian Farr 40 Champion for the 2012-13 season.

Transfusion won all three lead-up state titles as well as the clincher, the nine-race national One Design regatta sailed over two days on a blustery Sydney Harbour.

This is Belgiorno-Nettis' fourth national title in the class, he was also crowned in 2012, 2010, 2009, and in 2011 he won the Rolex Farr 40 World Championship in Sydney.

"We were progressively losing points in the first two races today so we thought we'd better pull up our socks, which we did in the seventh race. The next two races we sailed ordinarily again," said the beaming skipper.

"We crossed the finish line thinking we'd lost to *Kokomo*, the three lead boats were so close at the finish line it was hard to see who was in front. It was right down to the wire, the tension on our boat was amazing."

Second by one point was Lang Walker's *Kokomo* (25 points) and third overall and first Corinthian Farr 40 was Andrew Hunn and Lloyd Clark's *Voodoo Chile* (26 points) from Tasmania.

Kokomo's crew found their rhythm early in the fresh to frightening breeze, which was a solid 25 knots gusting up to 30 plus. The windier it got the stronger Walker's classy outfit performed as they took two early bullets; meanwhile *Transfusion*'s crew

were struggling to find their feet.

It was tit-for-tat all day between *Transfusion* and *Kokomo*, *Voodoo Chile* inching closer to the top of the scoresheet with each race. At the end of race six *Kokomo* was level-pegged with *Transfusion* and ahead on a countback. A fifth in the next race put them back to second by four points. By the end of race eight the pair was two points apart.

Five races were completed in quick succession on the final day, two laps of the course set off Clarke Island, near Double Bay, per race. They were hard windward works to the top marks laid off Nielsen Park at Vaucluse and lots of crash gybing and kites flogging in the following breeze once the fleet turned the corner.

The remnants of the low pressure system that had wreaked havoc on Sydney over the preceding weekend continued to dictate conditions for the closing race, a strong wind warning, warm north-east breeze, declining sea state, 74% humidity and heavy cloud cover creating a surreal scene on a hazy and almost empty Sydney Harbour.

Teams strapped in for some hairy rides, the 10 Farr 40s throwing up plenty of wake running downwind at 18 knots. The sprints didn't end well for some including Ivan Resnekov's *iMpi*, the crew forced to cut through the spinnaker halyard to prevent their kite pulling them on to the rocks at Bradleys Heads after a spectacular wipe-out laid the boat over in race six, and forced their retirement. www.rsys.com.au

NEW ZEALAND NATIONAL
KEELBOAT CHAMPIONSHIP

BlackMatch in front in NZ

The annual New Zealand National Keelboat championship draws world class sailors from across New Zealand and the world.

Adam Minoprio and his *BlackMatch* Racing team took out the 2013 New Zealand National Keelboat Championship after two days of racing on Waitemata Harbour.

With the racing being conducted by Royal Akarana Yacht Club, five teams registered to race with some of the big guns of the New Zealand and International sailing scene making up the teams.

Ten races were held over the two day regatta, with good conditions aside from one slight delay due to a lack of breeze.

Minoprio's win didn't come easy; he finished up just one point ahead of David Wood and the *Killer Racing* team after battling against them for the entire regatta.

"They really gave us a hard time, they were leading after day one and we had to fight back hard to secure the lead. It was incredibly tight racing and the conditions were tricky, but it was a great weekend overall," said Minoprio.

The National Keelboat Championship has been running for 22 years and attracts some of the best sailors from around New Zealand and beyond. Adam Minoprio will be added to the honours board that includes names such as Russell Coutts, Rod Davis, Ray Davies, Grant Turnbull and Dean Barker. www.rayc.co.nz

CHOPPY HAZE
Above: *Transfusion* battles the swell to take the win.
Below: *BlackMatch* Racing take the prize.





Third time's a charm

The CYCA's Ocean Pointscore Series has come to a close with ABOUT TIME winning the series for the third consecutive time.

Julian Farren-Price has irrefutably claimed his third successive win in the Cruising Yacht Club of Australia's Ocean Pointscore Series (OPS), after his Cookson 12, *About Time*, was declared the overall winner of the Lion Island race – the last of the series.

His series scorecard shows five wins and two second places with his worst results, a third and a fourth place, able to be discarded. *About Time* finished seven points clear of *Merlin* (David Forbes), holding on to the series lead which he established after Race 2. Paul Clitheroe's Beneteau 45 *Balance* placed third, 8.6 points adrift of *Merlin*.

The nine-race Ocean Pointscore Series commenced in September last year with the Lion Island Race, included the Australia Day Race to Botany Bay, and the 63 nautical mile Sydney Newcastle race.

"It's a magic effort," an elated Farren Price, a CYCA member and Sydney jeweller said. "I'm very thrilled with the final result. This has been one of the most cohesive Ocean Pointscore series ever. Nothing went wrong with the boat all season.

"After owning her for 13 years, the boat's proven to be very reliable, with no major weaknesses and able to perform well in all conditions." *About Time* also claimed the overall series

win under ORCi, the first time this division has been scored in the OPS.

The race to Lion Island in September was a challenge just to get out of the Harbour amid very faint sou'easterly breezes.

The fleet was drifting near Shark Island with headsails flapping listlessly as crews tried to get every ounce of movement out of their yachts. A little later, the breeze slowly filled in towards the middle of the Harbour and those in the right place at the right time benefitted.

Paul Clitheroe (*Balance*) gave a picture of how events unfolded: "It was odd. At the start it was headsail up, down, code zero up, some tried spinnakers and finally the breeze became more than a whisper and we Code Zeroed to North Head in good shape and set a headsail to go around."

"Three tacks later, we were in the Harbour and then the wind did the right thing again; we got a little easterly and popped a kite to the finish," said Clitheroe.

Darryl Hodgkinson emerged the victor from race one with his Beneteau 45 *Victoire*, with *Balance* second with *About Time* third.

Race two to Botany Bay saw Julian Farren-Price back at the top of the scoreboard, triumphing over the relentless 'Beneteau Brigade' in the Botany Bay Race. Farren-Price

overcame *Balance* by nearly five minutes overall with *About Time*. Noel Cornish's ever-reliable *St. Jude*, a Sydney 47, was in third place under IRC, while *Victoire* was fifth after a slow start.

1972 Olympic gold medallist and America's Cup yachtsman, David Forbes, sailed *Merlin* to double victory in race three – to Port Hacking and back – taking out line and IRC overall honours.

"We did have a good race – it was a tight reach for most the way, which really suited my boat," Forbes said of his Kaiko 52.

Merlin beat *About Time* and third placed *Brannew*, Chris Bran's Beneteau First 40. *Victoire* was fourth.

Farren-Price's second overall placing helped him maintain his Ocean Pointscore Series lead, with *Victoire* moving into second overall and *Merlin* moving up into third.

Race four was sailed as part of the Middle Harbour Yacht Club's Short Ocean Racing Championship with *Victoire* taking IRC honours from *About Time* and *Balance*.

Merlin came up with the goods again in race five taking the double with David Forbes making good work of a race beset by light and confusing airs. *Merlin* saved enough time to win overall as well, just as he did in the Port Hacking Race. *Imagination* was second overall, with *Kerisma* third.

Julian Farren-Price finished race five of the OPS in fourth place overall, allowing him to maintain the series lead by five and a half points over *Balance*, with a further half point to *Victoire*. *Merlin* was a further eight points behind.

AFR Midnight Rambler, the Ker 40 owned by Ed Psaltis, Bob Thomas and Michael Bencsik, took honours in the Australia Day Race to Botany Bay and return. They followed this up with the IRC and ORCi double in the Port Hacking Race (race seven). Given that *AFR* was only entered into the Autumn Pointscore, this gave Farren-Price the win in the overall pointscore for both these races.

The 63 nautical race to Newcastle, the longest in the OPS, was sailed in a moderate south to south east breeze, that gave the 18 yacht fleet a kite ride all the way up the Coast. *About Time* scored the race win from *AFR* and *Merlin*.

Tim Cox's DK46 *Minerva* won the PHS division of the OPS on countback from Matthew Prentice's Beneteau 40.7 *Ticket of Leave*, with Noel Cornish's Sydney 47 *St Jude* third. www.cyca.com.au

HAT TRICK
The latest Ocean Pointscore Series trophy will join the others in *About Time's* trophy cabinet.



CROWN SERIES
BELLERIVE REGATTA

Brainwave takes the Crown

Tasmania's biggest annual sailing regatta produced plenty of winners and grinders as well as a few scary moments, reports PETER CAMPBELL.

Prominent Hobart yachtsman Scott Brain added another impressive victory to his long sailing career when he convincingly won the Tasmanian championship in the high performance SB20 sports boat class.

The popular One Design SB20s held their State Championship as part of the Crown Series Bellerive Regatta on the River Derwent in late February, with more than 180 keelboats, sports boats, trailable yachts and off-the-beach dinghies and catamarans taking part.

The fleet for Tasmania's biggest annual sailing regatta enjoyed near perfect sailing conditions, although freshening hot northerly winds gusting to 25 and 30 knots saw the yacht, *Silicon Ship*, and the sports boat, *Shazza*, dismantled.

In another incident, bowman

Gemma Miencke, in the all-women SB20 *Sudden Impulse*, fell overboard when a 25 knot gust hit just after gybing the spinnaker.

"Things were a bit hairy for a moment as Gemma had a line around her ankle and she was caught under the stern of the boat and I could not slow down the boat," skipper Colleen Darcey said back at Bellerive Yacht Club. "Eventually she let go, we got the kite down, sailed back and got her back on board."

Scott Brain and *Brainwave* won five of the seven races over the weekend, taking the SB20 title from David Graney, helming *Wedgewood*. Third place went to *Wicked* (Andrew Blakney).

Scott Brain is best known as the helmsman of Sally Rattle's ocean racing yacht *Archie* in its Melbourne to Hobart and Bruny Island race wins

and also as coach of the Tasmanian crew that won the Australian women's keelboat regatta in Melbourne last year. This is only the second season in SB20 class for the Derwent Sailing Squadron member.

Bellerive Yacht Club members dominated the keelboat results at the regatta, with *Invincible* (Darren Clark) taking out Group 1 AMS and IRC overall and *Host Plus Executive* (Jeff Cordell) winning the PHS category. *Host Plus Executive* also finished third in AMS.

In AMS, *Invincible* won six of the seven races on corrected time to finish with eight points, ten clear of Royal Yacht Club of Tasmania rival *Intrigue* (Don Calvert). In IRC, *Invincible* won five races to finish two points clear of *Intrigue* with the Farr 40 *War Games* (Wayne Banks-Smith) third on 26 points.

Performance Cruising overall results were delayed until a rules mediation hearing was held, confirming *Wings Three* (Peter Haros) as overall winner, just one point ahead of *Pirates Pride* (Peter Masteron) and another two points to *Red Jacket* (Ambrose Coad). ⚓ www.crown.belleriveyachtclub.com.au

STREAMLINED
SB20s racing in
the Crown Series
Bellerive Regatta.

The Wave breaks in Muscat

Act one of the Extreme Sailing Series had audiences holding their breath, as a windless race determined the winner at the 11th hour.

Leigh McMillan, captain of *The Wave, Muscat*, picked up where he left off in 2012 – at the top of the leaderboard – as his team snatched victory from *Red Bull Sailing Team* in the final seconds of the last race of the day.

It wasn't the kind of high speed racing that you would expect from the Extreme Sailing Series, but sometimes the racing is even more tense in light airs. The opening act of the series, in Muscat, Oman, was as close as it gets – it came down to the winner of the final race to decide which team had won the opening act of the series.

Defending champion McMillan and his team on *The Wave, Muscat* sailed a perfect day, coming back from a 15 point deficit to *Red Bull Sailing Team* to claim overall victory.

Just two points separated *Red Bull Sailing Team* and *The Wave, Muscat* going into the final double-pointer and the scenario was simple

– whoever performed better in that race, would win the act. The invitational home team, *Team Duqm Oman* won the race, but *The Wave, Muscat* did enough to secure victory after a tense battle. An elated and slightly shell-shocked McMillan commented: "We have had a mixed bag this week but an exceptional day today, that's just the way the sport is."

Red Bull Sailing Team was one of

EXTREME SPORT
The Wave, Muscat
leaps her way to
victory.

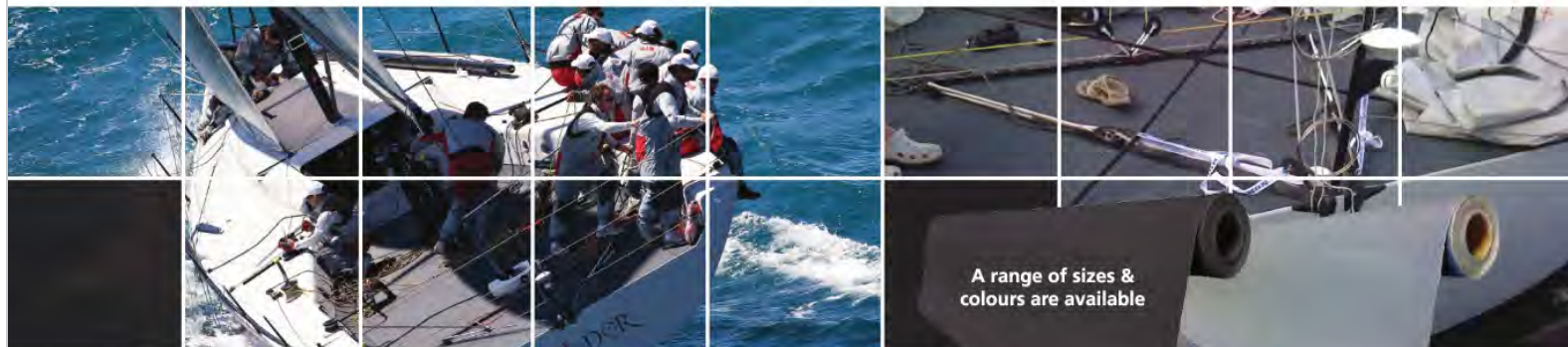


the form teams throughout the week, dealing with the big breeze open water racing on day one with equal skill as the light wind stadium racing. But it was not to be for the double Olympic gold medal-winning skipper Roman Hagara as his pre-race concerns about falling at the final hurdle came to fruition.

For the skippers of new teams *Realteam*, *GAC Pindar* and *Team Korea*, who joined the party in Oman, each showed moments of brilliance, hopefully a sign of things to come this throughout the series this year.

Since winning a silver medal for New Zealand at the London 2012 Olympic Games, Peter Burling has been riding on a whirlwind – first skippering *Team Korea* in the America's Cup World Series before making his Extreme 40 debut this week in Muscat and impressively steering his team to fifth place. The Extreme Sailing Series' next stop is Singapore.

For more about the Extreme Sailing Series, see page 26 for an interview with Mark Turner, Executive Chairman of OC Sport, organiser of the Extreme Sailing Series. www.extremesailingseries.com



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Etchells in Italy

The State Etchells regattas have wrapped up for the year and those who went well will be heading for Italy in June, reports JOHN CURNOW.

Etchells regattas tend to attract the best local sailors as well as a few from much further afield. But the big names don't always take home the silverware; Etchells regattas tend to be dynamic, hard fought and difficult to predict.

A case in point is Kane Sinclair, Michael Bellingham and Steve Carrick's *Resurgent*, which won Race Two at the NSW State Championship sailed out of Cronulla in early March. Another is *Smoke and Mirrors* (Jack Ellis, David Buckland and Campbell Ewart) who, despite being very new to Etchells, went around the bottom mark in third place during the second race on the first day of the Victorian State Championship, which was run a week later out of Brighton.

The very strict One Design nature of the class is what is responsible for the tight racing, as well as the fact that any crew having a good day has a shot at the leaderboard. You can't buy a win via an expensive boat in this kind of racing. The great John Bertrand

AM probably summed it up best after the Victorian title, which he very nearly won. "The boats are technically advanced, even though the design is old, but the basic trim of the sails, shape and twist of the mainsail all combine together to make it a dream boat to race."

