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TIME & AGAIN

FARREN-PRICE MAKES IT SEVEN FROM
EIGHT IN THE OCEAN POINTSCORE



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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 with his 14-year old Cookson 12 *About Time* has won a fourth consecutive Ocean Pointscore Series on countback from *Merlin*.

Farren-Price also adds the ORCi division win to his season accolades, having bounced back from a poor result in race one (which he was able to drop) for a season scorecard that reads three firsts, two seconds, a third and a fifth place, handing him the title of CYCA Ocean Pointscore Series champion. In fact, Farren-Price has won seven out of the last eight Ocean Pointscore Series. Noel Cornish's *St Jude* finished third under IRC behind *About Time* and *Merlin* (David Forbes). *Merlin* secured the PHS win from Les Goodridge's *Wax Lyrical* second (on countback) from Walter Carpenter's *Samarkand*.

In the Grant Thornton Short Haul Pointscore Series, *One More No More* (Ian and Shane Guanaria) maintains a commanding lead in the IRC division from *Stormy Petrel* (Kevin O'Shea) and *Evasive* (Paul Billingham and Pete McGee) third. In the PHS division, *InCahoots* (Patrick and Roberta Easton) holds onto a six-point lead from *Evasive* with *Silver Minx* (Geoff and Vicki Player) third, 12 points adrift.

There is great competition in the Grant Thornton Short Ocean Pointscore Series with Robin and Annette Hawthorn's *Beneteau 47.7 Imagination* holding a six point lead in IRC Division 1 over Philip Dash's *Justadash* with Bob Cox's *Nine Dragons* third. Adrian Van Bellen's *J/122 Jackpot* leads PHS Division 1 by three points from *Nine Dragons* and *Stormaway* (Jack Stening and Colin Gunn).

Phillip Bennett's *King Billy* holds a 0.4-point lead over *Crosshaven* (Sean Rahilly and Justin Pelly) with *Saltshaker* (Peter Franki) third in PHS Division 2. In IRC Division 2, the same three hold the top podium places in a slightly different order: *Saltshaker* leads by 0.6 points from *Crosshaven* with *King Billy* third.

Imagination has also won the IRC division of the Combined Ocean / Short Ocean Pointscore series, which consisted of three OPS and three SOPS races, from *Occasional Coarse Language Too* (Warwick Sherman) and *Swish* (Steven Proud).



Online (Stephen Trevillion) won PHS Division 1 from *UBS Wild Thing* (Geoff Lavis) and *OCL Too* with *Outlandish* (Sean Barrett) winning PHS Division 2 from *Alpha Carinae* (Damian Barker) and *Limelight* (Alan Husband)

Roger Hickman capped off a stellar season when he was crowned Blue Water Champion at the conclusion of the Rolex Sydney Hobart.

Congratulations to all winners and placegetters in the respective series and I look forward to acknowledging your success at the Summer Series Prizegiving on 2 May 2014.

With the new CYCA hardstand now in operation, the site redevelopment committee is reviewing the original brief of the site redevelopment master plan against the future needs of the club and will make a recommendation to the Board as to how the next stage of the redevelopment should proceed. I will keep members updated as we proceed with the redevelopment process.

Our club is all about sailing over the Autumn Winter period and our members will be participating in a number of offshore events leading up to the Land Rover Sydney Gold Coast Yacht Race which starts on 26 July. Of note is the Gosford Lord Howe Island Race, which starts on 5 April, with CYCA Director Andrew Wenham's *Southern Excellence II*, Darryl Hodgkinson's *Victoire* and *Midnight Rambler*, owned by Ed Psaltis, Bob Thomas and Michael Benesik, all competing.

SAVE THE DATE
Following the Land Rover Winter Series and prior to the start of the Land Rover Sydney Gold Coast Yacht Race, the traditional Parade of Sail and Blessing of the Fleet is planned for Sunday 20 July. This will be a club day with all yachts invited to participate as part of the celebrations of the Club's 70th anniversary. Following the blessing of the fleet by the Naval Chaplain on *Boomerang* and the Flag Officers' salute, there will be a parade of sail around the Harbour before returning to the club for lunch and the awarding of the following trophies: Ship Shape and Bristol Fashion Best Dressed crew awards for vintage boats over 30 years old, with the balance of the fleet competing for the best dressed yacht and crew. I trust you will support this event as part of our 70th year celebrations and I ask you to note Sunday 20 July in your calendars.

A number of our yachts will compete in the Sail Port Stephens regatta, which includes the New South Wales IRC Championships starting on 7 April, followed by the Audi IRC Australian Championships to be sailed from 17-20 April, conducted by the Newcastle Cruising Yacht Club.

The Land Rover Winter Series will commence on 27 April with the Ladies Day race for the Jill McLay Trophy and the Great Veterans Race for yachts over 30 years of age that have competed in a Sydney Hobart. The series will conclude with the Chris Lee Trophy Ladies Day Race on 13 July.

I would like to thank the team at Land Rover Australia for sponsoring the Land Rover Winter Series and Land Rover Sydney Gold Coast Yacht Race. This is Land Rover's first major sponsorship in the sport of sailing in Australia and we look forward to a long association.

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

Following the support of last year's Spring Series, this five race Sunday pointscore series will again be conducted, starting on Sunday 10 August.

Teams from the CYCA's YSA have represented the Club in interclub, interstate and international regattas over the past few months. Jay Griffin and his crew finished second to Jordan Reece, the eventual winner of the prestigious Hardy Cup; Harry Price and his crew finished third in the Nespresso Youth International Match Racing Championships hosted by the Royal New Zealand Yacht Squadron with the CYCA team led by Murray Jones finishing third in the Centreport International Youth Match Racing Championships.

Andrea Green and his crew made it through to the quarter-finals of the Warren-Jones Youth Match Regatta, losing to the eventual winner David Gilmour. Ash Rooklyn finished ninth.

Over the winter months, the Youth Sailing Academy squads will be conducted with members developing boat handling skills, tactics and strategies of match racing all for the future benefit of our sport. The Elliott 7 fleet continues to impress and are a great asset to the Academy.

I wish all members an enjoyable and successful Winter Series.

HOWARD PIGGOTT
Commodore CYCA

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This issue of *Offshore Yachting* sees in a change of seasons, as yachts and crews shift gear from summer racing. The club's Winter Series races sailed on Sundays from Sydney Harbour are expected to be more popular than ever this year with the latest series, now sponsored by Land Rover, opening on April 27th with the traditional Ladies Day and the Great Veteran's Race for the Windward Trophy. Sailed right through to mid-July, the Winter Series sees sleepy Sundays awaken as Sydney Harbour comes alive in a competition of colour and spectacle.

Come Saturday July 26th, many of our birds will fly north in the Land Rover Sydney Gold Coast Yacht Race, setting sail from Sydney Harbour at 1 pm in the first of the linked migratory ocean races to Southport, Brisbane and onwards to Keppel and the famous regatta weeks raced in the tropical north Queensland waters of the wonderful Whitsunday's islands.

Our regatta round ups this issue include the annual Sydney Harbour Regatta sailed in early March under aqualine blue skies, as well as the 75th annual JJ Giltinan World Champs for the 18-foot skiffies. Then there's the surprise launch and harbour duelling of Hamilton Island Yacht Club's Team Australia AC45 catamaran trialling against Oracle Team USA in the first of many sailing outings for the America's Cup pair on Sydney Harbour over coming months. So, get used to the sight of these zippy, high-tech sailing machines playing cat and mouse through your race fleets this winter season.

Last December, we were wowed by the sight of 12 matched Clipper 70 Round the World racing yachts sailing into Sydney and going on to compete as part of the 2013 Rolex Sydney Hobart fleet. This issue I chat with Clipper Ventures Kirsty Whyte, based in Sydney to oversee their local training program, which

is the first outside the UK, being conducted aboard their two CYCA-berthed Clipper 68 ocean yachts for any and all prospective ocean circumnavigators keen to see if they have what it takes to survive a year at sea racing a Clipper yacht.

For the Cruiser/Racer enthusiasts out there who prefer the comfort aboard and the performance offered by 'hybrid hulls', we publish our annual Top 10 comparisons of the latest – or soon to be available – Cruiser/Racer models from a bevy of yards. Plus, in our two major yacht reviews this issue we profile two very serious yachts from opposite ends of the racing and cruising spectrum – the Carkeek 60 *Ichi Ban* IRC race boat and the Oyster 575 bluewater cruising yacht – respectively.

And this issue, we look into the latest in lifejackets as well as consider the pros and cons, costs and complexity of revamping your pride and joy.



ANTHONY TWIBILL
Publisher / Editor

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SPONSORSHIP

On land and high seas

Land Rover signs sponsorship agreement with the Cruising Yacht Club of Australia.

Land Rover Australia has become the naming rights sponsor of two of the CYCA's major sailing events: the Land Rover Winter Series and Land Rover Sydney Gold Coast Yacht Race.

This is Land Rover's first major sponsorship in the sport of sailing in Australia; however the company has been a sponsor of the Clipper Round the World Race, as well as the Extreme Sailing Series internationally.

"I would like to welcome Land Rover to the CYCA as the principal sponsor of the Land Rover Winter Series and the Land Rover Sydney Gold Coast Yacht Race," Commodore Piggott said. "We look forward to a long association with Land Rover, continuing the tradition of the Winter Series, which has been part of the Club's sailing calendar since 1949, and being a part of the 'yachties' annual migration north with the Gold Coast race that starts on Saturday 26 July." Commodore Piggott added.

Tim Krieger, Land Rover Australia's Brand Manager said of the sponsorship: "We are very excited about this partnership with the CYCA as it

provides the perfect platform to showcase our shared core values.

"The Winter Series and Sydney Gold Coast Yacht Race represented a great package mixing inshore and offshore racing, which in turn is a great fit for our brand which is all about adventure and shared experiences. The boats, like Land Rover vehicles, have design and technological innovation at their core, and both can take on the unique challenges of their surroundings and deliver top performance."

The Land Rover Winter Series is the longest running ongoing series dating back to the foundation years of the CYCA and commences on Sunday 27 April with the Great Veterans and Ladies Day races, with the season pointscore commencing on Sunday 4 May.

Exclusive Land Rover Winter Series merchandise will be awarded as prizes during the 2014 series, and every Sunday Land Rover will provide one of the divisional winners a Range Rover Evoque to test drive for a week. Entries for the Land Rover Winter are available via the website.

www.cyca.com.au

LAND ROVER SYDNEY GOLD COAST YACHT RACE
The 29th Land Rover Sydney Gold Coast Yacht Race commences on Saturday 26 July at 1pm and will take the fleet from the Nielsen Park start line, down the Harbour and out through Sydney Heads, before turning left to head north to the finish line off Main Beach at Southport on Queensland's Gold Coast. The 384 nautical mile race also heralds the commencement of the CYCA's prestigious Blue Water Pointscore Series (BWPS) Entry can be completed online until 1700 hours on Friday 11 July by logging on to <http://goldcoast.cyca.com.au/competitors/online-race-entry/>

CYCA MMM

There are still places available for the next CYCA Medical management of Mariners (MMM) course, commencing on 22 April.

The aim of this 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 assumes prior knowledge of first aid principles and sailing experience.

To undertake the course participants must hold a current (or recently expired) first aid certificate and be members of the sailing community.

The CYCA MMM course will be conducted over the following dates:

- Tuesday 22nd April 6pm-9.30pm
- Tuesday 29th April 6pm-9.30pm
- Saturday 3rd May 9am-4.30pm
- Tuesday 6th May 6pm-9.30pm
- Tuesday 13th May 6pm-9.00pm

The cost of this course is \$600 for CYCA Members, Yachting NSW Bronze and Silver members and \$650 for non-CYCA members. Closing date for applications is Friday 11 April, 2014.

For further information and registration form visit the website. www.cyca.com.au

Parade of Sail

Sunday 20 July, 2014

To mark the 70th anniversary of the Club the annual Parade of Sail and Blessing of the fleet will be conducted on Sunday 20th July following the Land Rover Winter Series and prior to the start of the Land Rover Sydney Gold Coast Yacht Race. This will be a club day with all yachts invited to participate as part of the celebrations of the Club's 70th anniversary. Following the blessing of the fleet by the Naval Chaplain on *Boomerang* and the Flag Officers' salute, there will be a parade of sail around the Harbour before returning to the club for lunch and the awarding of the following trophies: Ship Shape and Bristol Fashion, best dressed crew awards for vintage boats over 30 years old, with the balance of the fleet competing for the best dressed yacht and crew.

sailingoffice@cyca.com.au



OCEAN POINTSCORE SERIES

About Time wins fourth OPS

Julian Farren-Price with his 14-year old Cookson 12, ABOUT TIME, has won a fourth consecutive Ocean Pointscore Series.

Farren-Price also adds the ORCi division win to his season accolades, having bounced back from a poor result in the first race of the series to Lion Island (which he was able to drop) when he and several other boats in the fleet rounded the wrong mark. His scorecard includes three firsts, two seconds and a third and a fifth place, handing him the title of the CYCA Ocean Pointscore Series champion.

"I'm absolutely ecstatic," Farren-Price said following the final race. "We were very lucky to have prevailed by such a narrow margin over *Merlin*. David Forbes and his crew have been fabulous opposition all season."

The tough opposition continued in the final race Farren-Price recalled. "We kept on their line the whole way up the coast. They went higher than us at Barrenjoey and we got caught after some bad tacks. It was almost as if the race stopped at the mark – lots of boats got parked up as the breeze had dropped out under the headland. There were a few boats doing circles in the current with no breeze."

"We managed to get ourselves out of it by staying low and then had a good tussle with *Balance*, *Pazazz* and *Much Ado V* on the way back. We couldn't quite catch *Balance* and they couldn't break away from us," Julian added.

The mild-mannered Sydney jeweller was still contemplating how he was going to hold off *Merlin* in the race to Wollongong, on March 22, until he was reminded that the OPS ended with the Lion Island race.

"This is our 14th season with *About Time* – she's an incredible boat and my crew and I know her strengths and weaknesses. I would like to thank my crew who work hard all the time to keep the boat going. There's a great vibe on the boat – my crew are great people to be at sea with", said Farren-Price.

In fact, Farren-Price has won an extraordinary seven out of the last eight OPS with his Cookson 12 and when asked the question of whether he would consider buying a new boat, he replied. "I'm a bit of a traditionalist. We've had such good results with this boat that I'd like to maintain her record. I'd also have to find the right boat too. It was a big step-up for us, when we went from racing our previous Northshore 38 to this boat and it took us three to four years to really understand how to sail this boat well," he added.

Darryl Hodgkinson's canting-keel Cookson 50 *Victoire*, the 2013 Rolex Sydney Hobart overall race winner, with Sean Kirkjian at the helm, secured both the IRC and ORCi divisional wins in the final Lion Island Race of the OPS. *Merlin* finished second under IRC, with *Balance* (Paul Clitheroe) finishing second in ORCi behind *Victoire* with *About Time* third.

"It was a nice one to win," Kirkjian said aboard *Victoire*. "It was probably the most enjoyable sail I've had all year.

"We got out of the Heads with the tide behind us and tacked onto starboard and held that all the way up

DOMINANT TIME
Julian Farren-Price has secured his fourth consecutive Ocean Pointscore Series win with *About Time*.

to Long Reef. We changed onto a port tack for a little while but then reverted back and were able to lay all the way into the mark. There was a fair bit of current at the mark, which caught some. We had anticipated it and were able to lift up underneath it. We went offshore as we headed home – one gybe all the way! Though it was tricky negotiating our way to the finish line with all the Saturday Harbour races underway in 13-14 knots of breeze," Kirkjian added.

Racing got underway off the start line at Point Piper at 10:00am in a light north easterly of 6-8 knots that built gradually as the fleet of 21 made their way to the Heads. Three boats, *Midnight Rambler*, *St Jude* and *Balance*, were a little eager to start, jumping the gun and being forced to return and re-start.

Andrew Wenham's Volvo 70 *Southern Excellence II* and *Victoire* had a 25 minute tacking duel up the Harbour, which Wenham described as: "We made a tactical decision to go right and they went left. They got to transit area at Hornby Light before us."

Matthew Brown's canting keel Shaw 10, *Orbit*, was the surprise packet off the start. The crew put themselves in a strong position, getting some good boat speed up on the relatively flat water, to be in the lead pack out of the Heads.

Southern Excellence II crossed the finish line at 14:22:15, with an elapsed time of 4hrs, 22mins and 15 seconds for the 30 nautical mile course with Wenham calling the race as "one of the best races I've sailed for a long while."

"A couple of tacks and a spinnaker run back. The nor'easterly breeze kicked in about ten minutes before the start, so the Race Committee was able to get us away without delay. It was a bit lumpy going out (and on the way back in) at the Heads.

"The weather was perfect, the crew work was excellent and we found the mark this time around (as opposed to the first race in the OPS when half of the fleet rounded the incorrect mark). I couldn't have asked for much more," Wenham added.

Orbit secured the PHS win from *Much Ado V* (John Stephen) and *Wax Lyrical* (Les Goodridge).

Noel Cornish's *St Jude* finished third in the overall Ocean Pointscore Series behind *About Time* and *Merlin*; with *Balance* and *Victoire*, second and third respectively in the ORCi division.

Merlin won the PHS division of the OPS from *Wax Lyrical* and *Samarkand* (Walter Carpenter), both of whom finished on equal points but were separated via countback. ⚓

"This is our 14th season with *About Time* – she's an incredible boat and my crew and I know her strengths and weaknesses. I would like to thank my crew who work hard all the time to keep the boat going. There's a great vibe on the boat – my crew are great people to be at sea with."
J. FARREN-PRICE



EXTREME SAILING

Sydney to host Extreme Sailing

Extreme Sailing Series organisers have announced the addition of an event – the finale – to be held in Sydney in December.

Planning has started in the maritime community after confirmation Sydney will host the final leg in the Extreme Sailing series competition this year.

According to Transport NSW, Sydney will host the finale of the series from 14 to 16 December.

“Extreme sailing is a relatively new spectator sport which shows off the latest technology in boat design, resulting in exceptionally fast sailing boats which can operate safely close to spectator vantage points,” said a spokesperson for Transport for NSW.

“The sport has only been around a few years and the series has not previously been held in the southern hemisphere.

“The yachts used in this form of racing are similar in many ways to the multihull catamarans used in the 2013 America’s Cup on San Francisco Bay last year.”

Roads and Maritime Services have worked cooperatively with government agencies including Destination NSW and representatives of the boating and waterfront community on the event. Roads and Maritime Services is also offering its support to Team Australia’s bid to become the first team to win the America’s Cup in more than 30 years.

Team Australia is carrying out a combined training program on Sydney Harbour with last year’s winners, Oracle Team USA, until the end of June. Roads and Maritime has provided both vessels with a mooring space at the front of Woolwich Dock.

These vessels use the latest technology which delivers high speeds through wind power alone. Spectators

will be impressed at their size – more than 20 metres long with a wingsail height higher than a six storey building.

Both vessels are likely to take part in the Extreme Sailing event in December, with members of Team Australia competing as GAC Pindar.

Extreme Sailing and other similar proposals have the potential to become significant annual events on the Sydney sailing calendar, showcasing Sydney and building on its reputation as a prime sailing and tourism venue.

The series started in Singapore on 20 February and will head to the Middle East, China, Russia, Wales, Turkey and the Mediterranean ahead of arriving in Sydney.

The International Sailing Federation (ISAF) ‘Special Event’ world tour celebrates its eighth year on the international sailing calendar in 2014 with eight host venues spanning three continents and nine elite level teams representing seven nations.

Referring to Singapore and Sydney, Mark Turner, executive chairman of Series organiser OC Sport, said: “We’ve added two commercially important markets for our stakeholders, and retained six existing venues as well as all the teams from 2013. We continue on an upward curve with this event which is delivering elite level top class sporting action, as well as strong commercial return on investment for all its stakeholders. That combination remains number one priority for us with this event.” ↓

www.extremesailingseries.com

EIGHT BELLS

Yachting legend Ted Kaufman, 94

By Eve Kaufman & Peter Campbell



Ted Kaufman will be remembered as a tough and skilled ocean racing yachtsman, an innovative owner whose talents as a yacht designer led to significant design and boat-building advances that contributed much to international success by Australian teams.

Kaufman’s *Mercedes III* led Australia to its first victory in that once great international event, the Admiral’s Cup, in 1967.

The Sydney businessman and yachtsman, and 50 year member of the Cruising Yacht Club of Australia, passed away on February 1, after a long illness. He was 94.

While most Australian yachtsman will remember his success as a highly competitive owner and designer, few would know of his early years.

He was born December 3, 1919 in Heidelberg, Germany to Mr and Mrs Theodore Kaufman. After escaping Germany as a 19 year old refugee, he arrived at Sydney’s Circular Quay (then a working port) on board a cargo ship with a ‘few shillings’ in his pocket.