The weather for the NSW and Victorian titles could not have been more different, with Victoria's being far closer to what sailors will expect in Rosignano in Italy this June when they fight for the Etchells World Championship. Newly crowned Victorian Champions Graeme Taylor, Noel Drennan and Steve Jarvin are heading there with high hopes. Also sending or chartering boats and crew are skippers Chris Hampton, Don Wilson, Jake Gunther and Doug Kerr from Western Australia. David Ritchard is racing in the Italian Nationals beforehand in the same charter boat Noel Paterson and David Healy will then use for the Worlds. ⚓ www.etchells.org.au

MAKING A SPLASH

Above: *Voodoo Spirit* in the Victorian Etchells Championship. Below: 'Skiff Chicks' aka Lizzi Rountree (left), Saskia Tidey (centre) Alexandra South (right). Right: *Gotta Love It 7*'s Seve Jarvin, Scott Babbage and Peter Harris.



Giltinan's angels

Lizzi Rountree, Saskia Tidey and Alexandra South, aka the 'Skiff Chicks' set a record for being the first all-female crew to finish a race in the 74-year-old Giltinan Championship. Their record is made even more impressive by the fact that none of the crew had ever sailed an 18ft Skiff prior to the start of this season.



GILTINAN 18FT SKIFF CHAMPIONSHIP

Gotta Love the Giltinan

A few capsizes and plenty of flying 18 footers ensured the 2013 JJ Giltinan 18ft Skiff Championship was one to remember.

Gotta Love It 7's Seve Jarvin, Scott Babbage and Peter Harris became the 2013 champions when they took out Race 7 of the Winning Group JJ Giltinan 18ft Skiff Championship on Sydney Harbour.

It all came down to the final race in a strong north-east wind with *Gotta Love It 7* and *Coopers-Rag & Famish Hotel* level on eight points.

Allowing for discards being introduced, *Coopers-Rag & Famish Hotel* (Jack Macartney, David Witt and Mark Kennedy) had to finish within the first three placings and ahead of *Gotta Love It 7* to win the title.

A great start by the '7' crew saw the red flying machine quickly take the lead from *The Rag* as the fleet sped towards Bradleys Head.

Gotta Love It 7 maintained her advantage over *Coopers-Rag & Famish Hotel*, and when the latter team capsized near the Beashel Buoy the title was as good as won by '7'.

With their main challenger out of contention, the '7' crew appeared to sail more conservatively, as *Thurlow Fisher Lawyers* led the fleet down the spinnaker legs back to Clarke Island.

Spectators aboard the two club-controlled ferries and others in a variety of vessels following the race were treated to some spectacular action.

Thurlow Fisher Lawyers (Michael Coxon, Trent Barnabas, Dave O'Connor) led until the final rounding mark at Rose Bay but put on a performance to be remembered.

They had capsized on the second windward leg but came back to lead the fleet home, before a spectacular capsize on a gybe as the crew went at it a bit too hard.

Gotta Love It 7's crew saw the capsize and quickly pulled their kite down for the run between the islands to the finish.

New Zealand's *C-Tech* (Alex Vallings, Josh McCormack and Peter Burling) finished 34 seconds behind *Gotta Love It 7*, with *Coopers-Rag & Famish Hotel* coming home over 3 minutes back in third place.

The final placings in the championship had *Gotta Love It 7* on nine points, a two-point victory over *Coopers-Rag & Famish Hotel*, with *Thurlow Fisher Lawyers* third on 19 points.

C-Tech also finished the series on nine points but lost to *Thurlow Fisher* on a countback. ⚓

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A world of extremes

The Extreme Sailing Series brings sailing to the fans, rather than expecting the fans to go to the horizon. With blockbuster races sailed in waterborne 'Stadiums', this is modern sailing at full throttle. NICK JONES caught up with Mark Turner, Executive Chairman of OC Sport, organiser of the Extreme Sailing Series.

How does the Extreme Sailing Series take a different tack from offshore racing?

After one day of racing in open water, come three focused Stadium days where the races are in front of the public grandstands and VIP areas regardless of wind strength or direction. Once we are in Stadium mode races average 10-12 minutes. We fit in up to eight races per afternoon of racing.

Considering the success of the America's Cup World Series, do you think there's a trend towards this kind of 'blockbuster' racing?

The question is who are you trying to entertain – the racer or the audience? Professional events that are commercially funded have realised that to compete with the other sports they have to get better at entertaining and engaging fans. One way is to move to high-action sailing formats that are visually exciting, unlike, lets face it, a great deal of the sport if you are on the beach watching some white sails somewhere 'over there'.



The Extreme 40 is the latest in a line of seriously powerful multihulls, have cats taking over in the speed stakes?

On the multi vs mono debate – both have their finer points and advantages in general sailing terms. However, if you are looking for the right tool for a pro-sailing event that needs to entertain, be it for people on site or on TV, its hard to beat multihulls. The acceleration and hull flying

MODERN TIMES
Top: The Extreme 40s prepare for a race in Rio De Janeiro in 2012. Above: Mark Turner, one of the organisers of the Extreme Sailing Series

are two very basic characteristics which impress non-sailors even if they know very little about what is a complex sport.

The Extreme Sailing Series has live video feeds, iPhone apps, sailing analytics on your mobile, what role do they play?

Sailing will never have the kind of TV programming slots that other major league sports have – so we have always had to be better at using the latest technology. Sailing fans tend to be more techie than most and the first movers on new technology, so we are a great sport for technology brands wanting to get their latest stuff out there.

The series takes teams to Oman, China, Turkey and Brazil, how has the reception been in nontraditional sailing nations?

Most of these nations have incredible maritime heritage and culture, and are now rediscovering it through the new modern form of the sport. We're proud that we've managed to put the sport of sailing, in an exciting and attractive format, in front of millions of people that have previously never even thought the sport could be relevant to them. www.extremesailingseries.com

GOSFORD TO LORD HOWE ISLAND YACHT RACE



Island time

The 39th Gosford to Lord Howe Island Yacht Race is returning to a new date after a year off. Traditionally starting on the last Saturday in October, this year's race will kick off on April 6. Race Director Tony Evans told NICK JONES about the new aspects of this very old race.

The Hempel Gosford to Lord Howe Island Yacht Race is in its 39th year. What's the secret to longevity?

The race is a true Blue Water Category 1 event and reward for the competitor's effort is arriving at one of the most spectacular finish lines imaginable. The race challenges tacticians to work with weather patterns and sea currents – the Lord Howe is a thinking sailor's race.

Some of Australia's greatest yachts have completed the race, including the likes of *Brindabella* and *AFR Midnight Rambler*. Who can we expect this year?

This year's race entry list is very pleasing and vindicates our decision to change the date. Unfortunately we had to knock back some nice boats, but punters can expect to see plenty of quality at the start. This year's entry list includes Ed Psaltis' Ker 40 *AFR Midnight Rambler*, Paul Clitheroe's *Balance*, Roger Hickman's *Wild Rose* and many more.

Can you imagine a more idyllic finish line?

We've all seen photographs that illustrate how beautiful Lord Howe is, but no picture does the place justice. It's jaw-droppingly spectacular and I get goose bumps any time I look through the Norfolk pines toward Mounts Lidgbird and Gower. Ending the race in the lagoon poses challenges, but we've been ably assisted by locals.

We saw the Rolex Sydney Hobart line honours record rewritten last year, is the current race record for the Gosford to Lord Howe Island of 33h 34m 21s in danger this year?

A new race record is very possible, but of course conditions will have the final say. The likely contender this year is the VO70 *Southern Excellence 2*, which was formerly Matt Allen's *Ichi Ban*. This is the first time it has entered, and it has just been acquired by CYCA Director Andrew Wenham. I was on the island when *Merit* broke the record in 2002 and I'd like to see the record fall again on my watch. Andrew is also one of our mooring sponsors and this arrangement guarantees his entry for the next five years, so if the record doesn't fall this year, I don't think it will be far off.

Will the race make it to 50?

I have worked closely with the Board's CEO and the Community this year but I still see areas that could do with improvement. I think if we have the full support of the Lord Howe Island Board in terms of infrastructure to accommodate the boats in the lagoon, then there is no reason why not. ↓

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Winter warmers

The CYCA's Winter Series is a long-standing tradition of breakfast, boats, buddies and breeze. By JENNIFER CROOKS.

The Cruising Yacht Club of Australia's Winter Series has been part of the club's sailing calendar for over 65 years. Every Sunday from April to July over 140 yachts enjoy Sydney's mild winter on the harbour.

The CYCA Winter Series commences each year with the traditional Ladies Day and Great Veteran's Race, followed by the pointscore races and concluding with the final Ladies Day race before many of the boats head north in the Sydney Gold Coast Yacht Race and other Queensland regattas.

The Great Veterans Race is open to yachts that have competed in a Sydney Hobart Race and are over 30 years of age and will be sailed on Sunday 21 April. This non-spinnaker race is sailed in a competitive but fun atmosphere around the harbour.

The CYCA Parade of Sail and Blessing of the Fleet will also be held on 21 April. Boats built or designed before 1975 are eligible to participate

in the Parade. The Parade of Sail will assemble for the Blessing of the Fleet by the Royal Australian Navy Chaplain.

A cannon will fire from the famous 110-year-old 73 foot classic Edwardian Schooner, *Boomerang*, to begin the Review Salute to the CYCA Flag Officers and sail past. Parade of Sail entrants will be judged on the water for their Ship Shape and Bristol Fashion Awards, with a best dressed crew award for all boats including spectators.

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

The CYCA Winter Series pointscore starts on Sunday 28 April with eleven races, ten spinnaker divisions, three non-spinnaker and a Sydney 380D division (if sufficient entries are received). 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 9 June will be a non-pointscore race.

CYCA Commodore Howard Piggott encouraged yacht owners to participate in winter tradition. "I would like to encourage owners to enter into this fantastic winter regatta. It is one of the longest ongoing series' on Sydney Harbour and attracts over 140 boats every week."

The great tradition of The Breakfast Club will continue once again as a band of passionate volunteers supply a BBQ breakfast before the day's racing. All proceeds from Breakfast Club sales are used to purchase items for the club house to benefit members. The Bistro will also be open every Sunday.

This year, the sailing committee has introduced a new requirement that the owner or owner's representative must attend one of two mandatory CYCA Rules Evenings that will cover the new *Racing Rules of Sailing 2013-2016* with presenter Tony Mooney. The rules evenings will be conducted prior to the Winter Series commencing on Wednesday 10th and Tuesday 23rd April from 6:30pm. Other crew members are welcome to attend. ⚓ www.cyca.com.au

WINTER WELCOME
The crew of *Lolita* salute the CYCA Flag Officers during the Parade of Sail.

KURT ARRIGO



Volcano Race to erupt in May

Rolex's Mediterranean racing season will be kicked off when yachts of all sizes gather at the start line of Italy's Volcano Race.

The Rolex Volcano Race will mark the beginning of Rolex's Mediterranean sailing season. The famous regatta will be held from 18-24 May in both Gaeta, a seaport on the Italian mainland located halfway between Rome and Naples, and the island of Capri.

Gaeta will host the start of racing on Saturday 18 May when the fleet will depart for Capri from under the shadow of the town's famous Bourbon castle. Following their arrival in Capri, the Maxi yachts will tackle an inshore race series on May 20 and 21.

The competition will conclude with a challenging 300-nautical mile offshore race, previously held in 2011 and 2012 as the Rolex Volcano Race. The course will take the fleet of Maxis from Capri to the Aeolian Islands, a wild volcanic archipelago north of Sicily. The final prizegiving in Capri is scheduled for Friday 24 May.

The 2013 edition is reserved for Maxi yachts that measure upwards of 60 feet. Entrants will be divided into different classes – Mini Maxis, Maxis and Supermaxis measuring upwards of 100 feet. ⚓

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The first fleet

Old time sloops begin to sign up for Audi Hamilton Island Race Week's 'First Fleeters' division.

In its 30th year, Audi Hamilton Island Race Week is gaining momentum. This year's anniversary series, to be staged from August 17 to 24, is lodging entries at a rate that organisers are proclaiming to be an all-time high.

Not surprisingly, all of the near 40 entries received to date are cruising yachts – a fact that leaves no doubt that Hamilton Island's harbour will be the scene of plenty of dockside parties across the week.

Among the entries to date are some famous old yachts, such as Dave Molloy's classic 24-metre maxi, *Condor*; the classic 40-year-old, 22-metre long timber ketch, *Sir Thomas Sopwith*, and the 1983 Australian Admiral's Cup team contender, *Lloyds Too Impetuous*, now owned by Rudy Weber.

Lloyds Too Impetuous, which missed winning the title of 'Champion Yacht' at the inaugural Hamilton Island Race Week in 1984 by just one point when owned by Graeme Lambert, is the first entry received for the 'First Fleeters' division this year. This division has been specially created for any of the 90-plus yachts that were at the inaugural Race Week.

Another entry certain to be received for

the First Fleeters Division is Ian Hamilton's Bruce Farr designed Farr 1104, *Akarana*, out of Townsville. Hamilton raced the same yacht at Race Week in 1984. He is working hard to get together as many of his original crew so they can share the fun at what promises to be a memorable reunion this year.

Hamilton says a return to Hamilton Island for Race Week promises to be another highlight of his wonderful sailing experience with *Akarana*: "I'm really looking forward to the camaraderie that will come with renewing old friendships and making new ones. However, when it comes to the racing, don't expect us to be scooting around the course with the hot shots. *Akarana* has a very wide stern and becomes a trifle cantankerous when she's overpowered – she tends to round up – so we will be taking it easy."

Details of the social scene arrangements will be revealed over the following months, and there is sure to be a range of special events to celebrate the staging of what promises to be an unmissable event on the Australian and New Zealand 2013 sailing calendar. ⚓

www.hamiltonislandraceweek.com.au



OLD SCHOOL
Ragamuffin with a blooper set at the inaugural Hamilton Island Race Week.

DEEP BLUE
Les Voiles de St. Barth attracts chic yachts from around the world.



Take a Barth

In its fourth year, Les Voiles de St. Barth already has a reputation for being a hub of chic and luxurious yacht culture.

One of the most colorful racing events in the Caribbean, Les Voiles de St. Barth will run from April 8-13. Drawing teams from around the world, the regatta boasts good competitive sailing, as well as plenty of classic chic.

This year's lineup features several teams representing their nationality. The Dutch team, who will be aboard the chartered Swan 45 *Satori*, is considered a serious threat by most racers, but trimmer Maurits van Oranje is modest about this.

"We'd never take ourselves too serious, but in one way or another someone will hopefully think of us as champions," he said. "We have sailed as a team for over 20 years on different boats and various international events."

Among the other entrants flying their nation's flags are the J/122 *Lazy Dog*, skippered by Puerto Rico's Sergio Sagramoso and the Ker 51 *Varuna*, owned by Germany's Jens Kellinghusen. The 92-foot carbon Super Maxi *Med Spirit* will be returning for a second year with its all-French team that includes owner Jean Pierre Dreau.

One of the regatta's organisers, Annelisa Gee, believes that delivering a good event on the water has been paramount to the growth in popularity that Les Voiles de St. Barth has experienced over the three short years since its inception. "No one really quite knows until they get here how all this chemistry among sailors is going to come together," she said, "but that's what makes the regatta, and the sport of competitive sailboat racing, so much fun." ⚓
www.lesvoilesdesaintbarth.com

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NUMBER ONE

MATT ALLEN IS A PAST COMMODORE OF THE CRUISING YACHT CLUB OF AUSTRALIA AND A YACHTSMAN WITH A STRING OF SUCCESSES IN AUSTRALIA AND ASIA. AS THE OWNER/SKIPPER OF VARIOUS YACHTS NAMED ICHI BAN, TRANSLATING TO "FIRST" OR "NUMBER ONE" IN JAPANESE. ALLEN HAS RECENTLY COMMISSIONED YET ANOTHER – A NEW CARKEEK 60 – WITH THE INTENTION OF WINNING THE ROLEX SYDNEY HOBART YACHT RACE OVERALL. HERE, ALLEN DISCUSSES WITH DI PEARSON HIS NEW YACHT AND HIS VIEWS AS CHAIRMAN OF YACHTING AUSTRALIA'S OFFSHORE KEELBOAT COMMITTEE.