He first found work as a farmhand at the Bathurst experimental farm, saving to pay for tuition in an engineering course. A few years later, his fledgling civil engineering business was perfectly positioned to reap the new wealth generated by Sydney’s rapid post war urban development.

Kaufman’s rising fortunes allowed him to indulge his passion for designing, building and skippering ocean racing yachts. After sailing in several Sydney Hobart races, he set his sights on competing in the challenging international ocean races.

In 1966 he collaborated with Bob Miller (later to change his name to Ben Lexcen) to design his own lightweight ocean racing yacht, *Mercedes III*. He also designed a larger version of *Mercedes III*, *Koomooloo*, built for Denis O’Neil.

Both yachts were a success the minute they hit the water. With *Mercedes III*, Ted Kaufman led the Australian team to victory at the 1967 Admiral’s Cup in Cowes, England. O’Neil’s, Kaufman-designed *Koomooloo* won the Sydney Hobart race in 1968.

At the 1967 Admiral’s Cup, the fledgling Australian team of Kaufman’s *Mercedes III*, Sir Robert Crichton-Brown’s *Balandra* and Gordon Reynolds at the helm of *Caprice of Huon*, upset the ocean racing traditions of the Northern Hemisphere.

Kaufman’s spectacular wins in *Mercedes III*, as the top scoring boat of the entire Admiral’s Cup fleet of nine nations, had not gone unnoticed.

Before the winning Australian team had packed up their wet weather gear and headed for home, they were invited to the Royal Yacht Squadron as guests of Prince Phillip, also an avid yachtsman. At the victory dinner, there was no mistaking that the Australians enjoyed shaking up the British yachting establishment, and they arrived back in Australia with the Admirals Cup in tow, to a heroes welcome.

Clearly on a winning streak, *Mercedes III* returned to Cowes in 1969 to defend the Admiral’s Cup, this time with Syd Fisher’s *Ragamuffin* and *Koomooloo* on the team. The Australian team, with two Ted Kaufman-designed yachts, was up against a tough challenge from 11 nations but still managed to pull off a respectable second place in the 16-team fleet.

Barely back home from England, *Mercedes III* teamed up with *Boambillee* and *Ragamuffin* in winning the Southern Cross Cup.

After retiring from ocean racing, Ted Kaufman still sailed in the Sydney to Vanuatu race in 1986, enjoying family sailing on Pittwater in his Peterson designed cruising yacht well into his older years.



VO65: Design refined

Radical, high-performance, affordable, world-class – the new one-design Volvo Ocean 65 that will contest the next two editions of the Volvo Ocean Race is a spectacular feat of design and construction. By JENI BONE.

The new Volvo Ocean 65 has been designed by Farr Yacht Design in the United States, and is being built by a consortium of four boatyards in Europe: Green Marine in the United Kingdom, Decision in Switzerland, Persico in Italy and Multiplast in France.

The shift to a one-design solution is a radical departure for the race, and one that will put more emphasis than ever before on the racing out on the water.

"If it hadn't been for the new one-design rule, then I probably wouldn't have done the Volvo Ocean Race again," says Ian Walker, who is returning in 2014-15 to skipper the Abu Dhabi Ocean Racing entry. "It's definitely going to be the tightest race in history – it has to be!"

The first high-performance racing boat was completed and delivered in September 2013 and the boats are being launched at a rate of one every seven to eight weeks.

Patrick Shaughnessy, president of Farr Yacht Design, says the fact that the new boat is a one-design means Farr Yacht Design have been able to find the right balance between speed on the one hand and safety and affordability on the other.

"Conceptually, the new boat has a lot of similar features and is going to be a very high performance offshore racing boat," says Shaughnessy. "What separates it a little bit from the Volvo Open 70 is that it is trying to address the cost issue associated with the hardware in the event, so the boat is a little smaller in many of its parameters,

which are scaled to try to address cost."

Here, Patrick Shaughnessy speaks exclusively to *Offshore Yachting* on the next 2014-2015 incarnation of the Volvo Ocean Race boat, the VO65.

VOR boats have been described as the "tractors" of ocean racing. How does the 65 compare in terms of its hardness to previous models?

I don't have anything against tractors, but I think it's a little unfair to compare something as sexy as the VO65 to a piece of farm equipment. While we have put an enormous effort into creating a more robust ocean racing boat than the previous VO70, we've also put a good amount of styling effort into creating something that will look iconic and relevant for quite some time.

Were there any specific demands unique to the VOR that had to be incorporated?

VOR had specific input into almost every component of the boats to ensure that the final product would meet its expectations for the future editions of the race. The specific demands list is quite comprehensive.

What input have crews and previous VOR sailors had on this design?

During the previous edition of the race there were several working groups comprised of sailors, shore team members, and management groups all offering valuable input. After the race

concluded VOR retained Neil Cox and Chris Nicholson to provide direction as we approached several key build milestones. Of course during the rest of the design and build there were a huge amount of talented individuals who all played very important roles. The vast majority of those people have previous race experience.

THE VO65 INNOVATIONS:

Keel – the maximum draft has been increased from 4.5m to 4.7m. This allows an increase in the righting moment, while decreasing the keel weight, giving the boat a noticeable performance improvement.

Keel pin: The new boat has an inclined keel pin axis that will be positive for performance, creating lift and reducing the displacement and the amount of drag.

Structure: There are eight bulkheads inside the Volvo Ocean 65, compared to a typical number of four on a Volvo Open 70. The increase means a stronger and more solid structure.

Reverse bow: The reverse bow is mainly a cosmetic feature, in the most photographed area of the boat, but it will help keep water off the bow.

Water ballast: In the Volvo Open 70 there was only one water ballast in the stern. The Volvo Ocean 65 has two aft water ballasts and one forward water ballast.

Onboard media packaging: There are five fixed camera positions and two uplink points which will combine to give coverage from all angles. The camera and mic point in the companionway hatch is right in the faces of the sailors. They have much better protection from wind and water, enabling interviews in the cockpit.

How many previous VOR models have you or the team been involved with?

We're very proud to have been part of every race since the 1981 edition. We've had 44 FYD boats in the Volvo Ocean Race out of something like 120 total boats entered over the years, so well over a third of the combined fleet has been designed by FYD. The boats we've designed have produced 18 podium results, and 6 race victories. For this next race, we've stacked the deck a bit!

How does the VOR compare with other competitive sailing events?

The Volvo Ocean Race is a unique event. I'm not sure it's fair to compare it to anything else. It's a really incredible challenge, and requires a huge range of disciplines to win it. More than that, it's a beautiful family, and a truly rewarding circus to be part of. ⚓
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MARINASSESS WOMEN'S MATCH RACING REGATTA

Milly Bennett wins

Milly Bennett and her crew of Seldon Coventry, Alice Tarnawski, Kajsa Doyle and Jess Russell, representing the Royal Prince Alfred Yacht Club, won the Marinassess Womens Match Racing Regatta, hosted by the Cruising Yacht Club of Australia's Youth Sailing Academy. By JENNIFER CROOKS.

Bennett breezed through Round Robin Two without dropping a match, toughing it out after two days of tough conditions that included shifty winds and rain showers.

Bennett started the final day off well, winning her match against CYCA's Rayshele Martin to break the tie between them and secure top place on the leaderboard at the conclusion of Round Robin 1.

"We had an awesome day – we didn't drop a match today and I've won my first match racing regatta," Milly Bennett said.

"Our pre-starts were solid and we were able to get the lead early and then just had to concentrate on keeping the lead during the race."

"Conditions were really difficult – it was light and shifty – huge directional shifts and very random, which made the downwind runs really tricky".

Emma May and her crew of Nicky Bradley, Tara Blanc Ramos and Caitlin Tames, representing the CYCA, finished in second place after a countback and winning four matches today.

"We had a mixed day – some wins and some losses," May said. "We were determined to stay focused ensuring that we made good decisions".

"Overall, I'm happy with the final result. We had a couple of great matches towards the end of the afternoon."

CYCA skipper Greta Quealy and her crew of Catherine Chua, Emma Harrison, Tiffany Fulde and Alex Paton finished in third place.

Quealy had two experienced hands on board in Tiffany Fulde and Alex Paton – both whom are CYCA Youth Sailing Academy Alumni.

"We started the day off really well – communication amongst the crew was paramount and we worked together amazingly well.

"Our last match with Emma (May) was really close – she had the lead for most of the race but we managed to catch up to her on the last downwind run. We had a penalty which we had to get rid of before we crossed the line, so that cost us the match".

Race Officer Steve Merrington described the conditions: "The breeze was all over the dial – a nice southerly early on which flicked back to the north-east in the afternoon.

John Messenger, Managing Director of Marinassess said "We are very proud to continue to support women's match racing through our sponsorship of this regatta and we're encouraged by the strong level support that this regatta has received".

"Congratulations to Milly Bennett and her crew on winning her first match racing regatta and to all the teams competing this weekend". ⚓

FINAL RESULTS

- 1st
Milly Bennett
(RPAYC)
-
- 2nd
Emma May
(CYCA)
-
- 3rd
Greta Quealy
(CYCA)
-
- 4th
Rayshele Martin
(CYCA)
-
- 5th
Lauren Galloway
(CYCA)
-
- 6th
Nina Long
(CYCA)
-
- 7th
Kate Downing
(CYCA)
-



GO GIRLS
Left: Milly Bennett and crew from RPAYC won the Marinassess Womens Match Racing regatta.

Jay Griffin places second in the Hardy Cup

In his first match racing regatta in 12 months Jay Griffin has proved the old adage of "its just like riding a bike – you never forget!"

Back together with his crew of Henry Kernot and Jack Breislin, Griffin finished second to Jordan Reece in the Hardy Cup, hosted by the Royal Sydney Yacht Squadron in February.

Reece's tactics were near perfect, as was his sailing technique in handling the Elliott 6s in a wide variety of breezes. The semi-finals began in very light conditions but freshened to 8 knots from the south-east, enabling RSYS race officers to complete the entire race schedule.

For Reece, victory came with his fifth attempt to win the Hardy Cup, donated by eminent yachtsman and Squadron member Sir James Hardy to promote the skills of match racing among youth sailors.

After two round-robins, the four finalists were Jordan Reece (RSYS), David Gilmour (Royal Freshwater Bay Yacht Club, WA), Chris Steele (Royal New Zealand Yacht Squadron) and Jay Griffin (Cruising Yacht Club of Australia).

Reece chose to take on Gilmour in the first semi-final but lost the first flight. "We had a hard fight back to win the next two races and move on to the final," Reece said.

With Jay Griffin making a late burst, beating Chris Steele 2-0, the stage was set for a final between teams from either side of Sydney Harbour.

"The match racing in our semi was better than the final," Griffin said upon reflection. "It was tough to come back after 12 months away but I've been sailing with my crew for a while now and we just fit together.

"It all comes back to you – in a situation you rely on what you've learnt and you know that you have the skills to handle it," Griffin added.

The RSYS team skippered by Jordan Reece won the first two matches against Jay Griffin and his CYCA team, but Griffin fought back to take out race three.

"In the fourth match Jay was leading with about 50 metres to the finish," Reece recalled. "We gybed, luffed them and they received a penalty; game over for Jay!"



CENTREPORT INTERNATIONAL YOUTH MATCH RACING REGATTA

Podium Performance

Murray Jones finishes third at the Centreport International Yacht Match Racing Regatta.

The CYCA team of Murray Jones, Angus Williams and Matt Stenta finishing third with Adam Middleton and his crew of Michael Cook and William Eastman sailing for Royal Port Nicholson Yacht Club winning the 2014 CentrePort International Youth Match Racing Championships.

Over four days of racing, Middleton only dropped one match in a dominant all round performance across a range of conditions. Sam Mackay and his crew of, Stuart Williams and Ben Caundle also from Royal Port Nicholson Yacht Club finished second.

With the loss of a day's sailing on day three due to windy weather it was always going to be tight to try and achieve a series for the sail offs for 5th to 8th and unfortunately on this occasion they were unable to be sailed meaning that places reverted to the Round robin results.

It was a long day on water for competitors on day 2 as race officer Ken Burt pushed through the end of the first round robin and 12 flights of the second round robin ahead of a predicted storm on day three.

The local Royal Port Nicholson Yacht Club team skippered by Adam Middleton took an early jump on the fleet winning all seven of their first round robin matches. Alex Dyet from the Royal New Zealand Yacht

Squadron was not far behind on six wins with Murray Jones from the Cruising Yacht Club of Australia lying in third place on 5 wins.

With the breeze building the race committee moved straight into the second round robin where the second local hope Sam Mackay started to hit his straps and recorded five straight wins to sit second behind Middleton with two flights to go in Round Robin 2. The semi finalists were decided as none of the other teams could make it past them.

"We started the regatta off really well," Jones recalled. "The lighter conditions suited us and we were a bit slow in the windier conditions. "The last couple of races were our best – All three of us hadn't sailed together as a crew until the regatta so we were pretty happy with our performance.

"I'm learning things each regatta – rules, different manoeuvres. Everything starts to come a little more easily the more I race – it almost becomes automatic," Jones added.

As to his next steps, Jones returns to his commerce degree at university whilst continue to be a member of the Advanced Match Racing squad and hopes to make the CYCA Governor's Cup team. After that, Jones is still contemplating his next steps: Skiffs or do a Hobart... only time will tell. ⚓

TOUGH BATTLE
Concentration on the face of Jones during the Centreport Youth Match Racing regatta.

Bronzed Aussie

Harry Price gets the bronze in the Nespresso International Youth Match Racing regatta

Heading into Day Two of the Nespresso International Youth Match Racing Championship, hosted by the Royal New Zealand Yacht Squadron, the CYCA's Harry Price was placed fifth but threw down his A-game, winning his last four matches in Round Robin Two to storm up the leaderboard to claim the top spot overall and a place in the semi-finals.

In the semi-finals, New Zealander George Brasell, took an early lead winning the first flight by only 1 second.

"We got a penalty early but managed to wipe it by the first mark – we did as much as we could but it wasn't quite enough," Price said of the match.

Brasell sailing strongly to hold Price off winning their second match by 10 seconds to take the upper hand. Price was already up against it after losing a protest hearing before the day's racing, which meant he started on negative 0.75 points and felt extremely unlucky after losing the third flight by a ridiculously close two second margin.

"We were leading the last two races around the whole course but made mistakes on the downwind that cost us both races and essentially the Semi-Final" said Price.

Price then had to sail off for third against Sam Mackay. Mackay received a Black Flag penalty in the first match due to three penalties for incidences of failing to keep clear as windward boat, having to surrender a point before sailing a race.

"We were really upset after the semis so we came out charging and managed to get three penalties on him – race over" said Price.

But Mackay didn't give up, sailing back hard to pip Price by only two seconds in Flight Two, but Price held his nerve, surging back to take a four second win and claim third place overall.

"All in all we had a pretty solid regatta. We found out at the conclusion of Day 1 that our boat had a lot of water in it – so once we sorted that out we were able to sail much faster," Price said.

"I'm happy with our performance but the score line doesn't reflect how close racing was and how well we performed. Unfortunately we made some costly errors right at the end of matches which caused us to lose them."



Rolex Sydney Hobart Yacht Race Thank You

Over 70 volunteers and contributors to the 2013 Rolex Sydney Hobart Yacht Race were officially thanked for their contribution to the blue water classic on Tuesday 28 January by Commodore Howard Piggott. "This function celebrates the success of the 69th Rolex Sydney Hobart Yacht Race and on behalf of the CYCA Board I would like to thank you, our wonderful volunteers for your contribution to its success. I hope you all enjoyed the experience of being part of the race's success and that you will be on board for the 70th Race," Commodore Piggott said."



1. John Brades, Ian Lines, Steve Kidson and Shaaron Walsh. **2.** Cathie Goodridge, Past Commodore Hans Sommer and Les Goodridge. **3.** Peter Cox, Past Commodore John Messenger and Patricia Cox. **4.** Some of the Radio relay Vessel team: Andrew Copley, Richard Winning, Past Commodore David Kellett and John Harris. **5.** Vice Commodore John Cameron, John Kirkjian and Tony Mooney, Deputy Chairman of the International Jury. **6.** Past Commodore John Brooks, Denise and Colin Wilson. **7.** Gal Lewis-Bearman, coordinator of the Race Liaison centre, Sandy Broadhurst and Hamish Grieve. **8.** Jennifer Dahl, Kendi Kellett, Kaye Brooks, Karen Woodford and Clare Harris.

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**SYDNEY HARBOUR
REGATTA**

Spectacular sailing on Sydney Harbour

The annual Sydney Harbour Regatta, organised by Middle Harbour Yacht Club (MHYC) with the co-operation of their Sydney sailing counterparts including the CYCA, RSYS, RANSA and RPAYC, was sailed on the weekend of March 8-9 under aqualine blue skies and mild breeze to the delight of the flotilla of competitors racing the length and breadth of the famous Harbour. DI PEARSON reports.



As usual, the winners were grinnerers at the Sydney Harbour regatta, while the rest did the congratulating; but all concurred it was another successful end to the summer/autumn season and they look forward to celebrating the 10th anniversary edition of the Sydney Harbour Regatta next year, come March 2015.

MHYC Commodore, John McCuaig, said: "It's a great regatta; the competitors really enjoy themselves, the racing is exciting and you have to be on your mettle the whole time, especially in some of the one-design classes like the Melges and Adams 10".

"The Sydney Harbour Regatta is the only opportunity to pull people from all over the Harbour and interstate together in Sydney. We hope the 10th anniversary will prove popular and we get a big role up. It's a very positive experience and we're looking forward to continuing it."

Competitors enjoyed another picture-perfect day on the Harbour, and although sea breezes were light, they were enough to propel the fleets in each of the 26 classes/divisions.

Hamish Jarrett emphatically wrapped up the Yngling class, claiming five wins from six races and a second place with *Miss Pibb*. Triple Olympian Karyn Gojnich was his nearest rival. Sailing *Evie* to a win in Race 2, she finished eight points behind Jarrett.

Mitch Miller repeated his performance of last year, dominating the Adams 10 class from Day 1. He finished nine points ahead of closest contender, Ben Nossiter and his *Sirius*, counting four wins from six races in his tally. Nossiter, who beat Miller by one place at the recent nationals, won the opening and penultimate races to round out his series.

Despite some highbrow crew, Miller, from Neutral Bay, attributed his win to trimmer Pete 'Technics' Wilson. "We couldn't have done it without him," Miller stated.

"We sailed in a shifty nor'easter, with the fleet favouring both sides of the course with various outcomes, and as always in the Adams 10, racing was exceptionally close," Miller said.

Local Middle Harbour sailor, Rob Reynolds kept his winning momentum from day one going on to claim victory on the windward/leeward courses in the Premier IRC Division 1 class with *Evile*. Reynolds recently installed a new, shorter mast and square top main on his yacht and it paid dividends racing in the light airs off Sydney Heads on the Sunday.



BIG CITY TRAFFIC
Tight racing conditions from start to finish in the Sydney Harbour Regatta.



**BLUE SKY
DELIGHT**
Sunshine and
breeze combined to
delight the fleets of
harbour racers.





Racing against some of the biggest names in sailing, Reynolds took his DK46 to a two point victory over 2008 Rolex Sydney Hobart winner, *Quest* (Bob Steel). Matt Allen's new Carkeek 60, *Ichi Ban* was third, 11 points behind the leader.

In Division 2, Paul 'comeback king' Clitheroe's win in Race 5 enabled him to climb over the top of Roger Hickman's *Wild Rose*, which slipped back to third overall in the final analysis. In second place, five points behind the 'Money Man's' *Balance*, was local Phil Dash with his *Just a Dash*.

"A great weekend of sail. Light, but beautiful conditions," Clitheroe said. "It was nice playing with the other little fat boats," Clitheroe added of the Beneteaus, of which his is a First 45.

"Yesterday (Saturday 8) got up to 12 knots, today we saw a couple of gusts of 12, but it was really light. The race committee did a great job getting all six races in at this great regatta – we're looking forward to next year," he added. "The racing was so close – seconds between us in most of the races, in both IRC and ORCi – shows you how good the handicapping is".

Although Warwick Rooklyn won the Melges 24 class for the last two years, this year's win did not come as easily. The Eastern Suburbs sailor claimed three victories from six races to overcome several challenges from the vastly improved Heath Townsend and *Kaito* ahead of their national championships later in the month.

Townsend, from Western Australia, sailed consistently throughout to finish three points adrift of his nemesis. The Melges nationals should prove interesting!

Completely undefeated last year, Greg Prescott and his *2Unlimited* crew nearly came unstuck over the weekend when Chris Way, new to the class last year, threw every trick in his repertoire at the Tasmanian crew, leading the series going into the final three races on the Sunday. However, Prescott fought back, and a win and second place ensured victory on a countback.