Why did you decide on building a new Carkeek 60?

MATT ALLEN: I think there's been a lot of evolution in the TP52 area and the Carkeek boats, but the Carkeek has moved away in terms of performance. They (Carkeek) have learned a lot through the Volvo Ocean Race and have been designing from there. Traditional boats have not

evolved the same way or as quickly.

A lot of work has gone into Botin & Carkeek boats in last few years. I saw the Carkeek 40 at Key West and it was minutes faster than the Ker 40 and Farr 400 that is built as quite a narrow boat, so you can truck and move easily.

More importantly, Shaun Carkeek was keen to design without the Box

rule or VOR constrictions, so there are few limitations, which is a lot more fun for designers in a way. We are designing it to be a fast boat – IRC encourages 50-foot boats to be fast. *Hooligan* (Marcus Blackmore's TP52) and *Camper* (latest Volvo Ocean Race yacht) are Carkeek boats. *Camper* was great upwind, although not as good on a reach, and finished second in the VOR.

We looked at the amount of ocean racing in Australia and regattas like Hamilton Island and the Audi IRC Australian Championship and figured the boat would do 70 percent ocean racing and 30 percent around the cans; so we're building a boat that is structurally sound, but light.

Building a female mould you save in weight because there's no fairing. We're using Kevlar honeycomb core, so we've got all those weight savings. We're making sure the rudder and keel are strong and we want the boat to be a solid ocean and round the cans racer. We'll have a strong, powerful boat for this year's Rolex Sydney Hobart.

Who is building the new boat?

MATT ALLEN: Premier Composite Technologies (PCT) in Dubai, which is being managed by Neil Cox who built *Camper* and was involved in *ABN AMBRO* (also a VOR yacht). He is very experienced and a good Central Coast boy. The new *Ichi Ban* will be out of the factory early October and sailing by November in plenty of time for the Sydney Hobart.

There will be no human contact with the hull until it comes out of the mould. There are 1000 people working in the PCT factory – it's huge – which also built my Farr 400 and my first Farr 52. Gordon Maguire (formerly *Loki*) will be sailing master on the new boat; Craig Garnett will run the pit and is involved in the mast specifications. Tim Sellars (engineer for *Leopard* and *Abu Dhabi* in VOR) will be boat captain.

Who do you see as major competition for the 2013 Hobart?

MATT ALLEN: Possibly one or two VOR70's (the recently purchased *Camper* and *Telefonica*). They'll turbo-charge them, put deeper keels on them, and so on. There's also *Bella Mente* (American Hap Fauth's 2012 built JV72 Mini Maxi), the British-registered *RAN* (Niklas Zennstrom's JV72 which finished fifth overall in the 2009 Hobart), *Loki*, and maybe even my old *Ichi Ban* (the Jones 70). We'll have to see who enters.

HOBART HOPES
Matt Allen will take delivery of his new *Ichi Ban* just in time for a Rolex Sydney Hobart campaign.

Have you sold the Jones 70?

MATT ALLEN: Yes, Andrew Wenham recently bought it and I have his Volvo 60 (*Southern Excellence*) as part of the deal. By the time this is published, I hope to have sold it too!

What is the sailing program with your Farr 400?

MATT ALLEN: Regattas like the Sydney Harbour Regatta, Airlie Beach and Hamilton Island Race Weeks, and CYCA winter series are perfect for the Farr 400. It's a great boat; the heavier it is downwind, the faster it goes and it's an easy boat to sail. We've got a big grinder and it makes it easy to hoist and gybe the spinnaker. These regattas will hone our skills; keep our hands in.

What of your Asian circuit campaigns?

MATT ALLEN: I'm selling my Asia-based Beneteau 44.7 (Allen won three King's Cups and a Top of the Gulf with

it) and in the meantime, chartering it. I'll keep racing my Adams 10 up there. I've only done one King's Cup with it so far, and won the division. We'll do Top of Gulf, Koh Samui and the King's Cup again this year.

What are the aims of Yachting Australia's Offshore Keelboat Committee?

MATT ALLEN: We try and help yacht owners look at rating systems and help improve them where we can. We take a lot of submissions to IRC congress and try to influence IRC to rate lighter, faster boats under 50-feet more fairly than they currently do. We try to keep owners in Australia aware of what is transpiring, such as the new High Performance Rule, which has been used in America for the past six months or so.

Ocean racing in Europe is in a fairly dramatic decline, and it has been declining in America in the last six to seven years. In the development

THE NEXT ICHI BAN
Below: Plans of the Carkeek 60, which is being built in Dubai by Premier Composite Technologies.

world in the northern hemisphere, you couldn't say it was in good shape, with IRC certifications over the last couple of years falling off to 10 percent. In Australia, however, the numbers have been very stable.

The IRC office says some of the fall-off is economy, but a lot isn't. I personally probably have a different opinion. I think fewer people want to run big boat campaigns. I think we fail to encourage youth into big boat sailing — a lot keep sailing their smaller boats. They don't see current 40-footers as being exciting to race. When we asked young Michael Coxon to sail on the Farr 400 at Hamilton Island, he said he didn't want to sail a big boat when he could sail 18 footers, but when he got on the 400 he loved it because it's a light, fast-performing boat.

You can build a smaller boat cheaper because you avoid the expense of a fit-out. We want to keep people in the sport and attract people to it because it's not growing. One way is to have more exciting, fun, fast boats to attract younger people.

We've got to work at all levels to grow the sport; to get kids involved, retain them and give them a pathway. The 2012 Olympics and afterglow have certainly helped do that. I aimed for this job at YA absolutely to arrest disinterest and help grow the sport. The Olympics were just the start and an opportunity to leverage that success.

At YA, there are two main operating divisions — High Performance and Sports Services — both reporting to Phil Jones. Past President, Andrew Plympton, did a great job with High Performance. Because of him, we won all those medals. Now President, David Gotze, is trying to grow participation and pathways with programs such as Tackers, Discover Sailing and getting the states working in tandem.

Otherwise, some of the changes recommended at the Boat Owners Forum in July 2012 are starting to be implemented and we're keen to continue that dialogue with owners. Last year at the IRC Congress every submission was from Australia. We campaigned for carbon stanchions, because they are stronger, and got that change through. Before, you could have carbon everything else, but not stanchions.

We're also looking at legalising stacking weight below decks (such as sails). It's currently illegal, but we're better off making it legal, because we can't police it and we know people are doing it anyway. ⚓



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In their search, designers have chosen varied routes to get to this nirvana – all that volume which the family loves at anchor becomes a curse on the race track when the tall topsides increase leeway or that heavy ballasted hull sticks to the water like glue in light airs. Alternatively, drop the topsides, lighten the ballast, cut back the forefoot and you’ve got a wet boat that the family wouldn’t dream of going offshore on, but the silverware on your mantelpiece does look good doesn’t it?

While acknowledging that the fundamentals of physics, fluid dynamics and naval architecture may not have changed, technology has. So looking at this raft of modern cruiser-racers, there’s a fair variety of the features to note. Hulls are mostly infused, so they are lighter, leaner and most importantly, stiffer. For the higher-end boats such as the exciting new Premier 45 for instance, carbon is used and the very deep (9 foot) keel lifts. Further aiding stability, lead bulbs are predominant and some are so beamy, such as the Elan 400, that twin rudders are used to keep them tracking. In terms of rigs, most come with carbon options, a bow sprit, and tend to favour asymmetric kites as their relatively slippery hulls can sail the wider angles faster but some can



BUOY RACERS

A YACHT THAT CAN SAIL FAST YET BE SAFE IN A LUMPY SEAWAY AND COMFORTABLE AT ANCHOR, THE CRUISER-RACER IS OFTEN SEEN AS THE HOLY GRAIL OF YACHT DESIGN, REPORTS KEVIN GREEN.



be rigged for symmetricals as well for deeper angles.

INNOVATIVE INTERIORS

Innovative interiors are a feature of this latest crop of boats with specialist designers engaged. Others including the Dehler 38 have introduced a stylish curved veneered interior which not only looks good but has practical advantages as well. Not to be outdone, Dufour’s 36 Performance comes with twin doors in the forward cabin allowing the area to be split into separate sleeping bunks which makes the P36 one of most versatile layouts in this selection. Slovenian builder Elan continues to engage Englishman

INBETWEENER
The Turkish built Azuree 33 arrived in Australasia last year.

Rob Humphrey’s designs but has added interior specialists Gigodesign. The light wood is a complete rethink for the Elan performance range, noticeably the flush-hinged cabin doors with choice of interior finishes and soft furnishings.

The Premier 45 features a composite interior structure which is infusion moulded and styled by Snohetta from Norway. It also has forward facing portlights. Similarly, the new Xp 33 comes with some composite interiors, which can also add rigidity to hulls.

RATING YOUR RIDE

Conforming to the norm, most of these boats are designed to rate well under the predominant cruiser-racer rating system, the IRC. But there are interesting times ahead for the rating systems applying to the cruiser-racers. The cruiser-racer fraternity has been serviced by the British-French administered IRC rule that is the predominant way of rating a wide variety of boats but with a strong emphasis on production ones; or as one grand prix cynic said, “on cruiser-racers from France”.

Established as a way of preventing designers from exploiting it, the IRC is a secretive rule in that the outcome cannot be calculated by designers. However as we can see from the raft of performance cruisers, there’s a form factor of hull shape and sails (non-overlapping headies) that has gradually emerged – looking very like a First 45, for instance – which some say stifles innovation. This innovation or edge is exactly what the higher performance sailors seek, which has led to the popularity of the ORCi rule. Unlike IRC its calculations are transparent allowing designers to calculate outcomes based on known design features. Over the last three years ORCi has gained support internationally to the extent that the 2012 Hobart listed 40 boats, ranging from high end carbon grand prix boats down to general production cruiser-racers. Recognising this change the project team at Beneteau’s First range are going back to the drawing board. But the way forward to high performance boats is a specialist (and expensive) new tack that not all production builders find navigable. The waters are further ruffled with the emergence of the latest High Performance Rule (HPR) something Matt Allen, Chairman of Yachting Australia’s Offshore Keelboat Policy Committee, told me is being closely monitored.



Built as a performance yacht – exemplified by bulbed keel and generous sail area – yet available as a sensibly fitted-out cruiser.

AZUREE 33 & 40

Importer Allboat Brokerage brought the 33 model to last year's show in Sydney and I found it an interesting yacht to look around. These Turkish built and Italian designed performance cruisers definitely stand out in the marina. An angular and hard chined hull with slab sides to tuck in the vast beam gives the 33 an ultramodern appearance.

The 40 model made it to the finals of the prestigious European Yacht of the Year Awards which is impressive for an inaugural model, however it does have some background pedigree. A collaboration between America's Cup designer Giovanni Ceccarelli and fellow Italian Paolo Ballerini, both yachts combine strong form with good function.

I noted a modern-elegant look to the 33's saloon – light woods and spacious, while the galley had a good-sized fridge and sink. The 33 and 40 are available in fast cruiser and cruiser versions – with two and three cabin layouts respectively. The cruiser is infused GRP on a carbon-reinforced frame while the fast cruiser has carbon-hybrid hull and decks plus keel stepped carbon spars. The sail plan incorporates bowsprits on all boats which increases the fore triangle space, allowing a Code O. Keels are bulbed for increased stability. The wide beam dictates that twin rudders are used, which also allows enough cockpit space to have two steering wheels, even on the 33. Tall coamings protect the cockpit and on the cruiser version I visited, there was a bimini as well, so these boats are sensibly optioned for Australia.

www.azuree.com.tr / www.allboatbrokerage.com

MODEL	Azuree 33 Fast Cruiser
DESIGNERS	Giovanni Ceccarelli and Paolo Ballerini
LOA	9.99m
BEAM	3.66m
DRAFT	2.1m
ENGINE	20hp
SAIL AREA	main: 42m ² , genoa: 31m ² , asymmetric: 102m ²
WATER CAPACITY	170 litres
FUEL CAPACITY	96 litres
DISPLACEMENT	4,980kg
PRICE	130,000 Euro (AZ 40 195,000 Euros) ex factory



A pocket cruiser-racer that combines performance with function from the renowned Argentinian designer Juan Kouyoumdjian.

BENETEAU FIRST 30

Beneteau is in a transition phase with its iconic cruiser-racer First range. They tell me the First 30 will be the development boat. So, exciting times for this Juan Kouyoumdjian designed 30 footer that is already an able performer. Having sail tested this yacht with its project manager Eric Ingouf, I found it an exciting boat and one that particularly suits my passion for single-handed sailing.

With echoes of the Mini Transat designs the F30 is compact with Juan K's signature chine on the beamy hull which has a full stern section where twin externally hung rudders are designed to maximise control. Construction is by injection moulding GRP with balsa cored wood which remains the most cost effective way of building. Steering is by tiller for pinpoint accuracy around the buoys and keeping things upright is a slim cast iron keel with large bulb.

The cockpit is designed around the skipper with fold-down footrests either side and sheets easily to hand. All running rigging, apart from the topping lift, runs back to the Spinlock jammers controlled by a pair of H40 winches. The two cabin, double berth layout is basic but functional. Removing weight from the insides will be one likely route taken in the revamp. Other facilities below include a moulded showerhead with a manual toilet while a fully specified galley with twin burner gimbaled cooker (but no oven) and the 100L top opening icebox finish things off nicely.

www.beneteau.com

MODEL	Beneteau First 30
DESIGNERS	Juan Kouyoumdjian
LOA	9.81m
BEAM	3.20m
DRAFT	Deep keel: 1.90m
ENGINE	20 HP saildrive
SAIL AREA	main 34.11m ² , genoa (105%): 28.8m ² , asymmetric: 87m ²
WATER CAPACITY	180 litres
FUEL CAPACITY	30 litres
DISPLACEMENT	3,750kg
PRICE	AU\$175,000 / Euro 77,200 ex factory



A proven cruiser-racer with the versatility to make a comfortable family boat when not chasing silverware.

BENETEAU FIRST 45

A well-proven design, the First 45 remains a cruiser-racer benchmark boat, along with its smaller sibling the First 40CR. Both designs have featured prominently in Rolex Sydney Hobarts' and this year was no exception with 1st and 2nd in IRC2. Having raced on several First 45's I can appreciate the power of these boats but for prospective owners looking to maximise the bang-for-buck-with-silverware equation, the First 45 remains a compelling proposition despite its 2009 build.

The Briand designed hull is solid GRP laid up with biaxial and unidirectional glass with an inner structural liner glassed-in while plywood bulkheads are bonded to hull and deck. The decks are infused with balsa core and solid around deck fittings.

The spacious cockpit has racing in mind with Harken 44.2 mainsheet winches aft, 53.2 primaries mid-cockpit and 44.2 halyard winches on the cabin top. The open transom lacks a swim platform (also handy for MOB) so an optional ladder would be good. In cruising mode the teak slatted seats on top of lockers will be welcome.