It was again a count back situation in the Super 30's too, with Justin Graham's *Jet* coming out on top and Matt Wilkinson's *Out of Sight* settling for second place after the two fought for supremacy over six races.

Andrew Waugh's *Zipper* had the goods in the Sports Boats SMS category, scoring a six and a half point victory over Peter Ray's *Barely Legal*, while *Numero Uno* (Scott Lawson) won the Sports Boats (VX) from Andrew York's *Tachyon* by just half a point.

In the former Olympic Dragon class, high profile yachtsman, Marcus Blackmore and *Hooligan* crew came home the winner from James Hawkins and Andrew Howe's *Ascalon* in the six race series held over the weekend. Blackmore's performance is more polished since he contested the Dragon Worlds in Weymouth last year and he won four races for a five-point victory.

Gordon Hinds and crew sailed *Grand V* to victory in the Etchells. As in most cases on the weekend, it was a close series with Hinds winning by three and a half points over Andrew Patterson's *Plan A*

In all there were 170 entries and many other classes and divisions raced at the Sydney Harbour Regatta. Full results can be found at the website. ⚓ www.shr.mhyc.com.au



ANDREA FRANCOLINI

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The challenge begins

Hamilton Island Yacht Club (HIYC) set sail on its four-year Australian Challenge for the 35th America's Cup in 2017, with the announcement of Olympic Gold Medalist and ISAF Rolex Sailor of the Year, Mathew Belcher as its skipper and the christening of Team Australia's AC45 catamaran on Thursday 6 March at Sydney Harbour.

Val Oatley, Bob Oatley's wife, unveiled the AC45 wingsail catamaran, dubbed the 'little sister with attitude' to the giant AC72, previously showcased at the 34th America's Cup in 2013, at a christening at Team Australia's Sydney base. The AC45 can sail faster than the Manly Ferry at three to four times the prevailing wind speed.

Sandy Oatley, Chairman of the America's Cup Challenger of Record – Hamilton Island Yacht Club – said, "Today is another milestone in our America's Cup journey. We're incredibly proud to put forward this Australian challenge and hope all Australians come together and rally behind us. There is a great sense of pride in Australia striving to win the America's Cup. Importantly, it's over thirty years since we won it. Our time is now, it's time to get back in the ring and bring back the Cup."

Belcher, the 2013 Rolex ISAF World Sailor of Year, Olympic Champion, five-time World 470 Champion and quadruple 2013 ISAF Sailing World Cup Winner, will lead Team Australia's first training sessions on iconic Sydney Harbour from March to June 2014 with Oracle Team USA. Team Australia will use the training sessions to rotate a number of crew through the boat, introducing them to the AC45 catamaran, as they race against Oracle Team USA.

In parallel to these training sessions, Team Australia sailors will race on the global Extreme Sailing Series under the GAC Pindar banner. The Extreme Sailing Series is an elite level multihull stadium racing circuit with eight events held across the globe culminating with the final regatta planned to be sailed in Sydney on December 10 – 14 this year.

Iain Murray, CEO of Team Australia,

DREAM TEAM
 Above: Iain Murray, Team Australia CEO with Chairman Sandy Oatley, Bob Oatley, Skipper Mat Belcher and Tom Slinsby with the Team Australia AC45. Right: First sail on Sydney Harbour with Oracle Team USA.



said Hamilton Island Yacht Club, as the Challenger of Record, was committed to making the 35th America's Cup more accessible to other challengers by driving costs down.

"Our aim is to make significant reductions to budgets in the order of 40 percent from previous America's Cup challenges and we are working hard with Oracle as the Defender to achieve this outcome. In addition to demonstrating technology, we are keen for the immense talents of our sailors to be showcased".

"Indeed, as a country, we've proven we can produce some of the best sailors in the world, and now it's our turn to build an all-Aussie winning team skippered by one of the most

awarded Australian sailors. Mat is a remarkable example of an elite athlete and one of the most accomplished sailors that Australia has ever produced," explained Murray.

"During the training sessions, a pool of Australian sailors will rotate through the boat, giving them a great opportunity to practice their skills. It's a fantastic opportunity to have the defender wanting to come to our shores and spar with us." Murray said. Mat Belcher on being announced Skipper of Team Australia said: "I'm humbled and excited by this honour. It's an incredible opportunity and I'm looking forward to the journey, coming aboard and working together with the crew to bring the Cup back to Australia." ⚓

Team Australia AC45

Hull Length 13.45m / 45 feet.

Beam max 6.9m / 22.6 feet.

Wingsail Height 25.6m / 84 feet. (The standard wing height for the AC45 is 21.5 metres / 70.5 feet, it was extended to 25.6 metres in January 2012).

Draft Maximum 2.7m / 8.8 feet.

Displacement 1290 – 1320kgs (1,844 – 2,910 pounds)

Wing Area 93.7sqm / 1,001 square feet.

Jib Area 30sqm / 323 square feet.

Gennaker Area 100sqm / 1,076 square feet.

Crew 5 @ 85kgs pp / 187 pounds.

Team Australia crew

Mat Belcher, Seve Jarvin, Sam Newton, Ed Smyth, Troy Tindill, David Gilmour, Will McCarthy, Wade Morgan.



About the AC45

The prototype AC45 hit the water in Auckland, New Zealand, on January 17, 2011, making it the first series-built one-design class to be featured in the storied history of America's Cup competition.

The AC45 came about as a means to fast-track team understanding of wingsail catamaran sailing.

The craft was conceived by Oracle Team USA's designers and engineers on behalf of the America's Cup community.

The catamaran was built by Core Builders Composites, Oracle Team USA's boatbuilding affiliate in Warkworth, New Zealand. Led by Tim Smyth and Mark Turner, precise tooling and techniques were used to create moulds that will produce identical sisterships.

The brief for the new design included many features: It had to be easy to assemble and disassemble to accommodate the active racing schedule and also to fit inside a 40-foot container for shipping. It had to be robust enough to sail through a wide wind range, from 5 to 30 knots, and also survive in the event of collisions. Settling on the 45-foot length came about after studies suggested it was the best solution to avoid nose-diving tendencies, which can occur with short hull lengths and high-aspect sail configurations. The cat will fit inside a container aided by removable sterns.

The aft cross beam has been set forward to allow the removal of the final five feet of the hulls. Those sections are bolted on a flange and the crossbeams also are bolted in place. The hulls are built in carbon epoxy with honeycomb cores, making them extremely stiff and light structures. The sandwich construction involves two carbon skins less than 1mm thick laminated over an ultra-light honeycomb core, with the laminates baked under vacuum pressure in a giant oven for eight hours at 80°C. Each hull has bulkheads at the two crossbeams, and two smaller bulkheads forward of the forward crossbeam. Longitudinal stiffness in the hulls has been accomplished through the laminate schedule.

After the first three regattas of the ACWS, event officials decided to add area to the wingsail to increase the AC45's speed potential in lighter wind speeds. A 4-metre (14-foot) section was added to the top of the wing and area was also added to the trailing edge of the third flap.

The wingsail now measures more than 93 square metres (1,001 square feet) in area.



ANDREA FRANCOLINI

WINGING IT
The wingsail is where the AC45 serves its purpose best. The wing is a scaled down version of the 70-metre (223-foot) tall wing that powered Oracle Team USA's 90-foot trimaran USA 17 to victory in the 33rd America's Cup.



FLYING 18s
Racing in Sydney's
18-footer fleet
is still amongst
the most exciting
sailing aboard any
craft in the world.

FRANK O'NEALEY





75th JJ GILTINAN WORLD
CHAMPIONSHIP

Gotta Love It!

The 75th annual JJ Giltinan World Championship for 18-foot skiffs was won by GOTTA LOVE IT 7 in a record equaling victory for skipper Seve Jarvin.

By FRANK QUEALEY

Jarvin officially became the 2014 JJ Giltinan 18ft Skiff champions on Sunday 9th March after a magnificent regatta performance on Sydney Harbour, which saw the team score five wins and one second place from their six races counting towards the final championship points.

The win gave skipper Seve Jarvin his sixth victory as a skipper in the championship, equaling the longstanding record of Iain Murray (1977-1982 inclusive) who as fate would have it is now team manager for *Gotta Love It 7*.

In the final day's Race 7 of the 2014 championship, presented by Sydney City Marine, *Gotta Love It 7* failed to register a perfect score by just 12

seconds when the *Asko Appliances* team of Marcus Ashley-Jones, James Dorrton and Jeronimo Harrison took the honours after a long battle with '7' and third placed *Yamaha*, from New Zealand, which was only seven seconds behind '7'. *Mojo Wine* (Chris Nicholson) finished fourth on the day, ahead of *Pure Blonde* (Nick Daly) and *C-Tech* (Alex Vallings, NZ).

When championship points were finally tallied, *Gotta Love It 7* finished on seven points for the day, with 19 points overall for a comprehensive regatta victory.

Although only 11th on the final Sunday after a week of racing, *Thurlow Fisher Lawyers* (Michael Coxon, Dave O'Connor, Trent Barnabas) was championship runner-up overall





on 24 points, followed by *Mojo Wine* (Chris Nicholson, Mike McKensey, Ricky Bridge) on 28, *C-Tech* on 30, *Yamaha 35* and *Asko Appliances* on 41.

The final day's racing on the busy Sydney Harbour saw the three place getters put on a great contest in the light ENE breeze for the entire course and only 19 seconds separated the three top teams at the finish.

Yamaha (David McDiarmid, Andrew Archbald, Mark Overington) took the lead soon after the start but *Gotta Love It 7* was making a move and



soon had pressure on the leader. The *Kiwi* boat had good boat speed and sailed a great course as she held off '7' to lead by 17 seconds at the windward mark. *Asko Appliances* was about another minute behind the leader at that stage. *Yamaha* extended their lead on the spinnaker run back to the bottom mark after electing to sail a totally different course to *Gotta Love It 7*. *Asko* was also fast and joined '7' as the pair turned for the next windward leg. Another good leg upwind and *Asko Appliances* took the lead, while



SEVENTH HEAVEN
Gotta Love It 7,
2014 JJ Giltinan
champion.

Gotta Love It 7 took Yamaha, which seemed to suffer from a lack of local knowledge. As the leaders headed for home *Gotta Love It 7* had once again taken the lead late in a race and seemed a likely winner. With only a few hundred metres from the finish *Gotta Love It 7* still led but a brilliant finish by *Asko Appliances* grabbed a victory in the dying stages. ⚓
For full details on the championship, Race Reports, Results, Points and video coverage go to www.18footers.com.au and "click here" on the home page.

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Great Veterans Race opens Land Rover Winter Series

The Land Rover Winter Series, which has been part of the Cruising Yacht Club of Australia's sailing calendar since 1949, will commence on Sunday 27 April with the traditional Great Veterans and Opening Ladies Day races. By JENNIFER CROOKS.

Land Rover Winter Series 2014 dates

April 27	Opening Ladies Day (Jill Mclay Trophy) Ladies Race 1
	Great Veterans Race (Windward Trophy)
May 4	Winter Series Race 1
May 11	Winter Series Race 2
May 18	Winter Series Race 3
May 25	Winter Series Race 4
June 1	Winter Series Race 5
June 8	Winter Series Race 6
June 15	Winter Series Race 7
June 22	Winter Series Race 8
June 29	Winter Series Race 9
July 6	Winter Series Race 10
July 13	Closing Ladies Day (Chris Lee Trophy) Ladies Race 2
July 18	Winter Series Prizegiving



WINTER DELIGHTS
Sydney Harbour lights up on Sundays in Winter with over 150 yachts competing in the Land Rover Winter Series



Every Sunday, from April through July, through rain, sun and at times fickle breezes, 150 yachts sail on Sydney Harbour creating a colourful picture on Sydney's most famous natural landscape.

Land Rover Australia has signed on as the naming rights sponsor of the Winter Series; their first major sponsorship in the sport of sailing in Australia.

This year, the series consists of ten pointscore races and concludes with the final Ladies Day race before many of the boats head north in the Sydney Gold Coast Yacht Race and on to other Queensland regattas and race weeks.

The Great Veteran's Race, the Cruising Yacht Club of Australia's annual tribute to those classic Sydney Hobart Yacht Race yachts that sailed south in the 1940s, 50s, 60s, 70s, and early 80's, is a non-spinnaker race that is sailed competitively but the great camaraderie amongst the fleet is the real drawcard.

Eligible veteran yachts, that have competed in a Sydney Hobart Race and are over 30 years of age, are invited to enter with the winner having their name engraved on the historic Windward Trophy.

The Great Veteran's Race is sailed in conjunction with the opening race of the Land Rover Winter Series, a non-pointscore Ladies Day race for the Jill McLay trophy. All entrants in the Land Rover Winter Series can participate in the Ladies Day race but must complete a separate online entry.

The CYCA Winter Series pointscore starts on Sunday 4 May with ten races for nine spinnaker, three non-spinnaker and a one design division (for Sydney 38s should sufficient entries be received). The pointscore series will consist of ten races, with up to three drops allowed, if all ten races are completed. The opening and closing Ladies Day events on 27 April and 13 July do not count towards a yacht's overall series pointscore.

The CYCA Sailing Committee has introduced a new initiative this winter; the Ladies Pointscore Series, which encompasses both Ladies Day races. The winner will be the yacht that is best placed after the two races.

CYCA Commodore Howard Piggott encouraged yacht owners to participate in this great Winter tradition. "I would like to encourage yachts owners to enter into this fantastic winter regatta. It is one of the longest ongoing series on Sydney Harbour and is sailed with a great spirit of camaraderie and competition.

On top of the highly sought after exclusive Land Rover Winter Series merchandise awarded as prizes, every Sunday during the 2014 series, Land Rover will provide the opportunity for one of the divisional winners to test drive a Range Rover Evoque for a week.

Noakes Group will also continue to provide a Lift and Stand package for one lucky divisional winner each week.

The great tradition of The Breakfast Club will continue once again with a band of passionate volunteers that provide crews with a traditional barbecue breakfast before the day's racing. All proceeds from Breakfast Club sales are used to purchase items for the clubhouse to benefit members.

The Bistro will also be open every Sunday morning to serve breakfast and after-race snacks. L Eat also offers a variety of onboard catering which must be pre-ordered – contact alice@leat.com.au for further information. ⚓

Boat owners interested in entering the Great Veteran's Race and the CYCA Winter Series should contact the CYCA sailing office on 02 8292 7870 or sailingoffice@cyca.com.au. www.cyca.com.au

2013 Winter Series divisional winners

Division A1

Duende, Damien Parkes

Division A2

Black Sheep, Derek and Martin Sheppard

Division B

Assassin, Clare Crawford

Division C

Reve, Kevin Whelan

Division D

Vamos, Tim Ryan

Division E

Devil's Lair, Barry Crook

Division F

L'eau Co, Grant Pollock

Division G

Luce Change, Adrian McGrath

Division H

Noakes Blue, Shaun Mcknight

Division J1

Valkyrie, Christian Nicks

Division J2

L'attitude, Robert Hunt, Jon Short and Miles Bastick

Division K

Stormy Petrel, Kevin O'shea

Sydney 38

The Goat, The Goat Syndicate



Intense rivalry re-ignites for Sydney Gold Coast

The Cruising Yacht Club of Australia is pleased to announce the release of the Notice of Race for the 384 nautical mile Land Rover Sydney Gold Coast Yacht Race that will start on Sydney Harbour at 1pm, Saturday 26 July.

The rivalry between supermaxi *Wild Oats XI* and *Perpetual LOYAL* for line honours glory is set to take centre stage once again.

The dueling supermaxis met twice last year and both times *Oats* triumphed but not before *Perpetual LOYAL* stood up for attention.

First, in the SOLAS Big Boat Challenge in early December, *Perpetual LOYAL* was leading *Wild Oats XI* on the second lap of the tight Harbour course, when she shredded the R1 headsail in stronger conditions than the sail was rated for; and in the Rolex Sydney Hobart *Wild Oats XI* secured her seventh line honours victory – but not before *Perpetual LOYAL* had taken the lead on the first night and into the early morning of the 27th December.

Both have not been raced since Hobart and are looking forward to this coastal race, which is often very



different to the conditions the Hobart race can bring. It can be very tricky tactically with crews having to bring their 'A games' and be ready for anything that the race throws at them.

It is also anticipated that 87 year old Syd Fischer will bring his Elliott designed *Ragamuffin 100* to the start line to challenge for line honours.

Neither *Oats*, *Perpetual LOYAL* or *Ragamuffin 100* competed in last year's race, as both *Wild Oats XI* and *Perpetual LOYAL* were still undertaking modifications and *Ragamuffin 100* was competing in the Transpac race in the USA.

This left *Wild Thing*, skippered by Grant Wharington, to claim the 2013 line honours win in what is remembered as 'a light air float fest'.

Some of the 70 plus yachts expected to compete in the 2014 race north include: *Brindabella*, the people's maxi, owned by CYCA member Jim Cooney, which held the previous race record (27hrs, 35 mins, 43secs) for 13 years; *Victoire*, the overall winner of the 2013 Rolex Sydney Hobart, *Ichi Ban*, Matt Allen's Carkeek 60 and *Southern Excellence II*, Andrew Wenham's Volvo 70.

Headlining the Queensland entries will be Peter Harburg's Volvo 70 *Black Jack*, skippered by Mark Bradford.

"Everything came together nicely for us last year," Bradford recalled, after working with Harburg since he purchased the boat last year, to prepare *Black Jack* for Australian racing conditions.

"We had some strong competition from *Giacomo* in the Hobart and the boat performed beautifully. It's still early days in our campaign with this yacht. We'll do the Brisbane to Gladstone, the Gold Coast, the Brisbane to Keppel and then get ready for another assault on the Rolex Sydney Hobart," Bradford said.

Alive, the former RP66 *Black Jack*, will return under new owner Tasmanian businessman Phillip Turner with the Sydney Gold Coast Yacht Race her third major offshore outing after contesting the Sydney Mooloolaba and Brisbane to Gladstone races.

Last year's overall race winner and CYCA Ocean Racing Rookie of the Year for 2012-2013, Chris Bran, is taking a 12 month break from ocean racing after a pretty

NORTH BOUND
Opposite page top:
Perpetual Loyal
and *Wild Oats XI*
in the 2013 Hobart.
Opposite page
below: *Brindabella*
will sail north.

Entry can be
completed online
until 1700 hours on
Friday 11 July
by logging on to:
<http://goldcoast.cyca.com.au/competitors/online-race-entry/>
To view the Notice
of Race log on to:
<http://goldcoast.cyca.com.au/competitors/race-documents/>

intense campaign since launching his Beneteau First 40 *Brannew* in February 2012.

Now in its 29th edition, the race was first sailed in 1986, following the construction of the \$40 million Gold Coast seaway, which opened the sheltered waters of Southport's Broadwater and other coastal waterways to the open sea. The inaugural race attracted a fleet of 86 of Australia's leading yachts, with Sydney identity Jack Rooklyn bringing his famous 80-footer *Apollo* out of retirement for the race.

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

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

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OUT OF THE BOX
Former Volvo 70 ocean racer, now *Black Jack*, should prove a strong contender racing north to home waters.

DANIEL FORSTER / ROLEX

It's still early days in our campaign with this yacht. We'll do the Brisbane to Gladstone, the Gold Coast, the Brisbane to Keppel and then get ready for another assault on the Rolex Sydney Hobart."

MARK BRADFORD, *Black Jack*, SKIPPER



Last year, Roger Hickman claimed his fifth Blue Water Pointscore championship with his Farr 43 *Wild Rose*, commenting that "this is the most special of all."

"The Blue Water Pointscore has a certain mystique; an aura for an old stalwart like me. And to have won ORCi and PHS too, that's just the icing on the cake!"

"I have a resurrected boat that was sailed beautifully by my wonderful crew. The consistency and experience of my crew is special. We're all very excited to defend our title," Hickman added.

Finishing third to *Wild Rose* in the BWPS was Phil Molony's Archambault 40, *Papillon*, which has been under repair for the early part of this year after sustaining rudder damage on the return journey from Hobart.

Brothers Derek and Martin Sheppard also had a terrific first season in the BWPS finishing second to *Wild Rose* under ORCi with their aptly named *Black Sheep*. They will be looking to improve on their performance in the series that was dominated by light airs which didn't suit their heavier Beneteau 45.

The Land Rover Sydney Gold Coast Yacht Race takes the fleet from the Nielsen Park start line, down the Harbour and out through Sydney Heads, before turning left to head to the finish line off Main Beach at Southport, on Queensland's Gold Coast. ⚓



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Sir Robin Knox-Johnson's Clipper Ventures, operators of the famed Clipper Round the World Yacht Race fleet of matched Clipper 70 ocean racing yachts, has set up a new crew training and recruitment operation in Sydney. A pair of Clipper 68-footers, both successful veterans of prior Clipper Round the World circumnavigations, are ideally based from the Cruising Yacht Club on Sydney Harbour. From here the first group of aspiring circumnavigators has recently set sail on their first week long introductory sailing course to what Clipper aptly call "The Race Of Your Life".

Take a stroll down any of the marina arms at Sydney's CYCA in Rushcutters Bay, home club of the Rolex Sydney Hobart Yacht Race, and you're amidst one of the greatest fleets of ocean racing yachts to be found moored in any marina on the planet. Recently joining those esteemed ranks are two imposing Clipper 68-footers that have indeed raced right around our watery world as competitors in the famous Clipper Round the World yacht race.

The current 2013-2014 edition of this greatest amateur race of circumnavigation was under the spotlight most recently with the Clippers' antipodean visit. The fleet of 12 matched Clipper 70 ocean racers had a stopover in Albany, Western Australia last November, before sailing east across the Great Australian Bight, around Tasmania and onto Sydney so as to take part as the Clipper fleet in the 2013 Rolex Sydney Hobart Yacht Race. Barely had their wet weather gear dried at Hobart's Constitution Dock and the Clippers were off and racing again. Pointing north from Tasmania for the second time in barely a month, they set sail on the next stage of leg four to Brisbane and hence on to Singapore and beyond, in what Clipper Ventures describe as "The Race Of Your Life".

With Sydney now the first Clipper training post established outside of their UK base, the two Clipper 68s are expected to be busy training local amateur sailors, and non-sailors alike, who have more than a fair share of salt running through their veins and sights set on an adventure unlike any other.



ROLEX / CARLO BORLENIGHI

DOWNUNDER

CLIPPER TRAINING

ANTHONY TWIBILL CHATS WITH KIRSTY WHYTE, CLIPPER VENTURES AUSTRALIA MANAGING DIRECTOR, AND CHIEF INSTRUCTOR AUSTRALIA JIM DOBIE – BOTH CLIPPER RACE CIRCUMNAVIGATORS IN THEIR OWN RIGHT – ON WHAT IT TAKES TO SURVIVE A YEAR AT SEA RACING A CLIPPER YACHT.

WHAT LIES BEYOND
Racing around the world is for some the supreme adventure.



The Clipper training program consists of four levels, of which the first three will be conducted from Sydney on the 68s, with the final level four completed on the current fleet of Clipper 70 yachts when they return to the UK following this year's event, in their final preparations to take part in the next edition of the Clipper race due to sail in 2015-2016.

According to Clipper Ventures, the initial interest among Australians has been high, which is not surprising when you consider that Australians make up the second largest contingent in the current 2013-2014 edition of the Clipper race, after the UK that represents some 68 percent of crew sailing in this year's event.

The cost of undertaking Level 1 Clipper training is in the order of 1,000 pounds sterling (around AU\$1,800) after which the participant must decide and commit to sail at least one leg in the next 2015-2016 edition of the Clipper Round the

Participants must decide and commit to sail at least one leg in the next 2015-2016 edition of the Clipper Round the World race in order to continue on to the second stage of the training.

According to Kirsty Whyte, whilst the primary purpose of the two Sydney-based Clipper 68s is for training & recruitment specifically for the Clipper Race (there are a further eight UK-based Clipper 68s used for the same purpose in the Northern Hemisphere) the two locally-based boats are also planning to enter major Australian races as ocean sailing experience for their 'amateur crews in training'. It is expected these may include such events as the Sydney Gold Coast, Sydney Hobart, and possibly some Queensland regatta weeks too, depending on the Clipper 68s' training schedules. The boats will also be well utilised for 'corporate sailing' experiences on Sydney Harbour throughout the year, focusing on teamwork strategy exercises and match-racing aboard what are without a doubt two of the most proven ocean racing yachts in our local waters. ⚓

www.clipperroundtheworld.com

ANTHONY TWIBILL / ROLEX / DANIEL FORSTER



World race in order to continue on to the next stage of the training. Level 1 consists of a week long, live-aboard introductory course, with a couple of days initial training on the yacht's set-up and procedures conducted in the settled confines of Sydney Harbour, before heading offshore for a week – and just a taste – of the Clipper life at sea.

As for major ocean races including our own Rolex Sydney Hobart, the minimum age to participate in the Clipper Round the World Race is 18 years. There are generally 20 amateur crew sailing aboard each of the 12 Clipper 70s, with each crewmember paying for their great adventure racing one, a few, or every ocean crossing leg of this great undertaking. A professional skipper leads these amateur crews of various sailing experience around the world.

RACE READY
Above: Kirsty Whyte and Jim Dobie of Clipper Ventures Australia. Right: A Clipper 68 powers upwind enroute to Hobart in the recent 2013 race.





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Whether you simply like cruising in a responsive yacht or pushing its limits around the racecourse there should be a boat for you among our latest selection. Ranging in size from the nimble 36-footers from Elan and Jeanneau, the mid-range where the Beneteau Firsts 40 remains a benchmark and right up to the premium X-Yachts' X6, which could take you anywhere at speed, there should be a boat for everybody's budget. Joining this armada are new mid-range performers from Italy – the Sly 43 has splashed on Sydney Harbour along with the equally stylish Solaris 42, which offer plenty of comfort with performance.

This selection also disproves the rumoured demise of the cruiser-racer in favour of semi-production builds where the yacht is purpose built for one job rather than being a compromise. Being very rewarding to sail and generally more fun than a high volume modern cruiser is one major reason to opt for this style of boat. "I'd been into skiffs as a younger bloke so wanted to move up to something with comfort that wouldn't sail like a dog," was how one notable Sydney sailor bluntly put it to me over a beer.

The rewarding aspect of sailing these boats comes down to the quality and style of the deck gear that allows better control over the sail plan, so typically includes mainsheet traveller, backstay tensioners, high speed winches and a myriad of sail plans. Strong contenders include the Dehler 46 that offers a comprehensive Competition package, rather than disparate bolt-on extras to create a refined cruiser-racer; as does the race proven Archambaults. For knowledgeable crew these styles of yacht are a true joy to sail, even if you only do the occasional twilight race.

The comfort factor is important for everyday sailing and weekending up the coast so the basics should include a decent hot water system, refrigeration and galley facilities plus a sizable engine with alternator to keep the games consoles running and other family needs. Memory foam mattress and an electric windlass are other aids to a peaceful night's sleep at anchor.

CLUB RACERS

For the club racer on a budget the big attraction in the modern era is gaining a boat with a favourable handicap, so the predominant IRC ratings favouritism towards cruiser-racers



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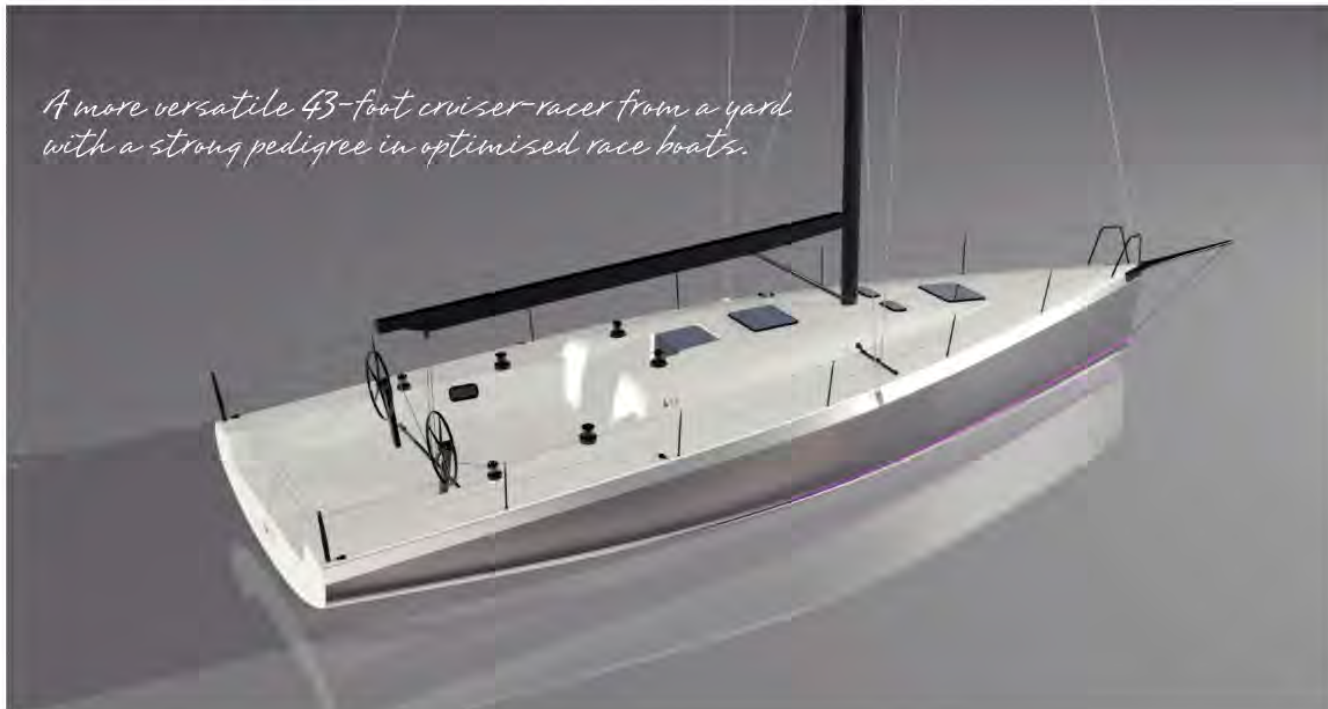
over dedicated race boats has been a major factor in the growth of designs such as the First 40CR listed here. These boats regularly win Hobarts, much to the chagrin of TP52 owners and other grand prix big shots. Deck fittings should cope with upgrades to flatter sail plans and optimised lead-bulbed keels do wonders for windward/leeward courses.

HYBRID HULLS
Cruiser racers are a viable compromise between satisfying sailing performance and satisfying the demands of family cruising.

Far from the heady heights of the grand prix circuit are the everyday sailing couple who want to sample both sides of the cruiser-racer equation and this is fertile territory for the large European builders who are now offering significant variations on the same model. Example in point is the Oceanis 38 which is offered with bulkheads and furnishings removed. This is very similar to the Bavaria 41S and its stripped-out Bavaria One 9.7, and these boats don't require grand prix bank accounts either.

Moving up a notch – for those that don't want to drag voluminous hulls with fully furnished three-cabin layouts around the race course – are the likes of the J-Boats J/111 and Archambault A13, which are no-nonsense race boats and come with all the key ingredients of a good cruiser-racer: deep lead keel, lean hull for a high stability rating and powerful sailplan.

A more versatile 43-foot cruiser-racer from a yard with a strong pedigree in optimised race boats.



ARCHAMBAULT A13

The relatively small number of Archambaults in Australia have had some big wins over the years which says a lot for this French yard that excels at building cruiser-racers, with the emphasis heavily on the performance side of that equation. So we can expect more of the same from the new A13 but with a Gallic twist – designers Joubert-Nivelt have penned four versions – the A13 Cruiser, A13 IRC Comfort Racer, A13 IRC Racer and the stripped-down A13 Racer – so pick your weapon and expect a favourable IRC TCC, as Archambault usually know how to work the numbers – they are expecting a TCC between 1.16 and 1.18.

Distributor Rohan Veal at 38South Boat Sales in Melbourne says the first of these 43 footers is in production and already sold to a well-known professional French team and will be in the water by May.

Initial graphics shows a classic modern IRC optimised shape with minimum overhangs, large cockpit and rounded hull with bowsprit. The open cockpit is available with tiller for extra fine control or double wheels with seats and protection for offshore racing. Decks are very clean and flush in front of the mast for uncluttered spinnaker work and jib hoists. The rig is high modulus carbon with both masthead spinnaker types used while the jib car is transverse.

Interiors match the model version so vary from fully furnished with stove/oven to Spartan. The cruising version has three cabins, longitudinal galley and light wood finishes with plenty rounded edges to maximise comfort while the toilet is forward. Twin navigation seats means the navigator can be comfortable on either tack and up to six crew can sleep to windward.

Construction is epoxy with foam core and the deck is bonded to the hull for rigidity. The standard A13 has a 6,450kg displacement giving her the ability to plane from 60° in 12-knots wind and at 120° in 15 knots, say the factory. The design office has tested several keel configurations with a lead T-bulb favoured for offshore and a high aspect fin for inshore anticipated. The option list includes a lifting keel, carbon deck for rigidity and weight saving and I even noted a twin rudder option as well.

www.38southboatsales.com.au



SERIOUS RACER CREDITS
The Archambault A13 launches in the coming months says new Australian dealer 38South boat sales. The Archambault A13 will have a more comfortable interior than previous models.

MODEL	Archambault A13
DESIGNER	Joubert-Nivelt
LOA	13.10 metres
BEAM	4.15 metres
DRAFT	2.60 metres
DISPLACEMENT	6,450 kg
ENGINE	Volvo 30HP
SAIL AREA	Mainsail: 57 m ² , Spinnaker 180 m ² , Jib 44.5m ²
PRICE	\$650,000 (base boat)



A new version of the 40S that impressed this reviewer, the 41S has the potential to bring home the silverware as well as comfortably accommodating the family.

BAVARIA 41S

Forty foot is proving the sweet spot for those enjoying some regatta racing under IRC so the Cruiser 40 that was well received here in 2011, now superseded by the Cruiser 41, also comes in a lighter-weight and more powerful model in the guise of the 41 Sport. A rejuvenated Bavaria's re-entry to the performance arena – that it once visited with its Bavaria Match brand – but with the help of Farr Yacht Design Bavaria has produced a more refined yacht this time around. An evolution of the 40S that impressed me when I sailed it up the coast from Sydney, the Cruiser 41S is the same hull with modifications.

With either two or three cabin layouts available the cavernous interior with two metre plus headroom, can house a family or regatta crew with ease. When I

reviewed the 40S that was destined for All Sail in Pittwater for charter and training I was impressed with the three spacious cabins. The two aft doubles offered plenty of volume with good ventilation and light via three opening and one sealed hatch. Storage was also good thanks to a side shelf and sizable wardrobe while the obligatory cockpit bulkhead was far enough back to give plenty of standing space with even a bench seat.

On the new 41S there's a low aspect fin keel of 2.3m (compared with 2.05m shoal version) with a larger sailplan (86 m² versus 82 m²) with performance mast, boom and carbon spinnaker pole with upgraded deck fittings. In the cockpit there's composite steering wheels and jumbo displays at the mast, so the 41S comes race ready. Another plus is the overall weight is approximately one third of a

ton lighter than the standard Bavaria 41. The Sport Package includes Lewmar Evo winches, composite wheels, hydraulic backstay, carbon spinnaker pole and a narrow Selden rig plus other regatta-style fittings. I found the 40S's performance good in light airs so would expect the new 41S to be better again.

www.ensignbrokers.com.au

MODEL	Bavaria 41S
DESIGNER	Farr Yacht Design
LOA	41 ft / 12.49 metres
BEAM	3.96 metres
DRAFT	2.30 metres
DISPLACEMENT	8,818kg
BALLAST	2,409kg
ENGINE	Volvo Penta D1-30 30HP sail drive
WATER	210 litres
FUEL	210 litres
SAIL AREA	86 m ² total
PRICE	\$320,000

RACE READY CRUISER
The Bavaria 41S is a sports version of the Cruiser 41 and features a larger sport sailplan.



Rig. This includes rod rigging, symmetrical spinnaker gear and barber haulers. Further increasing stability and performance would include carbon spars. The good news is that much of this is now standard in this latest CR – Club Racer version. NSW Dealer Brendan Hunt of Vicsail told us that about 16 of these boats are sailing locally. “We have a wide variety of buyers ranging from the Grand Prix guys to gentleman racers who want the performance without necessarily competing Hobarts and such like,” explained Hunt.

Further optimisation to this well established cruiser racer has included an upgraded monolithic GRP hull, which shows a very clean underwater profile with narrow bulb keel, deep spade rudder and maximised waterline. A single large wheel dominates the cockpit with mainsheet track near the binnacle, while removable lockers gives a race crew more working space to operate the six Harken winches.



Arguably still the benchmark in this category, confirmed by a divisional win in the last Hobart, and a minor revamp is being undertaken by Beneteau right now.

BENETEAU FIRST 40CR

The Farr designed First 40 replaced one of the French company's biggest sellers – the 1,000 boat selling First 40.7 a few years ago – and the current First 40CR has gone on to distinguish itself in its own right with hull number 200 surpassed. As one of the older yachts in this selection, it prompted me to get an update from project manager Eric Ingouf about the company's plans for the First 40 model and changes are afoot. “We

are testing a swinging steering wheel version and working on a retractable bowsprit among other mods,” revealed Ingouf.

On the racetrack locally it's been a regular on the podium at Rolex Sydney Hobarts including the most recent 2013 race, with a win in IRC 3. Favourably optimised for IRC (TCC: 1.090), a major selling point for club racers, buyers usually opt for the higher stability and stiffness of the lead bulb keel and the taller Regatta

PROVEN PERFORMER
The First 40CR is an iconic modern cruiser-racer and a regular on the Rolex Sydney Hobart podium. Three cabins, dual head access and fully fitted interior with a price tag that won't make your accountant faint, all reasons why the First 40 is a best seller.

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

www.beneteau.com.au

MODEL	First 40CR
LOA	12.58 metres
LWL	10.67 metres
HULL LENGTH	12.24 metres
BEAM	3.89 metres
DRAFT	2.45 metres
DISPLACEMENT	7,900 kg
BALLAST	(deep draft lead): 2,925 kg
ENGINE	40 HP
WATER	200 litres
FUEL	130 litres
PRICE	\$352,000 (base boat)



Following on from the popular 38, the Dehler 46 promises more of the same discerning cruiser-racer formula in a longer waterline.

DEHLER 46

The venerable Dehler yacht brand celebrates its 50th birthday with the release of a similarly sized yacht, the Dehler 46. Since Dehler's takeover by the Hanse Group, the company has had the investment to strongly follow its performance yacht inclinations with the recent 38 and now the new 46 due to be completed in July 2014.

Having just won European Yacht of the Year in the performance category, the Dehler 38's DNA should give the 46 plenty of credentials but with a longer waterline more suited for those higher mileages offshore. Dehler's transition to Hanse ownership wasn't without pain as staff layoffs were part of the change that saw the marque being built in the parent Hanse company's modern facilities, but the key inclusion of Karl Dehler in the team ensured the success of the Dehler 38 and Hanse's economies of scale means that all-important bottom line price has shifted downwards.

Strong sales in Australia – with five Dehler 38s already sold – bode well for the new Dehler 46 says Windcraft director John Cowpe. "Features such as the carbon layup in the substructure and glassed-in bulkheads are really nice to see and lend themselves to strength and stiffness, which gives you confidence

at sea," explained Cowpe when we met to discuss the new boat.

This new 46 cruiser-racer model has its feet firmly in both sides of the C-R equation, which means owners can choose two paths to follow with this quality 46 footer – either standard or competition fit-outs. Designed by Judel/Vrolijk, who also penned the Dehler 41 that I enjoyed racing a couple of years ago, the new 46 promises even more from the Dehler brand's regarded sailing performance.

The interior impresses with up to three generously sized cabins and two comfortable heads. The starboard aft cabin is the larger, while the navigation station shares the lounge area to port. The interior design also sensibly features rounded bulkheads and edges for safety at sea. The saloon

CLASS AND QUALITY
The new Dehler 46 launches in the second half of 2014 and will be available in several versions.



is equipped with a large U-shaped sofa, a generously sized L-shaped galley and a navigation table.

Similar to the 38, the bathroom has an interesting arrangement where a door either separates the entire head from the saloon or swivels to separate the washing basin from the toilet and shower. This creates separate shower areas in both heads.

On deck the wide, open transom gives the helmsman plenty of room to move between the twin wheels and there are inboard coamings on both to house a large plotter. Only limited information is currently available on the sail controls that will be fitted but the decks are clean with gutters for all lines running aft and a German mainsheet system, with track is anticipated ahead the helms. Winches are by Lewmar, with a 50 specified for the main and 55 for primaries.

Rig options for the Dehler 46, include a taller alloy mast for greater sail area, plus there's a separate carbon option – Hungarian-made Pauger masts as have also been used on the Dehler 38. The Competition spec fit-out comes with about ten percent larger sail area and a bowsprit to fly both kinds of spinnakers, so should make the Dehler 46 a very well equipped regatta boat, especially if you can stretch the budget to a carbon rig and rod shrouds.

Hull construction looks good with internals glassed-in to the vacuum-infused sandwich hull and all bulkheads are laminated on with carbon reinforcement used along with a GRP keel grid. A cast iron T-keel is standard but there's a deep lead-bulbed option, which should make the new Dehler 46 an effective upwind weapon on the racecourse.