In terms of accommodation a three double cabin layout with owner's island bed is everything you'd expect from this prolific yard. In the galley the gimballed two-burner gas stove and oven should feed a race crew without dramas and for washing up a deep sink adjoins the front-opening fridge. A top-opening icebox and ample cupboard and drawer space are other pluses.

www.beneteau.com

MODEL	Beneteau First 45
DESIGN	P. Briand Yacht Design
LOA	14.07m
BEAM	4.20m
DRAFT	2.4m shallow cast iron, 2.75 deep lead
ENGINE	54 HP Sail Drive 54 HP Sail drive
SAIL AREA	main 60.70 m ² , genoa (105%) 52.50 m ² , spinnaker 151m ²
WATER CAPACITY	570 litres
FUEL CAPACITY	200 litres
DISPLACEMENT	11,545 kg (deep keel)
PRICE	AU\$390,000 / Euro 221,000 ex factory



Expect the quality fit out of the 47 model already in Australia to continue with the smaller sibling of these German cruiser racers.

DEHLER 38

Dehler launched its new 38 model at January's Dusseldorf Boat Show, as it continued its line of discerning performance boats that stretches back for five decades. Among the cruiser-racer fraternity the original Dehler 38 was a sought after boat but fast forward to 2013 and the production power of the prolific Hanse Group has transformed this brand into an ultramodern family of performance yachts, as epitomised by the new 38. Among the changes is the curved interior woodwork and new window lines that enhance the sporty look overall look. Saloon space has increased by narrowing the deck while the low profile coach roof personifies the 38's cruiser-racer pedigree. Some clever German engineering has gone into the ablutions with multiple configurations available, allowing crew to access the sink or shower while another passenger uses the head.

The standard layout has a double fore berth with another aft while the bathroom is portside, ahead of the large lazarette. On deck twin wheels and a large open cockpit distinguish the 38 as a cruiser-racer. There are six Harken cockpit winches and the mainsheet traveller is integrated into the cockpit floor while Dyneema halyards are standard. B&G instruments are offered factory fitted.

The overall profile of this Judel/Vrolijk design shows a low profile saloon with tall, upright topsides for increased living space and owners have an extensive choice of options. Windcraft is currently offering some options at a tantalising price.

www.hanseyachts.com

MODEL	Dehler 38
DESIGN	Judel/ Vrolijk & Co
LOA	11.30m
BEAM	3.75m
DRAFT	2.00 m standard
ENGINE	Volvo D1-30 28 HP saildrive
SAIL AREA	main 46.0 m ² , furling Jib (105%); racing 35.6 ² / 36.4m ²
WATER CAPACITY	300 litres
FUEL CAPACITY	160 litres
DISPLACEMENT	standard / race / shallow: 7,000 kg / 6,600kg / 7,300kg
PRICE	\$279,700



This quality built latest 36 Performance model beat stiff competition to win the European Yacht of the Year in its category.

DUFOUR 36 PERFORMANCE

Dufour's 36 Performance has just won its category in the European Yacht of the Year awards, which is a big vote of confidence for this French built cruiser-racer. According to importer Jason Antill, the first boats arriving here have had some good performances on the racetrack, including in the RPYC SOPS Series and recent Sydney Harbour Regatta.

The Umberto Felici GRP hull has a contemporary chine astern, steep topsides and a race orientated cockpit with open transom.

The interior looks fairly conservative but with useful sized settees in the dinette which has a cruising style table behind the keel-stepped mast. Accommodation is good for a 36 footer with a double berth forward and aft. The twin doors in the forward cabin allow the area to 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 looking underwater profile should ensure the 36 is quick to windward aided by a deep bulbed keel and spade rudder. The hull shape aft has plenty of volume with flatness for aiding running with gennaker or asymmetric kite. Outside shrouds with hull chainplates support the alloy rig, while up front the retractable prodder deploys for an asymmetric kite. (See full review from page 64).

www.dufour-yachts.com

MODEL	Dufour 36 Performance
DESIGN	Umberto Felici
LOA	-
BEAM	3.61m
DRAFT	2.20m
ENGINE	Volvo 30hp Saildrive with 40HP option
SAIL AREA	Mainsail: 40.6m ² Genoa (114 %): 31.5m ²
WATER CAPACITY	220 litres
FUEL CAPACITY	90 litres
DISPLACEMENT	6,400kg
PRICE	From \$240,000



ANTILL MARINE / ELAN

Built to hit the forty-foot IRC sweet spot the Elan 400 has the credentials to be competitive in this hotly contested arena.

ELAN 400

The Elan 400 is the epitome of the modern sports cruiser thanks to its chine, T-keel and twin rudders. Its early siblings are popular race boats in Europe, so this mid-sized model should do well here as it hits the popular 40-foot IRC cruiser-racer category and has the credentials to challenge the aging incumbent, the First 40.

Features of the deck include retractable bowsprit, six winches and an integrated GRP toe rail lends to the refined profile. Designer Rob Humphreys has again opted for twin rudders on these Slovenian boats which allows the 3.87 metre beam to be carried aft to the transom, giving greater directional control and stability plus a large working cockpit. It also allows a wide drop-down swim platform, a definite bonus on this kind of performance boat.

Below decks is fully fitted out for cruising with folding table, starboard dinette and sensibly sized navigation station portside. For berths there's two or a three-cabin layout with one or two heads.

Options include Club, Regatta or Cruising Rigs. Also, a Performance "T" keel for IRC or ORC1 and non-overlapping head sails with retractable bowsprit for asymmetric or spinnaker pole option for short windward leeward. There's a German mainsheet system and Harken deck gear on a race orientated deck layout, which ensures all is to hand. The first hull had a successful debut at January's Dusseldorf show, so expect one soon in our waters once Elan has appointed a new distributor in Australia.

www.elan-yachts.com

MODEL	Elan 400
DESIGN	Humphreys Yacht Design & Elan design team
LOA	11.95m
BEAM	3.87m
DRAFT	2.40m
ENGINE	40 HP
SAIL AREA	main 51.56 m ² , genoa (107%) 37.60 m ² , gennaker 135m ²
WATER CAPACITY	310 litres
FUEL CAPACITY	170 litres
DISPLACEMENT	7,500kg
PRICE	POA



Intended as a performance yacht from its carbon hull upwards with regatta rig and an extensive options list for cruising.

PREMIER 45

Dubai based Premier Composites has been prolific in recent years with a variety of grand prix yachts including the Farr 400, so we can expect plenty of performance from their new flagship model, the Premier 45. The yard tells me the first one has just been sent to Germany where a lot of interest was shown at the Dusseldorf Boat Show.

Designed by Botin-Carkeek, the partnership that penned Team New Zealand's TP52, the Premier 45 is built with a carbon fibre foam cored hull and deck designed to give high stability and light displacement. The foils are also interesting – a deep draft of nine feet is reduced to six by a lifting keel.

According to the company, the rounded hull design has been developed to excel in downwind conditions and maintain stable handling offshore. Also included in the package is a Southern Spars carbon mast and boom, retractable bowsprit and Harken deck gear while standing rigging is Nitronic rod.

Accommodation will house a race crew of seven in three double cabins – including an ensuite owner's berth forward.

The Premier 45's cruising credentials look good as well, thanks to teak clad cockpit that has sufficient mouldings to lounge on and there's even a swim platform nicely positioned between the twin steering wheels. Stylish touches include throttle controls with B&G instrumentation hidden behind sliding teak doors.

www.pct.ae / www.vicsail.com

MODEL	Premier 45
DESIGN	Botin – Carkeek
LOA	13.72m
BEAM	4.15m
DRAFT	2.75m keel down & 1.83m retracted
ENGINE	Volvo Penta 55 HP
SAIL AREA	mainsail: 69.8 m ² , jib: 50.6 m ² , spinnaker: 190m ²
WATER CAPACITY	300 litres
FUEL CAPACITY	215 litres
DISPLACEMENT	(light): 8,034kg
PRICE	Euro 423,381 ex factory



Well appointed below decks with a range of performance options including infused hull and Jason Ker optimised keel.

SALONA 35

I test sailed this Croatian built Salona 35 recently and was impressed both by the build standard and its snappy performance, not to mention the sharp price. Salona has had representation in Australia for a few years – including Phil King's 44 that made the podium in this year's Hobart – but sales have been limited, so the new 2012 distributorship now run by Sydney based US Yachts is a very positive move. An evolution of the Salona 34 that continues to do well on the European club race circuit, the 35 sports a more spacious cockpit, reworked hull and comfortable below decks.

Built to rate well on IRC (a sistership in Europe has a TCC of 1.001), the tall sided hull has minimum flares all round with just enough rake and shear to make her easy on the eye, while the wedge shaped waterline and flattened-out stern section is intended to ensure she goes upwind and downwind nimbly. Carrying the beam aft to give enough buoyancy to hold the Salona's centralised rig – stepped near the keel – puts the centre of effort nicely where it's most effective. Also, using the full beam at the transom gives the cockpit plenty of room and this is cleverly enhanced by the use of modest diameter (32 inch) twin wheels rotating through moulded slots in the gunwales, which also gives easy boarding and access to the swim ladder when in cruise mode.

The two-cabin layout and saloon is fairly traditional with galley and full sized navigation station aft, along with the bathroom while the lounge-dinette lies forward.

www.salonayachts.com

MODEL	Salona 35
DESIGNERS	Design J & J
LOA	10.40m
BEAM	3.36m
DRAFT	1.75m (shallow: 1.5m) racing 2.15m
ENGINE	Yanmar 21 HP 3YM20C sail drive
SAIL AREA	mainsail 32m ² , genoa 37.5m ²
WATER CAPACITY	200 litres
FUEL CAPACITY	90 litres
DISPLACEMENT	5,300kg (5,080kg for infused)
PRICE	\$233,000 (base boat), \$279,174 (review boat with options)



The new Sydney Yachts are already race proven with a near custom quality finish, high ballast ratios and built to a Jason Ker design.

SYDNEY YACHTS GTS 37

The re-emergence of Sydney Yachts under managing director Darren Williams has resulted in two new designs, the GTS 43 which has had early success and the upcoming GTS 37. In last year's Rolex Sydney Hobart Warwick Sherman's *Occasional Coarse Language Too* won it's division for the veteran sailor who is a 12-time veteran of the other Category 1 race in Australia – the Lord Howe – but was making his first foray down south.

The company has a distinguished history to build on, with the Sydney 38 the most successful Australian One Design ever produced, and the 2004 Sydney 32 carried that tradition further. The new boats, penned by Ker Design, have been built with IRC success in mind and the GTS 43 has also distinguished itself in the light airs of Asia, always a good barometer of an efficient race boat.

Originally built in the company's Nowra yard, they are now built offshore under a manufacturing agreement with Salona Yachts. Both boats reflect the modern trend of combining speed with comfort below decks. These yachts have three double cabins, an enclosed head forward, a fitted galley and a full size navigation area. The L-shaped galley is moulded, along with much of the interior to increase structural rigidity. Other weight saving features include an open plan layout for the stern bunks. Elongated windows ensure plenty of natural light while stainless hand holds run throughout the cabin roof. Continuing the tradition of the Hobart proven Sydney 38, large cockpits offer plenty of room for full race crews or lounging when in cruise mode.

www.sydneyyachts.com

MODEL	Sydney GTS 37
DESIGN	Jason Ker
LOA	11.36m
BEAM	3.52m
DRAFT	2.3m
ENGINE	Yanmar 22.4 kW 30 SHP
SAIL AREA	main 45.1m ² , jib 35.54m ² , asymmetric 150m ²
WATER CAPACITY	100 litres
FUEL CAPACITY	110 litres
DISPLACEMENT	4,950 kg (total weight)
PRICE	\$318,000



With the Xp33, the Danish builder revisits the higher performance end of the market where it had success with the X-102 and X-99.

XP33

X-Yachts' new pocket performance cruiser, the Xp 33, hit the water recently in Denmark. With performance features similar to competitors, such as integrated retractable bowsprit and vacuum infused hull, this boat is squarely aimed at getting you on the podium. The first Australian one is expected in May according to distributor Andrew Parkes who is a regular attendee at European X-Yacht regattas.

First impressions of the Xp 33 is of very clean lines, plumb ends and a European style cockpit with tiller steering for best feel. The retractable bowsprit allows the 33 footer to carry a large asymmetric while the outboard rod shrouds are integrated into a carbon strengthened grid to ensure the brand's famed rigidity is maintained. According to the company, freeboard has been reduced while more beam aft ensures plenty of buoyancy and stability to carry the sail plan and aid running.

As standard the bulbed keel is lead and a deep spade rudder should give the tiller steering plenty of power when heeled. Spars are alloy John Mast as standard but a carbon option is available.

Below deck the interior looks to be a comfortable place with sizeable windows, full galley and dark wood table integrated into the keel stepped mast. The aft berths are open plan while the forward double V-berth is conventionally laid out with manual head adjoining it. The structural bulkheads are made from plywood, bonded to the hull and deck while the furniture is partially crafted in composite materials.

www.x-yachts.com

MODEL	Xp33
DESIGNER	X-Yacht
LOA	9.99m
BEAM	3.21m
DRAFT	1.90m
ENGINE	20 HP
SAIL AREA	main 33m ² std or 36m ² racing, genoa 29.2m ² , asymmetric 93m ²
WATER CAPACITY	110 litres
FUEL CAPACITY	50 litres
DISPLACEMENT	4,300kg
PRICE	\$230,000 (base boat)



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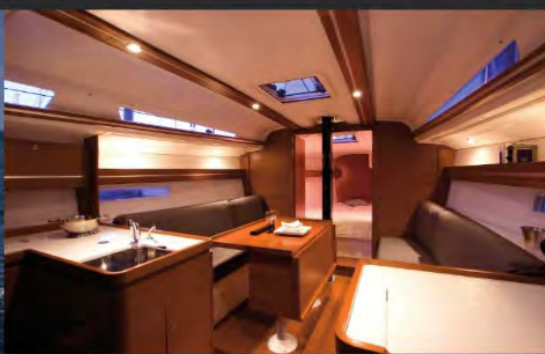
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Sail
PORT STEPHENS
Official Program
15-21 April 2013
www.sailportstephens.com.au

The central graphic features the "Sail" logo, which consists of a stylized blue sail above the word "Sail" in a bold, blue, sans-serif font. Below this, the text "PORT STEPHENS" is written in a smaller, blue, sans-serif font. The words "Official Program" are in a larger, bold, blue, sans-serif font. The dates "15-21 April 2013" are in a smaller, blue, sans-serif font. At the bottom, the website address "www.sailportstephens.com.au" is written in a blue, sans-serif font. The background of this section shows a faint image of several sailboats on the water.

Welcome



On behalf of the NSW Government, I extend a very warm welcome to visiting and local crews and spectators to Sail Port Stephens 2013 – a spectacular celebration of sailing on the sparkling waterways of the NSW North Coast.

Port Stephens is famed for its crystal clear waters and golden beaches, making it an ideal location for this prestigious NSW sailing event. Sail Port Stephens has become one of the fastest growing regattas in Australia, firmly establishing itself as an annual event on the national regatta calendar.

The NSW Government is committed to supporting regional events through the development and promotion of the NSW Events Calendar. Events featured in the calendar, including Sail Port Stephens, play an important role in providing job opportunities and supporting economic growth in local and regional areas.

I wish all sailors and their supporters all the best for the 2013 regatta, with favourable winds and ideal sea conditions. I also encourage all visitors and their families to make best use of the school holidays and discover all that the beautiful NSW North Coast has to offer.

GEORGE SOURIS MP
Minister for Tourism and Major Events
Hospitality and Racing
Minister for the Arts



Welcome to our blue water paradise!

It is wonderful to welcome you all here again to sail in the beautiful waters of Port Stephens. I believe Sail Port Stephens is now in its sixth year and each year it gets better and better. To the familiar faces, welcome back. To the newcomers, welcome to our blue water paradise! I am sure you will be equally impressed with the opportunity to sail in a pristine marine park and enjoy the services of our five star marinas, accommodation, restaurants and services.

This type of event is extremely important to our local economy and has an estimated economic impact in excess of \$1 million. I would like to thank our strategic partner Events NSW for again working with us as the major sponsor for 2013. And also everyone involved in the logistics and behind the scenes works that need to happen to make this event so unique and a continued success!