"At present we expect to see the Dehler 46 for the first time at the dealer conference in Germany this August and we anticipate handover of a boat by Christmas," reveals Cowpe. www.windcraft.com.au

MODEL	Dehler 46
DESIGNER	Judel / Vrolijk & Co
LOA	14.40 metres
HULL LENGTH	13.95 metres
BEAM	4.31 metres
DRAFT	2.25 metres; 2.70 metres Competition; 1.85 metres shallow
DISPLACEMENT	10,700 kg
BALLAST	3,500 kg (3,000kg Competition)
ENGINE	Volvo D2-55 53 HP
WATER	450 litres
FUEL	220 litres
SAIL AREA	Mainsail: 64.6m ² (70m ² competition) Jib: 49.7m ² (51m ² competition)
PRICE	\$525,000 including performance sails



The Elan 360 is a lively performance-cruiser that has evolved from a successful predecessor so has the racing credentials to do well.

ELAN 360

It has always surprised me that there's not more of Elan's performance-cruisers in our waters, as there are increasingly in Europe. Having raced them in regattas and sail tested others I have found these quality-built and often lively boats handle both sides of the performance-cruiser equation well. However the good news is that new Australian dealer, US Yachts in Sydney, is making a concerted effort to bring more Elan yachts down here from their Slovenian yard in eastern Europe.

Top of their list, according to Ed Penn who visited the yard and sailed the boat, is the new Elan 360. This

Rob Humphreys designed, open-transomed 35-footer comes with all the most modern features – twin rudders to track the beamy hard chined hull and a bowsprit to fly big asymmetrics – while below, a deep T-keel ensures good stability.

As an evolution of the Elan 350, which won European boat of the year in 2011, the new 360 comes with plenty of proven ideas, such as a relatively lightweight hull but with enough ballast for windward work. There's even two versions with the 'S' model a useful six percent lighter than the standard GRP boat and both variants are built using foam-cored

infusion to ensure the best integrity of build.

Good design points include outboard twin helms with Harken winches close at hand and a main track set far aft to maximise twist on the mainsail. Angled bench seating is intended to give crew comfort when heeled. Running rigging is low stretch Dyneema and is led back to the cockpit. The sail plan has a fully battened 3DL mainsail and 107% furling jib on the keel stepped alloy rig, which features a pulley adjustable backstay and there's also barber haulers to tuck in the headsail up front. In cruising mode, there's a foldable cockpit table, a drop-down swim platform and large main hatch for easy entry to the saloon.

The saloon is dominated by the keel stepped rig that is set further back in the boat than usually seen, so as to balance the centre of effort under sail, while conventional bench seats lie both sides. An L-shaped galley is to port with a double GRP sink, deep fridge and twin burner stove with oven. Storage around the galley looks good with deep cabinets. A wooden handrail that wraps around the galley sinks provides a secure handhold when moving forward and importantly all surfaces are rounded. The only niggles look to be the rather small portlights and the glass splashback in the galley but on the plus side LED lighting is used.

Accommodation can be either two or three cabins. A wide V-berth houses a large sail locker underneath and the angled deck hatch gives forward vision. Headroom at 6'2" is good but my initial information shows the absence of cabinetry here. The aft cabins benefit from having good volume and transom mounted portlights. Initial sailing reports say the Elan 360 is a stiff boat in a breeze, like its predecessors, while the twin helms nicely control the lively hull, so I look forward to sailing one in the coming year.

www.usyachts.com.au

MODEL	Elan 360
DESIGNER	Rob Humphreys
LOA	10.60 m (34'9")
BEAM	3.50 metres
DRAFT	2.35 metres / shallow 2.15 metres
DISPLACEMENT	5,350 kg
BALLAST	1,385 kg / 1,300 kg
ENGINE	30HP saildrive
WATER	175 litres
FUEL	75 litres
SAIL AREA	Mainsail 35.91 m ² , Genoa 29.68 m ² , Asymmetric 110 m ²
PRICE	\$239,000 (\$323,000 for S model)

EURO ELAN
The Elan 360 is the latest Rob Humphreys design from the respected Slovenian builder; Modern and functional interior on the Elan 360.



No-nonsense race boat with proven results internationally that can also be raced short-handed.

J-BOATS J/111

The American and French built J-Boats continue their reputation for toughness and performance, recently in the shape of the lively J/111. This is a 36-footer with a large and growing one-design fleet, albeit mostly based in the US and Europe, but with representation globally including Australia and NZ

In its first two years of production

the "one-eleven" has sold over 105 boats, according to Australian dealer Ray Entwistle from Yachtspot. Last year his Sydney based J/111, 'Jake', was campaigned strongly (achieving 2nd overall in the Spring series Div 1 SOPS and OPS on IRC, just behind Bob Steel's TP52 Quest; and 2nd again in the Sydney Newcastle race behind a Cookson 12.

A Melbourne based J/111 also took

OCEAN FLYER
The J/111 has proven itself in Australia already with dealer Ray Entwistle of Yachtspot.

out the Melbourne Launceston Series on all three handicap systems. The Auckland based J/111 is also enjoying success in fully crewed and double handed series. The South Australian based J/111 is also turning heads as they get up to speed and more J/111s are due to arrive in Sydney and Melbourne in 2014, says Entwistle.

Featuring a powerful new 56-foot Hall Spars carbon rig (that is six foot longer than the older J/105's rig yet has a VCG two foot less) the J/111 rig also comes with an eight-foot carbon bowsprit.

"The retractable bowsprit enables the kite to get away from the shadow of the main which allows you to run at the same angles (and sometimes deeper) than standard symmetric rigged kites. So they are super competitive for windward/leeward racing and you don't need as many crew," explains Entwistle.

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

The J/111 features a big cockpit dominated by a large (60inch) diameter alloy or carbon wheel, giving fine control for the driver, with the mainsheet track just ahead of a solidly built binnacle. There are four deck winches in total.

The saloon clearly favours functionality over style, especially compared to its European CR counterparts. However, the practical open plan layout (ideal for moving large sails fore and aft) has an L-shaped galley, forward facing navigation station, a wet locker and two full length settee berths with the option for additional fold-up sea-berths. Two aft quarter berths are standard, as well as a private forward head and removable V-berth.

www.yachtspot.com.au

MODEL	J/111
DESIGNER	Alan Johnstone / J Boats
LOA	11.00 metres
LWL	9.97 metres
BEAM	3.29 metres
DRAFT	2.19 metres
DISPLACEMENT	4,216 kg
BALLAST	1,594 kg
ENGINE	21 HP
WATER	98 litres
FUEL	50 litres
SAIL AREA	Mainsail & Genoa: 69.8 m ² ; Mainsail & Assymetric: 167 m ² ; Spinnaker (Assymetric): 130 m ²
PRICE	\$339,000 (includes Hall carbon mast)



A larger sibling to join the innovative Sunfast 3200, the Sunfast 3600 should successfully meet the growing European demand for short-handed cruiser-racers that the brand hopes to also grow here in Australia.

JEANNEAU SUNFAST 3600

Jeanneau's Sunfast 3200 is a prolific regatta yacht in Europe and a popular double-handed race boat, so the launching of the larger 3600 model has been much anticipated. In Australia, NSW dealer Performance Boating has successfully campaigned the original SunFast – which incidentally recently just won the Melbourne to Launceston Race – and they are anticipating the new model will further popularise Jeanneau's racing models in our waters. "The 3600 has been designed to be more competitive in crewed IRC

events as well as remaining a good short-handed racer," Lee Condell from Performance Boating told me.

Affordable one-design racing for two crew has been popular in Europe for decades – as seen by growing fleets of Class40 and the Sunfast 3200 – so this new design also from Daniel Andrieu looks to carry on the same formula in a longer waterline. As before, the hull has twin rudders, lead-bulbed keel with a fairly high ballast ratio to hold plenty of sail aloft. An infused hull comes with similarly constructed decks and

bulkheads to maximise the power-to-weight ratio, though with longer hard chines to aid tracking and minimise heel. Deck gear is from Harken, including Quattro winches – twin drum, two speed models – positioned on the coachroof for fast halyard hoists. The cockpit can be equipped with either twin tillers or twin wheels and the mainsheet track is just in front for easy control from the helms, with moulded footplates and bench space forward. A high aspect rig has swept back spreaders with a mechanical backstay and there's also a carbon option. Other options include short (IRC optimised) or long bowsprit for bigger asymmetric kites.

Below decks the layout is understandably Spartan for weight reduction featuring twin cabins aft with head forward alongside the sail locker. The keel-stepped mast anchors a folding table mid-saloon while the starboard navigation station has ample bulkhead space for the factory fitted B&G or NKE electronics favoured by short-handed boats. Opposite is a two-burner cooker and stainless sinks with 60l icebox. Good features include the inward facing seating either side of the companionway allowing comfortable watch keeping on both tacks. Aft is always the best place to sleep on a bouncy boat so the twin double cabins should do the job well and the saloon benches with pipe-cots fitted can be used when fully crewed. Another useful feature for ease of sail handling is the forward bathroom hatch and double doors.

The Sunfast 3600 features a balsacored GRP hull that carries volume throughout its length with minimised overhangs and relatively upright topsides to curry favour with IRC ratings (TCC 1.044), in a similar way to its near competitor the Elan 360. I've talked to both distributors about doing a match-up on Sydney Harbour so watch this space as both these boats are guaranteed to put the fun factor into your sailing.

www.jeanneauaustralia.com

MODEL	Jeanneau Sun Fast 3600
LOA	11.25 m / 36' 10"
LWL	9.50 metres
BEAM	3.55 metres
DRAFT	2.13 metres
DISPLACEMENT	4,700 kg
BALLAST	2,000kg
ENGINE	Yanmar 21 HP saildrive
WATER	100 litres
FUEL	75 litres
SAIL AREA	Mainsail 36 m ² , Genoa (106%) 33 m ² , Spinnaker 100m ²
PRICE	\$291,416.00 (base boat minus sails)

BREAKING THE MOULD
Jeanneau are best known for their cruising boats, but the Sunfast racing models are attracting the attention of racers.



A stylish Italian performer that combines modern construction with stylish design and a most liveable interior.

SLY 43

The first Sly 43 to reach Australia was recently commissioned by Vicsail Sydney and introduces this stylish Italian performance cruiser to our market for the first time. Established in 2005, Sly Marine is a shipyard located in Cesena, just inland from the Adriatic Coast in the middle of Italy. The company cite a diverse group of engineers

from different fields that allow them to create these stylish yachts – that range from 38 to 61 feet – under the auspices of Studio Lostuzzi Yacht Design & Engineering.

Sly use Nauta Design for the open plan interior design of their yachts to create an ultra modern saloon with a choice of lightened wood, oak-lined or lacquered finishes. The three-cabin layout has the owner's

ITALIAN RUNWAY MODEL
The Italian Sly 43 is a stylish new cruiser-racer that Vicsail in Sydney has recently imported.

ensuite forward with a day head mid-ships and twin aft cabins. Large elongated portlights throughout with equally large hatches gives the Sly an airy interior. An L-shaped galley is standard giving lounge space starboard or there's an optional longitudinal galley portside. Facilities include a gimbaled twin burner stove/oven and a chest fridge with lockers overhead and beneath. The longitudinal option creates an open planned interior, which is great in port but could be rather challenging in a seaway. In the aft starboard corner nestles the navigation station that is aft facing, so handy for glancing up at the cockpit when below decks plotting your course.

The stylishly teak clad cockpit has a standard twin binnacle layout with mainsheet track in front and large benches both sides with Harken (or Antal) winches spaced out well for efficient crew work. Decks are clean with all lines hidden, foldable cleats, which should give unobstructed access to the bow where an asymmetric can fly from the prodder. A keel-stepped alloy mast is held aloft by swept back outboard shrouds and an hydraulically adjustable backstay, with a jack incorporated in the base for regatta tuning. Jib cars are inboard on the coachroof to close the slot at the main, while a hard vang supports the boom and German mainsheet system.

The hull and deck are made from recess-moulded sandwich with multi-axial E-glass and unidirectional carbon fibre surfacing structural cage, PVC core foam and epoxy-vinylester resin.

A box-fin of high resistance steel is bolted to the lead bulb (moulded from 3% antimony alloyed lead). Further strengthening to the hull is via a stainless steel inner plate and carbon grid, which should make the Sly 43 a stiff boat for both coastal and offshore racing and passage making. www.vicsail.com

MODEL	Sly 43
DESIGNER	Marco Lostuzzi
LOA	12.97 metres
BEAM	3.95 metres
DRAFT	2.50 metres (2.25 metres)
ENGINE	Lombardini 40HP sail drive with fixed blades
WATER	434 litres
FUEL	215 litres
SAIL AREA	Mainsail: 59.73 m ² , Gennaker 180-220 m ² , Jib 51.74 m ² (105%)
DISPLACEMENT	7,800 kg
BALLAST	2,520 kg
PRICE	\$580,000 (base boat)



A pedigreed, Italian performance cruiser with all the racing essentials together with a stylish and comfortable interior.

SOLARIS ONE 42

Italian Solaris has 35-years of experience constructing sailing yachts from 36-76 foot that were traditionally built to a high custom finish. But in recent years the Italian, Venice-based yard has changed up a gear to produce fast, mid-sized production cruiser racers that look elegant as well as lavish inside. The company has collaborated with some famous designers including Bill Tripp – who designed their 44 – and recently the prolific Argentinian naval architect Javier Soto Acebal. Like countryman

Juan K. he's penned plenty of fast and stylish yachts including trend setting Wally yachts, lean TP52s and a flotilla of mid-range cruiser-racers similar to the Solaris One 42.

So, the 2012 designed Solaris 42 comes with plenty of pedigree, which is something that attracted Peter Hrones of Windcraft Australia to distribute this premium brand alongside his mainstay Hanse cruisers.

The performance statistics of the Solaris One 42 should entice the racing sailor who is a family man because the key cruiser racer

ingredients are all there: a high ballast ratio thanks to a deep lead bulb, keel-stepped mast and a relatively modest beam packaged in a vacuum-infused hull, combine to provide impressive sailing performance. Yet the three-cabin layout is much more than comfortable, and oh-so-stylish in that Italian way, so there's plenty of luxury touches fitted between the plumb bow and open transom.

On deck the teak cladding and hidden halyard runs along with flush hatches give that Euro-style flavour while the wide and open cockpit is functional with twin binnacles aft, and ahead the mainsheet track and two sets of winches take care of the foresails and asymmetric when hoisted.

Down below, the three-cabin layout has the ensuite owner's cabin forward with twin or single cabins and a large locker aft. A choice of interior finishes include matching grain oak in semi-gloss finish around a U-shaped couch with lounge opposite to port, which usefully for such a stylish racer even has a cocktail table. The tables are solid wood with large moulded handholds and rounded corners. There's a full size starboard chart table, which is forward facing, opposite an L-shaped galley with three-burner stove.

Structurally the Solaris One 42 is a very stiff boat thanks to the main bulkheads being bonded to the hull and deck and constructed from composite sandwich. The hull and deck are of vacuumed (type PVC Airex Core) in E-fibreglass and the keel-stepped mast connects to a steel base bedded on a GRP support, which is connected to the longitudinals bolted to the hull. Stiffness is further enhanced by the deep lead-bulbed keel that should support a sizable racing sail wardrobe with ease. Steering gear is quality Jefa linkages attached to a balanced GRP, foam cored spade rudder, so all in all the Solaris should be a performer and classy cruiser.

www.windcraft.com.au

EURO SPEED AND STYLING
The Italian built Solaris One 42 is a cut above the norm in performance and luxury for a cruiser racer; Solaris One 42 dinette.

MODEL	Solaris One 42
DESIGNER	Javier Soto Aceba
LOA	12.36 metres
BEAM	3.99 metres
DRAFT	2.25m / 2.50 metres
DISPLACEMENT	8,800 kg
BALLAST	3,000 kg
ENGINE	Volvo Penta 40/55 HP
WATER	350 litres
FUEL	220 litres
SAIL AREA	Mainsail: 52m ² , Genoa 45m ² (108%)
PRICE	\$625,000



The first twin rudder X-Yacht, the X6 should be an impressive performer with high stability and interesting raised deck saloon.

X-YACHTS X6

The all-new X6 from Danish builder X-Yachts is an exciting new performance cruiser that will launch in 2015. This premium yachting brand is renowned for their quality builds and impressive sailing performance but this 60-footer is a departure from the norm for X-Yachts with this model featuring twin-rudders for the first time. The configuration also frees up the aft section of the yacht for a large dinghy garage. Overall, the X6 looks to combine the R&D from both X-Yachts cruising (Xc) and performance (Xp) ranges in a semi-customisable package. The lean build – using vacuum-infused epoxy with localised carbon for strength, stiffness and stability – allows the company to claim a 15 to 20 percent weight saving over similar sized boats, while offering the same level of amenities as “Mediterranean-style daysailer yachts”. We all know whom

the Danes are referring to!

A three-cabin layout is standard for the X6 with an owner's ensuite forward, where a fourth double bunk can also be included; along with an enlarged galley. As a capable bluewater yacht a workshop option is a very useful addition along with a separate crew cabin with its own entrance and heads plus a navigation station.

In the saloon high forward facing windows lend a deck-saloon style to the main cabin, which along with elongated portlights creates an airy feel to the X6.

Owners are given a fairly wide choice of finishes to enhance the interior but handcrafted wood joinery is standard and for me that sets X-Yachts apart from some other production builders. Other notable practicalities include the starboard navigation station with hanging bulkheads for additional electronics and deep shelves with high fiddles for

pilot books.

In the cockpit the Danes have borrowed a few ideas from the French with the offset table that lowers into a sunpad and there's even a carbon arch for the mainsheet-sprayhood arrangement, should you opt for the Park Lane boom option.

Sail controls are well separated from the cockpit seating with twin winches alongside the binnacles. The shaft driven diesel engine on this large yacht will induce buyers to opt for the fore and aft drop-down thrusters to aid manoeuvring and docking. The binnacles have space aplenty for plotters and electronics and are well outboard, allowing ease of access to the wide transom. Here the aft garage combines storage for a 3.2m Jet RIB tender, with roller launch system and integral powered winch. There is a wide teak-topped bathing platform, with an optional retractable passerelle concealed in the transom too, for when mooring aft-to.

The sail plan for the X6 includes furling headsails with optional hydraulic rams, self-tacking jibs, and an inner forestay, plus asymmetric spinnaker to fly from the signature X-Yachts bowsprit. The standard mast of alloy is keel-stepped and tapered with three spreaders, but there's of course a carbon option to reduce weight aloft, improving the righting moment and pointing ability to windward. The rounded hull form comes with plenty of volume for comfortable bluewater cruising and with good stability credentials thanks to various deep lead keel options (including bulbs).

Hull construction is of vacuum-infused epoxy with additional carbon in key areas to add strength and rigidity to this impressive looking yacht. Australian distributor Andrew Parkes tells me he's very excited at the prospect of bringing this new style of X-Yacht to our region.

www.x-yachts.net.au

MODEL	X6
DESIGNER	X-Yachts
LOA	20.12 metres (66 ft)
HULL LENGTH	19.22 metres
BEAM	5.40 metres
DRAFT	L-keel 2.6 metres; T-keel 3.0 metres; T-keel deep 3.4 metres
DISPLACEMENT	29,500 kg (3.0 metres T-keel)
ENGINE	160HP shaft drive
WATER	1000 litres
FUEL	1200 litres
SAIL AREA	Mainsail: 128 m ² , Genoa 91.4 m ² (106%), Asymmetric spinnaker 280 m ²
PRICE	1,800,000 euro (estimated)

TRADITION MEETS TECHNOLOGY
The X-Yachts X6 is a premium 60-footer with twin rudders due to launch in 2015.

Ocean racing yachtsman Matt Allen, current president of Yachting Australia and past Commodore of The Cruising Yacht Club of Australia, is the type of guy who grasps the challenges of life firmly in his hands. Allen enjoys leading from the front and does what's needed to make it so, as the name emblazoned over the years on his many racing yachts suggests – *Ichi Ban* – meaning number one in Japanese.

With sailing his sport of choice and already a veteran of some twenty Sydney Hobart races with countless ocean racing miles in his wake, Allen like his many ocean racing peers, has his sight set on one day holding aloft the Tattersall's Cup as overall winner of the Hobart ocean classic. With the 70th anniversary of Australia's most famous ocean race this coming December, could this be Allen's year to be number one?