Lastly, but certainly not least, I would like to thank you all for your support and patronage. Without you, there would be no Sail Port Stephens. I hope you continue to come back and support us for many years to come.

Enjoy!

CR BRUCE MACKENZIE
Mayor, Port Stephens Council.

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Sail Port Stephens. P.S You'll love it too xx

*Theres a lot to love about Port Stephens at the moment.
No longer the distant destination on a dirt road that
grandad reminisced about....*



Port Stephens is all grown up and the secret is definitely out. Not only one of Australia's best holiday destinations, Port Stephens is fast becoming one of Australias best sailing destinations.

Since its launch in 2008 with a flotilla of 25 boats, Sail Port Stephens is now firmly established as a "must do" annual event on every self respecting yachtie's calendar. Organised by the Corlette Point Sailing Club and supported by Port Stephens Council and Destination NSW, Sail Port Stephens is the fastest growing regatta in Australia, and there's lots of reasons why.

Its family friendly, professionally organised, just a day's sailing from Sydney, offers a wide range of affordable accommodation, is in an idyllic location and offers plenty of fun – day and night, both on and off the water.

The 2012 regatta hosted a record number of entries and with weather conditions ranging from heavy rain to absolutely no wind, it proved an interesting week for all involved particularly in the first few days over the Commodores Cup.

The second half of the week improved a little with the IRC crews picking up some good breeze off shore but all in all, it was very light sailing.

This year, will see lots of familiar faces return for the Commodores Cup, the Port Stephens Trophy and NSW IRC Championships. Sail Port Stephens will also host the 2013 Elliot 7 Australian Championships and once again, the inclusion of the Off the Beach Junior Regatta over two days and will feature Optis, Bics and Flying 11s.

Perfectly timed for the school holidays, this regatta is designed not only to encourage young sailors to compete and improve their skills but also to create a relaxed, fun, holiday atmosphere the whole family will love.

The off-water activities are right on track with the weekend Regatta Markets at the Nelson Bay waterfront precinct and a great schedule of après racing activities including the ever popular Commodores Cup Presentation Dinner at Wests Diggers Nelson Bay, Monday Night Welcome Drinks at The Anchorage Port Stephens and this years new event... the Mad Mexican Fiesta at All Seasons Salamander Shores. Don't forget to pack your sombrero!

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Schooner and whiskers for yawl

Port Stephens, an easy two and a half hour drive north of Sydney, is known for its spectacular waterways, natural beauty, uncrowded sandy beaches, sheltered bays, unspoilt national parks and its resident population of friendly bottlenose dolphins.

With Newcastle Airport just 30 minutes from the marine and tourist hub of Nelson Bay and easy freeway access the region has become a favourite for quick weekend escapes and well deserved long breaks for all walks of life. Retirees, backpackers, families, empty nesters, babyboomers, the rich and famous and the not so rich and famous all flock to the area to take advantage of the myriad of natural wonders and manmade adventures.

The superb waterways, national parks and wildlife reserves of Port Stephens beckon outdoors enthusiasts. The region boasts 26 pristine beaches, the Hunter and Williams Rivers and the beautiful bays of Port Stephens. Visitors can indulge in all kinds of water sports including sailing, waterskiing, surfing, fishing, swimming, white water rafting, dolphin, and whale watching whilst enjoying a level of hospitality you'd expect from one of the country's premier tourist destinations.

The team at Sail Port Stephens can provide you with heaps of information on what to see and do or check out our website for more details.

Local knowledge

- Port Stephens is approximately two and a half times the size of Sydney Harbour
- The Port Stephens Great Lakes Marine Park covers 97,000 hectares of coastal waters, estuaries, lakes and river systems.
- The Worimi Conservation Lands (Stockton Bight Sand Dunes) is an almost surreal dune system up to one kilometre wide, 32 kilometres long, and covers an area of over 4,200 hectares. The massive sand dunes climb up to 40 metres high. Located only 10 minutes from the centre of Nelson Bay, it is the largest sand dune system in Australia.
- Port Stephens is home to 26 unspoilt sandy beaches from calm bays to some of the best surf spots on the coast.



Let there be wind!

The starter has fired and Sail Port Stephens is off and racing into its sixth year! Principal Race Officer, Denis Thompson, together with Corlette Point Sailing Association Commodore Dom Grundy and Regatta Director Paul O'Rourke are back on deck for Sail Port Stephens 2013!

Once again, the Commodores Cup kick-starts the week in cruising style from Monday to Wednesday, with three races over three days taking in some scenic pockets of Port Stephens that many sailors may not have laid eyes on.

One day you might head into the far western reaches of the Bay, and then another you'll be rounding some of the magnificent islands nestled amongst the expansive Port Stephens Marine Park. Either way, its three days of cruisey laid back sailing that the whole family can enjoy (this year we are also arranging some wind!)

Toward the end of the week, we expect once again marina berths to

fill to capacity as more yachts arrive from Sydney and interstate for the long weekend of racing in the Yachting NSW IRC Championships, the Port Stephens Trophy Racing and Cruising Division along with the Elliot 7s in town for their Australian Championships.

With the Grand Prix boats battling it out off shore, the majority of racing is held inside the bay. The inshore waterways are large enough to accommodate all divisions (and some) and offer a great spectacle for locals and visitors alike and there are lots of opportunities to get closer to the action through a great range of vantage points from Nelson Bay to Soldiers Point.

Sailing Program

Mon 15th – Wed 17th April
Commodores Cup

Tue 16th and Wed 17th
Sail Port Stephens
Off The Beach Junior Regatta

Fri 19th – Sun 21st April
• YNSW IRC Championships
• Port Stephens Trophy
• Elliot 7 Australian Championships

Fun for all

Its true – sailors do like to party and Port Stephens is the perfect playground.



Regatta headquarters will again be based at d’Albora Marina Nelson Bay with Port Stephens Yacht Club at Soldiers Point being base for the Elliot & crews. Daily updates will also come via twitter and Facebook so you can stay in touch no matter where you are.

The on shore events this year will include a BBQ and disco for the kids plus lots of fun activities in and around the marina including the weekend regatta markets. The social activities will be held across the week at various locations getting you out and about and making sure you get to experience some of the best of Port Stephens.

Monday night starts the week of off shore fun at The Anchorage Port Stephens for a casual dinner and drinks. A great chance to catch up with friends and foes, sample some of the Oatley families latest wines plus enter the draw to win a Hamilton Island Holiday!

Wednesday evening is the Commodore’s Cup Dinner at

Nelson Bay Diggers. Last year was a fantastic night with lots of laughs and lots of dancing. Don’t forget you must book for this dinner and details are on the website.

No matter whether your staying at Nelson Bay, Corlette or Soldiers Point you’ll be walking distance to some great dining spots.

There is everything from fresh caught local seafood, wood fired pizza, pub meals, café style food or even fine dining. Our Sail Port Stephens team can help you organise all aspects of your crew dinner from transport, bookings and local tips and hints! All you need to do is ask.

And last but never least... be sure to pack your Sombrero for the Mad Mexican Fiesta at Salamander Shores on the Saturday night! Held in the gardens overlooking the bay there will be everything from tacos and tostadas to margaritas and moustaches! Come along, win a prize, shake your maracas and don’t miss out on whats sure to be a night to remember!

Social calendar

Monday Night

The Anchorage Port Stephens Welcome Dinner and Drinks.

Tuesday Night

Daily Prize Draw and Sponsor Shout at Vues, d’Albora Marina, Nelson Bay.

Wednesday Night

Commodores Cup Prize Giving Dinner – Nelson Bay Diggers Bookings Essential.

Thursday Night

Free Night – catch up with new crews arriving in town.

Friday Night

The Gill Shout and Daily Prize Draw at Vues, d’Albora Marina, Nelson Bay.

Saturday Night

Mad Mexican Fiesta– get ready for a night to remember!

Sunday

Sail Port Stephens Regatta Presentation.



Tackers are back!

The Sail Port Stephens Off the Beach Junior Regatta – sponsored by Newcastle Airport, Soldiers Point Marina and Port Stephens Beachside Holiday Parks – will be held on Tuesday and Wednesday the 16th and 17th of April on the calm waters of Salamander Bay.

The Optis, Bics and Flying 11s will be out in force competing for boatloads of great prizes including a sailing experience aboard *Wild Oats X* on Pittwater for the winners in each class.

Over two days, the kids will get to hone their skills on the safe and protected waters of Salamander Bay – it's a great way to build confidence in those new to sailing and with the support of our partners at Port Stephens Sailing and Aquatic Club, this junior event will continue to grow from strength to strength each year.

Entry is open now so jump online and enter today.
www.sailportstephens.com.au



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SOLDIERS POINT



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www.beachsideholidays.com.au

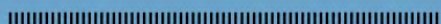




SAFETY NET
Guilain Grenier

Oracle Team USA's AC72 capsizes during training in San Francisco Bay before being drawn out of the bay by the savage current.

THE GREATEST SHOW ON EARTH



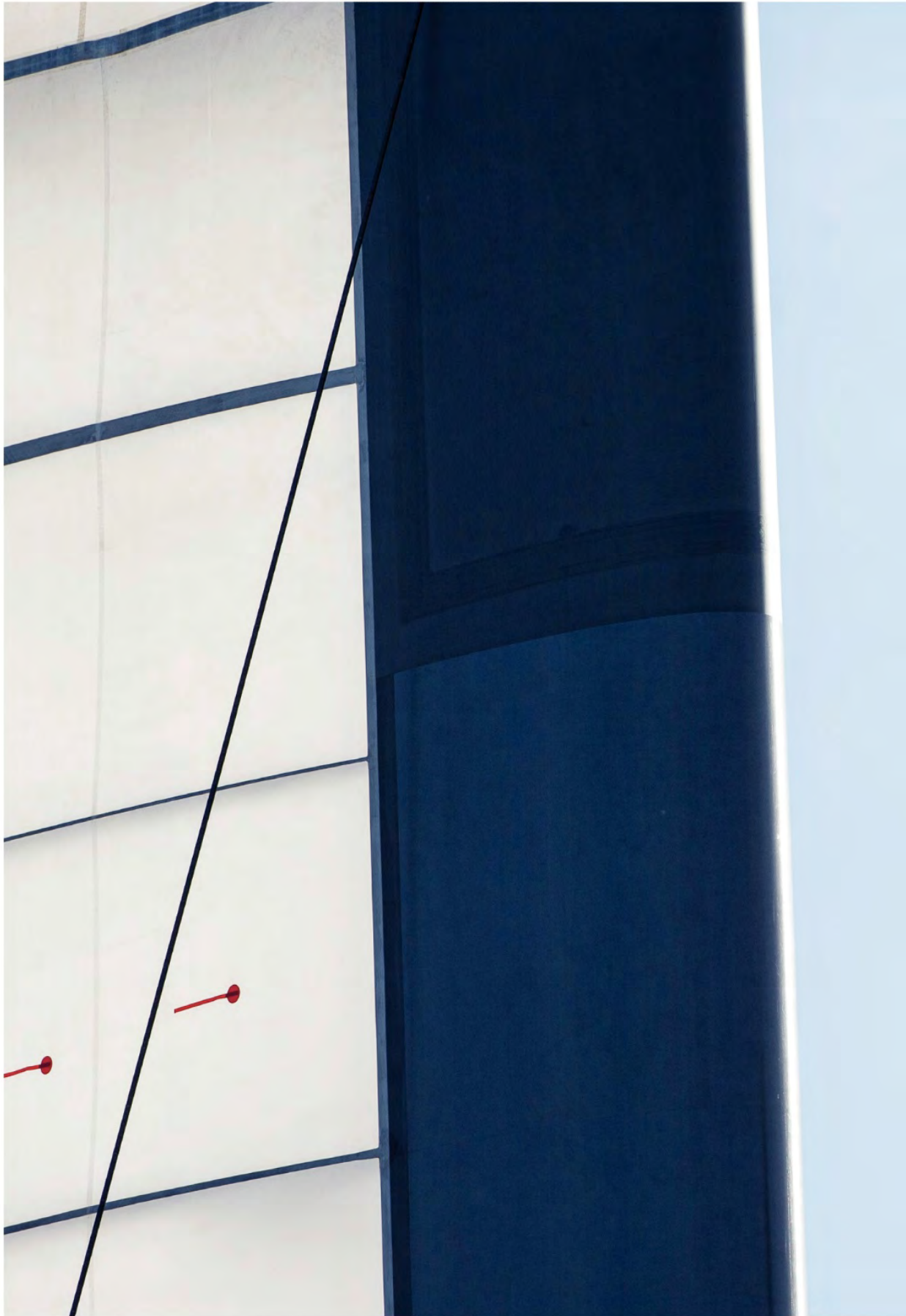
ROLL UP, ROLL UP LADIES AND GENTLEMEN AS WE PRESENT YOU WITH A FRONT ROW SEAT TO SEE THE THRILLS, SPILLS AND DEATH-DEFYING ACTS OF THE MAGNIFICENT MEN IN THEIR FLYING MACHINES PREPARING FOR THE 34TH AMERICA'S CUP.





BALANCE BEAM
Sander van der Borch
Team Artemis sail their
AC72 for the first time
in Alameda, USA.





FLYING TRAPEZE
Sander van der Borch

The Artemis Racing team goes to dizzying heights thanks to the scale of the AC72.





HALL OF MIRRORS
Sander van der Borch

Artemis Racing pick up some speed on day two of their test sail.





An aerial photograph of San Francisco, California, featuring the Golden Gate Bridge in the foreground, the city skyline in the middle ground, and the bay with several sailboats. The sky is clear and blue.

BAY WATCH

COME SEPTEMBER, THE 34TH BATTLE FOR THE AULD MUG WILL PLAY TO THE WORLD UPON THE PICTURESQUE SAN FRANCISCO BAY. GIANT 72-FOOT CATAMARANS BRISTLING WITH EXTRAORDINARY SAILING TECHNOLOGY WILL BE THE WEAPONS LINING UP UPON THE WIND-SWEPT WATERS BENEATH THE FAMOUS GOLDEN GATE. FOR THOSE PLANNING TO BE THERE FIRST HAND, WHO BEST TO ASK FOR THE LOW-DOWN ON SEEING THE BEST OF SAN FRAN, THAN OUR OWN US-BASED SAILING COLUMNIST AND "FRISCO" LOCAL, THE IRREPRESSIBLE CHRIS CASWELL.

San Francisco has been called the 51st state in the United States and, like a grudgingly adopted child, it bears little resemblance to the rest of California. Having risen from the ashes of the devastating 1906 earthquake, San Francisco is as much a state of mind as it is a city, and it is synonymous with the Beat Generation, hippies, earthquakes, and the Golden Gate.

To the sailor, however, San Francisco is more than just a city. It means San Francisco Bay, an often windy and tide-swept stretch of water that, at more than 400 square miles, is really an inland sea rather than a mere harbour. For many skippers and crews, racing on San Francisco Bay is the Mt. Everest of sailing: they know it's going to be very scary, often painful and certainly expensive, but it's hard to resist the challenge.

San Francisco and the surrounding communities are incredibly water-oriented, perhaps because it's difficult to travel far without seeing the sparkling blue bay. San Francisco alone has more than 43 hills, and residents never grow tired of the



BAY VIEWS

Above: San Francisco knows how to celebrate. Below: One of the much loved cable cars heads up from the bay.



endless parade of yachts, freighters, and aircraft carriers that share their bay. This natural arena is just one reason that the America's Cup will be held on San Francisco Bay in immense catamarans that can only prove spectacular. San Francisco sailors know that crash-and-burn is a common occurrence, but these big cats should raise the bar for destruction.