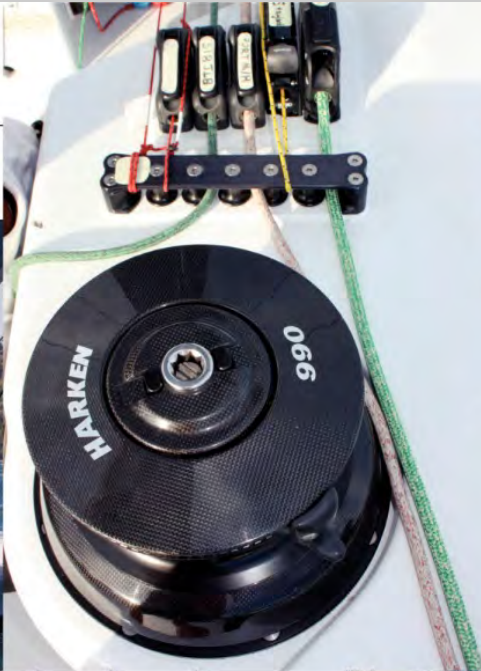
If his latest incarnation of *Ichi Ban*, the new Carkeek 60, is anything to go by, Allen has forged a formidable weapon and armed it with a highly experienced crew to give it their very best shot. Their 2014 offshore campaign for the new boat should build on a pretty impressive opening performance for the Carkeek 60 on its outings so far this year. In the recent 2013 Rolex Sydney Hobart race, still 'fresh out of the box' from being first splashed in November barely a month out from the big race, *Ichi Ban* secured an eighth over the line, a podium finish of third in IRC Div 1 and eight overall in Allen's first Hobart outing for the brand new boat.

As Matt wanted to start his campaign for the new *Ichi Ban* with the 2013 Rolex Sydney Hobart Race, that meant Premier Composites delivering the first ever C60 in a very tight timeframe so as to have it launched, tested and tuned up before the annual ocean racing classic. To achieve this, the yard set in place a demanding round the clock build schedule, managed by Sydneysider Neil Cox who also managed builds for prominent offshore and inshore racing yachts, including Volvo Ocean racers for ABN Amro, Puma and Camper.

Premier Composites completed Allen's order for *Ichi Ban* in less than six months, starting out from scratch to deliver his brief of a fast sixty-footer bristling with the very latest sailing tech. According to Matt, "the new boat was designed so as to equally suit upwind and downwind racing conditions as experienced in equal measure when racing up and down Australia's east coast, not only to Hobart".

FIRST CLASS
The C60 is a no compromise ocean racer demonstrating the latest in design and construction prowess.





POWER TO THE PEOPLE
As a conventionally keeled yacht, weight on the rail is still all important, irrespective of the powered sail handling and other high-tech equipment.



Allen says he picked 60-feet as the optimum size for his new *Ichi Ban* because "my view is that 60-foot is a good size for ocean racing and the average wave pattern (we typically experience when sailing to Hobart). 70-foot is sometimes too large for the waves and 52-foot is quite small when going upwind in heavy conditions. Also, with modern tight luff downwind sails the 60-footer can be more efficient than a 52. When sailing around the buoys a 60 can sail away from a 52 quickly, even if on the wrong side of the first wind shift."

"I have sailed maxi yacht, Farr 52, Farr 400, Farr 40, IOR, IRC & Admiral's Cup yachts", Allen continues. "I like sailing fast, powerful yachts and the modern yacht is so much fun and fast to sail downwind. The Carkeek 60 is fast downwind due to its light displacement and generous sail area. The apparent wind angle downwind due to the high potential speed will assist the modern downwind sails."

Observing *Ichi Ban* from dockside at Sydney's CYCA during her late November 2013 launch, and looking every bit the thoroughbred she surely is, the new yacht from Dubai appeared to have delivered every bit on Allen's brief. Fast and purposeful, topsides resplendently painted in charcoal grey accented with a red waterline, capped with a gleaming white deck and a towering 100-foot Southern spar, *Ichi Ban* appeared so eager to get out racing she was poised to leap from the dock, held back only by her lines.

Taking a closer look you can't help but admire the curvaceously, rounded hull of Carkeek's new C60 design, not dissimilar to the current crop of TP52s. The design features a plumb, rather full bow – for good buoyancy downwind to negate the tendency of ocean-going yachts to nosedive in large waves – and particularly vertical topsides that run fully aft to a broad, squared-off transom so as to maximise waterline length, especially when heeled. As the boat's design brief is intended to deliver superior sailing performance whether pointing up or downwind, the aft section doesn't present as much wetted surface as a typical 'downwind flyer', instead electing to elevate the beamy stern to minimise drag up and downwind in light conditions yet induce low speed transitional planing mode when racing downwind in VMG or reaching in following seas.

The C60 design for Allen's new boat is from Shaun Carkeek, considered one of the yacht racing world's top race boat designers, following on from success in drawing the lines of winning TP52s for the Med race circuit.

"The C60 represents our new way of thinking", says Carkeek. "A unique design methodology incorporating extensive aero and hydro optimisation, harnessing the latest state-of-the-art CFD, YPP and routing software and technology".

The 60-foot, all-carbon composite racer is the first Carkeek 60 model and the largest delivery yet from the Carkeek / Design Partners office. "We've created a light, powerful boat with low drag, highly efficient appendages, a powerful hull form and high ballast to displacement ratio", said Carkeek. The hull is of fully composite construction, built by Premier Composites to ISO standards using their highest level of composite technology, with unidirectional carbon pre-preg and honeycomb sandwich core materials processed in



060 | CARKEEK 60 ICHI BAN

female moulds for the construction of *Ichi Ban*. All the female tooling was precision cut in-house using PCT's 5-axis milling machine, with all composite sections cured in huge ovens on site in the Dubai yard. Despite the hull's outstanding rigidity and torsional stiffness, it is only 10.9 tonnes, which is considered extremely lightweight for a 60-foot ocean racer of this volume.

Below the waterline hangs a fixed bulb keel on a high-aspect ratio fin some 4.5 metres deep to provide plenty of righting moment for the Southern Spars (NZ) carbon rig that towers almost 100-feet skywards. The rig is the very latest composite spar technology from Southern, being constructed of their leading edge TPT (thin ply technology) composite material that is lighter, stronger and stiffer than previous high-modulus carbon spar technology. This makes for a much narrower, more aerodynamic spar cross section (for mast, spreaders and boom), which reduces windage and drag, with the whole affair supported by Southern Spars EC6 lightweight carbon running rigging to hugely reduce weight aloft, further improving righting moment. Sails from North Sails 3Di wardrobe are matched to the custom rig as provided through the Norths Sydney loft of Michael Coxon.



"Given the C60 is not a canting keeled boat", says Allen, "the effect on righting moment of the deep draft and reduced weight aloft is as important for performance as crew on the rail". The new *Ichi Ban* is currently racing with around 15 to 16 aboard, with several of its crew, including highly regarded sailing master Gordon Maguire, originating from the (currently retired) Reichel Pugh 63 *Loki*.



TOWER OF POWER

Clockwise from top: Under sail in an afternoon twilight race; fixed bowsprit for asymmetrics; horizon job on the harbour; interior and nav station; twilight serenity.

Coming from the same family lineage as high-performance TP52s, the design of the C60 is high volume with broad, uncluttered decks (of some five metres beam) making for efficient crew work in a refreshingly well laid out arrangement of deck hardware. Allen specified that *Ichi Ban* should feature the 'ocean racing luxury' of hydraulic-powered, push-button controlled Harken 990 alloy carbon winches, working together with some smaller winches, for automated, fingertip sail control. This has a small impact on *Ichi Ban*'s IRC rating, though it was considered a worthwhile penalty overall and has the added advantage of keeping crew weight on the rail, rather than spread all around the boat grinding winches and trimming sails amidships and from leeward. The base C60 design has no powered winches, specifying manual grinders, exertion and sweat in their place!

The helm positions for the twin, highly spec'd and custom-crafted, carbon wheels and their binnacles custom designed by Carkeek Design Partners are set fairly well forward as is the current trend. B&G electronics and push-button hydraulic controls are logically arranged and close at hand, whilst the main sheet traveller and hydraulic Harken 990's for the running backstays are located aft of the helm positions.

Likewise, below decks there's acres of space for sail storage forward, a small stove and head at the foot of the keel-stepped mast, a bevy of off-watch crew pipecoats (12 in total, four amidships and eight aft) and a surprisingly roomy aft nav station featuring the latest B&G WTP system situated behind the carbon clad engine box for the 75hp auxiliary, with a clever, retractable propeller system (for a clean running surface under sail).

Located in the same aft space is various tankage and also the hydraulic systems for the 19 hydraulically operated devices aboard this high-tech racer, which means the engine is always running to power the systems. Local specialists Central Coast Hydraulics configured all the hydraulics aboard *Ichi Ban*.

A case in point is forestay tension, one of the holy grails of ocean racing performance, as the stiffer the rig at sea, the more consistent the leading edge and angle of presentation of the sails to the prevailing breeze. Aboard *Ichi Ban*, the forestay tension can be 'dialled up' to a remarkable 11 tonnes of pressure, such is the structural rigidity of the hull, the carbon rig

and running rigging, made possible by the hydraulic system aboard the C60. Allen and Maguire nonchalantly say they "routinely run the forestay at 10 tonnes, providing a safety margin". Such is racing technology in a 60-footer today!

In mid-March I sailed aboard the new *Ichi Ban* for a Sydney Harbour twilight race in light breeze with Allen and his crew in what was hardly a test of a yacht's ocean racing prowess! However, it did offer an insight that otherwise may have been missed, and that is the surprising light air performance of the C60.

In a light ten knot breeze we crossed the start well, pointed nor'easterly up the harbour towards south head, and settled into the groove among a fleet comprising mostly smaller craft as expected, but also a 100-footer and a few 70-footers out for some casual twilight competition. *Ichi Ban* was quickly into the leading position as the wind dropped to virtually drifting conditions... but *Ichi Ban* continued on regardless. Reaching the next line of pressure well before any other yacht in the fleet, the C60 accelerated away, making ground with 9.26 knots boat speed from 8.10 knots of true wind displayed on the B&G jumbos. Rounding the top mark, I cast eyes aft and witnessed what was close to the first "HJ" (horizon job) that I've ever witnessed inside Sydney Harbour with the balance of the fleet so far astern it was as though they hadn't left the start. And yes, *Ichi Ban* was well back at the bar first in that afternoon's outing...

A relative newcomer to the specialist business of racing yacht construction when compared to the other leading global yards, Premier Composite Technologies are busy marketing a Carkeek-designed range of racing yachts to perform competitively under either IRC or HPR rules. The line-up includes a 40-footer (just revised to a tweaked MKII model) as well as a new 47 underway, with the Carkeek 60 the current range topper for interested parties who'd like to follow Allen's lead and see it become a production racer, rather than a custom crafted original. If the new *Ichi Ban* continues to podium regularly, with the boat's most current results including an overall win in the bluewater Sydney to Newcastle race and a third in IRC Div 1 for the popular Sydney Harbour Regatta, then we could expect to see a few more Carkeek boats on the ocean racetrack soon. ⚓

www.pct.ae

www.vicsail.com



MODEL	Carkeek Design Partners C60 HP/IRC racing yacht
BUILDER	Premier Composite Technologies, Dubai
YEAR OF LAUNCH	2013
COUNTRY OF BUILD	Dubai
PROJECT MANAGER	Neil Cox
LOA	18.5 metres
BEAM	5.0 metres
DRAFT	4.475 metres
WEIGHT	10.850 kg (unladen)
ENGINE	75hp (with retractable shaft and propeller)
FUEL	150 litres
FRESHWATER CAPACITY	180 litres
SAILS	North Sails 3Di
SAIL AREA	230m ² upwind / 490m ² downwind
SPARS	Southern Spars (TPT ultra-high modulus carbon-fibre)
RUNNING RIGGING	Southern Spars EC6
DECKWARE	Harken

The Oyster 575 has really done rather well since her launch in 2010, and it looks like she's on her way to an even brighter future. With around 30 sold, the last four of these all within just one month, her newly revamped interior, big vertical seascape hull windows and new option of SuperShoal centreboard and twin rudder configuration are creating quite a stir.

When launched, all eyes were on the 575. She was, after all, replacing the Oyster 56, the most popular Oyster ever, with 75 built. But with her larger interior, twin helms and sweet new fast-cruising lines from Rob Humphreys, the new Oyster 575 continued the core themes on which the 56 had found such success.

So here was a new performance-enhanced and technically upgraded four-cabin, two-head, owner-driven but good for charter, ocean vessel – perfectly set up for shorthanded sailing by family and friends. With pace and comforts just right, power systems for sail and rig to make light of loads, and a pace that eats sea miles, she instantly proved a worthy and welcome successor.

The Oyster team is not one to sit still, though. Developments on the larger vessels were seen to be practical in the mid-fleet too, and borrowing from the triple award-winning Oyster 625 and Superyacht of the Year finalist Oyster 100, the most external evidence of these introductions on the 575 are the three vertical windows set in the hull's central section.

Bathing the saloon with even more natural daylight than the opening and venting wrap-around deck saloon windows already bring, it's not just about daylight brightness. It's about views, and the outlook now, when seated around the saloon and wide, eight-place dining arrangement, is simply quite extraordinary.

Beyond this airiness, the entire saloon area is actually physically more open with the navigation workstation to starboard of the companionway now raised, from a previous step-down, up to the same floor level as the saloon. This seamlessness brings a new sense of expanse and inclusion.

It's the same for the big trademark Oyster corridor galley, whose access is now open wider between the portside seating and companionway steps, which now incorporate risers, providing even more secure footing and also a neat, concealed wet gear storage area within.

The joinery, as always finely crafted, has been completely



SMOOTH OPERATOR
A full aft section, big hull and deep bilge makes for easy motion on the 575, with the three vertical windows set in the hull's central section a notable development, inspired by the Oyster 625 and 100.



OYSTER CATCH



WITH THE 575, OYSTER YACHTS HAS SET NEW STANDARDS FOR COMBINING TECHNICAL SOPHISTICATION WITH EXTREME VERSATILITY AND DURABILITY. THIS FOLLOW UP TO OYSTER'S MUCH-VAUNTED 56 IS ONE FOR BOTH SHORT-HANDED CRUISING AS WELL AS LARGE CREWS. MIKE OWEN IS IMPRESSED.



restyled for the range, with a more angular theme adding, again, to the impression of space.

In the bow, the double guest cabin, extended a little further forward, has also been further opened out and now has its own link door to the heads. Aft, the owner's suite has ample headroom and the slight shifting forward of the entry door may be marginal, but the extra elbow room it creates is extraordinary and the balance of space is now closer to big-yacht standard

than ever before. Very impressive.

For her size category, this really is a big boat. The design principle, as with all Oysters, is clever. She has a big hull, a broad and deep bilge with a fairly full aft section and rounded forefoot for easy motion, and a powerful but balanced rig made more manageable not just by appropriate planning and hardware, but by keeping infrastructural weight low in the boat with integral tanks and battery bank deep in that bilge,

not raised under seats and beds as in lighter, shallower, modern boats that often forego the sea sense and practicality that Oyster retains and achieves without denting performance.

That's a key facet of any Oyster: swift but safe, with stowage for every resource a distance cruiser needs, from pantry to bunkering, with power management systems incorporating batteries, inverters and generators powerful enough to drive the increasing technology aboard. In the case of the 575, this will include multiple navigation and communication systems, climate control, domestic scale fridge, freezer, dishwasher, washing machine and watermaker, and externally, cockpitable drinks fridge, powered winches, hydraulic furlers, windlass, bow and stern thrusters and an array of sailing instrumentation. All of this is easily handled and ingeniously installed with clear, well-labelled working pathways for inspection and maintenance, an Oyster trademark again.

Other additions and model amends include the introduction of flush deck hatches and frameless hull ports, which on the Oyster 575, in conjunction with the seascape



CRUISE CONTROLS
Above: The 575's cruising capabilities are enhanced by the option of underwater configuration to go alongside the design of Rob Humphreys and Oyster Yachts' Wroxham construction. Left: Onboard technology includes multiple navigation and communication systems, climate control, domestic scale fridge and more. Above right: Airiness and natural light characterise the 575's beautiful interiors.



windows on offer, present a more seamless and contemporary styling.

The whole boat feels comfortably but not excessively modern and, again, with the readily offered opportunity to personalise, the feel does change from boat to boat. It's no exaggeration to say that each Oyster 575 can be made individual. Achieving Oyster levels of quality, finish and personalisation takes substantially more man-hours than for a typical same-size European production boat. This ensures the result is a bespoke yacht with a capability of taking you around the world in comfort and confidence, as proven by the 28 participants in the first Oyster World Rally.

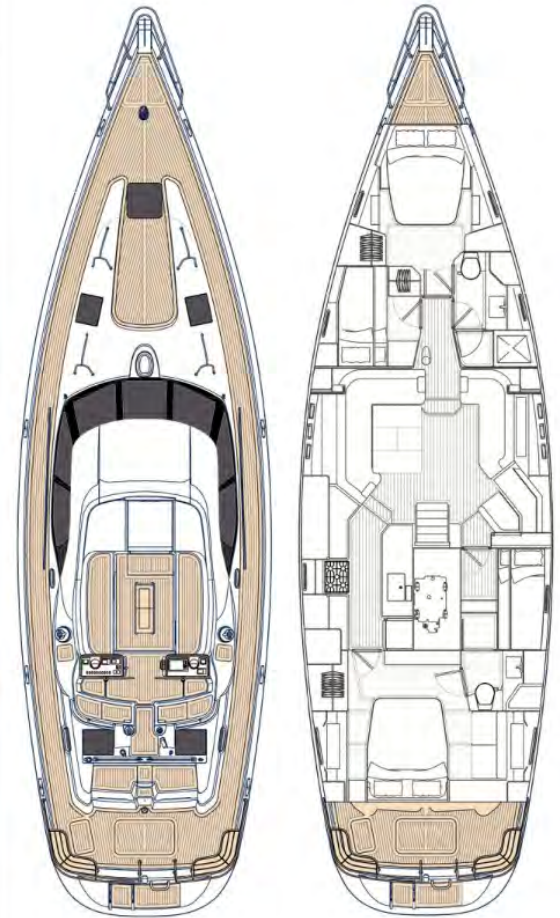
Within this framework, there is good opportunity to create many discrete variations. In one Oyster 575, the interior is snow-white oak, in another it's warm rose teak; each one for its own climate. One for a modernist, the other for a traditionalist. One has a customised knife block and wine rack, the other a cleverly and exquisitely

integrated coffee maker. One has a carbon rig, the other an alloy one. Some boats even have a third head and shower. The options are virtually endless and at the buyer's behest.

But whatever the specification and fitting, the Oyster 575 promises extremely high levels of satisfaction, both underway and at rest. The combination of Rob Humphreys' design and Oyster Yachts' Wroxham construction has produced a very capable performance cruiser, and the option of underwater configuration broadens her cruising capabilities further.

Significantly, she performs admirably well both in fickle winds, an inherent part of cruising, whipping along under her suit of Dolphin sails, or in light winds, motor sailing with the extra drive of the 150hp Volvo Penta unit giving an easy nine knots to get you home quickly if need be.

The choice is yours, and there's no compromise. ⚓
www.oystermarine.com



MODEL	Oyster 575
BUILDER	Oyster Yachts
YEAR OF LAUNCH	2013
COUNTRY OF BUILD	UK
DESIGNER	Rob Humphreys
INTERIOR DESIGNER	Oyster Yachts
LOA	17.89 metres / 58 feet 8 inches
LWL	15.72 metres / 51 feet 6 inches
LENGTH OF HULL	17.53 metres / 75 feet 6 inches
BEAM	5 metres / 16 feet 5 inches
DRAFT	(standard) 2.7 metres / 8 feet 10 inches (shoal) 2.06 metres / 6 feet 9 inches
DRAFT - CENTREBOARD	Board Up (SuperShoal) 1.65 metres / 5 feet 5 inches / Board Down (SuperShoal) 3.82 metres / 12 feet 6 inches
DISPLACEMENT	27,250 kilograms
STANDARD RIG AND SPAR TYPE	Semi-fractional sloop with fully battened main
AVAILABLE RIG OPTIONS	In-mast furling, cutter gear, non-overlapping and double headsail rigs
ENGINE	Volvo Penta D3-150 110kW (150hp)
FUEL CAPACITY	1300 litres
FRESHWATER CAPACITY	950 litres
SAIL AREA	with 150 per cent foretriangle 194.8 square metres / 2097 square feet
AIR DRAFT	(Exc. Antennae) Approx. 25 metres / 82 feet
CLASSIFICATION	Design Category 'A' Ocean



It baffles people involved in the manufacturing and sales of safety gear how sailors of all stripes often balk at the price of a lifejacket, or its servicing. After all, you can guarantee nobody who needed one ever lamented they'd spent too much on their lifejacket!

The statistics reinforce the imperative of lifejackets. According to data gathered over the past decade by the Office of Boating Safety and Maritime Affairs, nine out of 10 people who drowned while boating were not wearing a lifejacket. In New South Wales in 2011-12, there were 11 fatalities attributable to drowning, all of them without a lifejacket at the time of the incident.

Like life insurance, it's a matter of when you will need them, not if. "Nobody ever expects to get in to trouble and need a lifejacket," states Ross Spencer from SOS Marine, manufacturers of commercial and professional lifejackets used for more than two decades by the Federal Police, marine rescue, the Royal Australian Navy and Coast Guard.

"It always happens to people who thought it would never happen to them."

LIFE INSURANCE

STAYING AFLOAT IS THE ONE TIME IMPERATIVE WHEN BOATING, ESPECIALLY WHEN VENTURING OFFSHORE. JENI BONE LOOKS AT THE LATEST TECHNOLOGY TO KEEP YOUR HEAD ABOVE WATER

The other alarming fact is that most boaters don't take much notice of the condition of their lifejackets, until they're scrambling to grab them under less than ideal conditions.

"It is incredible," marvels Spencer. "I've seen shocking examples of lifejackets left out in the sun, all the webbing ripped, you can easily tear them. And people ask if we can repair them! These are the devices that in

HEADS UP
Above: Aussie comedian Shane Jacobson spearheaded a series of light-hearted films to promote the new generation lifejackets in an online video series called "That's Not On"

a pinch, people expect to save their lives, sometimes for hours at sea. Cheap and nasty is not the way to go."

When you think that you're not only hoping to save your own life, but those of your family and friends, all the more reason to invest in the best.

For a premium product, expect to pay \$200 and up, advises Spencer. The professional ranges can retail at around \$240 and above.

One aspect of inflatable lifejackets that boaters are often unaware of is the need to regularly service them. In the general market, regulations apply according to manufacturers' advice on servicing inflatable lifejackets. Some manufacturers require you to have your lifejacket serviced by them or an authorised agent. Other manufacturers allow you to self-service your lifejacket in accordance with their instructions.

"Most manufacturers recommend you service or check over your inflatable lifejacket once a year, which means inflating them and leaving them overnight to see they're alright. If they're not, you should throw them away. Inflatables are designed to be replaced, not repaired. In our case,

as the manufacturer, we offer full service on our inflatables and foam-filled jackets."

In the case of foam-filled lifejackets, there is no requirement to service them, so sailors often become complacent and leave lifejackets unchecked in storage where they can rot, rip or become redundant, superseded by newer, slimmer and more buoyant models.

Unique to SOS Marine and in demand internationally, is its range of high-visibility lifejackets, customised for workers in marine environments, tradies and other operatives in need of the highest level of safety.

Spencer says they are comfortable, safe, allow movement and there are even models with hydrapacks in them to carry drinks – surely every sailor's dream jacket!

Although he is yet to have the idea pitched to him, Spencer said he would be open to making lifejackets for Yacht Clubs, professional sailing teams and any other jobs that require commercial-grade lifejackets.

"We certainly would consider it. There are a lot of sub-standard lifejackets out there – it's frightening – and people should be adequately equipped for emergencies. It just makes sense."

The sobering statistics the world over have ignited international water safety organisations to band together to work towards making the wearing of lifejackets a normal practice for people, "just like putting on sunscreen, because this simple act can save a life".

"More than 20 organisations from around the world have signed on to the International Lifejacket Wear Principles, a non-binding set of actions that organisations may take to encourage the wearing of lifejackets," says the spokesperson from Transport NSW.

Closer to home, over 2013/14 boating season, Transport NSW implemented a wide-ranging media campaign focusing on lifejackets.

With the theme: "Wear a lifejacket: It never ruined a day on the water", the objective is to save lives by driving home the message to people about the benefits of wearing a lifejacket while boating, and the plethora of options available – slimline, sleek and practical.

"A key part of the strategy will be to dispel the theory that lifejackets are too big and bulky to wear," said a spokesperson from Transport NSW. "Lifejackets today are slim fitting,

stylish, modern, affordable and available in all shapes and sizes for all applications."

Aussie comedian Shane Jacobson spearheaded a series of light-hearted films to promote the new generation lifejackets. An online video series called "That's Not On" features the Aussie larrikin involved in a number of on-water scenarios where lifejackets are required.

Transport NSW has employed a van emblazoned with the campaign slogan to tour boat ramps and schools across the state encouraging people to upgrade their old lifejackets for new ones and teaching the younger generation that lifejackets can make the difference between living to tell the tale and drowning.

The "Old 4 New" initiative showcases the new generation lifejacket styles as boats of all inclinations head out for a day on the water.

According to legislation in all states and territories, in their various guises, a lifejacket must be carried for each person on board all vessels, unless exempt. It must be the correct size for the wearer and in good working condition. Penalties apply to the owners and masters of vessels found not carrying lifejackets, or if there are not enough lifejackets for everyone on board.

At the lifejacketwearit.com.au site, there are thorough explanations, complete with diagrams, outlining the various lifejackets suited to each type of vessel and whether that boat is used offshore or in protected waters.

When it comes to sailing yachts, children and adults must wear lifejackets when crossing a coastal bar or if they're involved in a licensed aquatic event, or if directed to do so by the skipper.

Those in the main game, offshore, professional sailors appreciate the value of their safety kit.

Mark Richards, skipper of Wild Oats XI says "We wear them at night, dusk to dawn, and obviously whenever there are fast sailing conditions. It's my call, but everybody knows when it's time to get them on".

Richards contests the "comfortable" tag of the latest pro models available. "Over the years, we've looked at a lot of them. They'll save your life but they're not comfortable. I think it's impossible to have both. We do a lot of safety at sea training and lifejacket drills. When they blow up, they are very uncomfortable around your jaw and face. But the reality is, they're not meant to be fun!" ⚓

"Most manufacturers recommend you service or check over your inflatable lifejacket once a year, which means inflating them and leaving them overnight to see they're alright. If they're not, you should throw them away. Inflatables are designed to be replaced, not repaired. In our case, as the manufacturer, we offer full service on our inflatables and foam-filled jackets."

ROSS SPENCER
SOS Marine

Know your lifejacket

Australian standards and terms have changed over the past five years. All Australian manufacturers such as Survitec (Crewsaver brand), Stormy, Ultra PFD, Safety Marine Australia (Roaring Forties brand) and Marlin to name a few, build to AS4758 (or to International Standard ISO12402).

No longer referred to as PFDs, lifejackets or buoyancy aids are available in various levels, rated for their buoyancy. Under the new standard, minimum safety and performance of a lifejacket are measured in Newtons, abbreviated to the letter N. The higher the Newton rating the more buoyancy, or lift, the lifejacket has. 10 Newtons is equivalent to 1 kilogram of buoyancy. Adults only need about 20 to 30 Newtons of buoyancy to float, thanks to the fact that we're made up of 70 percent water. The buoyancy of a lifejacket is the overall rating to indicate its performance, but other factors such as conditions and location where the life jacket is used should be taken into consideration when choosing a life jacket.

The new Australian Standard has four levels of rating, each designed to perform and aid the wearer in different applications:

N275

Offshore, extreme conditions, special protective clothing, heavy equipment

N150

Offshore, foul weather clothing

N100

Sheltered waters, light clothing

N50

Swimmers only, sheltered waters, help at hand, limited protection against drowning





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1. 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

2. BURKE L100 CHILD'S LEVEL 100 LIFEJACKET

Well constructed and comfortable, Burke's child's level 100 Lifejacket is one of the most popular children's lifejackets 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 lifejacket. RRP \$69 – \$89.

www.burkemarine.com.au

3. 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 level 50 lifejacket. RRP \$75.

www.burkemarine.com.au

4. SURVITEC CYCLONE 150N

A simple and compact design packs in plenty of 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. Available in four models, manual or automatic inflation and either with or without an approved harness attachment. RRP \$79.50 (automatic \$109).

www.rfd.com.au

5. 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 lifejacket. With a handy status sight window and plenty of reflectiveness for night visibility, the lifejacket 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.greatcircleliferrafts.com.au

6. BALTIC WINNER 165 AUTO

Swedish company Baltic puts plenty of resources into their product development, so you will always get a lifejacket that makes good use of recent advances in fabric technology and function possibilities. Fitted with standard features such as a detachable crotch strap, whistle, lifting becket and retro-reflective patches. RRP \$179.

www.kiwiyachting.co.nz



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7. ROARING FORTIES SMA1060 MAXI PRO

Australian Standards Approved as a 150 Newton lifejacket, the deck harness design is ideal for offshore yacht racers. You'll be among tough company, as it has a similar design to the inflatable life preservers Safety Marine Australia manufactures for the Australian Army (light Infantry), S.A.S. and Commandos, which Roaring Forties also produces. RRP \$199 (automatic \$232).

www.safetymarineaust.com.au

8. GREAT CIRCLE OCEAN PRO HAMMAR 200

An advanced lifejacket 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.greatcircleliferrafts.com.au

9. STORMY LIFE VEST PRO 180N

The Life Vest Pro 180N is designed for all levels of sailing, it combines an offshore rated PFD with a premium sailing harness, double D-rings and leg straps. It's fitted with an ISO accredited spray hood and water activated strobe light that become exposed upon inflation. Vest – ISO12402-3 & AS4758.1, Harness – ISO12401. RRP \$335.

www.stormylifejackets.com.au/sailing-pfds/

10. SURVITEC ERGOFIT 190 OFFSHORE

For those who venture offshore and require extra security to stay safe whatever the conditions. This lifejacket has superior buoyancy and inflation chamber for super fast turn speed and unrivalled freeboard. It has extremely durable three-layer construction with innovative 3D shaping that provides a comfortable and bespoke fit. Hydrostatic Hammar RRP\$337.85 and Standard Automatic \$315.85.

www.rfd.com.au

11. STORMY LIFE JACKET 180N WITH HARNESS

The Stormy Lifejacket with Harness combines our premium life jacket with a sailing harness, D-ring and leg straps. With a built-in inflation system that can be manually or water activated, it also features removable sleeves and a fold away hood. Life jacket – ISO12402-3 & AS4758.1, Harness – ISO12401. RRP \$495.

www.stormylifejackets.com.au/sailing-pfds/

12. SPINLOCK DECKVEST 5D 170N PRO

The Deckvest Lifejacket Harness includes almost every feature offered by others, integrated and ready to use. Harness with soft loop attachment, thigh straps, integrated safety line cutter, spray hood, light and a shoulder fit system. Approved to ISO12402, which is the latest standard. Truly top of the line, the Spinlock Deckvest 5D Pro are for those who are serious about safety. RRP \$499.

www.spinlock.net.au



GOOD AS NEW

WHEN IT COMES TO YOUR PRIDE AND JOY, THE COST AND COMPLEXITY OF REVAMPING IT POSE THE ETERNAL QUESTIONS OF TIME, BUDGET AND INCLINATION. IS WHAT CONSTITUTES “NEW” PURELY SUBJECTIVE? JENI BONE EXPLORES.

At one prominent yard well suited for refit work, Sydney City Marine, the team advises clients on options for their refits, whether that’s a regular revamp or a major structural overhaul. “We advise them on what is necessary to fulfil their brief,” says John Hickey, Customer Sales Manager at Sydney City Marine. “We can’t dictate a job though, it’s governed by a client’s budget and the level they want to take their boat.”

When it comes to renovating to sell, yachts, says Hickey, are like houses. “People, and by people I mean women much of the time, look for the main areas to be modern and tasteful. We recommend not doing major structural work – you don’t get your money back. Just tart it up ready to sell, unless of course your yacht is un-sailable, in which case you’re going to have to invest more or accept a lot less.”

Looks count and brands that boast good looks as part of their hallmark appeal, need to be “neat and tidy and up to a checklist that other yachts of the same calibre would have”.

“It’s a good idea to contact a

REPAIRS BY REMOTE
Sydney City Marine’s remote controlled travel-lifts are world class yard technology.

reputable broker for an appropriate checklist of features that a comparable yacht in your price range and brand should have and so you can compare your boat with others on the market, then decide what you can spend to take it up to that level”, says Hickey.

Mark Ali, national sales manager at Ensign Ship Brokers, says regular maintenance is a vital factor on keeping your yacht spick and span, whether you’re planning to sell or not.

“Maintenance is a lot more than changing the oil and painting the bottom of the boat!” he declares. “Even if you’re going to keep your boat, most people don’t do the required maintenance on their vessel because they often don’t know what’s involved until there’s a problem. They might think \$500 or so a year is a lot, but it’s worth it compared to a problem miles offshore, being towed in and the cost of massive repair or replacement.”

Ali reels off a list that is slightly intimidating, though essential: “When it’s out of the water you need to check the skegs, all the through-hull fittings, the shaft seals on the shaft from the engine to the propeller as there can be movement there or the shafts start to close up, or there might not be enough lubrication. Logically enough, a thorough check of your boat’s steering is essential, whether manual, cable operated or via hydraulic lines that can and do have leaks in them.”

“Also, check whether the anti-foul has been done professionally or by hand, rather than having it sandblasted back to remove previous layers of anti-foul, which of course impacts on the sailing performance of the yacht.

“The standing rigging and the condition of your sails are also both important to check and maintain to retain a yacht’s value. The standard and currency of your marine electronics age a boat terribly in terms of navigation and integration. Instrumentation is all about integration today, with i-pod ports and even wi-fi aboard becoming expected. Fortunately, technology is advancing at such a rate that electronics and entertainment systems are accessible and in many cases, easily upgraded. “A lot of it is simply plug and play,” says Ali.

All these daunting facets, the underbelly of yachts and yacht ownership certainly become evident in a marine survey. “They are the things owners don’t notice which can become quite costly if you don’t maintain them.”



As far as rejuvenating a yacht’s technology goes, Ali says, “it’s pretty subjective”. What’s a “you-beaut” innovation to one person is too small for others, or not required at all. The on board 42” flat screen TV could be lavish for one owner, while a retractable screen with projector is the “duck’s nuts” for another, he says.

“How much you spend on bringing your yacht back to new depends on the age of the boat, what it’s being used for, whether that’s cruising, twilight and social racing or ocean racing.”

Another refit authority is Graham Eaton who has been around sailboats most of his life. He undertook his Shipwright apprenticeship in the 1970’s and by 1980 was working on yachts at the Royal Brighton Yacht Club. “Scooter”, as he’s known by one and all at the Gold Coast City Marina where he’s been plying his trade for 13 years, is a specialist at bringing yachts back from the brink, having worked on everything from superyachts to dinghies over his



career, even including repair work on Jessica Watson's *Pink Lady* for several weeks back in September 2009.

As far as bringing yachts "back to new", Eaton says it's all related to time and money. "It really depends on your budget and how long you want to keep your yacht, and for what purpose. You could easily over capitalise."

If you want to revamp your boat for sale, Eaton says a coat of paint and new upholstery, the latest TV, stereo and electronics would be first priorities. If the teak work on the exterior is past its use-by date, he suggests you don't replace it, just "remove it and paint some quality non-skid on the external decks".

That is likely to prove better value in the long run and these days non-skid comes in a myriad of colours and applications that even the most novice can manage to apply.

For those seeking to upgrade and keep their sailing yachts, consider your plans carefully, advises Eaton.

"If you have a five year plan and

want to sail around the Broadwater or up to the Whitsunday's, then you will spend a lot less than somebody who has a ten-year plan and intends to cruise around the world with their family. It also depends on what you start with and how complicated you want the refit to be."

It's all about updating, says Eaton. "You would start with the navigation equipment and appliances, upgrading those and making sure you have everything you need. Then there's the fit-out. For a low cost job, you could simply concentrate on the trim work, upholstery, re-varnishing with clear coat on the inside and a coat of paint."

Something more substantial could easily move a project into the realm of a major refit and take many months.

"We are working on an old racing boat, *Impetuous*, which won the Admiral's Cup for Australia in 1979. We are converting it from a technical, racing yacht to a comfortable cruising boat that is much more 'user-friendly'. We have had to take out

the pipe cots and replace them with custom beds, settees, refrigeration, hot and cold water, stove oven – all the mod cons for a leisure user."

A 'top of the line' refit of a yacht could easily run into the many hundreds of thousands of dollars, considering the amazing gadgets, both practical and fanciful that exist today. "There are solar panels, wind generators (that are compact these days), watermakers, and so much more to consider. Your best bet is to talk to somebody who knows his stuff," says Eaton.

Simon Hutchinson, owner of Fixtek, which has manufactured and distributed Flexiteek in the Asia-Pacific market for the past two years, knows his stuff when it comes to teak decking alternatives. "There are so many options," he says. "These days, it can be extruded with multi-colours and grain for texture."

Flexiteek is a lightweight, strip plank made of recycled plastic. The plastic used is fire-resistant to Class 0 standards, has a solid colour through its depth and can be sanded just like a teak deck. It is flexible and can be curved to follow deck contours.

"It's easy to maintain and clean, you just use soapy water and it comes back to new. Natural teak is still 'alive' and can be stained with chemicals or oil. Cleaning products extract the oil from teak and destroy the fibre, leaving fibres open so mould gets in. Then people use anti-moulds which attack the corking."

Flexiteek uses no dangerous goods in its manufacture or maintenance, is not poisonous and will not promote flame, and it's no hotter than real teak underfoot. However, its application is complex and requires an expert. "A competent boat builder can template and fit the deck, but they can't make it. Decks are made to measure by Flexiteek. They send us the templates and we quote and then send the templates to China, then the boat builder fits the completed deck. We use fully welded membranes, the strips are fully welded, not glued together and they look like real teak. The feel is great and they have lovely textures."

Also underfoot, there are various other decking options available to refresh your yacht. Dan Norris at Southern Engineering Services (SES) manufactures a "safe range", which includes No-Skid tape and a range of surface paints for yacht exteriors, crew and wet areas.

"If you have a teak deck that is slippery or worn, you can polish it back and use a No-Skid clear coating

"Check whether the anti-foul has been done professionally or by hand, rather than having it sandblasted back to remove previous layers of anti-foul, which of course impacts on the sailing performance of the yacht".

MARK ALI
Ensign Ship Brokers

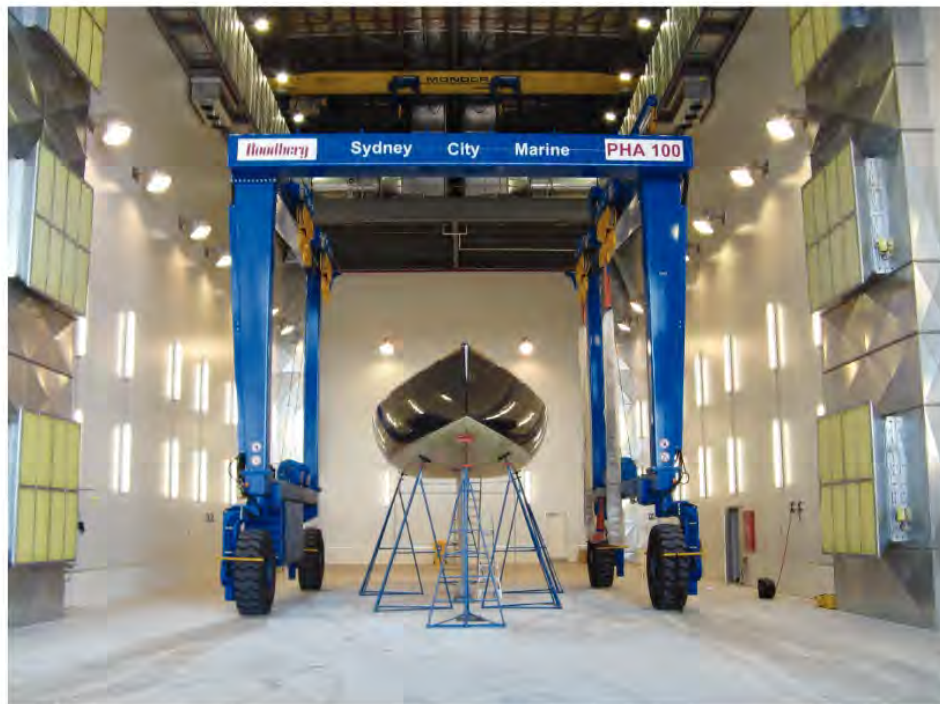
that protects and preserves the look of the teak. We also have a UV-stable teak coating which provides added protection and longevity”, says Norris. Below deck on yachts, especially those that are ocean going, the No-Skid products can be applied to any area that requires better grip.”

When it comes to next generation composites for both the DIY and professional marine markets, Lorraine Murray at ATL Composites says the latest formulae of composite products are good for the environment, suit every budget and are easy to apply.

“The product we recommend for repair and maintenance work is the West System epoxy range. These products are used by both professional yards and by yacht owners. It’s just a matter of choice and budget”, says Murray.

There are several repair and maintenance publications that people can buy in hard copy (or download for free from our website) covering a wide range of boats and typical repairs. According to Murray, when it comes to maintenance and repair, there’s not a lot of difference between sailing yachts and powerboats.