As a native San Franciscan (which gives me, but not you, the right to call it "Frisco"), I love San Francisco. The air is clear and pure, and the scenery ranges from the much-photographed San Francisco skyline to the rolling hills of Marin on the north and the brown Berkeley hills inland. It's been said that you can enjoy all four seasons here... in one day. Sailors also choose between weather extremes within a few mile radius. The crew on a yacht anchored in the cove at Angel Island in mid-Bay can be quaffing cold beers to beat the heat, while other sailors a mile away are hunkered in their foulies.

The America's Cup action will take place along what sailors call "the Cityfront", with the racing area stretching from just inland of the Golden Gate Bridge down the waterfront and around the bend to a finish line off America's Cup Park at Piers 27 and 29. In between, the shoreline will be packed with everything from bleachers to private "chalets", including an America's Cup Village near the hosting San Francisco Yacht Club. At press time, the America's Cup Event Authority (americascup.com) had not released pricing for tickets or seating choices, although a season pass is expected to start at US\$999, covering both the Louis Vuitton Cup (to determine the Cup finalists) in July and August as well as the America's Cup in September. Free vantage points are going to be as scarce as flat calms around the Bay, although literally thousands of homes, hotels and offices overlook the racecourse. Beg, borrow or rent one, and all you'll need are binoculars, since the racing will be televised live.

The good news is that San Francisco and its surrounds offer a multitude of diversions to visitors, and you'll need plenty of time to sample them all. Make use of racing laydays, and schedule time before and after the Cup for adventures. There are a few things that you absolutely must do, just to prove that you actually visited "Baghdad By The Bay". Take a cable car ride, but choose the Powell-Hyde run to Fisherman's

Wharf, which is worth a wait for the spectacular view of the Bay from Nob Hill. Go to Chinatown, which is more Asian than many parts of Asia, and wander through the shops and food markets. Try the House of Dim Sum for the obvious. Baseball, that curiously American sport, will be in full swing (pun intended) all summer at AT&T Park, where the San Francisco Giants provide afternoons or evenings of fun at one of the best ballparks in America, and certainly the only one where boaters catch home runs flying over the fence into the Bay. Eat peanuts and hotdogs, and learn the words of "Take Me Out To The Ballgame" to sing during the traditional seventh inning stretch.

I won't offend anyone by noting that San Francisco is a city of drinkers, so one of two drinking "musts" is to linger over an Irish coffee at the Buena Vista Café on Hyde St (after your cable car ride), which served the first Irish coffees in America in 1952. Walking across the iconic Golden Gate Bridge is far too healthy for my tastes but it pleases many. I prefer to drive across to Marin County (known as the "hot-tub capital" of the world), where Sausalito clings to a hillside often wreathed in tendrils of fog, and homes climb up from waterfront restaurants and marinas to peek out from the wooded hillside. Sausalito's most visible nautical landmark is the houseboat community on the shore of Richardson Bay, within walking distance of the centre of town. Ranging from half-sunken (sometimes completely sunken) derelicts to a floating Taj Mahal, this houseboat community has been under assault for years by various governmental agencies that are irritated by its free and easy lifestyle. The houseboats are gaily painted, often with hippie slogans, and the owners range from buttoned-down businessmen to unemployed artists. Though the agencies have tried to manage the area, the overall effect remains one of cheerful chaos.

Nearby is the Bay Model, a huge water-filled replica of San Francisco Bay that is used by the Army Corps of Engineers to plan projects. Sailors love it, because it accurately shows not only the ebb and flow of tides, but the swirls and meanders, which can win or lose a race.

Across Richardson Bay from Sausalito is Tiburon, a smart and expensive residential suburb. Here you'll find the second drinking "must" at Sam's Anchor Café on



the waterfront. It's popular with area insiders who sit on the balcony looking across the Bay at the San Francisco skyline to enjoy a brunch of Eggs Benedict washed down with Ramos fizzes, a tradition since the 'Twenties. Visiting after brunch? The clam chowder in bread bowls is to-die-for.

Three last words about drinking: The Wine Country. This is a generic label for the Napa and Sonoma valleys a couple of hours north of San Francisco, and the home to

San Francisco and the surrounding communities are incredibly water-oriented, perhaps because it's difficult to travel far without seeing the sparkling blue bay.



more than 400 wineries, each with a tasting room. Oh, my! The rolling countryside of the wine country is beautiful in a Tuscan way with vineyards and villas, and you would be well advised to savour it from a chauffeured car or van (available from San Francisco) because the local gendarmes frown on those with too many tastings under their belts.

If this is starting to make you hungry, then you've come to the right city: San Francisco has more than 3,500 restaurants, ranging from Afghan to Cambodian to Ethiopian to great clam chowder. Trying to pick even the top 500 would cause fistfights, and everyone has an opinion. Ask around. One amusing dining option is the fleet of roaming food trucks once called "roach coaches" at construction sites, but now serving gourmet cuisine that

rivals Michelin-starred restaurants. Sample everything from Thai to Mexican to crème brûlées, and check their daily locations at www.roaminghunger.com/sf.

You say you're a chocoholic? Head directly to Ghiradelli Square, home of the famed Ghiradelli chocolates and close to the Cup waterfront when you need a sugar fix. This once chocolate factory is now filled with trendy shops and boutiques, if you can still fit into anything.

Speaking of shopping, San Francisco can melt the strongest credit card, starting with hundreds of high-end boutiques surrounding the Union Square mainstays that include Macy's, Saks, and Tiffany's. For hip shopping, check out the Hayes Valley area and you'll find a little of everything on Union Street. For an interesting mix of vintage

"other bridge" is coming into its own just for the America's Cup, decorated with 25,000 lights on the vertical cables. The bridge is programmed to become the world's largest illuminated sculpture with an infinite array of ever-changing patterns and well worth a look at night.

Speaking of nightlife, welcome to San Francisco, which sells more theatre tickets per capita than any city (including New York) in America! Like cool jazz? Then SFJAZZ, a new \$63 million super concert hall is a good start, but the city is dotted with small venues such as Savanna Jazz. Historic bars, like Vesuvio Café (where beat poets hung out) and The Saloon (oldest bar, circa 1886) with its jazz, are in the North Beach area, and swanky joints like Balbo Café and Matrix are near Union Street. Dance clubs? Head straight to SoMa

(South of Market) for hot DJs and brain-numbing sound systems. Open into the wee hours are Ten15 Folsom (name and address the same) and DNA Lounge, owned by the co-founder of Netscape.

But for those of a certain age, there is nothing better than finishing the evening with a martini at Top of the Mark, the bar atop the Mark Hopkins Hotel where young WWII naval officers and pilots said farewell, often for the last time, to girlfriends and America. Before shipping out, they would buy and leave a bottle in care of the bartender for the next man in their unit to enjoy a free drink.

With the city lights like a carpet and the Golden Gate Bridge in the background, it won't matter if you call it 'Frisco or The City By The Bay, because there's no place like San Francisco. ↓



clothing and haughty boutiques, visit the Haight-Ashbury district that was once (and perhaps still is) the centre of the hippie movement.

Guidebooks will tell you to visit Alcatraz, once known as "The Rock", for the prison that held the most dangerous prisoners of America's gangster days, but I'm not a jail devotee. Early America's Cup planners hoped to put bleachers on Alcatraz where Al Capone and Machine-Gun Kelly once walked, but the logistics seemed insurmountable, especially since luxury yachts are available for charter to actually follow the Cup racing.

Connecting the San Francisco peninsula with the mainland is the "other bridge", the Oakland Bay Bridge, which touches down midway on Treasure Island. Created as the site of the 1939 Golden Gate Exposition, the island also served as the starting point for Pan American Airways' China Clipper seaplanes on their pre-World War II trans-Pacific flights. This



INSIDE KNOWLEDGE
Above: The famous Alcatraz prison. Right: Late night dining San Fran style.

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Competition among yacht builders from around the world is intensifying in the battle to attract owners' attention for the many and varied new models for racing and cruising alike. Although cruising yachts account for the vast majority of new yacht sales, many of the major global yards have a stake in the performance-sailing niche, best represented by the aptly named C/R 'cruiser/racer' category, of which ten standout examples have been listed earlier this issue in our "Yacht Comparison" feature.

A new splash that we've recently sailed in Australia is French yard Dufour's 36E Performance cruiser racer. This 36-foot model, effectively replacing the previous 34E launched in 2008, is the most recent addition to Dufour Yachts performance range that also currently includes the larger but heavier 40E and 45E.

As a smaller, less powerful boat than the mainstream 40-something footers that comprise much of the C/R fleets racing out there, I was most impressed by the smaller boat's all round boat speeds, coupled with a wonderfully light, always balanced feel and feedback coming through the helm in all aspects of sailing the 36E, whether upwind or down. The lines of the new model are still characteristically Dufour, however this new design signals a more contemporary styling with tighter, more angular, modern lines focused on maximising the waterline for the 36-footer, and carrying beam way aft with a beamy deck plan.

Being smaller can have its advantages though and with the 36 Performance it appears the yard has delivered a model that's well tailored to suit the C/R mid-market. Firstly, as a 'jib boat' it's easy to sail without undue physical demands on a small crew, aided by a sail plan featuring a non-overlapping headsail and a German mainsheet system, trimmed easily with Lewmar winches from either port or starboard. When sailing downwind the boat can easily be set up to fly an asymmetric spinnaker from a retractable bowsprit (although you can also sail square with an optional carbon racing pole and symmetrical kite). It is surprisingly quick to race with its light displacement aiding acceleration out of tacks and close quarters maneuvers, particularly good for congested starts.

It's as a club racer that the new 36E will ideally hit the sweet spot with many would-be new Cruiser

ON THE HOP
Dufour 36 *Frogz*
on its way to
a Div. 2 series
win in the 2013
Sydney Harbour
Regatta.



ANDREA FRANCOLINI

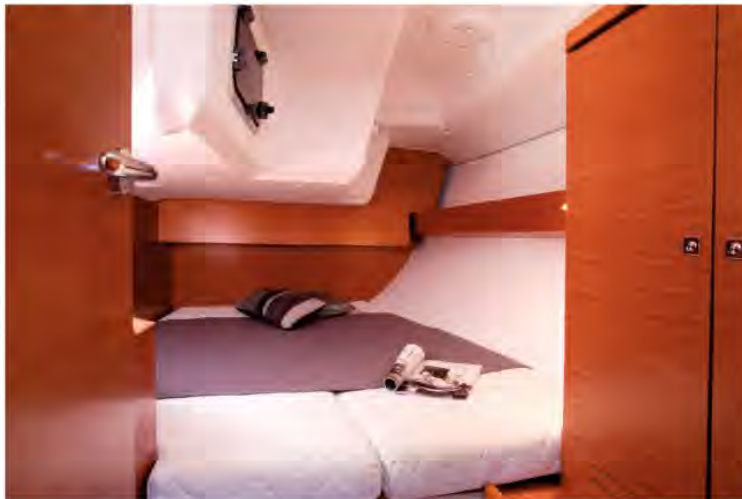
JUST RIGHT

ARE YOU ON THE LOOKOUT FOR A NEW BOAT TO RACE COMPETITIVELY IN LOCAL CLUB RACES AND REGATTA WEEK GETAWAYS, COUPLED WITH COMFORTABLE FAMILY CRUISING IN AN AFFORDABLE, MID-SIZED 'CRUISER/RACING' PACKAGE? ANTHONY TWIBILL FINDS THE FRENCH DUFOUR 36 PERFORMANCE YACHT ISN'T TOO LITTLE, AND ISN'T TOO BIG. IN FACT IT'S JUST ABOUT RIGHT!



Racer owners. It is a satisfyingly fast boat for racing around the cans, with all the right gear and plenty of deck space designed for easy maneuvering with removable storage/seats and its wide open cockpit adaptable to all kinds of sailing, whether in race or cruise mode. Below deck, there's just as much room for easy cruising with family and friends. The interior is surprisingly capacious when compared to some other mid-30's, more like a 40-footer below decks is fair to say, and the fit-out is in keeping with the Euro quality and finishes of Dufour's larger yachts. So, as an all-rounder for a typical family, the 36E offers plenty of room for cruising too, featuring

CRUISE IN COMFORT
Right: Two large doubles fore and aft. Below: The surprisingly large interior is appointed to high Dufour standards.



has already impressed the sailing fraternity in Europe, being elected European Yacht of the Year for 2013, among a credentialed fleet of worthy competitors such as the Grand Soleil 39, the XP 50, the Sly 38 and the MC34 Patton. The new yacht also won the Boat of the Year (Best Crossover) award in the USA (from Sailing World).

Since its Paris launch in 2011, the 36 has since laid down an impressive track record, winning major regattas in France, the US, Sweden, and now showing its mettle down under. Later this year she will also participate in the IRC ORC World Championship in Ancona this June.

Dufour describe the design of the 36 as 'sporty and fun', a 'speed boat' focused on a quality hull and powerful sail plan to deliver performance.

Some of the key design features of the boat include hull lines

two large doubles (one a forward vee behind double doors and the other an aft cabin portside). A large, comfortable saloon with bench seats around a large drop-leaf table is front and centre, with a well-sized galley portside and nav-station plus an obligatory head and shower to starboard, behind which is a large, useful storage area.

As the boat's so freshly minted, it's only now starting to develop a popular following, but I can assure you that the Dufour 36 Performance is a cruiser racer to watch as it climbs its way up the results boards of the club racing and regatta scene in the Med and now also showing winning form in Australia.

A good example is in the recent Sydney Harbour Regatta raced in March with 220 participating yachts competing in some 26 classes. *Frogz*, a Dufour 36 skippered by Australian

Dufour distributor Jason Antill, comprehensively won PHS Div 2 of the weekend series against an impressive fleet of generally larger, longer waterlines. Racking up a 1st place in race one, and 2nd in race two on the first day's racing, the svelte new 36-footer left many larger yachts in its wake with an impressive gap to second. The next day, *Frogz* kept hopping along with solid results in the final races for a series-leading win on handicap. The new boat is also expected to be very competitive under IRC racing, as the 36 Performance has been rated with a relatively low TCC of 1.034, given the performance potential of this 'little' cruiser/racer, which is delivering boat speed numbers both up and downwind that would appear to punch 'well above its weight' as a 36-footer.

The Dufour 36 Performance



OFFSHORE ADVENTURES
The boat is fitted with a good sized chart table for those offshore racing escapes.

developed with the latest computer aided design and manufacturing technology; an uncluttered deck for easy and safe maneuvering on board; shroud attachments on the 36 are on the outside of the hull for safe maneuvering on deck allowing a larger headsail for light airs and



ideal jib sheeting (and in the case of the 36E that I sailed, sheeting angles and hence pointing ability upwind was further improved with barber haulers); and all winches readily accessible from the helmsman's seat.

The Dufour brand has a rich history approaching fifty years and a reputation for quality boat building and sailing performance that's particularly well known in Europe.

It all started with Michel Dufour, an engineer with a love of sailing, who founded his shipyard in La Rochelle, France way back in 1964. He owed his success to a keen intuition and conviction that new technologies and new materials would continue to transform sailing. So, Dufour has always been seen as an innovator in the use of lighter, stronger materials in yacht construction, thus delivering excellent sailing performance. But sailing has always continued to be the embodiment of Dufour's pioneering, adventurous spirit; the pinnacle of pleasure. ⚓

www.antillmarine.com.au



It's as a club racer that the new 36E will ideally hit the sweet spot with many would-be new Cruiser Racer owners.



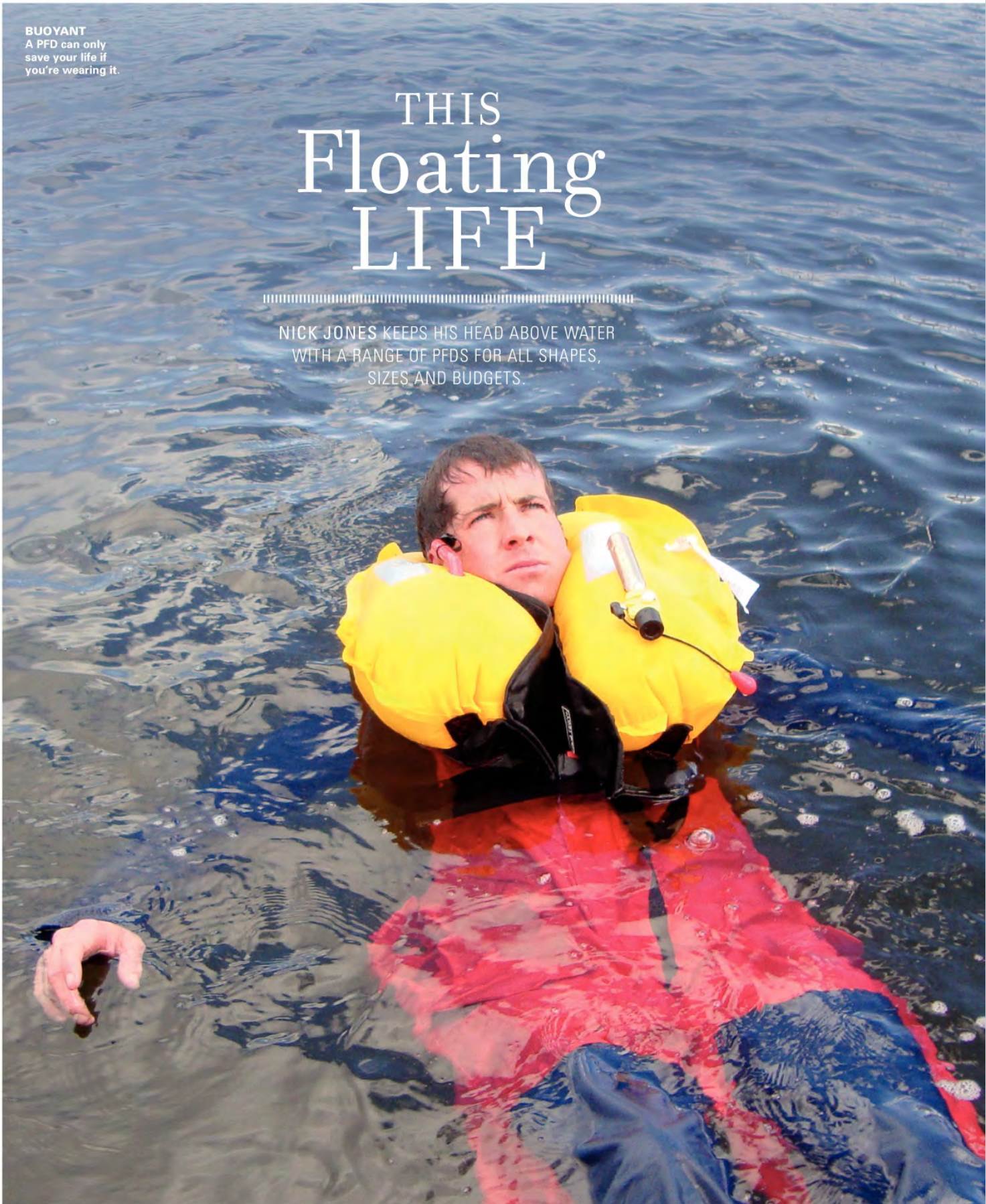
BUILT TO RACE
 Top: The Dufour 36 Performance is a satisfyingly balanced yacht to sail. Centre: Removable lockers and seat transform the cockpit from race to cruise mode. Right: Twin helm wheels, cantilevered from the hull, are a good setup.

MODEL	Dufour 36E Performance
LENGTH OVERALL	10.99 m / 36'
LENGTH AT WATERLINE	10.21 m / 33' 6"
BEAM	3.61 m / 11' 10"
DRAFT	2.20 m / 7' 2"
DISPLACEMENT	6,400 kg / 14,109 lbs
WATER	220 litres / 53 gallons
FUEL	90 litres / 24 gallons
SAIL AREAS	72.1 m ² / 776 feet ²
ENGINE	40 KW / 30 HP
CERTIFICATION	CE Category A
PRICE	From AUD\$240,000 (base boat)

BUOYANT
A PFD can only
save your life if
you're wearing it.

THIS Floating LIFE

|||||
NICK JONES KEEPS HIS HEAD ABOVE WATER
WITH A RANGE OF PFDs FOR ALL SHAPES,
SIZES AND BUDGETS.



These days, there is a lifejacket or personal flotation device (PFD) aboard every boat, for every person. This doubtless saves lives. However, there are still plenty of shocking stories about the drownings of boaters who had a PFD onboard but weren't wearing it. Sailing is a physical activity, and as you're gybing your way up the coast or rounding a mark on the harbour, you need full movement of your limbs, which makes wearing a PFD tricky, right?

PFD manufacturers are listening, and new technologies are developing that make the chunky lifejackets of yesteryear seem quaint, and downright uncomfortable.

\$50-100

BURKE L100 CHILD'S LEVEL 100 PFD

Well constructed and comfortable, Burke's child's level 100 PFD is one of the most popular children's PFDs on the market. Easy to fit and adjust, kids will be comfortable and safe. It's a good low-cost option and we all know how important it is for kids to wear a PFD. RRP \$69

www.burkemarine.com.au

'EVIE' INFLATABLE RASHIE

A great idea from Queenslander Bill Edgar has turned into worldwide success; his inflatable rashies can be found from LA to London. 'Evie' (emergency vest inflatable equipment) is the world's first inflatable rash vest that has met the highest level of standard AS4758 and the PFD1 standard, meaning this rashie has serious buoyancy, as well



as being UV50+ protective. Evie is ideal for cruisers or racers who want protection from the sun along with the safety of wearing a PFD. If you have a paddle board or other water toys onboard your boat, Evie is the perfect all-in-one safety shirt. RRP \$69.95 www.inflatablelashie.com.au

SURVITEC CYCLONE 150N

A good blend of comfort, performance and value has made the Cyclone a popular inflatable PFD. Its simple and compact design packs in plenty of good features including a soft neoprene collar, adjustable back strap, and side closing buckle for comfort. The Cyclone 150N also features an all-important lifting handle to aid rescue, and a front zip access for inspection of the firing mechanism. The Cyclone is available in four models, manual or automatic inflation and either with or without an approved harness attachment. RRP \$82.50 (automatic \$126) www.rfd.com.au

BURKE SPRAY HOOD

Designed to fit inside the collar of inflatable jackets, a spray hood is designed to ensure your airways stay clear if you are ever in the water waiting to be rescued. Burke's sprayhood employs a unique stay system to support the hood away from the face. It also works as a ventilation system to reduce condensation build-up. The hood has a bright fluorescent top and clear front. RRP \$68 www.burkemarine.com.au

BURKE E50

The E50 is ideal for the trapeze, as well as general sailing on smaller boats. The side entry allows for a low bulk design, while the shortness of the fit on the body ensures the wearer retains plenty of movement. Light weight and ergonomic, the E50 is a good low-cost option for a type 2 PFD. RRP \$75 www.burkemarine.com.au

GREAT CIRCLE OFFSHORE PRO 150

With a compact and ergonomic shape and a soft neoprene collar for comfort, Great Circle's Offshore pro 150 is a manually inflated 150 Newton PFD. With a handy status sight window and plenty of reflectiveness for night visibility, the PFD is attached by a D buckle at the rear, and has an optional crotch strap attachment. The Offshore Pro 150 also comes in plenty of colours. RRP \$99 www.greatcircleliferafts.com.au



\$100-200

RUFFWEAR K-9 FLOAT COAT

Not all dogs can swim. The K-9 Float coat is for sailors who like to take their best friend onboard with the highest level of safety. The Float Coat's buoyant cells are strategically placed to support the dog in their natural swimming position, meaning that when you capsize 100 metres from the shore, your dog may be able to swim there faster than you can. RRP \$124.95 www.waggle.com.au



ROARING FORTIES SMA1060 MAXI PRO

Roaring Forties make all their PFDs in Australia, which is rare. The SMA1060 Maxi is Australian Standards Approved as a 150 Newton PFD, and the deck harness design is ideal for offshore yacht racers. You'll be among tough company with the SMA1060 Maxi, as it has a similar design to the inflatable life preservers Safety Marine Australia manufactures for the Australian Army (light Infantry), Australian S.A.S. and Australian Commandos, which Roaring Forties also produces. RRP \$199 (automatic \$232) www.safetymarineaust.com.au



BALTIC WINNER 165 AUTO

Swedish company Baltic puts plenty of resources into their product development team, so you will always get a PFD that makes good use of recent advances in fabric technology and function possibilities. The Baltic Winner Auto is made from soft and pliable material that makes it comfortable both with and without clothing underneath. Fitted with standard features such as a detachable crotch strap, whistle, lifting becket and retro-reflective patches. To see for yourself, head to the 2013 Sydney International Boat Show where Baltic will be exhibiting. RRP \$179 www.safetyatsea.co.nz

Get to know your PFDs

In Australia, there are three types of PFDs, Types 1, 2 and 3, which are worn according to the style of boat in use.

PFD Type 1

These PFDs can be bulky, as they are designed to keep the wearer's head above the water even if unconscious. They are made in high visibility colours with plenty of reflective patches. PFD Type 1 lifejackets are designed for use for sailing in open waters, as they provide the best buoyancy performance.

PFD Type 2

Also known as a 'buoyancy vest' Type 2 PFDs provide less buoyancy than a Type 1, but are still sufficient to support the body. Similar to a Type 1, they have plenty of high visibility colouring, but they don't necessarily have collars to keep the head above water. They are designed for use when sailing in calmer inland waters.

PFD Type 3

These have a similar buoyancy to a Type 2 but can be manufactured in a wide variety of colours. For use in smooth water and only where the user is likely to be in the water for a short time, or if there will be others supervising.

Buoyancy - Newtons

Buoyancy is measured in Newtons. A Newton is a measurement of force, with 10 Newtons being equivalent to 1 kilogram of buoyancy. Adults only need about 20-30 Newtons of buoyancy to float, as humans are made 70 per cent of water.

50N PFD

Buoyancy aids with 50N should only be used when help is close at hand. They provide some floatation but not enough to turn a person up from a face-down position in the water.

100N PFD

A 100N PFD is for those who may have to wait for rescue but are likely to be in sheltered, calm water.

150N PFD

A 150N PFD is appropriate for coastal and offshore racing and cruising, as well as rough-weather use. They are able to turn an unconscious person to a face up position. Most inflatable PFDs are 150N or more.

\$200-300



MARINE POOL 180N PRO
 The 180N Pro is approved to the 150 Newton standard but actually has a minimum of 186N buoyancy, which provides an increased level of security and reassurance. Worn by Olympians and competition sailors around the world, the 180N Pro packs in enough features to justify the price jump, including high-grade manufacturing with fleece collar, coarse polyester webbing and extremely tough straps. RRP \$299
www.inmarine.net.au

GREAT CIRCLE OCEAN PRO HAMMAR 200
 The Ocean Pro 200 is an advanced PFD for blue water sailors. The Hammar automatic Hydrostatic Inflation System is reliable and good for ocean racing sailors working in wet and demanding sea conditions. Extra buoyancy supports heavy clothing and an integral AS 2227 approved harness provides added security. A compact ergonomic design includes a soft neoprene collar for comfort and fit during prolonged active use. RRP \$299
www.greatcircleliferafts.com.au



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\$300-400

SURVITEC CREWSAVER 190 CREWFIT ADVANCED

The Crewsaver 190 is compact, nicely designed and you get plenty of bang for your buck, including a soft neoprene collar, an adjustable back strap and side closing buckles for comfort. Another clever feature sometimes missing in PFDs below this range is a lifting handle to aid rescue, and a front zip access for inspection of the firing mechanism. The Crewsaver is available in four models, manual or automatic inflation and either with or without an approved harness attachment. RRP \$392 www.rfd.com.au

STORMY 150M LIFE JACKET

The Stormy Life Jacket is a comfortable all-weather jacket that inflates when required. A harness option is available, and is a good option for offshore sailors. The beauty of the Stormy Life Jacket is that it is designed to be worn and not stowed. When the moment for donning a PFD comes, you don't want to remember that you stowed it below deck. The nylon outer shell and polyester internal lining are warm and waterproof. Overall, this PFD is good for almost all types of boating. It's light, keeps you warm and has handy pockets for safety extras. RRP \$395 www.stormylifejackets.com.au



\$400+

SPINLOCK DECKVEST 5D 170N PRO

The Deckvest Lifejacket Harness is high end design done very well. Within this list it includes almost every feature offered by others, integrated and ready to use. This includes a harness with soft loop attachment, thigh straps, an integrated safety line cutter, spray hood, light and a shoulder fit system. The Deckvest is approved to ISO12402, which is the latest standard. The standard involves more rigorous testing, ensuring that the materials used in the manufacturing process are fit for use in the harsh marine environment and suitable as a piece of life saving equipment. Truly top of the line, the Spinlock Deckvest 5D Pro are for those who are serious about safety. RRP \$499 www.spinlock.net.au



Ready, set, wear it!

Get your PFD on and join the Ready, Set, Wear It! Lifejacket World Record Day.

On May 18, marine safety enthusiasts will gather across Australia, North America and throughout the world to attempt to beat the 2012 world record of a total of 3,993 life jackets worn and checked, as crews and friends get together and check their PFDs as part of the Ready, Set, Wear it! campaign.

The event will coincide with the official launch of the North American National Safe Boating Week, which coincides with the start of the Northern Hemisphere's boating season and runs from May 18 -24. The Ready, Set, Wear It! initiative began in the USA, and was brought to Australia in 2012 by marine safety guru Peter Hackett.

The timing of the event positions the campaign during the Southern hemisphere winter, allowing plenty of time for skippers to either service or replace their life jackets in time for the Australian summer boating season when a larger number of boating accidents happen.

Groups can join a nearby Ready, Set Wear It! group, or even start their own at a local sailing club. To ensure the effort reaches world record-breaking point, each event needs to be photographed and sent to event coordinators.

A complete list of the venues and event coordinators is posted on the event website, so you can find a location to get involved and Wear it.

www.ReadySetWearIt.com.au



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Peter Hackett
(convenor of
WIA), with
Bob and Dawn
Prosser.

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1.



3.



5.



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6.

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This app doesn't focus on the question "How fast are we going?" but instead "How fast *could* we be going?" Tapping into NMEA info and sending data to your device via a wireless router, the app stores information about how the boat has previously performed under the same wind conditions, and lets you know when you're not up to that mark. It also makes a great training tool. RRP \$9.99
www.nouveda.com

2. RAILBLAZA C-TUG

Designed and manufactured in New Zealand, the C-Tug is a trolley with applications for all sorts of watersports. Ideal for pulling along small dinghies, tenders and canoes. Its puncture-free high-grip wheels will take your vessel of choice anywhere. RRP \$179
www.c-tug.com

3. RAYMARINE T200 THERMAL CAMERA

This is Raymarine thermal imaging without the price tag usually associated. Designed for smaller boats, the T200 is a great replacement for radar, as it gives the user much more detailed information. Compact and neat, it can be mounted on any cabin top, radar arch or mast. RRP \$3,995
www.raymarine.com

4. MUSTO EVOLUTION SOFT SHELL JACKET

Musto's technical yet casual and comfortable soft shell jacket is a great mid-weight option that is also wind resistant and has a 'durable water repellant' finish. It features a shock cord adjustment for a close fit, reflective details on the elbows and back of neck, as well as a quality YKK zip with rollover zip guard and fleece chin protection. RRP \$239
www.musto.com.au

5. GARMIN QUATIX MARINE WATCH

The Quatix is Garmin's first GPS watch that is designed specifically for sailors. You'll be able to rely on it for tidal information, alerts for anchor drag, as well as its altimeter, barometer and compass, all provided in real time. There are plenty more features beside these, this is a great tool for any sailor or boater. RRP \$549
www.garmin.com.au

6. MCMURDO SMARTFIND S10 AIS BEACON

The S10 is a manually activated personal safety device that transmits GPS tracking information over AIS. It is small and light, waterproof and buoyant, and it could save your life. RRP \$420
www.mcmurdomarine.com



7.