“They are both built from timber, solid fibreglass or composite material, cored and fibreglass construction, so they both have the same problems. Weight is sometimes more important for powerboats to keep the fuel consumption costs down, but then again, weight is critical for racing yachts too. The repair principles and composite materials from our end are



similar though.”

Murray says the choice of products entirely depends on the particular job. “There are specific products such as flow-coat used as a waterproof coating inside lockers that provides better moisture protection than paint.”

For refits, particularly to save weight or deliver a general “spruce up” inside, ATL Composites sells a range of marine interior panels. Murray explains: “These are lightweight composite panels for non-structural furniture. They are

lighter than plywood and can be used as non-structural walls, cabinetry, saloon cupboards and anything that’s not load-bearing.”

Owners often enquire about adding hardtop Biminis to flybridges and aft areas, or extensions of length to transoms or topsides. “For those requirements, we supply structural composite panels (in a standard size of 1200 x 2400 millimetres) which boat builders shape to the required format.”

For the eco-conscious, ATL Composites has developed a brand new bio-based adhesive that is an environmentally friendly alternative for structural bonding. Known as Techniglu R70, the system was formulated for improved user safety and to reduce the impact on the environment that comes from using petro-chemical based, thermo-set resins. The raw materials that form the base of the R70 system are made from industrially grown and harvested, renewables of plant origin. Natural phenols are reacted to create a natural “green” base epoxy system. Production of R70 consumes less energy and water than standard petroleum based epoxies, and also reduces wastes and greenhouse gas emissions.

“Techniglu R70 is tolerant of damp and low temperature conditions and cures to a non-brittle, low-shrink adhesive with good gap-filling capability, with excellent hold-up on vertical surfaces,” says Murray. “R70 will bond components fabricated from wood, concrete, fibreglass,

PRO REFITS
Above: Sydney City Marine’s high-tech paint shed. Below: Gold Coast City Marine’s lift, repair and refit capability can service the largest of yachts.



stone and marble, pottery, and metal". Sounds like high-tech marine superglue to us!

Interiors are certainly vital for any revamp of your yacht, especially if you're dressing to sell. "Many a top broker has told me they were one scatter cushion away from a sale," says Lyndel Rothschild of specialist marine interior outfitters Sheets Ahoy. She adds that keeping interiors "ship shape" is an important part of keeping your boat in good running order.

When a sailing yacht does double duty, as an entertainer as well as a racer, Rothschild says it's especially important to get the basics right.

"They say a happy wife makes a happy life and it's true on sailing yachts," she quips. "Sometimes the men like their boats spartan for racing, but they do need to please their ladies with nice interiors for time spent aboard cruising and entertaining. I recommend upgrading the basics in the saloon, lounge and accommodation, as well as bed linen that is properly cut and shaped".

A nautical look is still popular, Rothschild admits, but "nobody does the full teak panelling, marlin and



anchor themes anymore".

And while powerboat owners are considered more flamboyant with their interior choices more reflective of their homes and individuality, sailing yacht owners are comparatively conservative, preferring palettes of cream, grey and neutrals. And they are comparatively conservative in their spending too.

"You find that owners of sailing yachts under 35-feet don't tend to spend much on fit-outs or redesigning their interiors. So, they are less likely to consult an expert."

One advantage of leaving it to the professionals is that they have a world of new products within their grasp. "There are a lot of new fabrics that are resistant to UV and exposure to the elements that are great for outdoor dining and living spaces."

That's in addition to linen, bathware, drinkware and crockery that is compact for storage and hardy against chips, can be taken straight from fridge to oven, and also, can be monogrammed with your yacht's name or logo. An all-important statement of pride in a refreshed new look for your floating pride and joy." ⚓



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I was leaning casually against the airline ticket counter, trying to look nonchalant because I was hoping the ticket agent wouldn't notice that, in addition to my suitcase, I was trying to slip a big cardboard box through without paying extra baggage.

The clerk looked down at the box, looked up at me with a bemused look that I read to mean, "How dumb do you think I am?" and smiled.

"What kind of sailboat do you have?" he said.

Always quick on the uptake, I managed a "Huh?"

He looked down at the taped and roped box. "Well, I can see a bowline on the top and there's a clove hitch over on the side, but I'm surprised you're giving up a good piece of Dacron braid."

We grinned at each other as if we'd just had the secret handshake, and he admitted to having a J-24 and crewing on a lot of ocean racers I knew. I told him about my fleet and assured him that the Dacron braid was a downhaul that would be coming home with me in a few weeks.

"It's easy to spot sailors", he said, "because they're so seamanlike when they tie up a box or even tie a suitcase closed with a piece of line. Everyone else makes a complete mess of knots on top of knots, none of which will hold to the end of the baggage conveyor belt."

Long after I'd boarded my flight, I mulled over the encounter and I realised that you really can recognise a sailor's skills even in the most unlikely places. It doesn't take a pair of worn Topsiders or calloused hands to give us away.

More than 150 years ago, Sir Arthur Conan Doyle knew it when, in his *Adventure of the Abbey Grange*, he had Sherlock Holmes proclaim, "No one but an acrobat or a sailor could have got up to that bell-rope from the bracket, and no one but a sailor could have made the knots with which the cord was fastened to the chair." That clue didn't solve the mystery, but obviously Sherlock certainly knew his stuff when it came to knots and sailors.

It doesn't matter whether I'm tying a piece of plywood to the roof rack or lashing down a tarp over the wood pile, a lifetime of knots and lines comes into play. But that's not the only skill that a sailor brings to bear on life ashore.

Having spent far too many hours disassembling complex marine heads, I can tell you that any household toilet repair is child's



LIFE SKILLS

WHY A LIFETIME OF SKILLS LEARNT ABOARD ARE SO VITAL TO OUR LIVES ON DRY LAND, REPORTS CHRIS CASWELL.

play. A marine head has far more droppable and losable bits like washers and springs than its shore-side counterpart, where the parts are almost laughably large and simple to understand. The same applies to faucets, which are a lot like through-hull fittings.

Perhaps British authors have an insight about sailors, because crime writer Dorothy Sayers once commented, "A sailor's wonderfully handy about the house".

It's true — we are.

When it comes to painting a kitchen cabinet, a lifetime of varnishing skill lays the paint on smooth and glossy, although it'll be a cold day before I use my favourite European varnish brushes on house enamel.

But that's not all. If you can disassemble a two-speed Lewmar winch, well I can tell you that no garage door opener is going to be a puzzle to you. Speaking of the garage, if you've ever owned a boat with an Atomic 4 engine, then you'll be able to talk to your auto mechanic about car problems and not wonder what he's saying.



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.

Ralph Waldo Emerson had it right when he said, "We study the sailor, the man of his hands, man of all work; all eye, all finger, muscle, skill and endurance; a tailor, a carpenter, cooper, stevedore, and clerk and astronomer besides."

Since that day at the airline ticket counter, it's become a game to find the ways that the skills and hidden talents of a sailor impact my everyday life. I was talking to a roofer about his plan to start our new roof on the following day and, glancing at the sky, I asked if he wasn't worried that it might rain. "Nah", he said with absolute certainty and, even though it was my naked roof that was getting soaked the next afternoon, I had a certain satisfaction that my sailor's weather instincts had been spot on.

When I decided to fight a truly stupid parking ticket, I drew on all the legal skills learned in the protest room over three decades of racing at all levels. I lost, as I often have in the protest room, but I did so knowing that I'd done a good job representing myself against an unjust and heartless bureaucracy.

The seams on the cushion of my favourite backyard chair finally gave up the ghost, and it was the long curved needles, the waxed marline thread and the sailmaker's palm from my sail repair kit that came to the rescue. Those items and a lot of hours on ocean racers sewing the seams on a blown chute or Genoa back together in the wee hours of a breezy night. The sails weren't perfect but they got us to the finish line, and the cushion isn't pretty but it's going to get me through another summer.

When I was helping a sailor friend move from a third-floor apartment, we both stood and warily considered an extremely heavy chest of drawers and thought about the steep stairs. "Wish we had a block and tackle", I said, eyeing the balcony outside his window. Faster than you could shake out a reef, we'd raided his boat of its mainsheet rig and we were easily lowering the bureau (and a mattress and a bunch of other heavy stuff) down the front of the building to the amazement of a growing crowd of neighbours.

It's all part of the mystique of sailors, and these abilities are something to savour and enjoy. There's much more, of course, and British novelist Nicholas Monsarrat summed it up when he wrote, "Sailors, with their built-in sense of order, service and discipline, should really be running the world."

So true. ⚓

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The 27th February 2014 was a sad day for Australian offshore yachting, much sadder for those of us who had the opportunity over the past fifty years to know or sail with Lou Abrahams, who passed away on that date, aged 86.

The history of yachting will record that Lou Abrahams was the first Victorian yachtsman to win the Sydney Hobart Race, with *Challenge II* in 1983, again in 1989 with *Ultimate Challenge*, and the first Victorian to race in the Admiral's Cup.

The records will also show that among the significant awards Lou received was the Australian Ocean Racer of the year in both 1984 and in 1990, the Victorian Yachtsman of the Year in 1983 and in 2006, and the Veteran Ocean Racer of the Year.

In 2002 Lou received a Commonwealth Medal for Services to Sailing and the Services to Yachting Award in 2006.

Lou was a quietly spoken, gentlemanly skipper and yachting administrator who was a role model and mentor to so many young Victorian sailors, giving them the opportunity to venture forth into ocean racing, as he had.

Some of his on-shore achievements include opening up the way for women to participate in yachting or his notable background role as Australian team manager during the tragic Fastnet Race of 1979.

In the 1980s, while covering the Clipper Cup in Hawaii, Lou invited me to race aboard *Challenge II* in the short races off Honolulu. The trade winds were blowing hard and I recall looking over my shoulder as we surfed under spinnaker to see boats broaching wildly and even losing their rigs.

On the wheel, Lou was unperturbed and the beautifully balanced Sparkman & Stephens 45 sailed on to victory. Among the regular crew of *Challenge II* at the Clipper Cup was a young Victorian sailor, Matt Allen, now president of Yachting Australia.

Stepping back to the 60's, 1963 to be exact, marked the beginning of Lou's long association with the Rolex Sydney Hobart Yacht Race.

Noted Victorian yachtsman Sir Arthur Warner took the then 36-year-old Lou on the famed *Winston Churchill* as his bowman. But Lou decided it was too wet and too far out to the end of the schooner's long bowsprit. He moved from the 'sharp end' to the back of the boat when he



EIGHT BELLS

LOU ABRAHAMS

EDITOR AT LARGE PETER CAMPBELL
RECALLS THE GREAT CONTRIBUTION MADE TO
OCEAN RACING BY THE LATE LOU ABRAHAMS,
AND THE TIME HE SAILED ABOARD
CHALLENGE II AT THE CLIPPER CUP.

bought his first yacht, *Odin*.

Lou then went on to complete in 43 consecutive Sydney Hobart races, the last in 2007 aboard his Sydney 38 *Challenge*.

While Abrahams represented Australia in yachting many times, Sandringham Yacht Club on the eastern shores of Melbourne's Port Phillip, was always his beloved home base for yachting.

A past Commodore and Life Member, Lou joined SYC in 1964 and sailed a succession of fast yachts in a career spanning some 50 years and included success in many of the world's premier yacht races, from the Rolex Sydney Hobart to the Clipper/Kenwood Cup in Hawaii, the Admiral's Cup in England and numerous other events around the world.

As early as 1970 Lou was making a name for himself in sailing, originally with the first racing yacht he owned, *Odin*, then with *Vittoria*.

Next came his series of boats incorporating the *Challenge* name that became well known throughout

Australia and overseas for their successes.

Lou and his team have competed in seven Fastnet Races, and he has been quoted saying, 'It's not quite as tough as the Hobart, as half of it is OK – if you beat there, you run back – but it does fog up a lot'.

As Australian Admiral's Cup team manager in 1979 Lou played a key role in assisting the Royal Ocean Racing Club handle the emotional fall-out of the unfolding tragedy of the Fastnet Race, and in keeping the families of the Australian team members as fully informed as possible until the finish.

Unfortunately, the Australian team's gritty win was overshadowed by the Fastnet tragedy but once home Lou and the winning skippers and their crews received due recognition of their victory.

Lou then decided he should compete in the Admiral's Cup, and other international events, with his own boat, *Challenge II* (C2 or the *Big Red Boat*) followed *Vittoria*. The S&S 45 was campaigned from 1979 to 1983, and provided his first Hobart win in 1983.

Challenge III was from '84 to '87, with the carbon fibre Frers-design going off to compete in the 1985 and 1987 Admiral's Cups, also representing Australia in the winning Kenwood Cup team in 1986.

From there, it was *Challenge Again* and *Ultimate Challenge*, the Ed Dubois IOR one tonner which provided Lou with his second Sydney Hobart win in 1989 and a close second in 1991.

Abrahams' yacht racing career went on a different tack when he decided to buy a one-design Sydney 38. The first was called *Another Challenge*, followed by an updated model, *Challenge*. Lou and his crew won the Sydney 38 National Championship four times and all but one Victorian Championship since its inception.

"Lou's crews have always been a close knit group who have the highest regard for their skipper; his professionalism, seamanship, good humour and, above all, consider Lou a real gentleman and great skipper," Sandringham Yacht Club Commodore Chris Carlile said in tribute.

"As Commodore, he introduced a level of professionalism and business acumen that was instrumental in the Club's development.

"But mostly, we remember Lou's passion for doing what he could to ensure as many as possible could share his love of the sea and sailing,"

I concur! ⚓

FAIR WINDS
80-years old
Lou Abrahams
photographed
on *Challenge*,
in Hobart after
completing his
44th Rolex Sydney
Hobart in 2007.

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AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
APRIL			APRIL		
Gosford Lord Howe Island Race	5 Apr	GSC	Sail Malaysia Langkawi to Sabah	Apr	Philippines
Signets H7 and JDs H6 State Championships	5 Apr	PDSC	ISAF Sailing World Cup, Mallorca	29 Mar – 5 Apr	Spain
Sydney to Mooloolaba Yacht Race	9 Apr	MHYC	ISAF Sailing World Cup, Hyères	19 Mar – 26 Apr	France
Pittwater to Newcastle Bluewater Race	10 Apr	RPAYC	BVI Spring Regatta & Sailing Festival	31 Mar – 6 Apr	British Virgin Is.
Sail Port Stephens & NSW IRC Championships	7-13 Apr	CPSC	The Baldwin Cup Team Race	4-6 Apr	NHYC, USA
Black Rock Skiff Regatta	11-13 Apr	BRYC	Singapore Yacht Show	10-13 Apr	Singapore
Audi Australian IRC Championships	17-20 Apr	NCYC	Biennial Rolex China Sea Race	16 Apr	Hong Kong
Sail Brisbane	17-21 Apr	RQYS	Oyster 2014 Caribbean Regatta	7-12 Apr	Antigua
Brisbane to Gladstone Yacht Race	18 Apr	QCYC	Charleston Race Week	10-13 Apr	BVI
Melbourne to Port Fairy Race	18 Apr	ORCV	Les Voiles de St. Barth	14-19 Apr	USA
SA Secondary Schools Team Sailing State Champs	24-26 Apr	PRSC	Rolex China Sea race	16 Apr	RHKYC
Yarrowonga Yacht Club ANZAC Regatta	25-27 Apr	YYC	Antigua Classic Yacht Regatta	17-22 Apr	St. Barths
CYCA Winter Series Ladies Day & Great Veterans Race	27 Apr	CYCA	7th Commodore's Cup	22-26 Apr	UK
			Starling National Championships	24-27 Apr	WCC,NZ
			56th Dauphin Island Race	26-27 Apr	BYC, USA
			Antigua Sailing Week	26 Apr – 2 May	Antigua
			Secondary Schools Team Sailing Nat. Champs	27 Apr – 2 May	New Zealand
			Tahiti Pearl Regatta	30 Apr – May 4	French Polynesia
MAY			MAY		
CYCA Summer Season Prizegiving	2 May	CYCA	10th Top of the Gulf Regatta & Coronation Cup	1-5 May	Gulf of Thailand
Land Rover Winter Series Race 1	4 May	CYCA	Annapolis NOODS	3-5 May	Annapolis, USA
Land Rover Winter Series Race 2	11 May	CYCA	Capri Sailing Week	18-24 May	Capri, Italy
Land Rover Winter Series Race 3	18 May	CYCA	13th Samui Regatta	24-31 May	Gulf of Thailand
Land Rover Winter Series Race 4	25 May	CYCA	J/Jamboree	30 May – 1 Jun	Annapolis, USA
ASMEX 2013	21 May	SC			
Sanctuary Cove International Boat Show	22-25 May	SC			
JUNE			JUNE		
Land Rover Winter Series Race 5	1 Jun	CYCA	Loro Piana Superyacht Regatta	3-7 June	Porto Cervo
Sail Mooloolaba	5 Jun – 20 Jul	MYC	Audi TP52 World Championship	10-14 Jun	Porto Cervo
Etchells Australian Winter Nationals	5-8 June	MYC	Rolex Giraglia Race	13-21 Jun	St Tropez to Genoa
Land Rover Winter Series Race 6	8 Jun	CYCA	JP Morgan Round the Island Race (UK)	21 Jun	ISC
Land Rover Winter Series Race 7	15 Jun	CYCA			
Land Rover Winter Series Race 8	22 Jun	CYCA			
Land Rover Winter Series Race 9	29 Jun	CYCA			
JULY			JULY		
Land Rover Winter Series Race 10	6 July	CYCA	Port Huron to Mackinac Race	12-14 Jul	Michigan, USA
Land Rover Winter Series Closing Ladies Day Race	13 July	CYCA	Phuket Race Week	16-20 Jul	Thailand
CYCA Parade of Sail and Blessing of the Fleet	20 July	CYCA			
Land Rover Sydney Gold Coast Yacht Race	26 Jul	CYCA			
Sail Indonesia	26 Jul	DSC			
Club Marine Brisbane to Keppel Tropical Yacht Race	31 Jul	RQYS			
Sydney Boat Show	31 Jul – 4 Aug	SIBS			
AUGUST			AUGUST		
Club Marine NSW Youth Match Racing Champs	2-3 Aug	CYCA	24th Hanse Sail Rostok	7-10 Aug	Germany
25th Airlie Beach Race Week	8-15 Aug	WSC	505 World Championship	13-22 Aug	Kiel, Germany
CYCA Spring Series	10 Aug-7 Sep	CYCA	Newport Bucket Regatta	22-24 Aug	Newport, USA
Audi Hamilton Island Race Week	16-23 Aug	HIYC	J/80 East Coasts	30 Aug – 1 Sep	Annapolis, USA
Sealink Magnetic Island Race Week	28 Aug-2 Sep	TYC	Maxi Yacht Rolex Cup	31 Aug – 6 Sep	Porto Cervo
SEPTEMBER			SEPTEMBER		
			J/80 North Americans	10-14 Sep	Annapolis, USA
			Le Voiles St. Tropez	27 Sep	France
			J/80 World Championship	28 Sep – 5 Oct	Annapolis, USA

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

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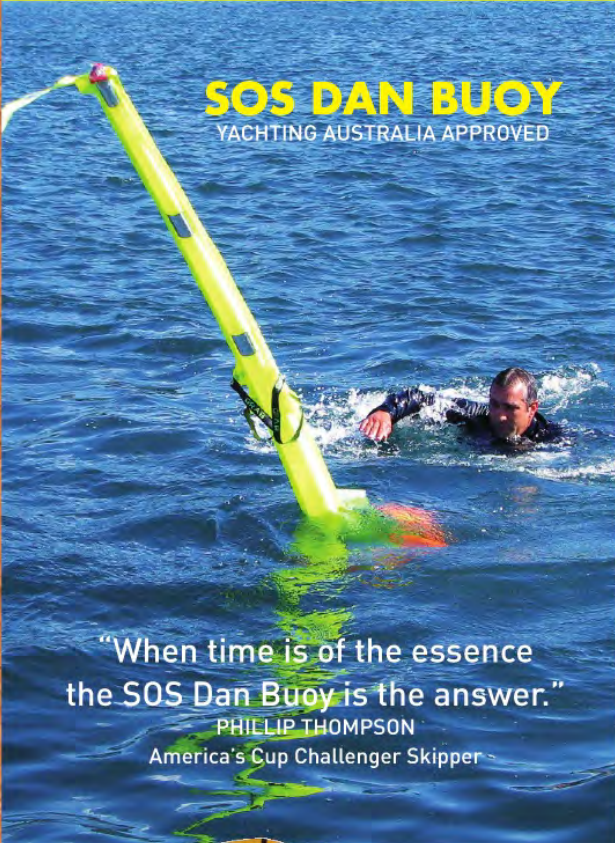
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\$235,000



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S&S 42
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BENETEAU OCEANIS 473 - 2004
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SYDNEY 38 - 2002
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VOLVO 60 - 1997
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BAVARIA 42 - 2006
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