9.



11.



8.



10.



12.

7. RE-SAIL BAGS

It's nice to see old sails being put to good use. Made from authentic used yacht sails, each of the bags is unique, thanks to the colours and patterns that adorn the sails they are made from. RRP \$90
www.jrnautical.com.au

8. ACCON MARINE NAV LIGHTS

These sleek navigation lights won't detract from your vessels's appearance. Built from sturdy stainless steel, the Pop-Up port and starboard lights fold down flush to the deck when not in use.
www.acconmarine.com

9. MARINE TOOL APP

The Marine Tool app does many of the demanding calculations that sailors would like to do on the fly, but they don't have time or a calculator. Features include course corrections and map to compass calculations. It also does time, distance and speed calculations, all you need to do is enter two of these three and it will calculate the time your trip will last, speed needed, or the distance you can reach. RRP \$1.99
www.marine-tool.com

10. GME G.DEK

Launching at the Sanctuary Cove International Boat Show, GME's G.Dek is designed to be the centre of a boat's entertainment system. In a first for marine entertainment systems, it will receive digital radio channels, which are clearer and also give the user more information.
www.gme.net.au

11. RAYMARINE DRAGONFLY SONAR/GPS

Everything a small boat owner needs in one package, the Dragonfly Sonar/GPS is an affordable way to kit yourself out with quality waterproof gear. Featuring CHIRP sonar and DownVision sonar, it enables users to target and see underwater structures with great clarity. RRP from \$745
www.raymarine.com

12. SHEETS AHOY STRIPED BEACH TOWEL

Simple and nautical, Australia's favourite on-water mother and daughter stylistas produce a tasteful range of interior marine decor. Thick, absorbent and generously styled, this towel comes in such vibrant colours as spring green, aqua, and even a daring fuchsia. RRP \$65
www.sheetsahoy.com

I've been following the efforts of various groups to foster interest in sailing and, while I certainly applaud and support their efforts, I wonder if what we really need are more sailors who are willing to say, "Hey, wanna go sailing?"

After all, sailing is what the marketing people would label an "equipment-intensive sport". Without a boat, you're nowhere. It's not like sports such as soccer or football where a few bucks will get you on the playing field. Youngsters in the streets may be able to parlay a well-worn soccer ball into a scholarship, but sailing has always been controlled by those who own the boats.

As a youngster, I was fortunate enough to have a father who had been a sailor from his youth, and I was racing dinghies long before I could drive a car. But, like those street kids, I wanted to break into the "majors" and sail big boats. On weekends, I used to hang around the docks, shagging docklines for returning ocean racers and talking eagerly to the crews, all in the hopes of hearing that golden "Hey, kid, wanna go sailing?".

But today, our boats are protected by yacht club walls or hidden in gate-keyed marinas, so the opportunities have dwindled for newcomers to participate. And that simply has to change. Let me tell you about a couple of incidents so you'll see how you might be able to help with that change.

My first crewing slot on anything bigger than a Snipe came through the kindness of a man who was basically uneducated and who belonged to that class once derogatorily called "blue collar workers". But he did have a Six-Meter that he cherished, and Charlie also understood about the dreams of youngsters. When that first invitation, that "wanna go sailing?" was offered, I was ecstatic. My position was nothing particularly demanding (setting the running backstays on each tack) and it didn't draw on what I considered to be my extensive knowledge of racing tactics (no one asked me anything), but I was part of a crew! The entire time, I was treated as an equal (they had the wisdom not to offer me a beer between races) and, when we returned to the dock, I was taken to the club as part of the team.

It wasn't until years later when I realized that Charlie had bumped one of his many regular crew to give me my shot at the "majors". He was



WANNA GO SAILING?

PASSING ON THE TORCH TO ENCOURAGE A NEW GENERATION OF SAILORS IS AS EASY AS JUST ASKING SOMEONE NEW ABOARD YOUR BOAT AND COULD OPEN THEIR EYES TO A LIFETIME OF SAILING SAYS CHRIS CASWELL.

handing something back to the sport that meant so much to him. And the mere fact that I had sailed aboard his boat even once added immensely to my sailing resumé, and it wasn't long before I was in demand on a variety of ocean racers.

Another example of giving something back to the sport took place many years ago at a Star World Championship. The great Swedish sailor Pelle Petterson held a very narrow lead going into the last day of the regatta, and tensions were running predictably high. All the Stars were in the water waiting for a tow to the starting area, when a junior sailor stopped at Petterson's boat, obviously screwing up his courage to say something. After a few moments, Petterson broke the ice by grinning at the youngster, whose question spilled out about some piece of rigging. This



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

was long before we knew that athletes must "center" themselves before competition, but that was obviously what Petterson had been doing before his big race, yet he promptly invited the youngster to step aboard his Star.

Stunned, the kid's face wreathed into a huge grin as Petterson pointed out what all the various lines controlled. I strolled past 20 minutes later and Petterson was still talking, his soft Swedish accent going on about sail shapes, mast bend, and vang. Enraptured, the youngster had obviously found a new hero and, I have to admit, so had I. Petterson had taken that one extra step to give something back to his sport and might even have started a future Star champion on a new course.

Perhaps, considering the cost of sailing today, it's hard to think in terms of owing something to the sport. After all, you plunked down your hard earned coin to buy the boat, you spend more money than you want your spouse to know in maintenance, and here's someone talking about "owing" something to the sport?

But think back. Sometime, someone gave you a hand, showed you a kindness, opened a door. And for that generosity, you need to pass the torch along to a new generation of sailors.

Over nearly four decades, my memory has filled with the people who have given me breaks, starting with my father who crewed with such patience for a mercilessly demanding son that I realize now what a bond we have had for so many years. There was Charlie with his Six-Meter, who treated me as an equal and made me part of the crew. George with the 50-footer, who actually gave me a key to his boat, and Ed, who took a youngster on an 1800-mile ocean race. There are many others and occasionally I think about them, especially at the end of the sailing season when the halyards are tapping a lonely tune in a chilly marina. George and Charlie are long gone, as are many of the others, but I'm almost sure I can hear them saying that now it's my turn to do the giving.

It is almost embarrassingly easy to find your targets: they're standing next to you at a cocktail party looking at your faded boatshoes, they're a fellow worker studying the photograph of your boat on your desk, or you'll glance up from scrubbing your deck to find them simply staring longingly at your boat.

Go on, now it's your turn.

Say it.

"Hey, wanna go sailing?" ⚓

Many old hands who have enjoyed cruising home after a Rolex Sydney Hobart Race will have fond memories of the Crayfish Derby at Triabunna on Tasmania's East Coast.

Dozens of yachts used to stop over there for a short race around the cans in Spring Bay and their crews would then enjoy the hospitality of the Spring Bay Boat Club and local cray fishermen with a post-race seafood feast at Triabunna.

The final Crayfish Derby was held in 1996, the unintended victim of the post-Sydney Hobart Sailing South regatta on the Derwent and the needs of mainland yacht owners to get their boats home for events in mid January.

Recently, I returned to Triabunna and the Spring Bay Boat Club, this time by car up the winding Tasman Highway for the official opening of a small but significant floating marina at the Club. Significant because it promises to be a vital step to revitalise the town of Triabunna which has suffered much since the closure of the pulp mill and commercial port.

"After our 'troubles' I see a grand design for Triabunna that will see it become the leisure boating centre of the East Coast," Glamorgan Spring Bay Council's colourful French-born Mayor Bertrand Cadart told the gathering, adding that the council already has a feasibility study under way.

The 15-berth marina can take boats up to 18m LOA and has a depth ranging from 1.6m to 2.6m, and the club hopes that yachts returning north from the ocean races to Hobart, along with cruising boats, will accept their open invitation to moor at their very modern marina.

Only a couple of days earlier I had walked along the banks of Melbourne's Yarra River and marvelled at the transformation of the once rundown Docklands area into a hub of commercial, residential and recreational boating activities, not to mention the huge football stadium.

Marinas abound along the river but also in Victoria Harbour, previously called Victoria Dock and established in the 1850s to handle the mass migration for the gold rush. Since 1991 the Docklands Authority has transformed the old shipping docks to a modern urban precinct with innovative commercial, residential and leisure development.

It's an ongoing project, the latest being a new boating hub along the still rundown riverside gateway to Docklands. Under the shadow of the striking new Bolte Bridge are



DERBY DAYS

PETER CAMPBELL RECALLS THE CRAYFISH DERBY ON A VISIT TO TRIABUNNA ON TASMANIA'S EAST COAST.

collapsing wooden wharves and neglected warehouses, soon to be ripped down and replaced with modern residential buildings and extensive marina facilities.

The Cruising Yacht Club of Australia pioneered modern floating marinas for its members back in the 1990s and many clubs throughout the nation now boast the same facilities. In Hobart, the Royal Yacht Club of Tasmania last converted its old pile marina to a large floating marina and Bellerive Yacht Club is doing the same. Derwent Sailing Squadron is expected to follow suit.

The record-breaking dash from Sydney to Hobart by Sean Langman in his 60-foot trimaran *Team Australia* captured the imagination of the public for a few days in late February. The general media made much of the trimaran eclipsing the Rolex Sydney Hobart Yacht Race elapsed time record of 1 day 18 hours 23 minutes and 12 seconds set by Bob Oatley's super maxi *Wild Oats XI* in last year's race.

The effort of Langman and his crew in sailing the big trimaran south at awe-inspiring speeds was indeed a courageous one, and *Team Australia's* time of 1 day 5 hours 52 minutes and 23 seconds deserves to be ratified by the World Speed Sailing Council.

But let's look at the two times in their true perspective. For a start, a multihull is always going to be far faster than a monohull yacht, particularly off the wind. *Team Australia's* record bid was made in a near perfect window of weather opportunity: *Wild Oats XI's* record time was achieved under race conditions with Mark Richards and his crew having to take whatever weather 'Hughie' turned on in late December.

Both times should be recognised by the World Speed Sailing Council — one as 'racing' record, the other as a 'cruising' or 'passage' record.

There is also some disparity in the official distance, the WSSC gives the distance as 630 nautical miles, the CYCA's official distance for the Rolex Sydney Hobart Yacht Race is 628 nautical miles, amended from 630 nautical miles some years back.

The race starts within the Harbour, north of Shark Island; *Team Australia's* time started from a transit at Sydney Heads. However, both did finish off Hobart's Castray Esplanade below the city's historic Battery Point.

Then there is the valid point raised by Sean Langman that his boat was solely 'man-powered', whereas *Wild Oats XI* does have 'stored power' to assist in handling the super maxi's canting keel, winches and some halyards. ⚓

CRAWDAD
Spring Bay Boat Club's Graham Elphinstone (left) shows Bertrand Cadart, Mayor of the Glamorgan Spring Bay Council around the club's new floating marina at Triabunna.

RACES AND REGATTAS

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

INTERNATIONAL	DATE	COUNTRY
APRIL		
Subic Bay Commodore's Cup	2-6 Apr	Philippines
The Baldwin Cup Team Race	5-7 Apr	USA
Le Voiles de St. Barth	8-13 Apr	St. Barths
Young 88 National Championship	12-14 Apr	RNZYS
Antigua Classic Yacht Regatta	18-23 Apr	West Indies
Charleston Raceweek	18-21 Apr	USA
WesMex International Small Boat Regatta	18-21 Apr	Mexico
Singapore Yacht Show	19-21 Apr	Singapore
Ahmanson Cup Regatta	20 Apr	USA
J Fest San Francisco	20-21 Apr	USA
505 World Championships	22 Apr - 3 May	Barbados
Starling Nationals	22-26 Apr	NZ
18ft Skiff ANZAC Championship	25-28 Apr	NZ
Guadeloupe to Antigua Race	26 Apr	Antigua
Antigua Sailing Week	27 Apr - 3 May	West Indies
Dauphin Island Race	27 Apr	USA
J 80 Nation's Cup	27-28 Apr	China
Secondary Schools Team Sailing Nat. Champs	28 Apr - 3 May	
MAY		
Yacht and Boat Korea	2-5 May	Korea
Top of the Gulf Regatta & Coronation Cup	3-7 May	Thailand
Tahiti Pearl Regatta	5-8 May	French Polynesia
Rolex Capri Sailing Week Volcano Race	16-24 May	Italy
Samui Regatta	24 May - 1 June	Thailand
Bodrum International Optimist Regatta	30 May - 2 Jun	Turkey
JUNE		
Manly Queens Birthday Regatta	2-3 Jun	NZ
Giraglia Rolex Cup	16-22 Jun	France/Italy
JULY		
Borneo International Yachting Challenge	1-7 July	Borneo
Pakuranga Sailing Club Winter Series Start	16 July	NZ
Phuket Raceweek	17-21 July	Thailand
AUGUST		
Rolex Fastnet Race	11-16 Aug	UK
Farr National Championships	19-21 Aug	NZ

AUSTRALIA	DATE	CLUB
APRIL		
Sail Brisbane	28 Mar - 1 Apr	RQYS
Mandurah Easter Regatta	1 Apr	MOSC
Hempel Gosford to Lord Howe Island Race	6 Apr	GSC
Mount Gay Top Jocks Champion of Champions	6 Apr	CYCA
Varuna Trophy Race	6 Apr	RSYS
CYCA Rules Evening	10 Apr	CYCA
Summer Season Prizegiving	12 Apr	CYCA
Pittwater to Newcastle Bluewater Race	13-14 Apr	RPAYC
Sail Port Stephens	15-21 Apr	CPSC
BRYC Skiff Regatta	20-21 Apr	BRYC
CYCA Parade of Sail and Blessing of the Fleet	21 Apr	CYCA
Yarrawonga Yacht Club ANZAC Regatta	25-28 Apr	YYC
CYCA Winter Series Race 1	28 Apr	CYCA
Etchells Youth Regatta	28 Apr	RSYS
MAY		
Fremantle to Bali Race	4 May	FSC
CYCA Winter Series Race 2	5 May	CYCA
CYCA Winter Series Race 3	12 May	CYCA
CYCA Winter Series Race 4	19 May	CYCA
ASMEX 2013	20-22 May	Sanc. Cove
Sanctuary Cove Internatinal Boat Show	23-26 May	Sanc. Cove
CYCA Winter Series Race 5	26 May	CYCA
JUNE		
CYCA Winter Series Race 6	2 Jun	CYCA
Etchells Australasian Winter Championship	6-9 Jun	MOOE
CYCA Winter Series Non Pointscore Race	9 Jun	CYCA
CYCA Winter Series Race 7	16 Jun	CYCA
JULY		
Northline 33rd Minnow Nationals Darwin	8-13 Jul	DSC
Sydney Gold Coast Yacht Race	27 Jul	CYCA
AUGUST		
Club Marine Brisbane to Keppel Yacht Race	Aug	RQYS
Sydney International Boat Show	1-5 Aug	SIBS
Airlie Beach Race Week	10-16 Aug	WSC
30th Audi Hamilton Island Race Week	17-24 Aug	HIYC
Sail Townsville	23 Aug - 3 Sep	YQ
Sealink Magnetic Island Race Week	29 Aug - 3 Sep	TYC
SEPTEMBER		
Lion Island Race	Sep	SASC
Brisbane Boat Show	5-8 Sep	BBS
Grant Thornton Short Haul Race	15 Sep	HIYC
YSA Alumni 20th Anniversary Celebration Party	20 Sep	CYCA
Blue Water Pointscore Race	21 Sep	CYCA
Ocean Pointscore	21 Sep	CYCA
OCTOBER		
Bluewater Pointscore Race	11 Oct	CYCA

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